

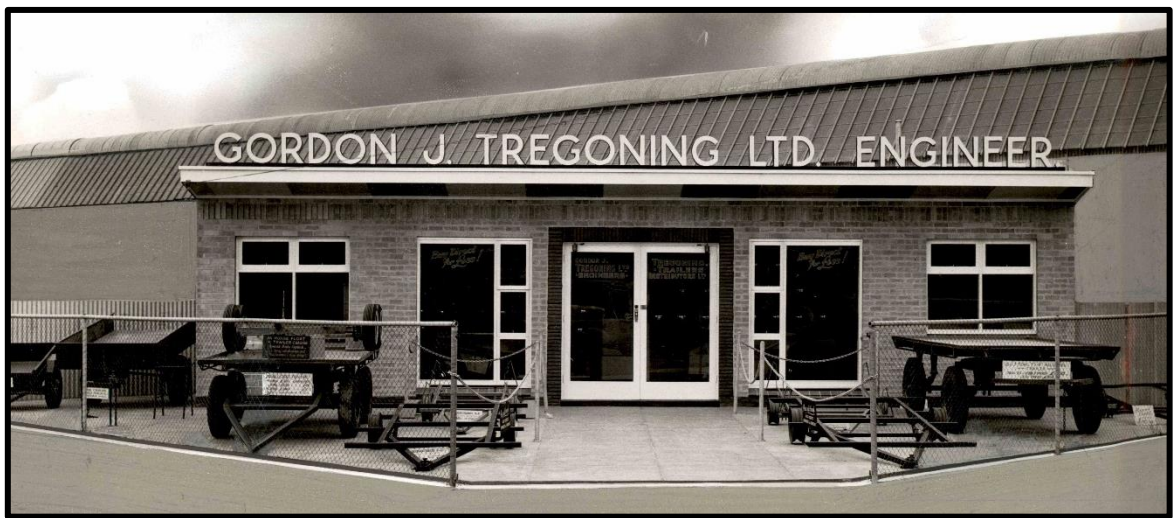
## Preserving Memories

A joint project of the City of West Torrens and the West Torrens Historical Society

### TREGONING FAMILY



**“YOU SOON FORGET THE PRICE, BUT YOU NEVER FORGET THE QUALITY.” EVERYTHING HE BUILT WAS MADE TO LAST FOREVER. THAT’S HOW HE BUILT OUR REPUTATION. THERE WAS ALWAYS THIS OVERRIDING PHILOSOPHY THAT YOU DO IT ONCE AND DO IT PROPERLY.”**



‘Treg’ has been a very well-respected name in our community. Quality products have been manufactured and supplied to the public and to companies for many years. With a niche market and being a local brand Treg was considered the best, it was the trailer to have.

Gordon Tregoning’s reputation will be honoured and remembered by the many businesses and individuals who've benefitted from his engineering skills and from the integrity with which he conducted the business over the years. His sons Peter and Ian tell his remarkable story.

At the time of the business closure it was noted, ‘The thing people will remember about Treg trailers is their quality. They had a sensational reputation.’

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## Gordon Joseph (Trigger) Tregoning

Gordon Joseph Tregoning was born in Broken Hill on the 19th of February 1918. He was the youngest of three children with two sisters, one was seven years older and one fourteen years older.

His sisters Trix and Thelma attended and boarded at a school in Adelaide.

At the age of four Gordon's head was kicked by a horse which resulted in a meningitis infection. His oldest sister Trix was training as a nurse at the Broken Hill Hospital. She and her friends nursed him at home for months. In those days there were no antibiotics, they used poultices to drain the fluid. He recovered from this illness but was asthmatic. The doctor recommended sea air as a treatment and the family moved to Adelaide. Peter recalls that Gordon never had asthma again; hay fever, but never asthma.



*Gordon circa 1924*

Gordon attended Grange Primary School and then Thebarton Boys Technical School, leaving half way through second year. He would ride his bicycle from their home at Grange. Peter recalls Gordon saying he could almost draw a straight line through the tracks he took to school because there were very few roads and very few houses in the way.



*1927 [WTHS LH0025-08a]*

Gordon left school halfway through his second year, Year Nine.



# Preserving Memories

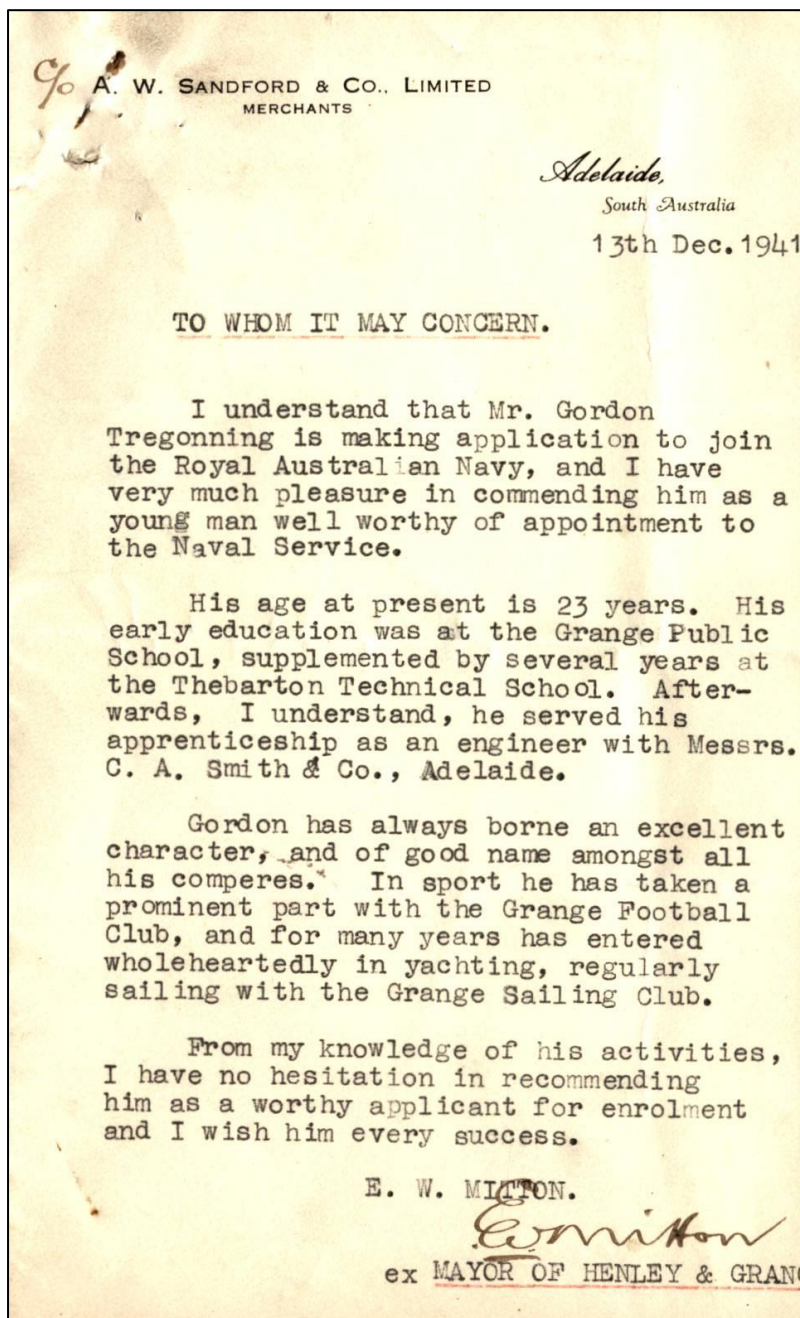
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## Apprentice Fitter and Turner

Around 1932 Gordon started an apprenticeship as a fitter and turner with C.A. Smith and Company. This business was acquired by John Richard Tregoning in 1948.

As general engineers, the company built ore jetties into a bay to allow ships to berth. If a mining company had a quarry somewhere inland and wanted to transport the ore by ship, they would construct the jetty and a conveyor belt system, to support the mining company.

In December 1954 this business was bought by Malco Industries Limited.



*The Argus, 15 December 1954, p 14*



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## Royal Australian Navy, World War 2

During the first two years of the war certain occupations were exempt from military service. This included those which were essential for the production of equipment and supplies for the war effort. Under this ruling Gordon was not required to serve but he did enlist 1942 to 1946 in the Royal Australian Navy. He undertook a three-month course as a marine engineer and worked mostly on the repair ship *Platypus* where he learnt many other trades.

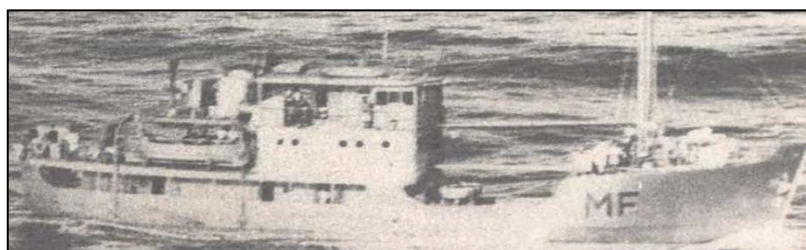
Gordon told the story that he was meant to go to sea on a trader that had been commandeered by the Navy, *HMAS Matafele*, but one of friends from his course, James Harold (Jimmy) Sands, asked to swap ships because his wife had just their son, and the trader did a regular supply run to Sydney where he could visit them.

Gordon swapped with him and went on the *HMAS Platypus* instead of the *Matafele*.

The *HMAS Matafele* left Townsville on 18 June 1944 headed for Milne Bay. The ship and crew were presumed lost around 20 June 1944.

Gordon's story could have ended here.

INDEX No. 55022		CASUALTY	DECEASED	DIV. ENG. NSW
SURNAME SANDS		OTHER NAMES James Harold		
RANK A/ERA 1V		REG No ON S.7650	UNIT "MATAFELE"	H.M.A.S. POW No.
POW CAMP	Wife Mrs. M.J. Sands, 94 Christie St. St. Leonards NSW		H.M.A.S. ADDRESS	
DATE		INFORMATION		
2-8-44		Navy Cas. list adv. missing July 44 Ship pres. lost.		
18-8-44		Eng. from NSW "Missing 22/6/44" wife..		
28-8-45		Navy Cas. list adv. now presumed deceased from 24-8-44.		



### 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, Engineerroom Artificer W. H. Halyburton, Petty Officer W. M. Kuhlmann, Motor Mechanic R. E. Newtown, Engineerroom Artificer J. H. Sands, Ordinary Seaman B. D. Tamplin.

Queensland Times, 16 January 1945, p 1

# Preserving Memories

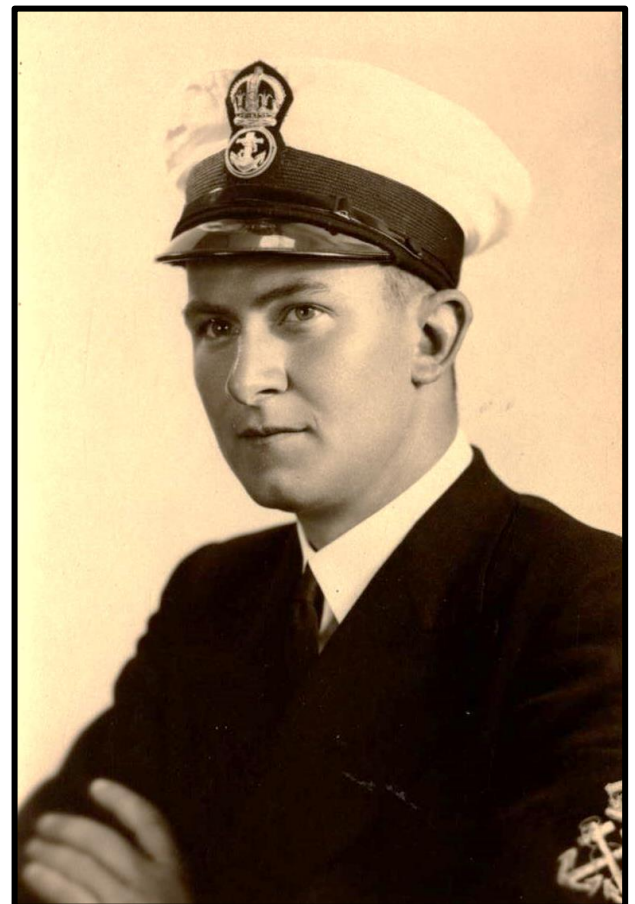
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Gordon, top row second from right, 1946



Gordon needed permission to grow his beard whilst in service!





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~~copy~~ Royal Australian Navy  
H.M.A.S. Platypus  
Repair Ship  
Sydney 5-  
Dec 15<sup>th</sup> 1946

To Whom it May Concern

This is to certify that "Engine Room Artificer"  
Ferguson served me in the above named  
vessel for a period of nearly 3 years

During this time he was employed on all  
classes of repair work, including Fitting, Turning  
and Machining, also maintenance on Main  
Engines, Boilers, Steam and Diesel Auxiliaries,  
and refrigerating machinery.

He is an excellent tradesman, and  
outstanding in his work, always of good  
appearance, steady and reliable.

Prior to the cessation of hostilities he was  
recommended for an Engineering Commission  
however he decided to leave the Service to take  
up a shore appointment.

Knowing his ability, I can without  
doubt recommend him to anyone  
requiring his services

Signed R. H. Chambers  
Eng Lt. Cdr.  
H.M.A.S. Platypus



# Preserving Memories

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1917 TO 1920 INC.

## ROYAL AUSTRALIAN NAVAL RESERVE.

### RECORD OF MOBILIZED SERVICE.

NAME (in full) **TREGONING, Gordon Joseph** OFFICIAL NUMBER **1101**  
 Date of Birth **19th February 1918** Place of Birth **Broken Hill, N.S.W.** Religion **Presbyterian**  
 Next of Kin (relationship and address) **Brother Benjamin Tregoning, 24 Kelly Rd., East. Kent. Vic 631/8637/15/8/44**

The above-named member has been mobilized for service by proclamation. He reported for duty on **9 November 1942** P.O. **Box 45, Cairns 2nd**  
 Rank or Rating **AFERA 41** Seniority **9 Nov. 1942**  
 Specialist Qualifications or Non-substantive Rating **Fitter & Turner**  
 Service to which allocated on Mobilization **H.M.A.S. Cerberus**  
 Date **19 November 1942** Signature and Rank of C.O. **[Signature] Commander**

The above-named member has been medically examined and is fit for service.

#### DESCRIPTION OF MEMBER

Height.		Colour of		Complexion.	Marks, Wounds, and Scars.
Fe.	Inch.	Hair.	Eyes.		
6	1	Brown	Brown	Fresh	Scar under Rt. eye

Date **9.11.42** Signature **[Signature]** Rank **Surgeon Lieutenant RANVR**  
 Signature of Member **[Signature]** Date **9.11.42**

#### EXAMINATIONS AND NOTATIONS SUBSEQUENT TO MOBILIZATION

Date.	Particulars.	Date.	Particulars.
4 Dec. 42	Q.A/G 1 day. Cairns 1101-11992 Y.O.	13 MAY 1946	Deferred Pay Paid
12. 3. + 3.	Camp Cairns Eng. Co. (Cairns). 22895. 20		
5. 8. + 3.	Camp BR W.C. Platypus 53910/2		
20. 9. + 3.	Camp Platypus 1757/44		
Sept 42	General (Cairns) Platypus 445107/128		
15 Aug 44	General (Cairns) Platypus 2543/17		
31. 8. + 3	QDC/B. Platypus AS. 16/1743-11		

**WAR GRATUITY**

CLAIM No: **12358**

AMOUNT **£82-10-0**

INITIALS **[Signature]**



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Deferred Pay Card No 48258

PA/3382 Port Adelaide

Entered in Ledger List No. 68685 5<sup>th</sup>/946

Initials of Certifying Officer C.P.

COND CLASS FOR CONDUCT (inclusive dates).

To.	From.	To.
Ad. 10/12/35	10. 1. 44	

TIME FORFEITED.

No. of P., C., O.P., W.T., or D.	Date.	No. of Days.	P., C., O.P., W.T., or D.

GOOD CONDUCT BADGES.

No. of P., C., O.P., W.T., or D.	Date.	1st, 2nd, or 3rd.	Granted, Deprived, or Restored.
10/12/35			

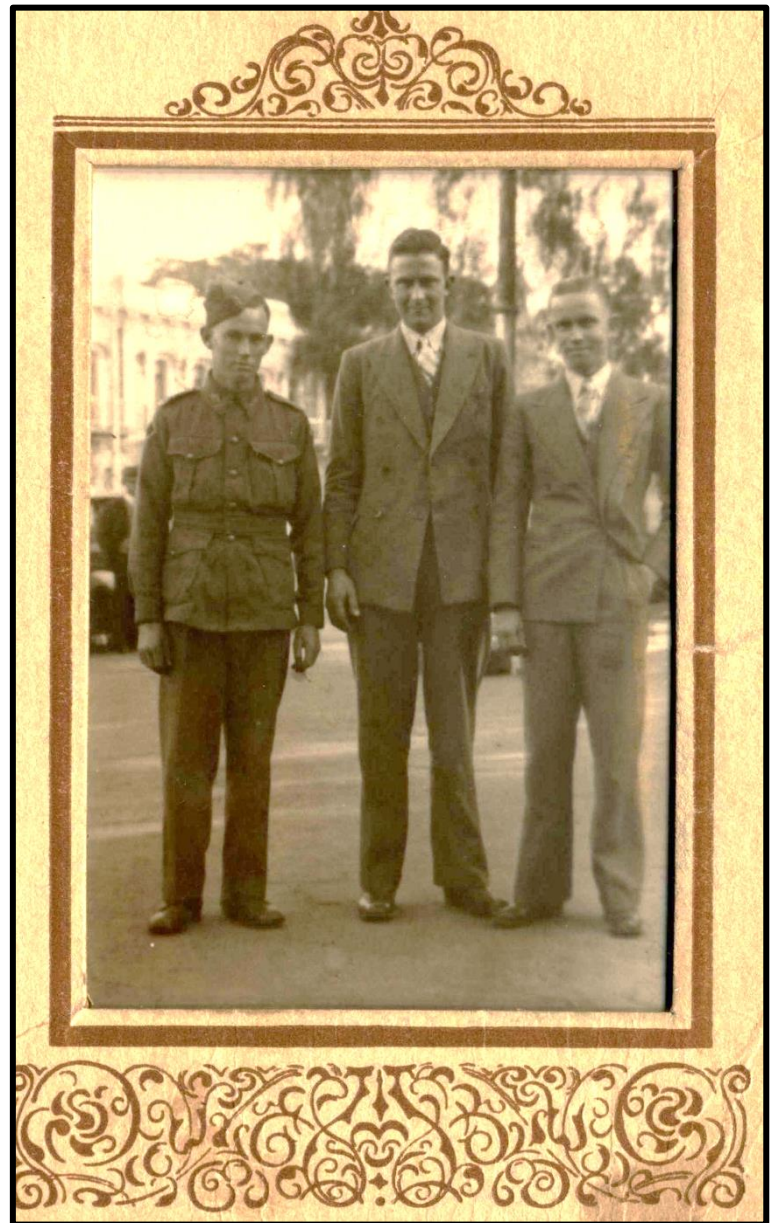
In Action, Hurt Certificate granted, Meritorious Service, Special Recommendations, &c.

Particulars.

16/11 in Lieu of 15 Days Accrued Leave

Account No. Dated

Leave Due.



Gordon Tregoning (centre), circa 1943

Gordon was approved for officer training at the end of the war, he was offered a position as a Commissioned Engineer but declined to return to South Australia.

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## Beatrice Mabel Robertson

Beatrice Mabel Robertson (4 July 1918 - 14 June 1986) with her mother Mabel Beatrice Robertson, née Fleming, (May 1889 – February 1960) and sister Helen, departed London on the *Bendigo* 27 November 1924 bound for Sydney. It arrived 4 January 1925.

S.S. "BENDIGO"		PASSENGER LIST.	Sheet No. 10.		
Port.	Names.	Adults.	Chdn.	Infants.	
SYDNEY	Partington	MR & Mrs H.	2		
	Pasquet	Mr E. J.	1		
	Pengelly	Mrs E.	1		
	Pennarini	Miss E. F.	1		
	Perrin	Mrs W.	1		
	Pettrick	Mr & Mrs T. & family	2	2	
	Pickthall	Misses G. & B.		2	
	Preston	Master J.	1		
	Preston	Miss A.	1		
	Ralston	Mr & Mrs W. & family	5		
	Reed	Mr & Mrs R. A.	2		
	Reeves	Mrs N. & family	2	3	
	Reynolds	Mr H. A.	1		
	Reynolds	Mr W.	1		
	Richardson	Mr H. H.	1		
	Riley	Miss I.	1		
	Robertson	Mr & Mrs & Miss	3		
	Robertson	Mrs M. & family	1	2	

S.S. Bendigo passenger list arrivals Sydney, 4 January 1925 [recordsearch.naa.gov.au]

Beatrice went to Cairns to visit relatives in the early 1930s, she stayed and went to school there. The rest of the family followed a year or so later.

Beatrice attended the High School in Cairns and was about to complete her year ten exams when she was offered a bookkeeping job at a small department store called Bolands in Cairns.

In the depression years jobs were a priority over schooling. She worked there until she was married in 1944.



wikipedia.org/wiki/Bolands\_Centre

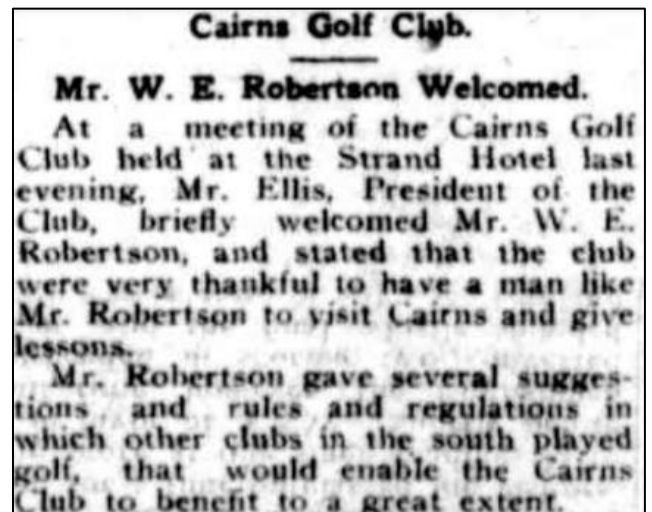


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Her father, William Wilson Edmondson Robertson (February 1888 - 30 November 1960) left London aboard the *Barrabool* on 6 September 1923.

He worked as formwork carpenter on the Sydney Harbour Bridge and was a leading golf instructor when they moved to Cairns.



*Cairns Post, 10 June 1924, p8*

**REILLY—ROBERTSON.**—At Cairns on Saturday, March 9, 1940, Sergeant Michael Joseph Reilly (of the 2nd A.I.F. and formerly of Innisfail) and Helen, elder daughter of Mr. and Mrs. W. E. Robertson, of 145 Abbott-street, Cairns.

Helen married on 9 March 1940, Sergeant Michael Joseph Reilly A.I.F.

*Cairns Post, 12 Mar 1940, p6*

Mabel died in Innisfail in February 1960. William died in Adelaide in November 1960.

ROBERTSON In loving memory of our dear mother and father, MABEL BEATRICE ROBERTSON, born Glasgow, May 1889, died Innisfail February 1960.  
Also WILLIAM WILSON EDMONSTON ROBERTSON, born Edinburgh, February 1888, died Adelaide November 1960.

*Innisfail Cemetery Index 1808-2007*

# Preserving Memories

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## Marriage and children

Gordon was based in Cairns in 1942 when he met Beatrice at a dance at the Cairns RSL.

**APPROACHING MARRIAGE**  
**TREGONING--ROBERTSON.** — The wedding of Miss Beatrice Robertson, younger daughter of Mr. and Mrs. Robertson, of Cairns, to E.R.A. Gordon Tregoning (RAN), only son of Mr. and Mrs. J. E. Tregoning, of Adelaide, will be solemnised at St. Michael's Church of England, Wollongong, on Saturday, August 5, at 2 p.m. A small reception will be held afterwards at the home of the groom's sister, 24 Virginia Street, North Wollongong, N.S.W.



Gordon's ship was in Wollongong for a refit. Only 2 of their relatives could obtain travel permits, Gordon's sister Thelma, who brought her wedding dress for Beatrice, and her husband Alan.

They married on 5 August 1944 in St Michael's Church of England in Wollongong.

### Sydney, Australia, Anglican Parish Registers, 1814-2011 for Beatrice Mabel Robertson

Wollongong St Michael > Marriage > 23 June 1944 - 29 December 1947

12	1044	Gordon Joseph Tregoning	engine room artificer	Royal Australian Navy	bachelor	Broken Hill	year 26	Joseph Edward Tregoning or Bertha Tress	farmer
	5th August	Beatrice Mabel Robertson	H33 Chaffron Rd clerk	143 Chaffron street Cairns	spinster	Glasgow	26	William Wilson Robertson or Mabel Beatrice Tregoning	carpenter
Married at		St. Michael's Church Wollongong			This Marriage was solemnized between us				
According to the rites of the		Church of England			In the presence of				
					By me				
					Officiating Minister				

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Peter Gordon was born in Cairns, North Queensland, on 5 of April 1945.

**TREGONING.**—At Cairns District Hospital on April 5, to Chief Petty Officer and Mrs. G. J. Tregoning (nee Beatrice Robertson), a son, premature.

*Cairns Post, 17 Apr 1945, p3*

Ian Edward was born 4 years later on the 30th of April 1949, at the Henley Community Hospital on Seaview Road. *Apparently, I was an emergency Caesarean and I actually have a scar where they cut my wrist as they were getting me out. I still show that scar quite proudly.*

**TREGONING.**—On April 30, at Henley Private Hospital, to Beatrice and Gordon—a son (Ian Edward).

*Chronicle, 5 May 1949, p34*



*Ian, Gordon, Peter, circa 1952*



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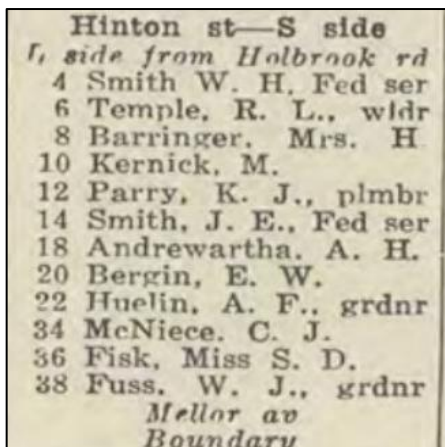
## Starting a business

When the war finished, Gordon was offered a permanent commission in the Navy as a chief petty officer, or he could use the right to be discharged.

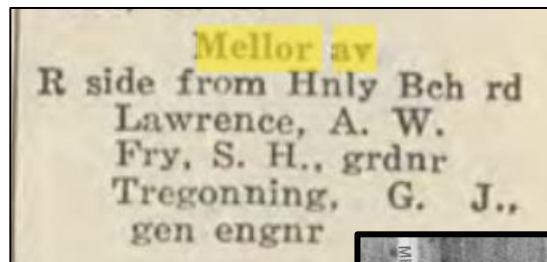
He chose to leave the Navy and to return to live in Adelaide. He was hoping to find work in the railways as employees benefited from an annual free rail pass. This would enable Beatrice to return to Cairns to visit her family. He tried the Islington works and found that the railways weren't taking on new employees.

Gordon's uncle William Fuss (Bill), lived on the corner of Mellor Avenue and Hinton Street in Underdale. One night over dinner they were discussing what Gordon could do for work. Bill leased land as a market gardener to grow tomatoes and brought the produce back to be sorted and packed in the large 90 foot by 20 foot shed at the rear of his house.

He offered this shed to Gordon rent free for 12 months if he wanted to start a business. Gordon accepted the offer, and that was the beginning of Tregoning Engineering.



Sands and McDougall directory 1948



1949  
[West Maps Public]



38 Hinton Street, Underdale [realestate.com]

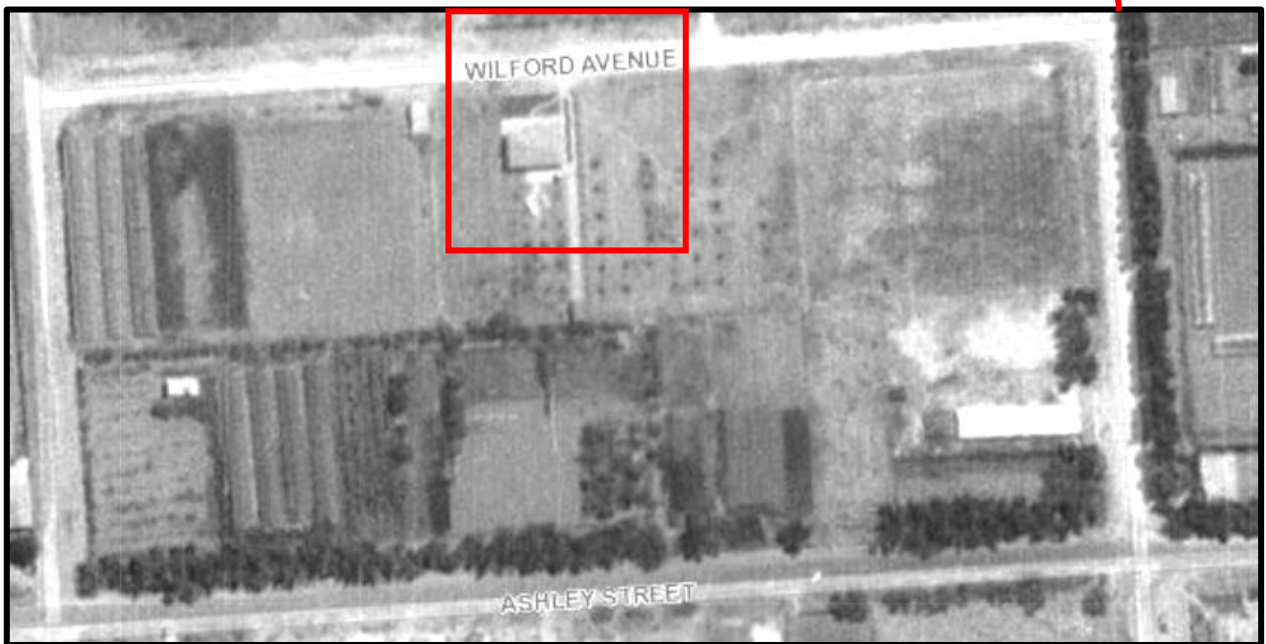
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The family lived in Glenside while they were building their first house at 9 Wilford Avenue, Underdale on land that was previously market gardens. This area was still surrounded by market gardens of the Tripodi family and the Normans Winery vineyards. Peter recalls that to the north on Hardy's Road was the Hardy mansion.



*Hardys Bankside Vineyard 1880 [SLSA B 31373]*



*1949 [West Maps Public]*



*9 Wilford Avenue, Underdale, 2012 [Streetview]*



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When the 12 months was up, rather than pay rent to someone, he bought the land at 59 Hardys Road Underdale. The shed on the property had been used as a French Polishing business. He had to borrow some money using a returned serviceman's loan to start a business. The business name of Gordon J. Tregoning Pty Ltd was registered on 20 February 1953.

Lasscocks owned the market garden to the north on the corner of Wilford Avenue. The Tregoning Group purchased this property in the 1970s and built warehousing on the land.



*59 Hardys Road Underdale, 1959 [West Maps Public]*



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## Moving to Glenelg North

Joseph Tregoning had land in the area acquired by the Government for the Sewerage works and the Patawolonga outlet. When the property wasn't required it was sold back to the owners for the same price.

Gordon had built a home at 42 North Esplanade, North Glenelg and at the rear set up a tennis court. The family moved in 1955, Peter was about 10 and Ian was aged 6.



1959, 42 North Esplanade [West Maps Public]



42 Esplanade, Glenelg North, 2010

**Peter:** *Steve Tillett, the stonemasons, S.D. Tillett Memorials, lived next door. The stonework is still as stable today as it was back then.*



Around 2012 Ian built a new home on the land, keeping the side stone retaining wall.



2021 [Street View]



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## Peter And Ian

### Growing up

**Peter:** *When we were at Glenside, I had a little tricycle and apparently, I got out one day and they found me two miles away. I had ridden across Greenhill Road and Portrush Road. When we moved down to Wilford Avenue in Underdale there were initially no fences and so to prevent a similar occurrence I used to be tied in a little harness to the clothesline. One day I ran so much that I got completely tangled up and tied myself to the post.*

**Peter:** *We were barred from the Torrens as some kids had drowned using an innertube. As we got older, we would wander up and down the streets in perfect safety. We would play with other kids in the neighbourhood at their houses and had to come home by a certain time.*

**Peter:** *We were taught to always be polite with neighbours and adults in general.*

**Ian:** *I was the fair-haired boy and Mum's favourite being younger. Peter was the problem child, and I was the well-behaved lad.*

**Peter:** *Ian contracted bronchitis and had more than six months off school and then had to repeat a year. With Dad working, and me at school, Ian and Mum spent a lot of time together at home and they bonded very strongly.*

### Fishing at Cape Jervis

**Ian:** *Gordon was a sailor at Grange Sailing Club and mad keen fisherman. We would fish off the Grange jetty and when the business was successful, Dad bought a boat, and then a shack at Cape Jervis. We went to the shack a lot on the weekends, that's where I made my first few dollars. I would fish with dad all day on the Saturday, and we would catch a boat load of snapper, even triple headers. I would sell the fish to the tourists coming past the shack and I kept all the money. Dad obviously paid the fuel so for me there was no cost of production! That was a terrific earner for me as a kid. We did that for many years. We had the shack for about 50 years.*

**Peter:** *There was no bag limit for fish in those days. When we first moved down there, there were only three shacks, and it was dirt roads and rough tracks from Second Valley. There was no electricity.*

**Peter:** *If you saw four or five other boats down there at the weekend, in the early days, that was a lot. There was no ferry to bother us. No wonder they've brought in a limit on snapper because there's dozens of boats down there these days.*

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**With ROD and LINE**

By JOHN L. RECHNER

Very much better reports are coming in from the Outer Harbor grounds.

If you fancy trailing for snook, trail the grounds lined up on the gasometer and the north end of the wharf.

Malcolm Mills was busy the other day landing snook up to 2½ lb. He had several dozen.

Good whiting were taken on the "buckets."

Schnapper are still at the back of the island, but a huge shark is spoiling the fishing.

Gordon Tregonning hooked this shark several times, losing his gear each time.

If captured, it should have a good assortment of gear in its jaws.



**Eggs arrive**

THE SA Fly Fishers' Association reports that its 20,000 rainbow trout ova arrived safely from Tasmania.

They hatched much earlier than was expected (due probably to the warmer water here). However they have grown well, and will be distributed throughout the State during the next few weeks.

Members and friends gathered at the hatchery last Sunday and congratulated the hatchery committee on its untiring efforts for trout fishers.

*The Mail, 24 October 1953, p15*



*Gordon J. Tregonning first on the right looking sharp at a Fishing Competition Dinner at Hotel Adelaide, circa 1963 [Facebook]*



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## School days

**Peter:** *When we lived in Underdale I went to Flinders Park Primary School. I remember some of the teachers' names, Miss O'Connell, then Mrs Payne, the teachers in grade 1 and grade 2, then Alan Slee, Freddie Fehlberg, Wilf Mader. There was a husband and wife team in grade four, Mr. and Mrs. Witmitz, Mr Harry Witmitz.*

**Ian:** *When we moved to Glenelg, we went to St Leonard's Primary, and I can remember in those days the Patawalonga was like a creek. Sometimes I would wade across the 'Pat', to go to school, and put on my shoes and socks when I reached the other side.*

**Peter:** *I tried that one day coming home from school and I went down to above my knees in thick, black, stinking mud. In 1956 we watched the opening of the Kings Bridge.*



*Patawalonga River North Glenelg, 1959 [West Maps Public]*

**Peter:** *The headmaster often did relief teaching in the classroom, and they had a monitor to answer the phone in the office. I'd been taught to answer the phone for Dad's business, so I was a monitor because I knew how to answer the phone. We were at St Leonards from May 1955 to 1957.*

**Ian:** *We both started at Prince Alfred College in the same year. I started in Grade Three.*

**Peter:** *I started in Year Eight.*

**Peter:** *I was keen on tennis, and at St Leonard's I used to play rugby. At Princes we didn't have rugby, you had to play football, so I didn't play. I joined the cadets, and I played tennis.*

**Ian:** *I also played football. We're not very good, natural sportsmen, to be honest.*

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## Migrant Hostel

**Peter:** *When we were at St Leonard's Primary, there were a lot of kids coming to the school from the nearby migrant hostel.*

**Ian:** *This was on the corner of Tapleys Hill Road and the Patawalonga.*

**Peter:** *The kids were German and Dutch and they would come in to the class and say nothing. Within a few weeks they were talking with us. In year seven they had a dedicated English class for them.*



National Archives Australia: A1211, 2/1969/22A/31.

## Holiday flights to Cairns

**Ian:** *I can remember we used to fly up to Cairns, to Innisfail, to see Mum's sister, Aunty Helen and our cousins.*

**Peter:** *And our grandmother Mabel.*

**Ian:** *In those days was an all-day trip. You'd leave here at the crack of dawn and the last part of the flight was in a DC-3. You can do direct flights now but back then it took forever.*



1964 DC-3, Mascot, Sydney [qantas.com]

**Peter:** *The first trip up there, you were a babe in arms, and I was only four or five. But we went by DC-3 to Sydney, and it took hours. From there we went to Brisbane and had to stay overnight in Brisbane before going on to Cairns the next day. The next time we went we got as far as Townsville, and we had to stay overnight in Townsville and go the next day.*



# Preserving Memories

A joint project of the City of West Torrens and the West Torrens Historical Society

## Sea Rescue Squadron, 1960

Gordon was a highly respected Foundation member of the SA Sea Rescue Squadron Inc.

The Squadron was established in 1960, Gordon was the last surviving member of the founding group which included Ron Harris, a butcher, Bill Kavanagh, a plumber, Mal Noble, a developer in the Brighton area, and Athol Stevenson, who ran the BP on the corner of Tapleys Hill Road. Peter was 14 and remembers going to this meeting.



### **Gordon Joseph Tregoning**

**19 February 1918 - 11 July 2013**

*Gerry Hancock*

'Treg' as he was known, was born in Broken Hill and at twenty four years of age enlisted in the Royal Australian Navy. In 1943 he joined an old coal-fired ship called the *Platypus*.

He was soon promoted to the rank of Chief Engine Room Artificer and served, for a short time, with Tim Young, a former Commodore of the Squadron.

He was discharged on 16 April 1946 after having served time on the HMAS *Torrens*.

Not long after leaving the Navy, Gordon opened a small engineering business at Hardys Road Torrensville which, in later years, became quite successful specialising in manufacturing a large range of trailers.

Treg was a regular fisherman at Cape Jervis on weekends and assisted in searching for and towing back of boats in trouble in the area. So the Squadron was formed. He joined four other boat owners, Mal Noble, Bill Kavanagh, Athol Stevenson, and Ron Harris, in approaching the: Police Department with a recommendation that a sea rescue group be formed. The rest is history.

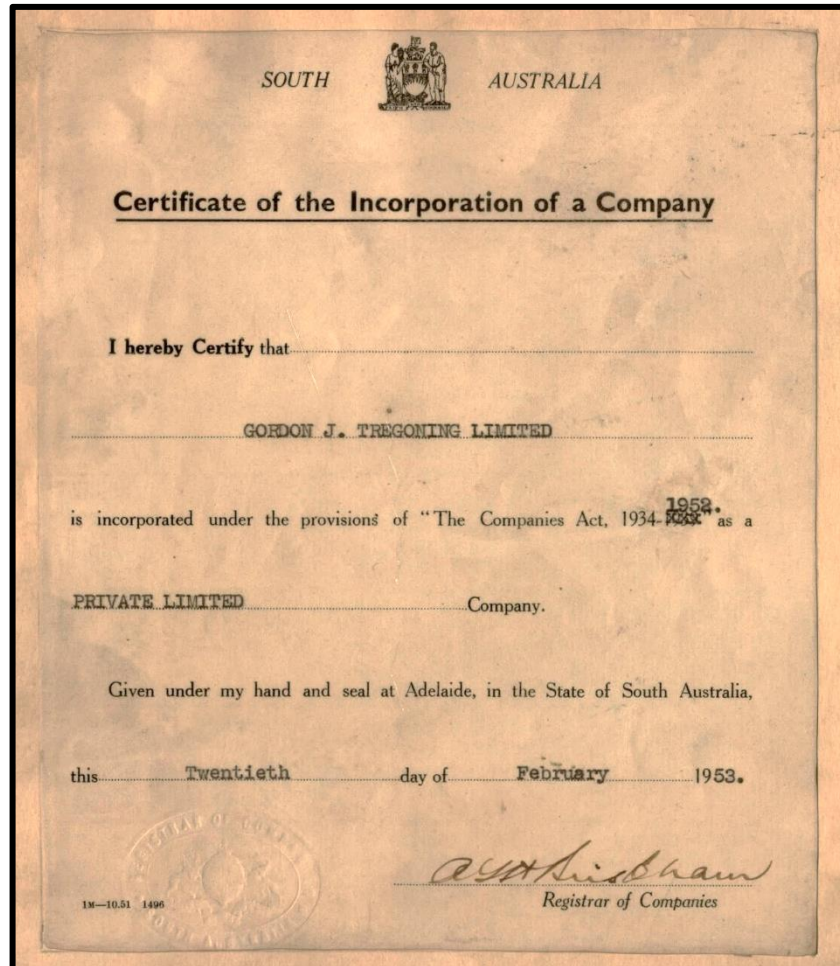
Gordon was a very genuine and likeable man. He will be sadly missed by all his friends at the Squadron. RIP.

*Vale, December 2013 [Searchlight - [sasearescue.org.au](http://sasearescue.org.au)]*

# Preserving Memories

A joint project of the City of West Torrens and the West Torrens Historical Society

## Gordon Tregoning Engineering Pty. Ltd.



*The original building, previously used by a French Polishing business.*



# Preserving Memories

A joint project of the City of West Torrens and the West Torrens Historical Society

## From brick machines to trailers



Gordon and Bert Standley, making the paths around  
9 Wilford Avenue, 1949

**Ian:** Gordon began by making brick making machines because post war there was a shortage of house bricks. People started making their own bricks, so he engineered these little brick-making machines.

**Ian:** Someone then asked him to make a trailer for them. He made it, someone else saw it, liked it, and ordered one too. He made a few more trailers and found a demand for them. Treg trailers were born. It just took off from there. He gradually expanded but deliberately held the company to a small family enterprise.

**Peter:** Dad had a welder working for him called Peter Warrington, who was very, very good and that was a bonus for dad. Dad was customer focused. If you had gone there and said, "I need a part by first thing in the morning", they would do it. They would stay back that night and do it. The customer came first.

**Peter:** When he moved to Hardys Road, the business took off and he had two shifts running in the factory. The New South Wales coal miner strikes in the late forties meant the power would be cut off for several hours a day in Adelaide when there was load shedding.

**TREGONING TRAILERS**

**4 - WHEEL TRAILERS**  
from  
3 ton . . . £150  
4 ton . . . £165  
6 ton . . . £265  
Plus tyre equipment

**TRAILER CHASSIS**  
4 ft. x 4 ft. all steel, complete with mudguards, ball-joint, side iron, and hinged tailboard frame. Wheels to suit your car.  
£39/10/-

**CARAVAN CHASSIS**  
Suitable for Boat Trailers  
**SPECIAL OFFER!**  
£39/10/-  
9 ft. x 6 ft. 6 in. suit 12 ft. van  
All 2 x 2 x 3 Angle Iron Boxed Towbar. Chassis to order slightly dearer.

**ALL - STEEL TRAILER**  
Ringed Tailboard, front and rear.  
5' x 3' . . . . . £52  
6' x 4' . . . . . £55

**G. J. TREGONING**  
59 Hardy's Road, Torrensville :: LU6826  
— Always on Display —

Advertiser, 19 Feb 1955



## Preserving Memories

A joint project of the City of West Torrens and the West Torrens Historical Society

**Peter:** *If the power went off, rather than send the men home without pay, he borrowed a petrol driven cement mixer, and they'd mix cement and lay concrete on the floor of the factory and extend the workshop and build more floor area. You can see in the photos - those pads are still there.*



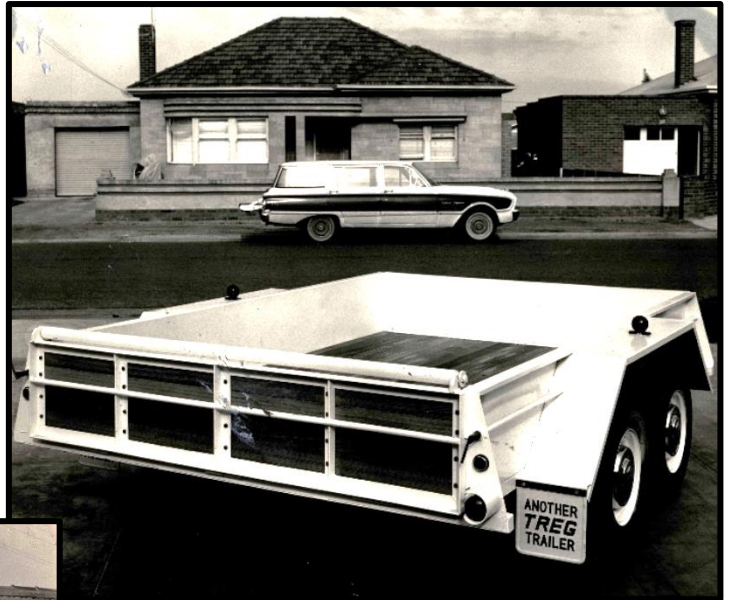
**Peter:** *Dad had what I call mentors...people to back you and support you. Dad and his friend, George Denton went to an auction one day as Dad wanted to buy a particular machine. When the machine came up, Dad wasn't bidding. George said, "Why aren't you bidding?" Dad said, "I spent all my money. I can't afford to buy it". When George bought it, Dad asked what he was going to do with it. George said he had bought it for Dad, and he could pay him back when he got some more money.*



# Preserving Memories

A joint project of the City of West Torrens and the West Torrens Historical Society

Early on Gordon manufactured a variety of trailers including horse floats, boat and tank trailers.



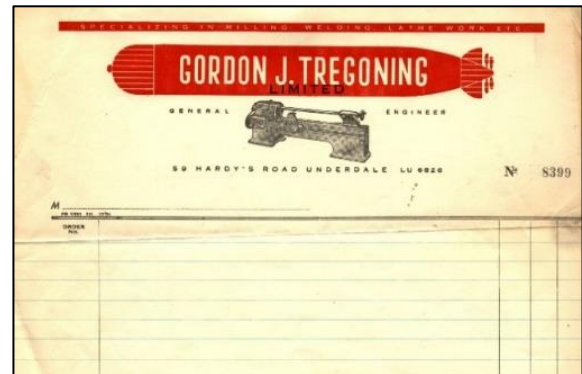
# Preserving Memories

A joint project of the City of West Torrens and the West Torrens Historical Society

## Day to day

**Peter:** *Gordon's skill set and ability to improvise was developed when he was on the repair ship in the Navy, and they had to make do with the equipment they had on board. He was very versatile and that was valuable when he started his own business. He could do a lot with very little equipment. He had a natural instinct to improvise.*

**Peter:** *Dad was extremely good in the factory, and he was also good with money. When he first started the business, he was charging six shillings an hour, as his hourly rate. My mother was trained so in the early days did all the bookwork.*

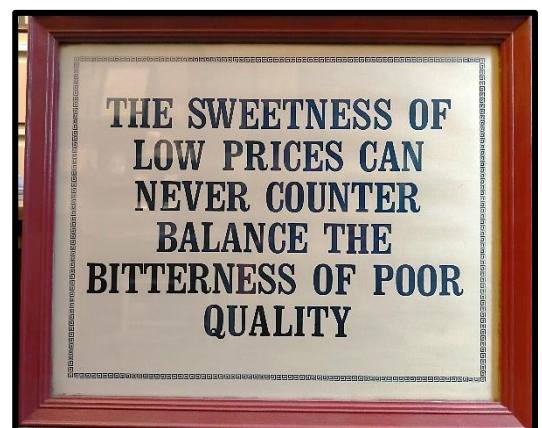


**Ian:** *The torpedo on the business logo is a homage to the engineering work done in his Naval duties.*

**Peter:** *He worked on an undetonated and disarmed Japanese midget sub torpedo found in Sydney Harbour to determine how it worked. He had to make all the wrenches and screwdrivers before he could work on it.*

**Peter:** *Mum got her driver's licence, against Dad's wishes, as he didn't think women should drive. Despite this, the day she got her licence, he got her to do some deliveries. From then on, until about 1955 when we moved down to Glenelg, she did all the deliveries and messages for Dad in the Ute and then came back and did all the bookwork. Eventually Dad got Harold Beck from the office to do a lot of the bookwork.*

**Peter:** *Dad had always had signs around the office and factory promoting his emphasis on quality rather than price.*





# Preserving Memories

A joint project of the City of West Torrens and the West Torrens Historical Society

## Advertisements

### GORDON TREGONING TRAILERS



NOTE: Large Lever locking ball coupling.

Over 4,000 sold in 12 years. Adelaide's largest range. 2 & 4 wheels in stock. Trailer illustrated, 15-18 cwt. carrying capacity. 6 ft. x 4 ft. 1 in. x 15 in. Hadden, Consul, Zephyr & Volkswagen wheels fitted, same price. Others slightly extra. The rails both ends open for long loads constructed of 16 gauge iron. Removable stock hurdles for £12. 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 4-wheel Tandem, £180; also 4 ton Tandem (extra low loading). 6-7 ton, 14 ft. x 7 ft. tray, 200 x 20 x 10 ply tyres, £180. 3 ton, 12 ft. x 6 ft. 6 in., 150 x 16 x 8 ply tyres, £155. 4 ton, 12 ft. x 6 ft. 6 in., 150 x 16 x 8 ply tyres, £160. 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, Torrensvill. LU 8826 - LU 8936

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

1959

### 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 shackle 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. Hadden Wheels.

6 ft. x 4 ft. 1 in.	£55
8 ft. x 4 ft. 1 in.	£65
10 ft. x 4 ft. 1 in.	£75

NOTE: 6 ft. x 4 ft. 1 in. including new 4-1/2 x 13 x 4 ply and wheel caps £75 after tax.

**ALL STEEL GALVANISED, NEW TYRES**

6 ft. x 4 ft. 1 in.	£64 10/-
8 ft. x 4 ft. 1 in.	£74 10/-
10 ft. x 4 ft. 1 in.	£84 10/-

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	£220
3 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£235
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£250
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£265
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£280
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£295
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£310
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£325
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£340
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£355
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£370
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£385
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£400
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£415
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£430
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£445
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£460
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£475
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£490
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£505
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£520
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£535
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£550
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£565
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£580
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£595
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£610
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£625
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£640
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£655
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£670
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£685
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£700
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£715
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£730
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£745
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£760
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£775
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£790
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£805
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£820
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£835
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£850
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£865
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£880
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£895
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£910
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£925
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£940
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£955
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£970
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£985
4 ton—12 ft. x 6 ft. 6 in. Tray—250 x 16 x 8-ply	£1000

PLUS SALES TAX IF APPLICABLE.  
Trailer Chassis complete—steel frame—timber and tyres—£43/10/-



**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

### PRECISION BUILT TREG. TRAILERS

Wheels and colours to match any vehicle. ONLY SOLD DIRECT



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.

**2 - WHEEL TRAILERS**



Body of 1/16" galvanised steel. Hinged tailboards. 8' x 5. 30cwt. to 2 ton capacity.

**TANDEM TRAILERS**



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

**BOAT TRAILERS**



De luxe 4-wheel tandem. Slide f. wind, 2 on-draft vents, padded, removable partition, lights up, spare wheel.

**HORSE FLOAT**



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.

**4 - WHEEL TRAILERS**

**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



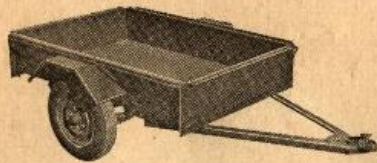
# Preserving Memories

A joint project of the City of West Torrens and the West Torrens Historical Society

## PRIMARY PRODUCERS SPECIAL OFFER—£50

and those old tyres in your shed buys this brand new 6 ft. x 4 ft. all-steel trailer. Fitted with heavy duty Timken Taper roller Chev. type bearings, screwed grease caps on hubs and 13 in. Holden wheels. Drawbar boxed in and ball also included in this £50.

Second-hand tyres, £5 pr.



See and price Adelaide's largest and best range of trailers by far, from 5 cwt. to 10 ton. 2 and 4-wheel, tandem and tractor self-loading, low tilt trailers.

1,000's of drawings and 100's of trailers to choose from on our 2 acre lot.

Tandem and 2-wheel trailers for hire.

SPRINGS, AXLE SETS, MUDGUARDS — 4 types of ball couplings, Universal Joint Rubber block couplings stocked.

BOAT ROLLERS, WINCHES, ETC.

Boat trailers and caravan chassis a speciality.

SEE OUR FLOODLIT DISPLAY AND  
SHOWROOMS

**TREG. TRAILERS LIMITED**

59 Hardy's Road, TORRENSVILLE:

57 8936

57 6826

Please write for coloured illustrated pamphlet.

June 7, 1961

Adelaide Stock & Station Journal—PAGE 9

## PRECISION BUILT TREG. TRAILERS

Wheels and colours to match any vehicle. ONLY SOLD DIRECT



All galvanised paneling. Hinged endgates 7 cuts to 20 cuts. 7' x 4', 4' x 4', 5' x 3' 6", 5' x 3', and 4' x 3'. Complete with new 4-ply tyres and tailstop flasher lights.

### 2 - WHEEL TRAILERS



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

### 2 - WHEEL TRAILERS



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

### TANDEM TRAILERS



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

### BOAT TRAILERS



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

### HORSE FLOAT



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 gates and dividing centre gate. Rear gate opening either way.

### 4 - WHEEL TRAILERS

### TOWBARS

**TREG. TRAILERS  
LIMITED**

59 HARDY'S ROAD, UNDERDALE 5032

Telephones: 57 8936, 57 6826.

SOUTH AUSTRALIAN MOTOR, November, 1971—15

*S&M Motor Jan 1962*

## HOLDEN TOWBARS FROM £3/10/- inc. Tax

Easily fitted by any handyman or fitted while you wait.

Treg. "Junior" Trailer, 4' x 3', 5 Cwt.  
£39/10/- complete incl. tax.

## TREG. TRAILERS LTD.

59 Hardys Road, Torrensville - - - 57 8936

Peter: We had to charge Sales Tax on towbars. Primary Produces were exempt from the tax on Trailers but not the towbars.

# Preserving Memories

A joint project of the City of West Torrens and the West Torrens Historical Society

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

TELEPHONE: 57-6824

## 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.

### 1. SHAPING MACHINES

Invictor 30" Shaping Machine  
(new).  
a 14" Macson.

No. 8 Combination Ward.  
One Capstan Lathe.  
Tindrell-Wright No. 3.

### 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-Hobert  
No. 8 Milling Machine with a  
seven foot table.

### 5. SLOTTING MACHINES.

One Small Macson.  
One Large 28" stroke capable of  
keyseating or internal splining  
pulleys 7 feet in diameter.

### 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.

### 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.

### 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).

### 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.

### 8. HORIZONTAL BORING MACHINE.

3½ Spindle 3 ft. 6 in. x 3 ft. Table  
Faceplate to Tailstock 78 in. No.  
5 Morse Taper.

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.

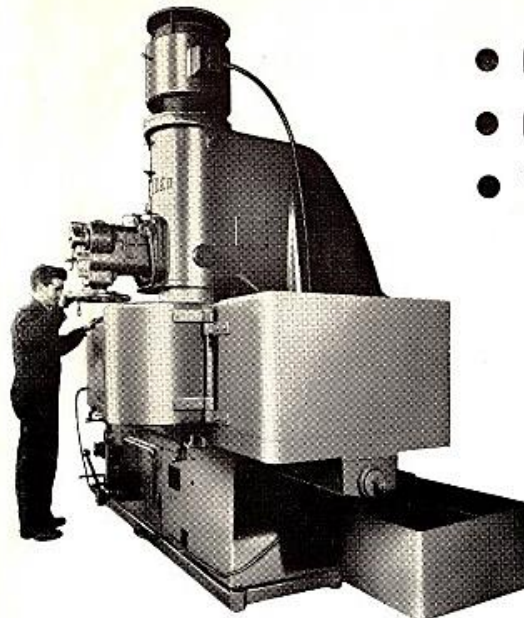
Yours faithfully,

GORDON J. TREGONING LTD.



# Preserving Memories

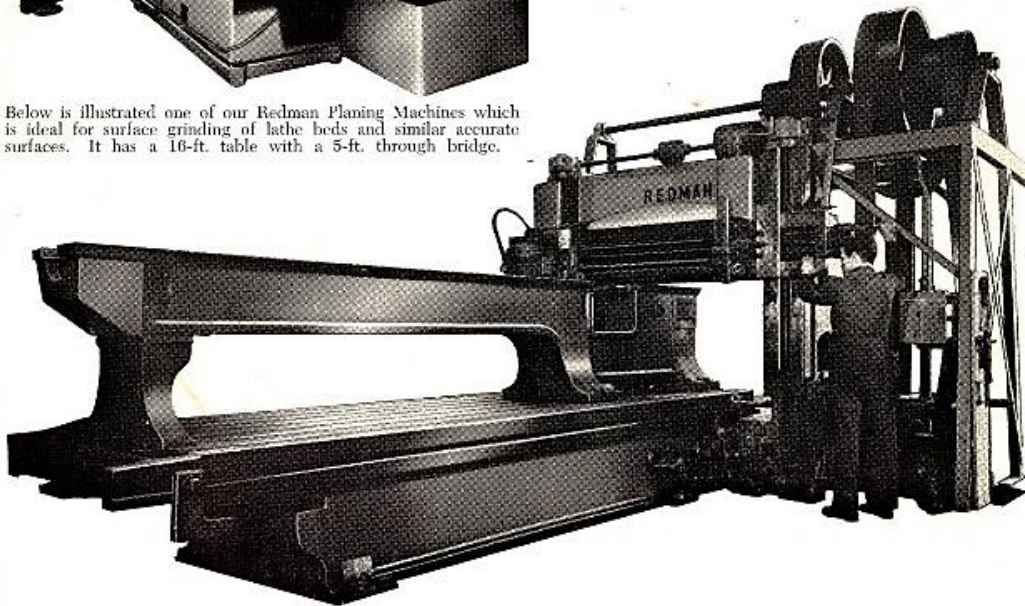
A joint project of the City of West Torrens and the West Torrens Historical Society



- 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*

1960s promotional brochure

## 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.

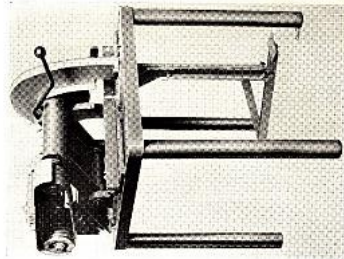
We have proved beyond doubt that it pays to use reinforced wheels, both from the safety angle and cost-wise, although the initial cost is greater.

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 3/4" 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

P.T.O.



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.



# Preserving Memories

A joint project of the City of West Torrens and the West Torrens Historical Society

## Treg in the 1960s and 1970s



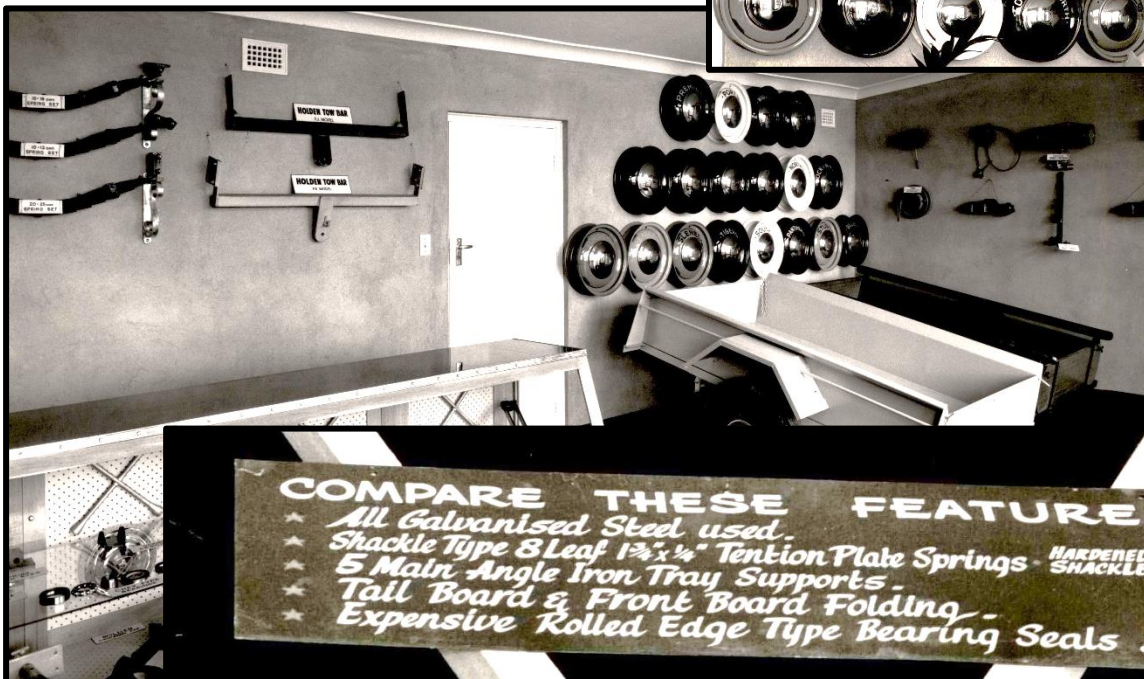
Tractor/Farmer trailer, circa 1967

**Peter:** A 4-tonne trailer did not require brakes, and lights only if driven at night.

**Peter:** In the early days different cars had different wheel stubs. We were always drilling wheel hubs out.

Showroom, circa 1960s

SANFL Premiership winners on wheel rims from 1957





# Preserving Memories

A joint project of the City of West Torrens and the West Torrens Historical Society

## Expanding and diversifying

Gordon Tregoning was a very clever engineer. He was an innovator, a designer and a creator. He relished a challenge. If it could be made, Gordon made it. He built a diverse range of things over the years.

From the initial bricklaying machines, he built pizza ovens, wine presses and display signs. He built farming and agricultural equipment. For the community he built playground equipment, bus shelters and park benches. He designed and made artistic artworks out of metal.

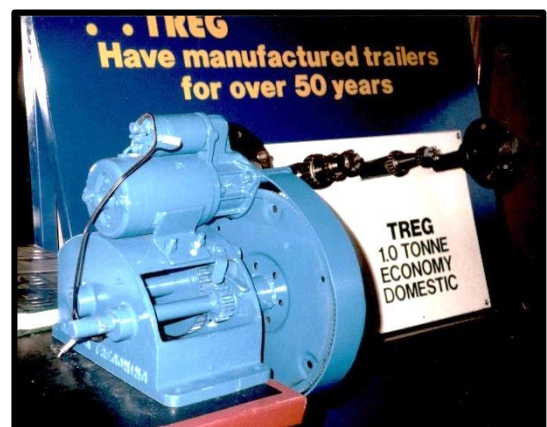


He did a lot of work for ASC, the Australian Submarine Corporation, Torrens Island Power Station and the Adelaide Velodrome.

The company diversified into other areas; however, the core company remained the same.



*Caravan Chassis – showing price £55, circa 1956*



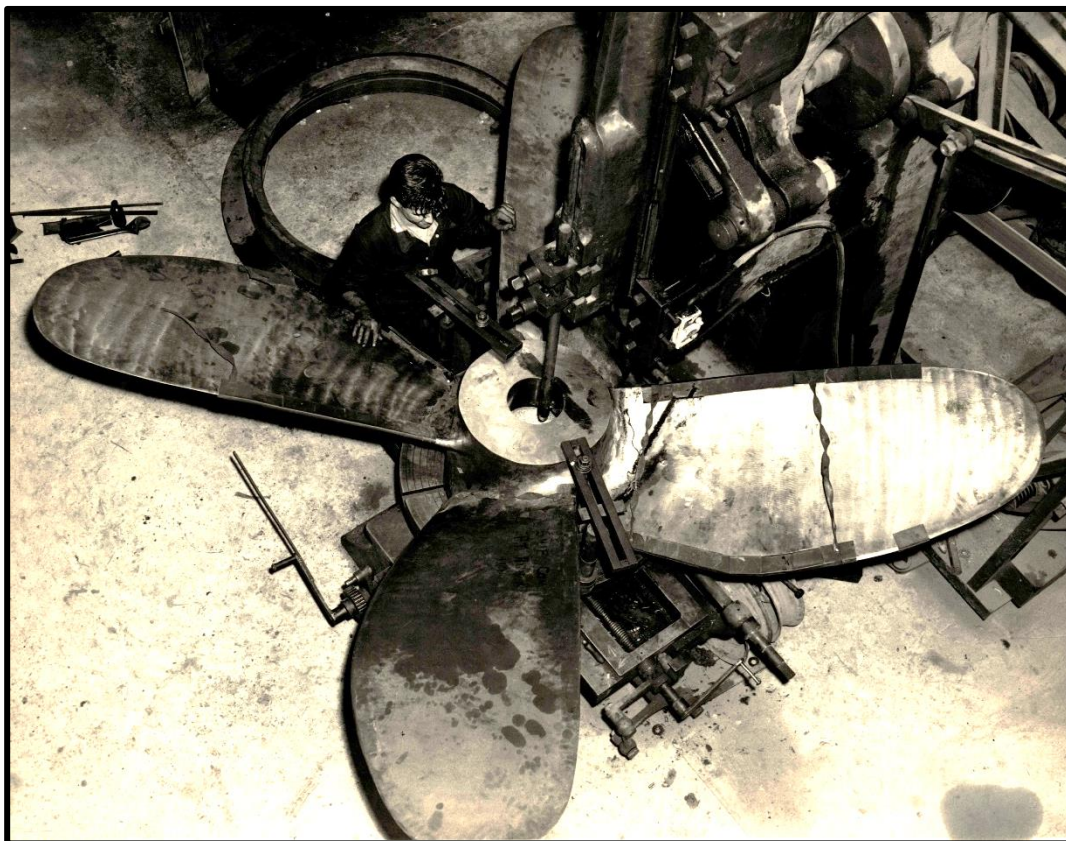
*Electrified winch using Holden starter motor, circa 1995*



## Preserving Memories

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*Working on a  
Tug Propeller  
from Adelaide  
Shipping 1960s*



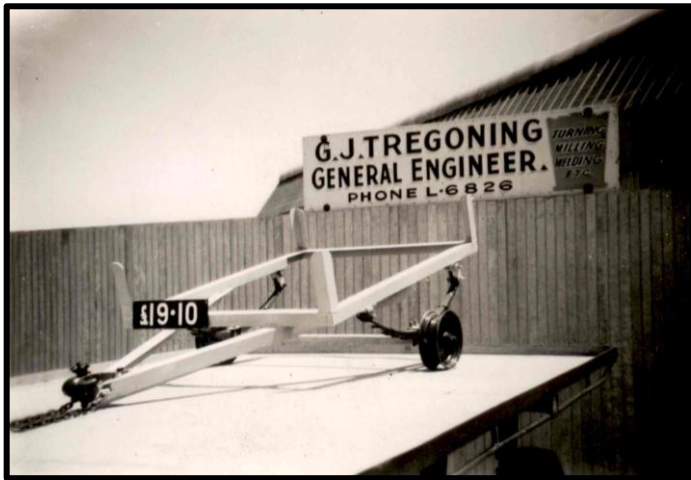
*Lathe Chuck –  
Gordon indicating  
the size late 1960s*





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



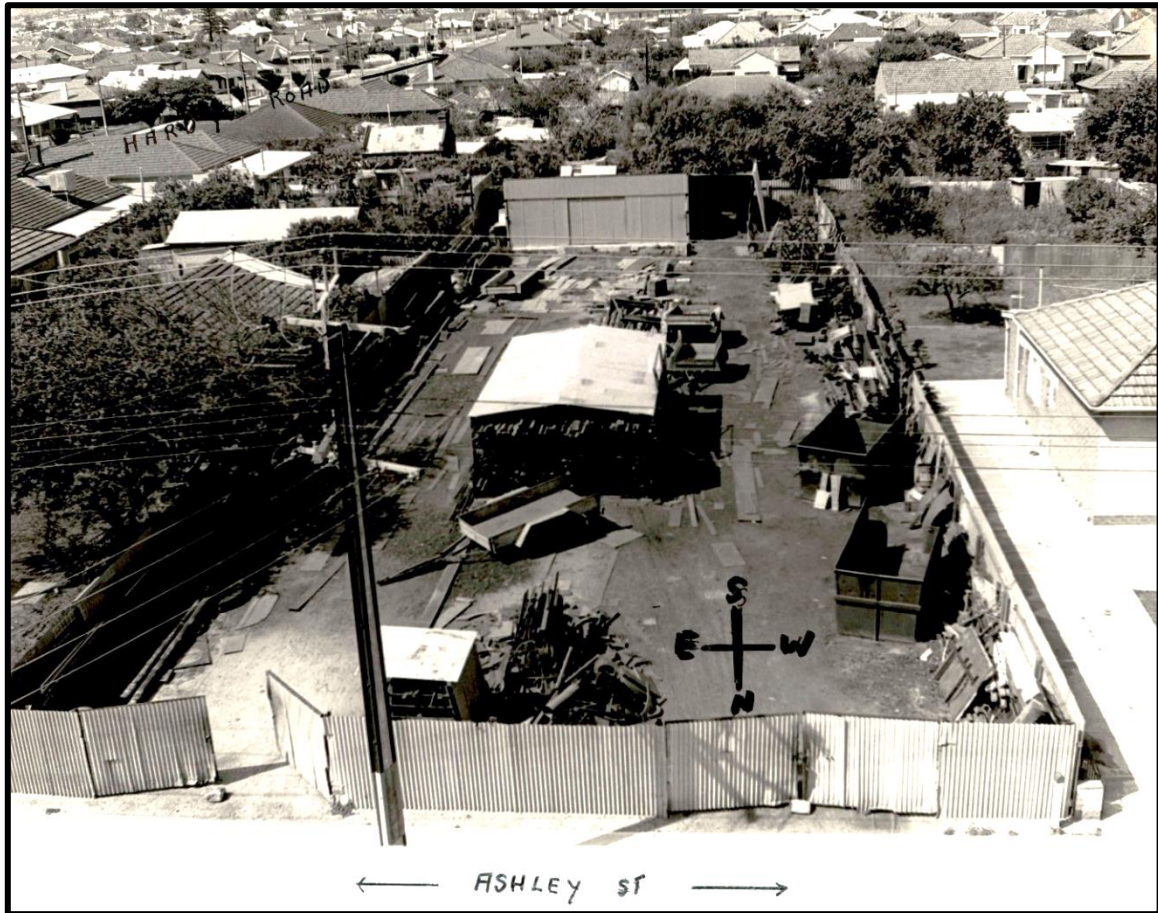
2016 - Tough TREG 10'x5' Commercial Off Road Hydraulic Tipper - 3300Kg GTM incl. 4W Electric brakes



1998 - Trailer purpose built for SA Fisheries

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*Steel Yard, opposite the factory, circa 1970s*

**Peter:** The land was changed to residential, but since there was a grandfather clause for original owners, we had permission to continue the land use.



*Factory showroom, 2019*



# Preserving Memories

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## Big equipment

*Ian: He had a passion for large engineering projects. We had a vertical borer that took him about a year and a half to put it together. It was the largest vertical borer in Australia. The bigger the better.*

*Vertical Borer with part of the machinery fixed underground*



*Ian: He did a lot of work for Eric Rainsford, who had a collection of Rolls-Royces and old cars at the Birdwood Museum. Eric would come to him when he couldn't get a part and ask Gordon to manufacture it. He did a lot of one-off engineering for Rolls Royces.*

*Ian: When Mercedes-Benz first started being imported into Australia and air conditioning started to be fitted to cars, they weren't integrated. We did a lot of the pulley systems for Mercedes-Benz to be fitted in Australia. He made tow bars, trailers, he knew exactly what to do.*

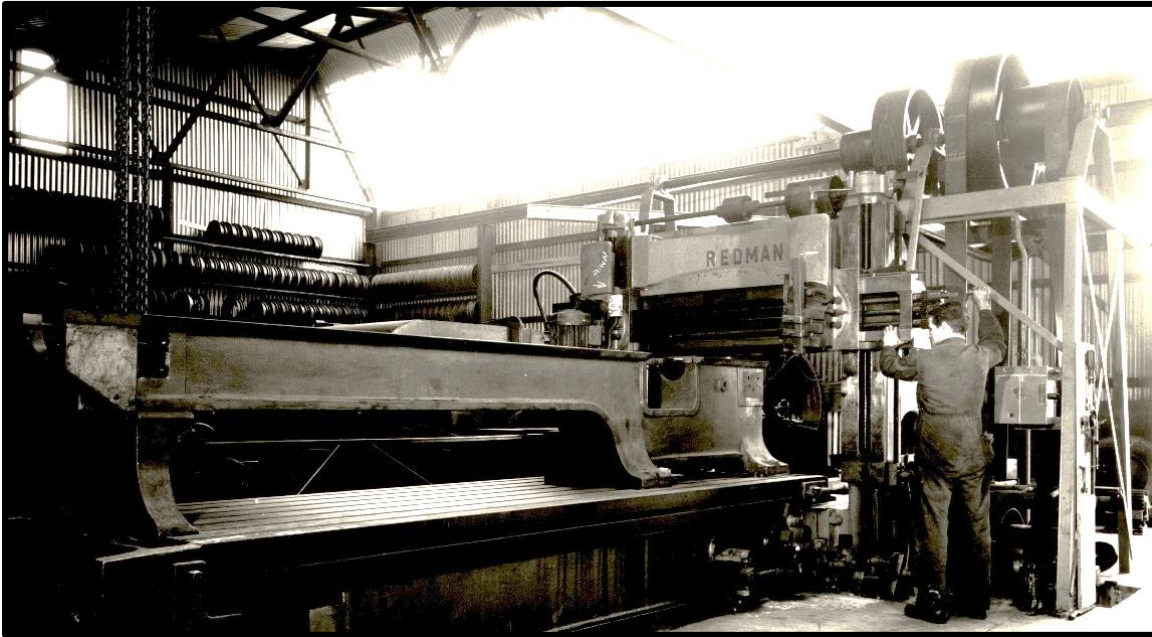


*Surface Grinder, circa 1961*

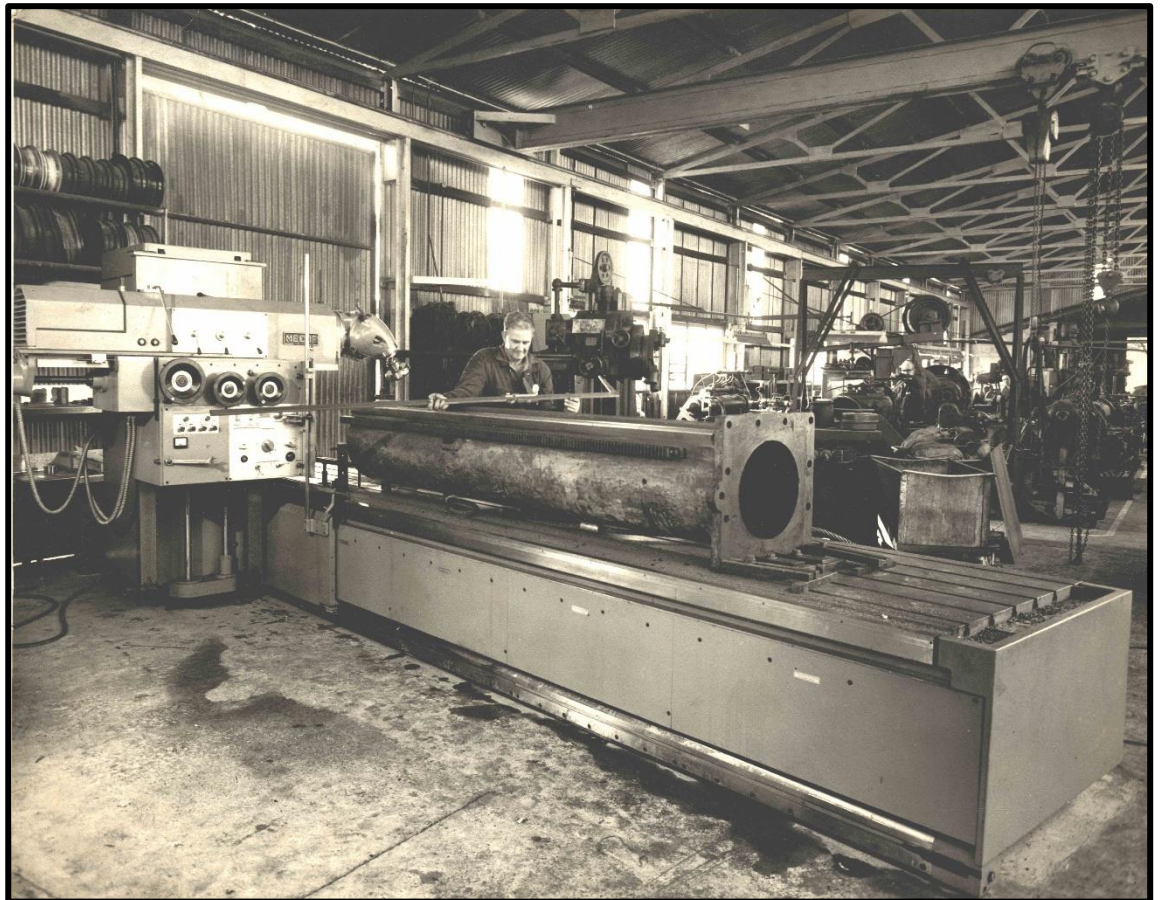


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*Redman Plane  
purchased from  
Metters Mile End  
in the 1950s*



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



# Preserving Memories

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## Big challenges

**Ian:** *I can remember when the Vietnam War finished, and after we spent a lot of money bombing them, we got a contract from the Australian Government to produce trailers needed for the repatriation process after the war. They were a gift from Australia. We also made some special trailers that were used in restoring the pyramids in Egypt. We did some fascinating things along the way. Gordon was always up for a challenge, and something out of the ordinary.*

**Peter:** *During the Vietnam War one of Dad's cousin's husbands had the contract to provide portable generators for the army. We made the trailers going to Vietnam for the Volkswagen Motors running those generators, to be mounted on. Later he also made trailers for the Telecom generators.*



A 17 Construction Squadron, Royal Australian Engineers (RAE), M113A1 fitters vehicle named 'Bushies Bluebell Mk II' with the call sign 83 driving through the Night Defence Base (NDB) Garth. It is armed with an M2 .50 calibre heavy machine gun and is towing a trailer which may contain generators.  
[<https://www.awm.gov.au/collection/C1147869>]

# Preserving Memories

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## The Royal Adelaide Show 1952 - 1999

**Peter:** *We used to have a stand at the Royal Adelaide Show. It was very popular, and we would sell a lot of trailers. We could always sell a lot of trailers to farmers. If they'd had a good season, we'd sell an enormous number of trailers.*

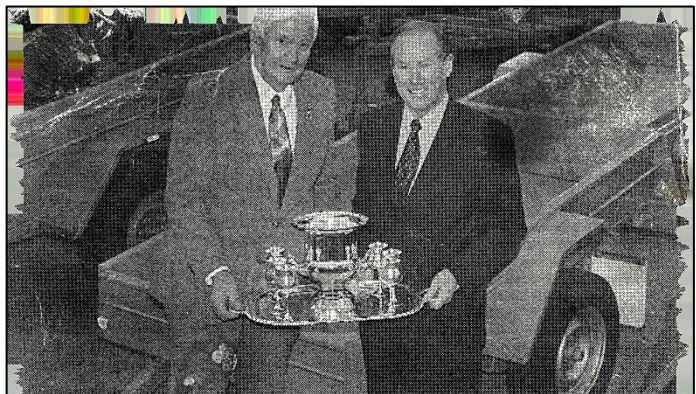


Royal Adelaide Show, circa 1965

**Peter:** *We also did a lot of country shows.*

*Dad had a natural gift for promotion and made a trailer that would carry a smaller trailer.*

*The farmers wanted quality and knew they would get it from Treg.*



Gordon Rose, senior corporate representative, BHP, presents the BHP Trophy to Gordon Tregoning, Treg Trailers, Underdale, at last week's Royal Adelaide Show. The award is presented annually at the show to the exhibit which best utilises BHP steel. Gordon Tregoning has been showing his products and trailers at the show for 47 years.

Adelaide Royal Show stand, 1989



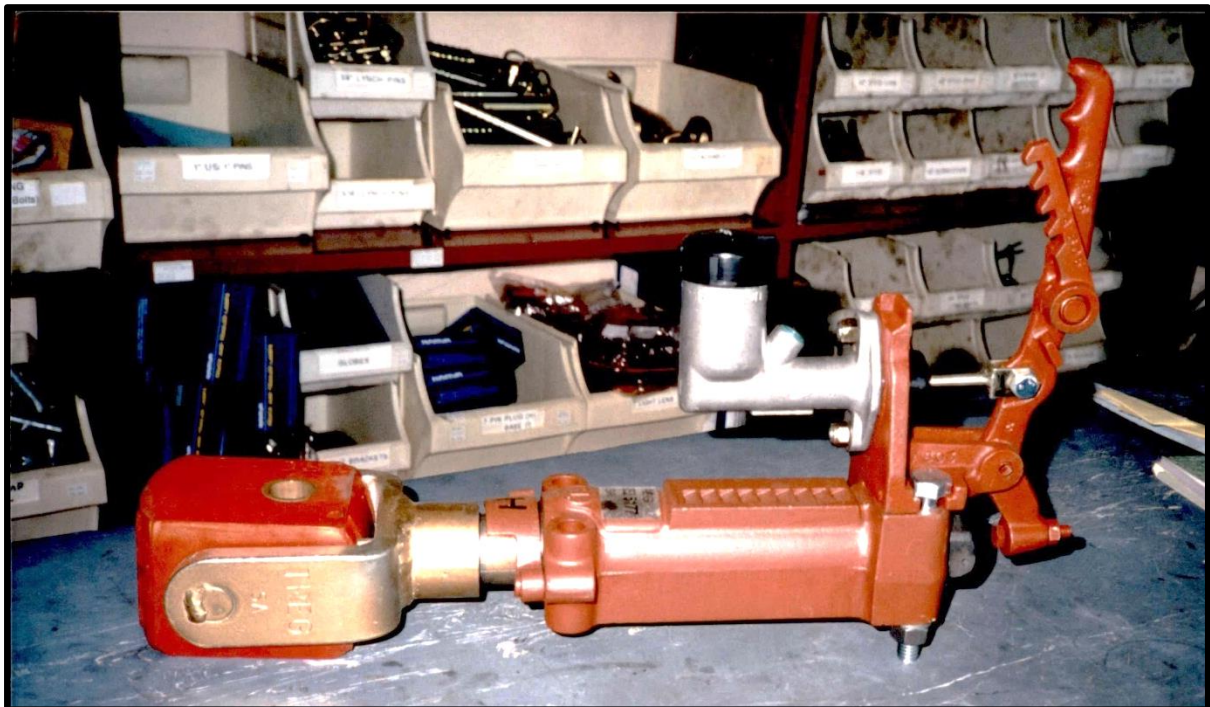


# Preserving Memories

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## The TREG Poly Block coupling

**Peter:** *The late 1950s saw the introduction of a Furness Rubber Block Hitch - a universal-joint rubber-block-fitting can be put on a towbar in place of the ball. It had a couple of things wrong with it, so Dad thought, 'I can do better than that.' He designed his own with the same mechanical principles initially with rubber and then used polyurethane and called it a TREG Poly Block coupling.*



**Ian:** *It has the same principle as the Furness Block, but he improvised and re-designed it, and then improved it out of sight. The advantage of the poly block coupling, (some people call it the silent block coupling) is if you've got a ball coupling, it's a steel-on-steel coupling and they can rattle and make a lot of metallic squeaking noise. A poly block coupling is rubber backed and not so noisy.*

**Peter:** *It also works like a universal joint and much safer. One of Dad's friends was towing a caravan with the Poly Block hitch. He jack-knifed the caravan and rolled it. All it did was lift the back of his car.*

**Ian:** *And it was still connected.*

## Preserving Memories

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**Ian:** *We still sell hundreds of them. It's a registered design. Unfortunately, the Chinese have copied it, but they haven't got it right, there's lots of little tricks. They have a lot of failures apart from the poor quality. In the last few years of trade we were getting a lot of phone calls saying 'We've got a Treg coupling and it's failed.' We would always ask for a photo of it. The Chinese would brand their product a Treg Trailers Coupling but we could easily tell the difference. We had to take photos and then point out it was not our product and show the client the differences.*



**Peter:** *There are other traders around who have been illegally using the Treg trademark. They are illegally using our name to sell their inferior products.*

**Ian:** *The Treg Poly Block Coupling became so popular that the public refer to similar couplings loosely as the Treg Coupling. There are a lot of caravan manufacturers and offroad trailer and camping trailer manufacturers selling what they call the Treg Coupling, which is really a pseudonym for a block coupling, but it's not one of ours. It's a bit like calling any brand of ball point pen a biro, even though the name Biro is a trademark for a particular brand of ball point pen.*

**Ian:** *Unfortunately, it's besmirched our name, and that's very hard to recover from because people claim that they bought a Treg coupling but it wasn't actually one of ours. People have been duped and have bought an inferior product, and then blamed us when it failed.*



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## Gordon's philosophy



Gordon, 1970s

**Ian:** His passion was, and one of his favourite sayings was, "You soon forget the price, but you never forget the quality." Whenever he did anything he overengineered it. I remember I had a little kayak that I used to use at Glenelg, and he started to make me a little trailer to pull it around with by hand. Of course, it was so heavy you needed a truck to tow the trailer.

**Ian:** Everything he built was made to last forever. That's how he built our reputation. There was always this overriding philosophy that you do it once and do it properly.

**Peter:** He also used to do a lot of maintenance work for others. He would do a lot of repairs, servicing and remakes. He would fix up other people's problems and faulty workmanship. He would get the men to work all night so a customer could have their job ready to go the next day.



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]

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## Gordon's failing health

**Ian:** *In 2006, Gordon had a stroke, and his health started to decline from then on. He couldn't drive, he went into hospital and then a nursing home. Gordon's active role in the business ended in 2006 at the age of 88, when he first had the stroke.*

**Ian:** *I can remember talking to my father when he was on his deathbed, and he had no regrets. He had a good life. Sadly, he passed away on 11 July 2013.*

**Ian:** *Michael Klocke, our factory manager stepped up. There was an office manager as I wasn't personally hands-on in the business. The business kept going, but gradually declined because it lost some of the drive and the initiative and personal enthusiasm that Gordon brought to the business.*





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## A changing economy

*Ian: I've been living in Queensland for the last 20 years. Dad had a stroke in 2006 and so I've had a factory manager in charge of the business and had no direct input myself. I come to Adelaide about once a month and I would always call in on the factory and see how things were going. The business gradually declined, partly I suppose because I took my hands off the wheel since it wasn't my passion. It also suffered because of the competition of imports and the disintegration of manufacturing in South Australia and Australia.*



**@AuManufacturing**  
Powered by the Australian Manufacturing Forum

**IT MIGHT SEEM A SMALL LOSS, BUT TREG'S CLOSURE  
IS A SAD DAY FOR MANUFACTURING NONETHELESS**



*On Friday a small Adelaide manufacturer announced it was closing, unremarkable perhaps because it happens every day. But manufacturing is suffering a death by a thousand such cuts, argues Peter Roberts. We have to do something to change the fortunes of our SMEs who, like the little company profiled here – are doing it tough.*

Australian Manufacturing Forum members in Adelaide have sent me a notice (pictured below) announcing the imminent closure of a much loved local manufacturer, Gordon J. Tregoning Pty Ltd, makers of Treg Trailers.

"It is a sad day," one metalworking competitor told me on Friday, ironically on the last day of Australian Made Week.

I remember Treg trailers from my one (disastrously failed) attempt to reverse a 6×4 trailer when I was young, and even today the Treg name is commonly seen on mudflaps on our roads, and on critical components for caravans.

# Preserving Memories

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**Ian:** *Australia can't compete with the volume that China and some of those overseas countries like Korea can produce, and we can't compete with their wage rates. If I had to make a prediction, I would say India is going to be the next China.*

**Peter:** *It's not just wages. Australia has big add-on costs too that force our prices up and makes us uncompetitive, superannuation, annual leave, long service leave, redundancy payments, payroll tax and land tax.*

**Ian:** *Payroll tax! Why should we pay a tax to employ people? We need to encourage employment. With all these extra costs it means our costs of production in Australia rule us out of the market a lot of the time. We just can't match the price of cheap overseas goods.*

**Ian:** *The other overwhelming fact is that the market here in Australia is so small. If you look at the car manufacturers for example, in Australia we sell around about a million cars a year. You can't compete with markets where they are selling tens of millions. They sell more Ford 150 trucks in America than we sell total vehicles in Australia every year.*

**Ian:** *The use of the term 'death by a thousand cuts' can be attributed to our 'disposable mentality'. People buy a toaster, or TV, or other appliances, and if it is faulty, they don't repair it, they just throw it away. This attitude permeates through the whole of the economy. People don't value the quality of Treg Trailers any more like they used to. Ours are still going for 40 or 50 years but they are happy to buy a cheap trailer and dispose of it when it falls apart. People don't value quality. Products now have built in obsolescence. A product lasts a limited time, and then you get rid of it and buy a new one. It is often cheaper to buy a new appliance or gadget than to pay someone here to repair the old one.*

**Ian:** *I think if you look at the demise of manufacturing in Australia, we've lost a lot of the other businesses and customers that we did work for, and it has had a domino effect. ... There are so many other related industries that we used to do work for, that have suffered, and consequently Treg has suffered as a result. It is a flow-on effect.*

**Peter:** *Not long after I retired, I went for a drive around the area one day and I was going through suburbs where there used to be a lot of customers we did work for. Heat treatment, galvanising, bronze castings and so on. And all these factories are gone. They just weren't there. It's all changed.*



# Preserving Memories

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## 2022 closure

**Ian:** *The decision was made to close the business at the end of June 2022. To be honest, the business had been losing money for the last three or four years and because I had other businesses, I could afford to prop it up.*

**Ian:** *We had some loyal long-term staff, including Michael Klocke, who had started his apprenticeship there. I felt an obligation to my father to keep the business going, which I did, despite the fact that it was losing money. Closing the business was inevitable but we waited until Michael was looking to retire and as there was no obvious replacement for him it was not viable to continue. The decision was made to close at the end of June 2022.*

**Peter:** *I believe some of the recent challenges and decline also go back to Dad himself because he would not touch a computer and he would not have any sort of computerised machinery. When computerised machinery came out, he would not have a bar of it. He failed to keep up to date with the latest technology. Some problems stem from his reluctance to move with the times.*

**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](mailto: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 30<sup>th</sup> 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

## Preserving Memories

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**Ian:** *I can remember when I told him we needed a fax machine in the business. His comment was "What...what's a bloody fax machine?" About a week later, after the fax machine had been installed, he was on the phone with someone and he said, "Well, send me a bloody fax!" He slowly adapted. But he didn't move with the times. We fully accept that. It's hard to teach an old dog new tricks.*

**Peter:** *He ran the business in three sections, trailers, fabrication, and a machine shop. It was very rare that all three sections were busy at the same time, but it was also extremely rare for all three to be quiet at once. He was able to juggle things and keep the business productive by having back-up from one section to another. That's the way he ran it for years.*



Gordon with Friction Saw, late 1950s

**Ian:** *From a business point of view, one of the issues was that he didn't have profit centres. He didn't separately measure the profits of each particular section of the factory, which I was always pushing him to do because I knew some sections weren't profitable and others were. He'd just say, "Well, it's all the same as long as we make an overall profit at the end of the year." That was his philosophy.*

**Peter:** *His strength was that he had a good brain for picking a market. I'll never forget he bought a pipe rolling machine that could do six-inch pipe. We could do channel iron and all sorts of sections with it. At first, I thought, 'What's he buying that for?' And yet that machine virtually never stopped, even up to the end, when the factory shut. It made us a lot of money.*



## Preserving Memories

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**Ian:** We did all the steel rolling for the Velodrome and got well paid for it. The builder went broke, but we did get paid.



South Australian Velodrome [architectureau.com]

**Ian:** We also did a lot of very heavy engineering like the steel structure for the Morphett Street Bridge. Time passed and we dropped out of the market. It became very competitive.

**Ian:** There is a certain sadness that the business has gone into demise, but realistically it's gone past its use-by date, and we move on.

**Ian:** I have a fantastic memory and appreciation of Treg Trailers and I want to keep that memory alive. It was a pseudonym for 'quality'. It was the best.

## Engineering era comes to an end

SEVENTY-five years of South Australian manufacturing history will go under the hammer early next week.

The two-day auction of equipment belonging to the Tregoning family – which traded as Treg Trailers for decades – features “some of the largest bespoke engineering machines” in the state.

Established by Gordon Tregoning in an Underdale tomato shed in 1947, the trailer-making and engineering firm grew to employ about 30 people at its peak before the combination of low-cost competition from China and the demise of its local supply chain led to its recent closure.

A huge collection of specialised equipment is up for grabs

in the on-site auction, which is being co-ordinated by Kilkeny auction house Mason Gray Strange.

The 700 lots include a wide assortment of grinders, borers, long bed and big bore lathes, a 16mm guillotine, five plate rollers, three ring rollers, anvils, radial drills, presses, benders and a bumper press.

There are also assorted tools, lathe accessories and trailer components.

Auctioneer and valuer Andrew Maros said the sale represented an end of an era.

“Some of the equipment in there has been there since the 1940s and 50s,” he said. “And some of the machines are among the biggest of their types in Australia.”

Mr Maros said initial interest had been “pretty healthy” from potential buyers both locally and interstate.

“This is an auction that will appeal to the hard-core, old-school engineers – those skilled technicians who knew and used older machinery,” he said, adding all equipment had been “built to last”.

“Gordon Tregoning was one of the last true engineers, so everything has been well built and well looked after.”

“There might be a bit of work in getting some of these machines out – but for those who do, it will be very rewarding in the long run.”

He expected a Lumsden surface grinder – used to refine blocks of steel – and sheet

metal machinery to be among the most highly sought-after lots.

“There’s a lot of history in that engineering workshop,” Mr Maros said. “Anyone interested should take the opportunity to get along to an inspection and have a look.”

The auction will be held at the 59 Hardys Rd site from 10.30am on Tuesday and Wednesday, August 23 and 24.

It will also be live online via the webcast at [interbid.com.au/mgs](http://interbid.com.au/mgs).

Inspection is available on site from 10.30am to 3pm on Monday, August 22, and from 9am on sale mornings. All collections will also be from the Underdale address.

Details: [mgs.net.au](http://mgs.net.au)



Auctioneer Andrew Maros with some of the equipment going under the hammer. Picture Dean Martin

Advertiser, 20th August 2022

# Preserving Memories

A joint project of the City of West Torrens and the West Torrens Historical Society

## Quality, above all else

**Peter:** Dad had a reputation for being hard, but fair. He was very honest. His word was his bond. A customer said to me once, "If I rang your father up to get a price, we never asked for it in writing because if he gave a price, that was it."

**Ian:** He always aimed for quality. He didn't care about the cost. He said, "If it's engineered properly, no one's ever going to complain about it." So irrespective of cost, his emphasis was on quality.



Trailer a-frame with original phone number

**Peter:** I worked all over Australia and I would see our trailers a lot. I only once saw one of our trailers broken down and that was in the Pitjantjatjara lands. It had been tipped upside down and stripped and they'd taken the bearings, hubs and wheels off it. It had been sabotaged!

**Ian:** I can remember being in Western Australia once staying with a friend who had to move some bricks. He came back with this hire trailer, and it was a Treg, in Western Australia! He said, "I told the guy what I wanted to do with it, carry bricks, and he said, 'There's only one trailer you can take to do that job. That's the Treg.'"

**Peter:** That happened because of Gordon's reputation. Dad always over-engineered them.





# Preserving Memories

A joint project of the City of West Torrens and the West Torrens Historical Society

**This branch of the Tregoning family, descendants of Joseph Edward Tregoning and Bertha Fuss, have ancestry originating from Germany, England-Cornwall and Scotland.**

## Tregoning family

Methuselah Tregoning (1850-1917) was born 21 January 1850 in Wendron, Cornwall to Methuselah Hugh Tregoning (1823-1876) and Mary Ann née Moyle (1826-1903).

He married Frances Pryor Prisk (1851-1931) on 28th March 1872 in Wendron. Frances parents were Joseph Prisk (1828-1901) and Susanna Pryor (1828-1900).



Methuselah Tregoning  
[ancestry.com]



Frances Tregoning  
[ancestry.com]

The family emigrated from Plymouth to Melbourne on board the *Queen of Nations* arriving on 29 July 1872. Methuselah found work at the Moonta copper mines.

Methuselah and Frances had 12 children:

1. Susan Annie Prisk (23 December 1872 - 6 June 1962)  
*married 1899, James Henry Trevaskis (1873-1923)*
2. Joseph Henry (19 August 1874 - 29 August 1874)
3. **Joseph Edward (7 January 1876 - 18 July 1969)**
4. Methuselah Prisk (14 November 1878 - 22 December 1916)  
*married 8 September 1906, Helen Clifford Langsford (1881-1971)*  
*(Peter: became a pharmacist, died aged 38 in 1916 after dining city department store owner, Charles Moore and suffering from food poisoning).*
5. William Ernest (19 August 1880 - 17 December 1897)  
*died as a result on injuries from 100-foot mineshaft fall, age 17*
6. Leslie Hercules (7 July 1882 - 30 December 1977)  
*married 29 March 1911, Mary Elsie Brehaut (1888-1951)*
7. John Richards (11 September 1884 - 19 October 1968)  
*married 14 September 1910, Lena Hocking (1888-1980)*
8. Morley Gordon (15 July 1886 - 24 March 1891)  
*age 4 ½, buried with William and Frank, Moonta Cemetery*
9. Bessie Myrtle (2 April 1888 - 30 December 1971)  
*married 1911, Edwin Charles Palmer (1883-1951)*
10. Frank Irvine (25 July 1890 - 13 June 1894)  
*tragically drowned in the home underground water tank at Moonta, age 4*
11. Fanny Irene Grace (23 June 1892 - 17 June 1969)  
*married 30 December 1925, Frank Gilbert Opie (1887-1969)*
12. Emily Jane Muriel (13 December 1894 - 2 March 1933)  
*buried with her parents at Payneham Cemetery*

# Preserving Memories

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Although Methuselah earned just £3 per week, he ensured that when the boys turned 18 they each received a tailored suit.



*Tregoning family circa 1897. Back & seated: John, Frances, Joseph, Methuselah, Susan rear, Fanny, Methuselah Jr, Front: Emily, Leslie, Bessie, William*

Methuselah died in Broken Hill on 13 December 1876.

Frances was living with Joesph in Tranmere when she died on 16 December 1931, aged 80.

September 14, 1917.
THE AUSTRALIAN CHRISTIAN COMMONWEALTH.
875

## Our Sainted Dead

**METHUSELAH TREGONNING**

was born at Wendron, Cornwall, England on January 22, 1850. His parents were identified with the Methodist Church, so that in his early life he had the advantage of home training and Sunday-school and Church life. When quite a youth he became from personal decision a follower of Christ, and this was unaltered all through his life. When twenty-three years of age he came to South Australia, and settled at Cross Roads, in the Moonta circuit, remaining there for forty-two years. During these years he served the Church of his choice in its various offices. He loved the house of God and revered its ministers. He enjoyed good health until the last few years of his life, when there were sure intimations that he must be ready for the call from earth to heaven. His last days were spent at Torrensville, and in the membership of the Holder Memorial Church. He felt deeply the loss of a much-beloved son, who passed away only a few months ago, and seemed quite assured that the parting would only be brief. But he was quite ready to be offered, and he fell asleep to wake to the resurrection of the just.

Walter H. Hanton writes: "From the time of my first acquaintance with the late Mr. M. Tregonning I was led to very highly esteem him for his Christian character and his genuine love for spiritual things. The Word of God, and Christian literature generally, were his delight, and it was a joy to him to go up to the house of the Lord. He was one of those helpful hearers who hearten a preacher by their regular attendance at Divine worship and their close attention to the word preached. His piety was of a thoughtful and fervent type. It was a pleasure to hear him pray, and when later affliction prevented attendance at the public means of grace, spiritual intercourse with him in the home made one feel that he was living near to God. He knew that the call might come at any time, and perhaps suddenly, but there was no fear; his lamp was trimmed and burning, and he was wonderfully bright and cheerful. Among his last words of testimony to me were these: 'God is my Heavenly Father, Jesus Christ is my Saviour, and the Holy Spirit is my Sanctifier,' and in this faith that overcometh, he was more than conqueror."

The Rev. W. Shaw writes: "When I went to Moonta Mr. Tregonning was resident at Cross Roads, and was a regular attendant at our services. His interest in the Church's life was chiefly seen in his almost unfailing attendance at the week evening service. This it was which first brought him into my life. Mr. Tregonning displayed a remarkable interest in the exposition of Holy Scripture as a means of grace, with a keen appreciation of its experimental value. Frequently his deep feeling was manifested in fine enthusiasm. It was my pleasure and advantage to meet him at other times, and on occasions requiring the exercise of a wise constraint and courageous adherence to Christian principle. He was ever true. On the day of his passing I called to see him, not expecting to be able to have much converse with him. It was a pleasure to find him able to talk very brightly, full of hope, and quite devoid of anything like fear. He spoke of his illness, its seriousness, and the probabilities of a sudden end, and with radiant emotion said, 'But it is all right. He hath said, "I will never leave thee nor forsake thee," and I know it is true.' I left him quiet, and with an expression on his face of what Peter calls a "joy unspeakable and full of glory."



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## Fuss family

Heinrich Christian Wilhelm Fuss (1816-1895) was born in Germany. In 1843 he married Johanna Christianna Frederica Lutz (1817-1902).

Heindrich and Johanne and their two eldest sons Frederick William (Herman) (1844-1934) and Johann Albert (1846-1926) arrived on the *Herman Von Beckerath* from Bremen in 1847.

Their third son, **Frederick William (27 December 1847 - 17 June 1909)** was born in Glen Osmond. The family moved to Burra and Heinrich became the mill foreman for the Burra copper mine.



F.W. Fuss [ancestry.com]

Further children were born in Burra, South Australia.

Henry (Heinrich) William (1851-1940)

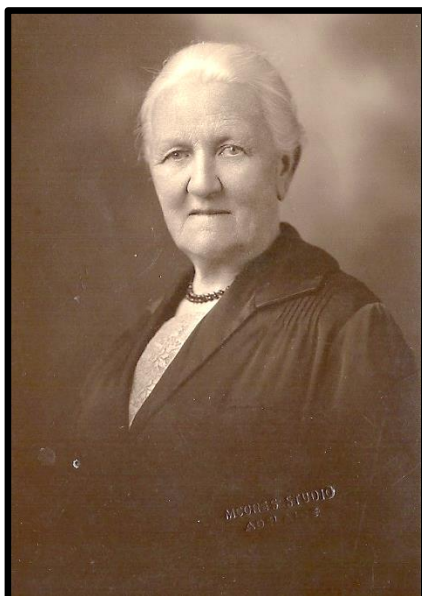
Bertha Wilhelmina (1854-1888)

Charles August (1857-1921)

Johann Heinrich August (1859-1939)

Alwiene (Alvine) Juliane Auguste Christiane (Winnie) (1862-1946).

**On 21st February 1875. Frederick, married Sarah Roberts (25 June 1847 - 6 November 1934).**



**OBITUARY.**

**The Late Mr. H. C. W. Fuss.**

It is our painful duty in this issue to record the death of Mr. H. C. W. Fuss, which took place at his residence, Redruth, on Thursday morning last after a few weeks illness at the age of 79 years. The deceased gentleman was a very old and respected resident of Burra, having arrived in S.A. in 1847 in the good ship *Herman Von Beckerath*. Hearing so much at that time of the famous Burra Mine, Mr. Fuss visited the town, and fortunately found employment as a miner, but he only filled the position for a short time, when he was promoted to one higher, having sole charge of the smelting works charge-yard, and here he mixed the *first* and *last* charge for the furnace. After the smelters ceased operations Mr. Fuss followed the occupation of a farmer at Springbank for a few years, and then retired to a private and comfortable life.

The deceased gentleman never took any active part in public matters, but has always been known as an intelligent and industrious gardener, and in years gone by he was very successful at flower shows, and his generosity in imparting valuable knowledge concerning the growth and cultivation of all kinds of plants won for him the admiration and respect of everyone who had transactions with him. On Sunday, October 22, 1893, the golden wedding of Mr. and Mrs. Fuss was celebrated at Redruth. They were married at Newstätt, Harzburg, Germany on October 22, 1843. Six sons and two daughters is the result of the marriage, all of whom are married, and in addition to these 46 grandchildren and two great grandchildren have been born. One brother of the deceased gentleman is still living in Germany. Up to the time of his late illness Mr. Fuss had enjoyed exceptionally good health. Much sympathy is expressed for the bereaved family, especially for Mrs. Fuss who has reached the age of 79 years, but still enjoys fairly good health.

The funeral took place on Saturday afternoon and was largely attended, the burial service being conducted by the Rev. A. G. King.

**MARRIED.**

**FUSS-ROBERTS.**—On the 21st February, at the residence of the bride's brother-in-law, J. Bishop, Waterloo, Sarah, third daughter of John Roberts, Robert Town, and late of Koorringa, to Frederick William, third son of W. Fuss, Esq., of Redruth.

*Express and Telegraph, 24 February 1876, p 2*

# Preserving Memories

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Frederick and Sarah's first four children were born in the mining community of Redruth near Burra. The family lived in a 'cave' house.

1. William John (23 June 1877 - 27 March 1968)  
*married 23 October 1907, Margaret Lucy Chapman (1879-1953)*
2. Frederick Charles (1 April 1878 - 8 January 1958)
3. **Bertha (23 June 1880 - 30 January 1959)**
4. Ernest/Ernst (28 June 1882 - 25 January 1898).

[In 1940 the separate mining communities of Aberdeen, New Aberdeen, Kooringa, Lluchwr, Redruth and Graham were drawn together under the name Burra].



*Bertha Tregoning [ancestry.com]*

Two more children were born in Goodwood.

5. Freda (2 January 1886 - 15 October 1973)
6. Fredericka (2 December 1887 - 15 October 1923).

The family moved to Broken Hill in the late 1880s as mining in Burra was declining.

Two children were born there but died at a young age.

7. Minetta (3 September 1890 - 15 July 1892)
8. Ernst (6 February 1897 - March 1897).

Frederick died 17 June 1909, and Sarah died 5 November 1934.

**THE LATE MR. F. W. FUSS.**  
**A LARGE FUNERAL.**  
The funeral of the late Mr. F. W. Fuss took place this afternoon, leaving his late residence, Mica-street, at 3 o'clock. The cortege was a very long one, some 40 vehicles following the hearse. The gathering was of a representative nature, amongst those round the graveside besides the mourners, noticed being:—Messrs. W. Tregonning, W. R. Nairn, J. L. Berry, J. S. Guidi, P. Treleaven, J. O. Kleinhammer, H. Player, F. Richards, W. A. F. Muller, R. Ware, W. Harry, Schmidt, and others. The burial service was read by the Rev. T. Theobald.

*Barrier Miner, 18 August 1909, p8*

**FUSS.**—On the 5th November, at a private hospital, Adelaide, Sarah, widow of Frederick William Fuss, of 396 Seaview road, Grange, and beloved mother of Mr. W. J. Fuss, Hinton street, Underdale; S. C. Fuss, Partridge street, Glenelg; Mrs. B. Tregonning, 382 Seaview road, Grange; and Mrs. F. Hooper, Sturt street, Grange. Aged 78 years. (Late of Broken Hill).

*Advertiser, 6 Nov 1934, p14*



Joseph left school in 1889 at the age of 13. He was earning 'two and six' a week working for an iron monger. He learnt how to make rainwater tanks and guttering.

**2478**

Page 1

# HISTORY OF *Tregonning Joseph Edw.*

Registered No. \_\_\_\_\_ DATE OF BIRTH *7. 1. 76*

DATE.			POSITION.	STATION.	RATE OF PAY.		PARTICULARS OF PROMOTION, OFFENCES, &c.
Day.	Month.	Year.			Amount	Per.	
<i>26</i>	<i>9</i>	<i>02</i>	<i>Carter</i>	<i>Kalgoorlie</i>	<i>7/-</i>	<i>4/-</i>	<i>Co Service CSM 15979</i>
<i>21</i>	<i>12</i>	"	"	"	"	"	<i>passed Medical exam.</i>
<i>1</i>	<i>1</i>	<i>03</i>	"	"	"	"	<i>Prom. Approved "</i>
<i>9</i>	<i>1</i>	<i>03</i>	<i>Night Officer</i>	<i>Robairlin L. Dore</i>	<i>2/-</i>	<i>6/-</i>	<i>Promoted. Gm 241 tot 385 Gm 1917-78</i>
<i>22</i>	<i>12</i>	<i>02</i>	"	"	"	"	<i>Cushion worn - Carried nothing. 28797</i>
<i>20</i>	<i>6</i>	<i>03</i>	"	"	"	"	<i>To Banknote. To money of to 29. 11/10.</i>
<i>13</i>	"	<i>03</i>	"	"	"	"	<i>" wound. R.R. delayed 22515</i>
<i>1</i>	<i>7</i>	<i>03</i>	"	"	<i>L40</i>	<i>24</i>	<i>Salary increased Estimates CSM 613/103</i>
<i>30</i>	<i>4</i>	<i>04</i>	<i>Resigned voluntarily</i>	<i>C.S.M.</i>	<i>£7/6</i>	<i>10/4</i>	

He moved to Broken Hill as mining became the foremost industry. His occupation was listed as ironmonger.

Joseph worked for the Western Australian Railways from 1902 to 1904.

Joseph Tregoning married Bertha Fuss 1903 in Fremantle.

Their children, born in Broken Hill, were:

1. Freda Irene (Trix) (9 August 1904 - 1 January 2001)

nurse training at Broken Hill, Queen Victoria Hospital; nurse Thevenard S.A.;  
married 3 October 1929, Ernest Kenneth (Ken) Simmons (telegram  
boy/postal worker, WW2 Captain, SANT Post Manager)  
children: Thelma Marjory (Darwin, 13 July 1930 - )



**TREGONING-SIMMONS.**—The marriage of Freda Irene, eldest daughter of Mr. and Mrs. J. E. Tregoning, of Seaview-road, Grange, and Ernest Kenneth, second son of Mr. and Mrs. W. S. Simmons, of 62, Cremorne-street, Malvern, will be celebrated at St. John's Church, Halifax-street, on the 3rd October, at 7 p.m. Relatives and friends invited to ceremony. No reception.

*Advertiser 1 October 1929, p18*

2. Thelma May (17 April 1913 - 4 September 1959)

*boarded at MLC; became governess at Welbourne Hill Station (3,395km<sup>2</sup>) near Marla; married 8 February 1941 Alan John Reeks, (BHP mining engineer); moved to Woolongong.*

*children: David John (Woolongong, 8 Oct 1946 - ), became a pharma*

**TREGONING—ELKS.**—The marriage of Thelma, younger daughter of Mr and Mrs. J. E. Tregoning, of Sea View road, Grange, to Allan John, youngest son of Mr and the late Mrs. F. W. Reeks, of Broken Hill, will be solemnised at St. Agnes's Church, Grange, on Saturday, the 8th of February, at 5 p.m.

Advertiser 1 February 1941, p8

- ### 3. Gordon Joseph (19 February 1918 - 11 July 2013)

# Preserving Memories

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Joseph Edward Tregoning with his wife Bertha, nee Fuss, and their children, Freda Irene (standing), Thelma (on stool) and Gordon, 1918 [ancestry.com]

NOTICE is hereby given that the partnership hitherto existing between Joseph Edward Tregoning and William John Fuss, carrying on the business of general ironmongers, house furnishers, ironworkers, plumbers and gasfitters, at Argent-street, Broken Hill, under the firm name of "Fuss Bros." has been dissolved by mutual consent, as from the thirteenth day of May, one thousand nine hundred and eleven.

All debts due to and owing by the said late firm will be received and paid respectively by Joseph Edward Tregoning, who will continue to carry on the said business under the style or firm of "Fuss Bros."

Dated at Broken Hill, this 21st day of June, one thousand nine hundred and eleven.

JOSEPH EDWARD TREGONING.  
WILLIAM JOHN FUSS.

Government Gazette of NSW, 28 June 1911, p 3549

In 1913 their address was listed as William Street, Broken Hill.

18 WILLYAMA—OXIDE-STREET POLLING-PLACE—1913.					
No.	Surname of each Elector.	Christian name of each Elector at full length.	Sex.	Residence.	Occupation.
1251	Trealico	William	M	Chapple-lane	engine-driver
1252	Tregoning	Bertha	F	William-street	domestic duties
1253	Tregoning	Joseph Edward	M	William-street	ironmonger



# Preserving Memories

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In 1925 the family moved to 382 Seaview Road Grange, with street renumbering around 1937, this became 698 Seaview Road.

The property was shown as being in Bertha's name until around 1944.

The registered business dealings of J. E. Tregoning Limited, including the previous iterations of his company, were detailed in newspaper articles in 1929.

**TREGONING'S**

In 1904 Mr. J. E. Tregoning started business in partnership with Messrs. Fred Fuss and W. J. Fuss at No. 5 Krantz's Buildings, opposite the Free-masons' Hotel. Twelve months later Mr. F. Fuss left the firm, and Messrs. W. J. Fuss and Tregoning carried on in the same position for six months longer, when they moved into a shop in Argent street, which had been kept by Mr. H. Pullin, ironworker and plumber, on the site where the present shop stands. The ironmongery business was Mr. Tregoning's special care, as he was the shopman, Mr. Fuss's line being plumbing and ironworking. Some time later furniture and general furnishings were added to the business, and large stocks were carried. As trade improved the premises were extended from the small shop to the large proportions of to-day.

On May 15, 1911, Mr. Tregoning bought out Mr. Fuss, and thus became the sole proprietor. Mr. Fuss left for Adelaide, and is now a tomato grower, etc., at Lockleys. The latest change in the business was the recent transfer to Messrs. Lehman and Phillips. Mr. Lehman has been attached to the business since his schooldays. Mr. Phillips is well known as the late accountant at "The Barrier Miner" office—a position he gave up in order to go into business for himself.

*Barrier Miner, 6 April 1929, p 3*

**J. E. Tregoning Limited**

J. E. Tregoning, Limited, has been registered in Adelaide with a nominal capital of £50,000 in £1 shares.

Objects of the company are to purchase and acquire from Joseph Edward Tregoning, merchant, of Grange, the whole or any part of his real and personal property in connection with the business carried on by him, on such terms as to payment as may from time to time be agreed upon, and to carry on the business of drapers, mercers, grocers, and ironmongers.

Subscribers to the memorandum of association are as follow:—Joseph Edward Tregoning, ironmonger and furnisher, 53 Gouger street, Adelaide; Bertha Tregoning, home duties, Grange; Frances Pryor Tregoning, home duties, 36 Corna street, Mile-End; Emily Jane Muriel Tregoning, bookkeeper, 36 Corna street, Mile-End; and Martin Chemnitz Kriewaldt, solicitor, Adelaide.

Directors of the company to be not more than three. First director to be Joseph Edward Tregoning.

The registered office of the company will be at Topham street, Adelaide.

*News, 9 December 1929, p 10*

Joseph had businesses at 53 Gouger Street / 9 Market Street in Adelaide, but still had business in Broken Hill and would frequently commute there and to a property in Southeast.

During the depression years, 1927/1928 Joseph got sick, and two of his managers left the business. The family then struggled financially and were quite poor.

# Preserving Memories

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Peter recalls, *Dad always said his mother Bertha got them through the Depression because she had a crystal radio set and she used to listen to the financial reports at 12 o'clock every day, and she would buy shares. The money she made from buying and selling shares got them through the Depression.*



*Joseph and Bertha at Marie's wedding circa 1950 (Marie Bishop then Gilbert)*

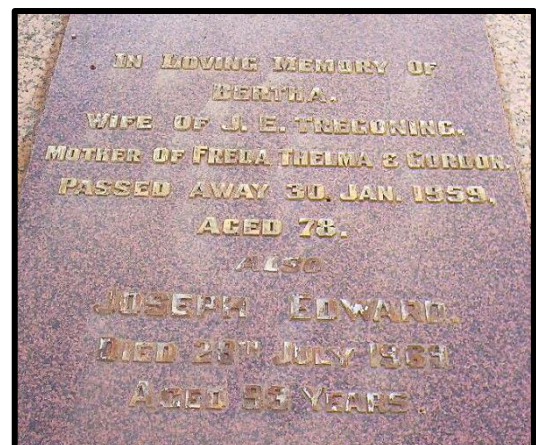


*36 Cowra Street Mile End*

Joseph held on to some shares which increased substantially in value. When he died in 1969, after probate, he left enough money for them to buy 20 suburban houses.

Bertha died 30 January 1959, and Joseph died 28 July 1969.

In 1916 Joseph built a home at 36 Cowra Street Mile End for his father, Methuselah to retire in. He died within a year, but his widow, Frances, stayed on until her death in 1934. After the war Joseph and Bertha lived in his house.



*Bertha & Joseph Edward, St Jude's Cemetery, Brighton*



# Preserving Memories

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The *Preserving Memories* project aim is to interview people who have lived in or had extensive connections to the West Torrens area. The West Torrens Historical Society in conjunction with the City of West Torrens invite them to share their memories and talk about the events and experiences which helped to make up their life's history. It allows us all the chance to reflect on the past and to preserve those memories into the future.

*This interview was conducted on 1<sup>st</sup> December 2022 by Graham Parry, member of the West Torrens Historical Society. The opinions and views expressed in this interview, and documented in this transcript, are not necessarily the views and opinions of the interviewer, the West Torrens Historical Society, nor the City of West Torrens Council, and therefore neither the Society nor Council accepts responsibility for any comments or opinions expressed by the person being interviewed.*

*Peter and Ian's words in italics.*

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**Thankyou Peter and Ian for participating in the project and sharing the story of your family and Gordon J. Tregoning Ltd.**

**Gordon's memory will live on.**

June 2023