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ILLUSTRATIONS ... Fred Midgley

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### THE PRESIDENT WRITES

The Annual Meeting was well attended, and the Election of Officers took place under the direction of the President of the Sutherland Shire Council. There were few changes and the Society can look forward to a continuation of enthusiastic management in 1987.

As I write these notes Heritage Week draws to a close and Exhibition workers prepare to take the display apart and gather exhibits for return to their owners or the Museum as the case may be. The week has been a busy one for those who had the responsibility for the Society's part in the Heritage Week activities, and I thank those who kindly "kept the table" during the period. The Library, under the command of Diana Oliver, provided the usual transport to and from Fred Midgley's house. Special thanks go to Fred Midgley who conducted a group of elderly residents around the Shire on the Wednesday of that week.

Notices to local newspapers have been poorly treated so members are asked to tell as many people as possible about the Museum as this seems to be a good way to spread the information.

Members are invited to suggest subjects and speakers for regular meetings. Please feel welcome to pass this information on to Committee members for consideration. At the same time, please examine your own cupboards for items of historical interest, either as exhibits for display or as a story for inclusion in the Bulletin.

Best wishes for 1987.

Harold Ivers 12/4/1987

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### MONTHLY GENERAL MEETINGS

April 10:	Miss L. Muir	POLITICS BEHIND THE BUILDING OF THE ILLAWARRA RAILWAY
May 8:	Lieut. Soper	SALVATION ARMY
June 12:	Mr. T. Hanley	MEDALS
July 10:	Mr.L.Bursill	ENTRY OF THE ABORIGINALS INTO AUSTRALIA.

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EXHIBITIONS COMMITTEE: Mrs.J.Platfoot, Mrs.A.Griffiths Mrs.A. Cutbush, Mrs.A.Ivers, Mr.D.Archer, Mr.H.Ivers, Mr.F.Midgley, Convener.

PUBLICATIONS COMMITTEE: Mrs.A.Cutbush, Mrs.J.Platfoot, Mrs.A. Ivers, Mrs.A.Griffiths, Mr.H.Ivers, Mr.A.Platfoot, Mr.D.Archer, Mr.F.Midgley, Convener.

### FOUNDERING OF THE STEAMER INFLEXIBLE

The Inflexible was a well known Sydney harbour steamer, chiefly employed in the port as a tug. The vessel was built in 1833 by Edwards & Symes of London, and was 128 ft. 3 in. from bow to stern, with a beam of 21 ft., with a steel hull. The engines were of 95 h.p. nominal, compound surface condensing, and were built by J. Hume & Co. of Glasgow.

Mr. James Halstead, the well known boat builder from McMahon's Point, was the owner of the vessel which was regarded as one of the best in her class and always kept in the best possible order. The Inflexible was insured for £6000.

The Inflexible left Lavender Bay just after midnight on Monday August 26, on a cruise in search of inward bound sailing ships, and proceeded to the southward of Port Jackson. Captain Charles Goad steered until off the South Head light, giving up command to the mate, Thomas Holmes, instructing him to steer south-east as far as Botany.

All went well until about 3.30, and in a lumpy sea the Inflexible was pitching heavily and going at 9 to 10 knots, when a sudden bump was noticed, the ship having struck some object.

Captain Goad had gone below and was lying in his berth at the time, and both, he and the engineer, William Langstone, were at once alarmed by the shock, and raced up on deck to ascertain the cause. But they could not see what the ship had struck.

The captain told the fireman to go below and see if the ship was making water; he could see no difference then. At 4 o'clock the captain relieved the mate and at the time they were south of The Sisters, and some 13 to 16 miles from land off Port Hacking. The captain put a deck hand on the bridge as a lookout, and then went back to his berth, having told the engineer to let the fires go down as he intended to lay to until daylight.

At 5.30, when the Inflexible was off Coalcliff the captain was awakened by the fireman who told him the ship was making water. A tremendous rush of steam was escaping from the engine room, and the fireman discovered that water was up to the furnace bars. The fireman told the engineer to start the donkey engine, the bilge pump, and to put a man on the deck pump.

Fearing a blow up all hands were speedily roused out as the water was fast making its way to the heated boilers and furnaces, the firemen set to rake out the fires. This was no easy undertaking, and by the time the second fireman got out of the engine room after hauling out the last of the fires, he was up to his waist in water, despite the fact that all pumps had been kept going.

The water was found to be gaining at the rate of about one foot every 15 minutes. In a shallow vessel of but 8 ft. depth there was no time to be lost. To attempt to run the ship ashore - a distance of from 8 to 10 miles -- was, of course useless, so the captain ordered the boat to be launched. They kept at the pumps for another half hour, and then all got into the boat as there was seven to eight feet of water in the ship being kept buoyant possibly by the collision bulkhead in the forward hold, It was thought the ship had been struck midway on the port side.

The crew stepped into the little dingy and pulled off to a respectful distance to watch the fast sinking steamer disappear beneath a somewhat angry sea. Neither food or clothing was taken from the steamer, for the reason that the departure was too precipitate to make any such provision. All the men lost their effects and the engineer a watch as well as wearing apparel.



About three quarters of an hour after the boat pushed off from the doomed vessel, the waves toppled over the bulwarks, and the Inflexible disappeared.

The frail craft containing the six men had not proceeded far before the supposed cause of the disaster was come upon in the shape of a massive piece of floating timber or wreckage, possibly a ship's gunwale, with frame pieces hanging to it. It was not attempted to closely examine the floating danger there being too much to risk the small boat manoeuvring to it with so many on board.

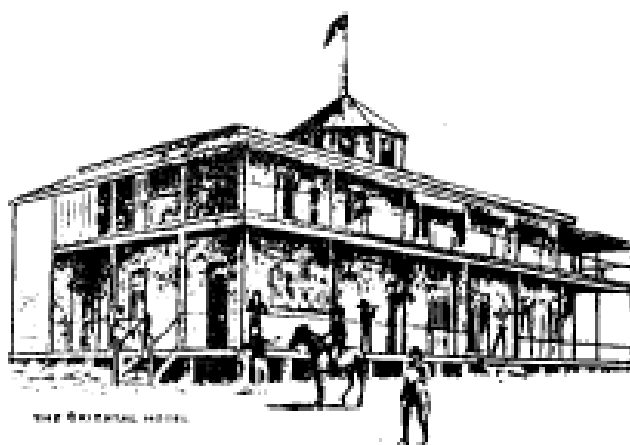
Every man was drenched to the skin with rain and salt water, as they pulled in a north - westerly direct-ion to try and pick up with the Governor Blackall and another collier, which were travelling north; the choppy sea preventing the boat from being seen and they then pulled for Port Hacking, where, after seven hours the men landed.

Soon after they landed their condition became known to Captain J.H. Springall owner of the Oriental Hotel, a two storied building above Cronulla beach. Captain Springall rendered every possible aid to the castaways. He had built his tavern there not twelve months before, and it must have a welcome eight to the exhausted men, there being no other dwelling there at that time.

Springall showed the shipwrecked party every kindness, and did all in his power to get them back to civilisation. Gut it appeared from a report that they had to walk from the Oriental all the way through the bush - about seven miles - to Sutherland where they caught the train to Sydney.

The Inflexible was due back in Sydney on August 27, and was under orders to berth the ship Wayfarer. The vessel was then to have been slipped for periodical painting and cleaning.

The crew of the Inflexible were - William Langstone, engineer, who had been with the ship three weeks; Halstead, the fireman, had been on board two months, and he was the nephew of the owner;



the other fireman was Joseph McDonald who had been aboard about seven or eight days; the mate was Thomas Holmes, who had been aboard for some time; the deck hand was Ralph Thompson who had worked on the vessel for five months.

An inquiry into the foundering of the Inflexible commenced soon after in Sydney before a Marine Board of Inquiry on September 2nd. who considered that the sinking was somewhat mysterious.

Source: The Sydney Morning Herald, 28-8-1889, 3-9-1889, 10-9-1889, from Sutherland Shire Council Local History Library.

-Fred Midgley

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#### POST MASTERS AT SUTHERLAND

John Atwell . . . . 1- 7-1886	Edward Nixon . . . . .15- 8-1932
John Kell . . . . . 5-11-1887	Fred McLelland . . . .15- 2-1932
Richard Conlan..24 6-1891	Charles Howarth . . .29-12-1937
Jess Turner . . . . .5- 9-1891	Charles Dowking.... 5- 2-1942
Charles Powell..12- 2-1892	Alex.Churchward.... 4- 5-1942
Herbert Brigden..7- 7-1904	John Gullier . . . . .30- 5-1946
Charles Logan . . .6- 7-1908	George Cannon . . . . .11- 3-1948
John Gray . . . . . 26- 8-1916	Noel Kinred . . . . . 8- 2-1951
Walter Guest . . . .2- 9-1919	Victor Collison....16- 9-1954
Maurice Russell..26- 7-1920	Francis Fletcher ..12- 2-1959
Thomas McLean ..18- 8-1921	Alex. Webster . . . . . 9-11-1961
Edward Phillips .9- 5-1924	Frank Butt . . . . . 3- 5-1962
Thomas Gorman . . .9-10-1931	Ronald Parkin . . . . .30- 8-1973

The first four men were station masters at the railway who were in charge of the mail before the erection of a Post Office.

Longest serving Post Master was Mr.Frank Butt who was in charge for over eleven years.

Source: Official Post Office records.

F.A.M.

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COACH TO TOM UGLY'S POINT. – William Burgess, the contractor for the Sylvania mail, made application to the traffic office for permission to ply for hire between Kogarah and Tom Ugly's. The application was referred to Kogarah Council for an expression of opinion as to whether the licence should be granted. At a Council meeting on Monday, January 18, the licence was recommended.

---St. George Call, Jan. 23, 1904.

Australian Dictionary of Biography Volume 10: 1891 - 1939 General Editors Bede Nairn and Geoffrey Serle, Melbourne University Press, 1986, pp 680, \$35, Reviewed by Edward Duyker.

Volume 10 of the Australian Dictionary of Biography is the third last of the projected set. In all six volumes will be devoted to the period 1891 - 1939 - a reflection of the growing size of the

Australian population during this period and also of traumatic events in the international arena such as the First World War. The co-operative effort of 445 writers this volume is an impressive work of scholarship and an invaluable reference work. As would be expected, this volume contains substantial entries on heavy-weights such as Henry Lawson, Daniel Mannix, Douglas Dawson, Halle Melba and John Monash. Surprisingly (or perhaps not so surprisingly given our national obsessions) when so many other significant political and cultural figures have been ignored, there are entries on footballers Thomas Leahy, Thomas Lawson and David MacNamara, and on cricketer Charles Macartney. I have to admit, however, that the entry on cyclist Sarah Maddock is a small gem.

Like most of the other volumes of the ADB, volume 10 is strikingly anglocentric. There is, in my opinion, far less excuse for this in the mid-1980s, given the emphasis on multiculturalism and the significant body of Australian ethno-history undertaken in recent years. Aside from two entries on Aborigines, there are interesting entries on the Belgian scholar and father -in-law of Manning Clark) Augustin Lodewychx (1876 - 1964); the Afghan cameleer Faiz Mahomet (1848? - c1910); Lebanese Melkite priest Sylwanos Mansour (1854 -1929); Russian soldier and businessman Eliezer Margolin (1875-1944); Russian merchant and philanthropist Simcha (Sidney Myer 1878-1934 ; and the Japanese pearler Jiro Murmats (1878 - 1943 .

Sadly, but also not surprisingly, the latest volume of the ADB is rather gender biased. It does, however, have some entries on women. There are useful contributions on the author Margaret Marlowe (1884 - 1962); the pacifist Eleanor Moore (1875 - 1949); the physicist Florence Martin (1867 - 1957); and Grace Munro (1879 - 1964) the founder of the Country Women's Association. It is pleasing that volume 10 also contains several entries on Australian female suffragists and pioneer feminists; these include Henry Lawson's mother Louisa (1848 - 1920); Louisa MacDonald (1858-1949), Emma Miller (1839-1917); Dorothy Montefiore, (1851-1933 ); Muriel Matters (1877-1969); Mary Lee (1821-1909); Florence Musico (1882-1964); and Bertha McNamara (nee Kalstein) (1657-1906) the mother-in-law of Henry Lawson.

A unique part of the printed heritage of our nation, Volume 10 is worth reading or at least browsing through. One of the most bizarre characters one can read about, who is also of local Historical interest (for he lived in President Avenue, Sutherland), is Thomas Ley (1880-1947). According to Blabs Berzin's account of his life. Ley was born in Bath, Somerset, and migrated with his widowed mother to Sydney in 1886. Although he left school at the age of 10, he eventually secured a position as a junior legal clerk. In 1907, with political aspirations, Ley moved to the developing, Sydney suburb of Hurstville, and was elected to the local Council within five Months. He served on numerous Council Committees and in 1917 was elected to the Legislative Assembly for the seat of Hurstville on the Nationalist pro-conscription ticket. In 1919 he joined the Progressive Party and in 1920 successfully gained the seat of St. George. Back in the Nationalist fold, he was appointed Minister of Justice in the Fuller ministry of 1922-25. As Justice

Minister he refused to heed popular demands for the commutation of the death sentence imposed on an impoverished music teacher who had murdered his three daughters. In 1926, Frederick Macdonald, who had accused Ley of bribery, disappeared mysteriously. In 1928, Hyman Goldstein, a politician and stern critic of Ley's business dealings was found dead at Coogee. With suspicion surrounding him rife, Ley was defeated in the Federal election of 1928 and returned to England with his mistress. In Britain he continued his improper business activities until he was convicted in March, 1947, of arranging the murder of a barman he incorrectly believed to be having an affair with his mistress. Three days before his execution was to take place, his death sentence was commuted and he was placed in an asylum for the criminally insane. Ley died shortly after, on July 24, 1947, and he was survived by his wife and sons in New South Wales.

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### HERITAGE WEEK

The theme for Heritage Week, April 5 to 12, was again a "Week of Discovery". For the children it was truly a time of discovery, as it was also for the older citizens to see the old artefacts and to re-ignite memories from amongst the hundreds of photographs.

Many people expressed their pleasure of the Exhibition in the Sutherland Entertainment Centre, which included special displays of old gramophones and radios, a bedroom setting with an iron bed, an iron cot and some beautiful embroidery.

There was also a large assortment of tools, and a large display of photographs of early Sylvania from 1881, as well as a special collection of photographs of the Sutherland-Cronulla tramway from 1911 to 1932. There were also demonstrations in the use of the spinning-wheel and the art of weaving by the Sutherland Shire Spinners and Weavers, which delighted the children.

On Wednesday the 8th, there was a guided coach tour of the western end of the Sutherland Shire for the Cronulla Senior Citizens who were guests of the Shire Council for lunch at the Sutherland Memorial School of Arts, where they also visited the Historical Society's Exhibition room, which was also open on the Saturday.

Numbers of school children in groups were considerably less as were other visitors to the Entertainment Centre this year. There were 696 children from 8 schools from year 3 to year 9. Adult attendances were 581. Children with parents were 86. The numbers of an evening were disappointing. Total visitors to the Exhibition were 1363, compared to 2695 last year. Sales of books, with a few donations, realised \$65.60.

I thank all who assisted from the Society and Shire Council in many ways; thanks to those who loaned articles and photographs for display, not forgetting so many people who assisted with transport, arranging the exhibits and joining a roster to look after both Exhibitions during opening hours.

F. Midgley

Exhibitions Convener

### A CRONULLA PIONEER

Catherine Hill, who was born in 1894, was one of a family of 8 girls and 3 boys. Her parents had come to reside in the Village of Gunnamatta in 1891, and had a home at the foot of Woollooware Road, near Port Hacking. They later moved to a fine house with 8 bedrooms situated on the corner of Woollooware Road and Hill Street, on ground Mr. Hill had bought in 1893. There were only three homes in the vicinity at that time.

Catherine attended Burraneer school where her teacher was Mr. Coombes who came down from Sutherland in a horse drawn sulky. Each Friday he gave a boy an hour off school in the afternoon to wash his sulky - even if it was from a muddy puddle.

When that school closed. Catherine Hill, went to Miranda School walking from her home to Kurranulla Road (now the Kingsway) to catch the horse bus to her destination. The buses were operated by Simpsons. Sometimes one of the drivers was drunk and not fit to drive, and someone else would have to take over.



CATHERINE HILL ABOUT 1916

Later Catherine went to Cronulla School for 6 months private tuition. Mr. Tonkin taught her bookkeeping. She then went to Stott and Underwood in Sydney to learn typing and shorthand. This enabled her to obtain her first job, mainly through her father who was a Councillor in the Sutherland Shire Council. Catherine Hill, at 17 became the first woman employee of the Sutherland Shire Council, using an Underwood typewriter and doing the bookwork in the Council's rented premises facing Railway Parade (now Princes Highway), in Sutherland. There were only three others employed there at that time, the Shire

Clerk, Mr. John Macfarlane; Mr. Mick Wick-ham. assistant to the Shire Clerk; Mr. William Roberta, Health and Inspector of Nuisances.

Catherine Hill was still working for the Council when they moved into the new Council Chambers when it opened on the corner of the Princes Highway and Eton Street, in July, 1915.

As there a shortage of male staff in the offices of the Railways during World War 1, she worked in Sydney until the cessation of hostilities. Employment on the Railways up until that time was males only, but the war changed that when women showed they were



The Council rented from Mrs. Lehane this shop. The residence for the Shire Clerk at the rear of the shop was a separate rental paid by the occupier.



Clr. J. Hill



very capable, as it did in many other places of employment.



At one time she was typing electoral roll foolscap stencils at 2 shillings a stencil. By typing industriously Catherine could earn £8 (S16) a week.

Later in 1937 when the Sydenham-Bankstown Building Society was formed (one of the first) Catherine worked there for 36 years and on occasions was secretary. Her business Career covered 62 years.

Catherine Hill had vivid memories of the Sutherland Shire, and saw many changes. Her father, a very civic minded man, was elected to the first Sutherland Shire Council on November 24, 1906, and was involved in a number of community affairs.

When a girl, Catherine Hill attended the Church of England Sun-day School at Cronulla, where the minister came once a month. The Sunday School was held in different homes. Sometimes in the home of Catherine's parents or the De Laurence home. At other times the Sunday School was held in the open, when the children sat on a log. A wooden building was eventually constructed.

Nathaniel Bull who was involved in the early work of the Church of England at Cronulla, bought the first motor car in the area.



THE COUNCIL CHAMBERS, OPENED IN 1915

However, he never drove it. Catherine's second brother who was mechanically inclined, drove it for him. He also drove the French made Clement-Bayard car his father bought and also drove.

In the early days of Woollooware, Catherine remembered when there was a Post Office at Woollooware Road. There was a mail box at Gannon's Road where the driver of the horse drawn mail coach dropped the mail bag and picked up another.

Catherine's mother bought the groceries in bulk from Anthony

Horderns of Brickfield Hill in Sydney, who came once a month in a horse drawn vehicle. A 25 pound bag of flour was always on the order along with a 60 pound bag of sugar. There were tins of treacle and golden syrup along with other items. Mrs. Hill would sometimes go to Sydney, and in the large grocery section of Anthony Horderns would taste the cheese, and if it was to her liking would have it sent out with the next lot of groceries.

The Hill's grew their own vegetables, and had an oyster lease at Gunnamatta Bay, the oysters growing on the rocks. A baker from Cronulla delivered bread, and later Len Burton who resided at Port Hacking Road delivered smallgoods.

In those early days there was also a representative of Griffith Bros. Teas. who delivered his wares in a horse drawn conveyance. The teas were in various size tin canisters, suitable for later use in the kitchen as they were marked tea, biscuits, sago, etc. There was also "Old Davey" with his covered horse drawn waggon. He was met with great delight by the girls of the Hill family, though he came only two or three times a year. He carried attractive rolls of prints, cotton, haberdashery, calico and many other items. Some-times an amount of 4 shillings and 6 pence would be spent. Davey pitched his camp in the sandhills before and after he had pedalled his wares in the area.

John Hill, Catherine's father, was a boat builder at Gunnamatta Bay where there was a slipway for launching. Many types of boats were built there, even speed boats, a sensation in those days. John Hill had the first outboard motor on Port Hacking. He built yachts and sailed one to the first Commonwealth Regatta on Sydney Harbour from Port Hacking.

At the request of a planter in the Solomon Islands a 40 foot boat was built at Hills, and when an engine was fitted by Jack Hills it was sailed to the Solomons, and he was away for two years.

Every Sunday - weather permitting - John Hill would take his family sailing on Port Hacking and they would always go to Jibbon. Every King's birthday (King Edwards) John Hill would take the family sailing on Port Hacking and they would traditionally go to South West Arm. The women and girls would sleep in the boats while the men bedded down on shore. This event continued for some years.

An uncle came back from the Boer War. He was a tall man, and Catherine, although a small girl remembered him with his wide brimmed hat. He would row a boat to Jibbon, then pull it well up on the beach. He would then walk to Wattamolla and come back with large armful of native roses and flannel flowers.

Catherine Hill was present with her father when, in October, 1912, on a Saturday afternoon, the Woronora traffic bridge was opened. She was also present when the first ship pulled into the Salmon Haul wharf at South Cronulla.

Source: Interviews with Miss Catherine Hill in 1982 and 1983.

Miss Catherine Hill lived with her sister, Alice McCue, for many years at Cronulla, and on February 7, her death occurred while visiting relatives at Townsville, Queensland. She was 92.

A memorial service was held at 11 am on Thursday, February 19, at St. Andrew's Anglican Church, Cronulla.

-----Fred Midgley

### A ROADSIDE FIXER

Marshall Russack of Sutherland when being interviewed for a feature newspaper article about himself in 1947, modestly described him-self, "I'm just a roadside fixer".

Marshall had come to Sutherland in 1921 with his mother Emily from Tuggerah Lakes where he was a projectionist at a picture show. Sutherland in those days didn't have a movie theatre operating on a permanent basis and Mrs. Russack soon reached an agreement with Mr. Ted Boyle to begin a theatre in his hall. Sutherland was in need of an entertainment of this kind, and the venture was successful. They were of course silent films at that time, and as electricity did not come to Sutherland until July, 1926, power to operate the projector was set up by Marshall with a generator driven by a four cylinder Universal engine.



Marshall Russack then opened his first garage in the building which had been the first Shire Council Chambers on the corner of Princes Highway and Boyle Lane in 1925. Motor cycles were repaired in this building, and motor cars and trucks in a shed at the back.

In 1925 he installed a kerb side petrol pump selling Waratah brand. This was the first such pump in Sutherland, before that of Arthur Perks further up the street who had commenced business there in 1924.

However Marshall didn't keep the pump very long because it took too much time away from repairing vehicles to sell a few gallons of petrol. "Use Waratah Motor Spirit" was painted on the roof, while on the southern wall of the old building there was a large Mobil oil sign. Throughout his long business career in Sutherland, never again did Marshall sell petrol.

In those days of course there weren't many cars on the road. Marshall's Garage was then on the hem of the suburban skirt of Sydney. Outside the Garage the Prince's Highway swung like a strap over the shoulder of the hill before it straightened out to a long stretch

of road known as the "mad-mans mile", deriving this dubious title from some motorists with a thirst for speed who sought how much they could extract from their cars; hopefully slowing down before encountering the railway crossing.

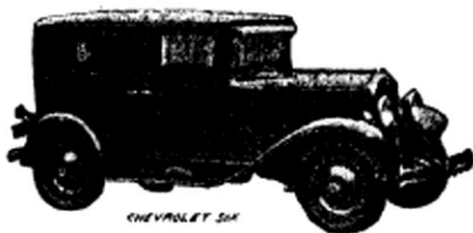
The Highway was important to Marshall as the long and sinuous gravel road in those days gave the vehicles a pounding, and there was a good distance between his garage and the next one. A lot of business came from road accidents and it wasn't long before he began operating a 4 cylinder Dodge which was converted into a tow truck.



A view of Sutherland in 1926. Marshall Russack's garage is the building on the right foreground, alongside of what is now Boyle Lane running east. The building on the left foreground is the steam tramway booking office, which still stands.

Marshall's father had been a builder of bicycles, and he learnt some mechanics there. However he studied and gained his mechanic's diploma. Marshall's Garage was prominently displayed on the front of the building. Marshall was his mother's surname.

His business grew and Marshall had larger premises built more to-wards President Avenue, but still facing the Princes Highway in the latter part of the 1920s.'



Marshall Russack while concentrating on repairs opened a Chevrolet dealer-ship . In 1928, Marshall stated every fifth car on the road was . a Chevrolet. A four cylinder car cost £205/12/6 (\$411.25).

Even with the Depression looming, Chevrolets were still popular, and in one month in 1930 he sold 17.

In 1929 General Motors launched their first six cylinder Chevrolet which, like its four cylinder predecessors was to be a very popular car.

Customers traded in their old Chevrolets, and other makes. One customer was an engineer on the Woronora Dam construction who asked that his new car be delivered there. So one night Marshall and Jack Midgley - who was working for Marshall - drove out in the brand new Chevrolet sedan, and drove back in the old Chevrolet trade-in. This was an early model Chevrolet having quarter elliptic springs on the front axle.

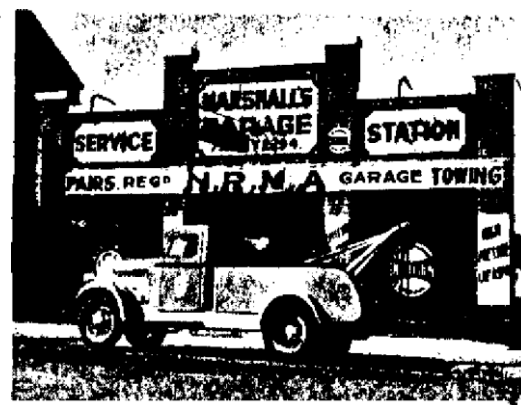
Another customer was W. Bower, a poultry farmer from Engadine who traded in his high cabin T Ford one ton truck on a new Chevrolet 6 truck.

But Marshall lost on the traded cars. Instead of re-selling them most were left out the back of his garage, where the locals came and helped themselves to parts.

During the Depression Marshall observed it was a favourite dodge to get more out of tyres to cut the beads off worn tyres and stretch them over the tyres already on the wheels of the car.

If you drove any night to Marshall's Garage, at mid-night or 2a.m. you would see the arc lamps white in the night, and the acetylene torches cascading fire. You would smell new duco and sump oil, and hear the tinkle of tools on steel.

Marshall worked long hours, rising at 7.30 a.m., usually getting to bed about 2.30 or 3.30 a.m. That was every night including Saturdays and Sundays. Occasionally he didn't see his bed until 7 a.m., but on those occasions slept in until 8! Despite the long hours Marshall stated that he was always behind with his work. His garage. was also an Authorised Inspection Station, and an agency for the N.R.M.A.



As a child Marshall lost the sight of one eye. He couldn't play sportlike most of the other kids, so he tinkered with machinery. When he first went to work as a motor mechanic he was hit in the "good eye" by a spring washer, and for a year he was totally blind.

During the war Mr. Russack worked with the United States Navy on a special project, and was proud of a letter of commendation to him from the commander, Captain Louis H. Gwin, thanking him and other civilians for their co-operation.

"The motorists themselves were the worst problem", Marshall said, "I've never met one who didn't want his job done before anybody else's. People are a bit selfish sometimes".

Back in his garage in 1947 he remarked about the lack of materials. "Say what you like there's a lot of stuff cornered. It didn't come onto the open market. Sometimes it seemed I spent half my time looking for parts and the other half explaining to the owners how hard it was to get parts. I wouldn't play the 'black market' price. I put the onus on the client. I tell him how much it'll cost and where he can get it. Then it's up to him."

Marshall Russack would point to the waiting ranks of dishevelled jalopies and juggernauts in all stages of mechanical debility. He said cars just after the war were never in worse condition, due to lack of attention, use of substitute fuels, and shortage of re-placement parts. Transmission troubles were more numerous than in vehicles made later because of design and construction improvements.

Marshall attended many motor vehicle smashes while operating his tow-truck. Some of the accidents were fatal, and there were several occasions when he had to clear railway tracks. He carried a camera with him, and took a large number of photographs, some of which appeared in the daily press.

Mr. Russack retired mainly because of ill health in January, 1973, having achieved a cherished desire when he visited California in 1968. He died on December 20, 1973, aged 69.

New owners carried on in the garage specialising in Volkswagens. But time brings changes, and the garage is now gone, remembered only by old timers, and in recorded history.

Source: Daily Telegraph, 1947. St. George and Sutherland Shire Leader, April 1973.  
The Late Mr. Jack Midgley. - ----Fred Midgley

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#### COMO'S WANTS

On Monday night October 14, 1918, a large meeting of residents of Como met in Mr. Murphy's entertainment hall. The meeting was presided over by Clr. Hill, President of the Shire. Clr. Ainsworth was also present. The object of the meeting was to endeavour to get Como linked up with Oatley by means of a steam punt that would carry vehicles as well as passengers. Mr. T. J. Ley, M.L.A. addressed the meeting and advised them how they should proceed. It was also resolved that a big effort should be made to get a school at Como so as to avoid the necessity for the children having to travel to Oatley or Sutherland.

..... "The Propeller"

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Charlie Phillips the blacksmith at Sutherland in early days went to Sydney and bought a new clock. When he got home he climbed up a turpentine tree so as to set the clock by the sun, but a branch broke, resulting in one smashed clock.

Source: From the late Max Foldner, 12-6-1977 ... ---Fred Midgley

## SYLVANIA ON FILM: HISTORIC

## 16mm FOOTAGE IN THE WADE COLLECTION

William Glenn Wade (1911-1983), who first purchased land in Sylvania in the late 1940s, was a passionate 16 mm (and later Super 8) film maker. "Glenn Robin", the house he built on Sylvan ridge overlooking the Georges River, was completed in 1953. His first film, with significant local footage, was made the following year. The majority of his films were meticulously catalogued in 1979 and I have used his catalogue numbers. I have also cited the old imperial lengths as he stated them. Most of the films are personal in nature and he appears in some segments taken by his wife Betty. I have emphasised the local (rather than the family) content in the notes which appear below. Although they lack sound, the Wade films are remarkable for their clarity, colour and composition. As historical documents they are an important part of our local film heritage.

F113 (1954), 300', 11 mins

This film shows Queen Elizabeth 11 being driven through Sylvania along the Princes Highway. The film includes sequences of spectators and of decorations along the highway. Of more general interest, are the scenes of the Anthony Horderns Building, the Town Hall, Martin Place and the G.P.O. (without its clock tower) bedecked with royalist symbols. Queen Elizabeth can also be seen riding on horseback through the centre of Sydney. Without doubt, enthusiasm for the British monarchy has tempered considerably since this film was made!

F112 (1954), 250', 10 mins.

This film shows "Glenn Robin", Sylvania views, the pinnacle rock on Sylvan Ridge and the construction of the Sydenham family's home.

F162 (1959), 350', 13 mins.

This film has footage of "Glenn Robin" and of the widening of the Princes Highway in Sylvania.

F164 (1959), 420', 16 mins.

Among the sequences contained in this film are views of Kangaroo Point from Glenn Robin and also some views of Cronulla.

F211 (February-November 1964), 400', 15 mins.

Filmed over several months of 1964, this film includes quite a bit of family footage at Glenn Robin, but also a significant segment on the Sylvania School Fete and the annual Maypole Dance. The late and respected Cr Wal Page can be seen making an announcement over a microphone, together with Mrs June Churcher. Bill Wade appears dressed as a clown at the Fairy Floss Stall.

F223 (November 1965), 100', nearly 4 mins.

This is a charming film of a fancy dress day at the Sylvania Primary School. The Children are shown being judged by Cr. Wal Page\_

Edward Duyker

## HEATHCOTE, RAILWAY AND POST OFFICE

A complaint was received from Thomas Hibbard (Illawarra Line) on August 13, 1889, to the Postal authorities that letters forwarded to Heathcote by the guards of the trains and left at the station - "the letters being left to take care of themselves beat way they can when the station was unattended". Mr. Hibbard was writing on behalf of the 30 families living there permanently about the unsatisfactory and irregular manner of mail delivery.

He stated that he was willing to look after letters, complaining some letters had never been heard of, and one man living at Wollongong wrote to his wife at Heathcote, and the letter was never received.

Agitations to the Postal authorities continued, and in September 1889, correspondence shows that a bag of 6 or 7 letters a day could be made up at Waterfall and forwarded to the gangs daughter Harriett Wellman, aged 18, who would be happy to take over the mail bag. The Post Master at Waterfall stated Harriett would re-move and leave small bags with him and he would despatch them from Waterfall on the 6.20a.m. train for Sydney. He suggested Mrs. Well-man send her young son on the 5.40 p.m. train each night from Heath-cote with-the mail bag.

Harriett handled the mail for about four months before resigning. She wrote:-

17 February, 1890

Dear Sir.

I beg to inform you of my intention of resigning charge of the Post Office at Heathcote there now being an officer placed in charge at the railway station, and it also my intention of leaving the district.

I remain  
Your Obedient Servant,

Heathcote station was opened as a booking office on March 11th, 1890, and as the station master, Mr. Hogan was prepared to perform postal duties, a receiving office was established there. At that time there was a Morse Telegraph instrument at the station also, and Mr. Hogan was appointed postmaster on A April 9, 1890, with a salary of £10 (\$20) per annum. In January, 1991, Mr.A. Tooth was appointed night officer, and requested an allowance for handling the mail bag. It is not known if this request was met, but Porter Jeffries was appointed assistant to Mr. Hogan when Mr. Tooth was transferred.

The mail bag would arrive at the receiving office at the station at 5.10 p.m. from Waterfall and despatched on the 9.10 a.m. mail train.

Mr. F.J. Lansdowne was appointed station master and post master on December 12, 1893. A relieving officer, Mr. Powell, had taken over after the departure of Mr. Hogan. Mr. Tanner went to Heathcote station on trial on November 27, and left on December 24, but had not been in charge of the station or post office.

On November 15, 1895:, T. Casserley was appointed and in 1899 B. V. Rider was in charge of both positions at the station. On Dec-ember 5, 1901, Mr. J. Haddon succeeded Rider, and on December 8, 2905, James Doran commenced duties at Heathcote. Doran was transferred, and William Levinge appointed on May 17, 1906 his £10

for postal duties being paid through the Railway Commissioners. Levinge stayed at Heathcote until September 2, 1913,

Further agitation from the residents commenced with a letter in March, 1912, from Miss F.S.Cooper, a dressmaker aged 35, who declared she was an old resident, and it was the intention to have the Post Office removed from the railway station. Christine McAlister, wife of Charles, wrote on May 19, 1913, as she was building a shop opposite the station, she sought permission to have the Post Office removed to these premises.



The Heathcote Post Office Store around 1913. The Post Office was in the room behind the white sign on the verandah. MaAlister's De Dion car is standing in front of the store. It was the first motor car in Sutherland Shire.

But the Postal Authorities declined any move as the Railways had not requested it, but relented in July, 1914, as the selling of stamps, postal notes, etc., was too much for the Station Master.

Agitations had continued from Christina McAlister and others including Oscar Matson in November, 1913, who was now resident in the store.

Telegraph business transacted at the Heathcote station was light, revenue in 1912 being £4. Telegrams were received via Waterfall over the railway circuit, and as a line of poles were situated about 50 metres from the proposed Post Office, (Matsons), it was a good opportunity to have it connected there.

Oscar Matson commenced his duties as post master in a rent free room, measuring 12 feet by 12 feet which opened onto the front verandah of his store, on September 1, 1914 with a salary of £12 per annum, an amount volunteered by Christina McAlister earlier. Matson in his duties as post master agreed to convey the mails to and from the railway station, and he had erected a counter for postal purposes in the room next to his store. This store stood for many years, and in earlier days was the only one between Sutherland and Waterfall.

Oscar Matson did not stay long however, for on December 14, 1914, he gave notice he was disposing of his business due to ill health.

Mrs Adelaide Miller, aged 37, of Heathcote, took over the store and Post Office on December 30, 1914, but only stayed 10 months. Charles McAlister, 70, became post master on November 9, 1915, but





only stayed three months. McAlister had been a member of the first elected Sutherland Shire Council in December, 1906, serving to December, 1913.

W.F.Keating was the acting Postal Inspector in 1916 when Mrs. Annie Gray, a widow, aged 40, commenced duties at the Post Office on February 21, 1916. She was paid £16-5-0 per annum.

Succeeding post masters were appointed as follows:-

Mr.A.W. Riddev	--	18th Nov..	1918
Mr. J. Spooner	--	28th Feb.,	1921
Mr. J. E. Davis --		7th Jan.,	1923
Mrs.A.M. Davis	--	1st Sept,	1923

Records of May, 1924 show that Heathcote was an ordinary postal, postal note, and telephone office, with no money order or savings bank facilities. Registered letter transactions at the time did not indicate that money order facilities were required.

On 21st May, 1924, Mr. E.A. Davis, on behalf of the Heathcote Parents and Citizens Association, wrote to the Department seeking money order and banking facilities at the local post office, as the Sutherland Post Office was the nearest office with these facilities. A continuous telephone service which would operate on Sundays was also requested by the Association. With the exception of the continuous telephone service, the Department decided that the other desired facilities were not warranted.

Mr. W. J. Trinder who was appointed post master at Heathcote 7th January, 1924, wrote to the Department in July, 1926, requesting that the post office be moved to his own premises next door, about 50 yards distant, as he stated that the existing rental of the post office was "out of all proportion to the business being done."

Trinder was able to present a list of names of residents who favoured the removal of the post office, and he stated that it was his intention to close the existing post office premises on 30th September, 1926, when the lease would expire.

At the time there was some controversy concerning the removal

of the post office, but eventually the Department approved, in accordance with Mr. Trinder's arrangements, that the removal of the office be effected on 30th August, 1926.

In February, 1927, postmaster Trinder tendered his resignation and recommended Mr. Ben Flood as his successor.

Mr Flood occupied business premises approximately 20 yards distant from the existing office and although he had bought out Trinder's business he was agreeable to take over duties only in his original premises. As the cost for removal of the office was very little the Department decided to incur the expense.

Mr. Ben Flood was appointed postmaster on 1st March, 1927, with a salary of L43 per annum which included £10 for portage of the mail between the railway station and the post office.

Succeeding postmasters were appointed as follows:-

Roy Lyle Stain Gorey -- 20th Dec., 1929	---	5th Dec., 1927 Michael Joseph
Mrs. D. G. Flood -- 1st Feb., 1947	---	19th Jly., 1943 George Herbert Gilmour

As from 1st October, 1947, money order facilities were introduced at Heathcote.

Source: Australia Post Historical Section; Australian Archives;

-----Fred Midgley

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#### HEATHCOTE HALL, HEATHCOTE



Heathcote Hall Freehold (50, acres) extends east from Heathcote Railway Station Platform into National Park. The Illawarra Railway line and the Prince's Highway form its western boundary. Only 20 miles by train from Sydney, and linked up with the Sutherland-St James electric train service, 22 miles by road from the city, 700 feet above sea level. An oasis of chocolate soil. Recent purchasers intend to develop their holding into a model village settlement. to secure the goodwill of a number of early discriminating home-seekers and real estate investors a small advance subdivision alongside the Railway Station is being sold at L2 per foot, 5 per cent deposit, 5 years terms, 5 per cent interest, 5

per cent discount. Nearly half of these lots are already disposed of. Managing Agents, Peach Bros., Kogarah, and 76 Pitt Street, Sydney. A Representative in attendance on the Estate every week-end. Dainty morning and afternoon teas as well as residential accommodation was available at the Hall. All enquiries would be answered by telephoning Engadine 2.

The above advertisement appeared in the Hurstville "Propeller" in 1928, the Heathcote Hall Estate having previously subdivided into 168 suburban blocks. Heathcote Hall then stood on a little more than four acres of the original fifty acres.

---F.M.

### EXCURSION REPORT

Since last Bulletin we have had our week-end tour to Muswellbrook, where the hospitality was outstanding.

We are especially grateful to Mr. and Mrs. Staples for inviting us to inspect their lovely home, "Leconfield House", and for entertaining us to Morning Tea on the Sunday Morning.

The inspection and Wine Tasting at Dalwood added to the weekend, and was followed by luncheon at the Estate.

Muswellbrook has an exceptionally large number of historic areas and buildings and the members of the Historical Society are able to impart their "local" knowledge in such an interesting way.

The George's River and Botany Bay Cruise in February was a very good day -- thanks again to Mr. Fred Midgley for the Historical Notes he prepared and to Mrs. Garland for the photocopying of same.

Forthcoming outings are May 16, "Sutherland Shire, Southern, western and Northern " - if too much for one day we will cover as much as possible and arrange another outing for the balance -- in no way will we rush anything if you wish a more leisurely pace.

Only a waiting list, but contact Mrs. Cutbush to be added to the list if you wish to go -- possibly by now, there may be some cancellations. Cost Members \$5.00, visitors \$6.00 - leaving Cronulla 9 a.m. and Sutherland 9.30 a.m.

Wednesday, June 10, to Qantas Base; at time of writing there are a few vacancies, but contact Mrs. Cutbush for details. Members \$5.00, visitors \$6.00 (fifty people may be taken in party) to leave Cronulla 9 a.m., Sutherland 9.30 a.m. Luncheon will be available in Staff Cafeteria - at your expense; we were unable to have a charge included in our costing.

As the Executive Meeting where Sub-Committees are elected for the new year was only held last Monday (as I write this report), it has not been possible for finalise new outings for the 1987-88 calendar.

We are looking at a day "west" for July when the daylight hours are so short -- and for September we hope to travel a little further. By May meeting it is hoped to open bookings for both.

With incomplete details, we propose our October week-end tour to be October 23--25; we expect our accommodation for Friday and Saturday evenings will be Narooma, and our travelling on Saturday will be to Bega, Kameruka and Candelo with a guide from National Trust. On our behalf, Miss Ruth Gowing, Chairman of the Far South Coast Regional Committee is attending to these details.

Before leaving the area on Sunday morning, we will visit Central Tilba and Tilba Tilba, also National Trust listed towns.

Costs and full details will be advised as soon as possible, but in the meantime, rake a note in your Diary of the date!

Enquiries from Mrs. Cutbush or the writer; bookings Mrs. Cutbush.

(523-8147)

(523-5801)

Aileen Griffiths

Convener.

### LIFE WAS NOT EASY

Alan Small lived in the Sutherland Shire all his life. It wasn't easy for him when a boy when he was sent by his foster parents to get scraps from the boarding houses in Cronulla in two 4 gallon tins for the "chooks". But it was for themselves, and he was made to eat fly-blown meat.

Cronulla had a number of boarding houses in the early days and were run by women some of whom were Mrs. Watson, Mrs. Smart, Mrs. Monro, Mrs. Monks and the De Laurences.



MR. TONKIN

Alan attended Cronulla school when Mr. Tonkin was the headmaster. An incident involving the climbing of a flag pole by Alan at the school didn't please Mr. Tonkin at all, who threatened to "flog him when he came down. For this type of conduct Alan was "kept in" for twelve months. The school in those days stood where Monro Park is to-day.

Ray Heaps ran a shop selling drinks, confectionery and grocery items in Cronulla. It was the practice of some of the local school boys who worked "a system" when they sought to get money for returned soda syphon bottles. While one kept Mr. Heaps occupied in the shop another would go outside to the back of the shop, get a syphon from where the empties were and come in and get the money for it. One

wonders how long it was before Mr. Heaps became aware of this type of caper. It wasn't confined to Cronulla, being practised in other areas. Pocket money for boys was not like it is to-day.

When he was 14, Alan Small took his first job working for Mr. Brewster who had a large dairy where the Gynea Technical College now stands. He followed the steam trams on horseback, and when people alighted at a particular stop, he followed them to see where they resided, and asked if he could supply them with milk. He received a shilling for each new customer.

Part of his job was to look after the cows and he drove them to Kings paddock on the corner of President Avenue and Gynea Bay Road. He also helped put milk on the back car of the steam tram at Hotham or 'Sydney' Roads for consignment down the line. There were several times when he fell off his horse in the dark at Miranda. He had Sunday afternoons off, and went to bed at 8 p.m., and up at 1 a.m. to milk, then off to Cronulla with milk in the tanks of the cart. Alan's wages were twelve shillings and six pence a week. He retired after a 19 hour working day to sleep on bags.

He also worked for Billy MacDonald who had several butcher's shops in the Shire and traded as Billy Mac. Alan drove a cutting cart, the meat being cut to the requirements of the customer outside the residence. A wooden tray slid in and out, on which there was also an enamel tray. His area covered customers from

Clio Street in Sutherland to Taren Point and Cronulla. The meat was later wrapped. Lamb chops were 41b for 2/3 and pumped legs 1/-.

Several times he tipped the cart over. on one occasion when the cart tipped over at Kareena Road, Miranda, the meat fell out into the dirt. He washed it nearby, and though it changed colour he still sold it.

He drove cattle for Stapleton's who also had a number of butcher shops in the Shire. Cattle were driven from Liverpool and held in a paddock on Owen Jones' property at Menai. Alan Small drove them from there to the slaughter yard at the southern end of Glencoe Street in Sutherland.

Source: Interview with Mr. Alan Small then aged 72, of Caringbah, on May 3, 1983. Mr. Small, now deceased, was involved for 46 years in transport (road) in Sutherland Shire, and his reminiscences in that area will appear in a future Bulletin.

-----Fred Midgley

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### MEMORIES OF CRONULLA

The first tee on the old golf course was from the front of the Cronulla Hotel, where more opulent golfers paid a caddy nine pence. Golfers drank at the bar, then walked straight out to tee off on the nine hole golf course.

Near the end of the golf course was a pump for drinking water. and from there to Towra Point the area was fenced off. To gain admittance to the Kurnell area there was a gate at the golf links. The area had been fenced off because dry cows and others due to calf were run there. Lehanes bred pit ponies pit ponies there for the Helensburgh coal mines. In those early days Mrs. Guy had a dairy at Kurnell.

At the Cronulla Hotel there were separate quarters for the hotel staff, there being a vacant lot between these quarters and the hotel. It was on this vacant lot the drunks fought on a Saturday afternoon. Week-end visitors were always drunk.

Mr. H. Prior who owned the Cronulla Produce Store had a four wheel flat top waggon drawn by two horses with which he carried produce to Kurnell. It meant a drive through the tidal waters near Kurnell, called Donovans, where there were plenty of snakes, "as thick as your arm'. The worst part was at Quibray Bay at low tide - with a foot of water in the creek at Donovans. After the Second World War Mr. Prior used an ex-army four wheel drive Blitz truck.



Wyndham Perry Hayes had the contract to carry goods for Anthony Horderns and store them at a site on the Kingsway. Furniture and items were unloaded at the rear of the building from the horse drawn vehicles.

This building still stands, a silent witness of the past. Anthony Horderns way back in the horse and buggy days were the only City firm who would deliver past Georges River.

Source: Interview with Mr.A.Small, 3/5/83. ----- Fred Midgley

### SUTHERLAND RUGBY LEAGUE FOOTBALL CLUB

Sutherland Junior Rugby League Football Club is the 2nd oldest junior club in N.S.W. still competing and celebrates its 75th Anniversary this year.

Founded in 1912-13 by a man named Jim Brady. Jim was the local barber at the time and a very popular identity; his two sons were well known boxers.

The original colours were red and green bars and games were played in a paddock, which is now known as Robertson Street, Sutherland.

Many of Sutherland old pioneer names are associated with these early teams such as Tom, Harry and Tickety Bray, Jack and Tommy Cadet, the Mullins Brothers, the Dwyers, Wally Skeen, Jack Milchrest and Jack Griffin.

The First World War interrupted the Club's progress because most of the players were volunteers in the Armed Forces. But after the war and a flu epidemic in 1919, a team was formed again in 1920 and again the bulk of the players came from well known Sutherland families such as Harry Brew, Wally Harrison, Harry Richards, Tommy Hays, Billy Blackall, Harry Anderson, the Dwyers and they had a new playing area known as Waratah Park, cleared and marked by volunteer labour.

It was not until 1931 that they really made a name for themselves. By this time their home ground had shifted to Sutherland Reserve known now as Sutherland No. 2 and the present soccer oval.

They also acquired a new identity, the Sutherland "Grave Diggers" because of the close proximity to Sutherland Cemetery, and many teams were to meet their doom on the gravel pit at Sutherland Oval. But 1931 was their year of glory, coached by Sam Wheeler, the Sutherland 'B' Grade won the St. George Junior Rugby League Competition.

This team was to produce some famous names in Rugby League, such as Len Kelly who for years held a record of games played with St. George and President of St. George for many years, also Jack Kelly, George Taylor and Noel Hollingdale.

Other players who played are Billy Shoveller, Watty and Dacy Webb, the McCubbins, Tibby Woods, Rex King and T. Evans.

The old grand stand stood in the south west corner of the oval. The supporters were very vocal when we were playing at home and many free-for-all's breaking out while games were in progress.

Many great games were played on the old gravel heap.

During this era there were also some great Grade sides, one from Cronulla All Blacks, Woronora Dam, Bardsleys Blues and Sutherland "Grave Diggers".

In 1937 they were successful with another Grade side, coached by Sam Wheeler.

Again war slowed things up during 1939-45, but 1946 saw Sutherland back in action with 'A' and 'B' Grades with the 'B' Grade side successful, coached by Noel Hollingdale.

After this period emerged one of the most famous names in the district "PROVAN"; Norm, Ian, Don and Peter - all to play with Sutherland and St. George. Norm and Peter going on to represent Australia along with Sutherland's other Internationals Bobby Bugden, Henry Hollaway, Steve Rogers and Steve Kneen.

Sutherland also produced many First Grade players to name a few, George Taylforth, Brian Henderson, Brian Messiter, Ray Birks, Les Boyle, Arthur May, Paul Taylor, Graham Sums, Col Rasmussen, Chris Welman, Tom Dawson, Noel Hollingdale, Denis Stapleton and Trevor Levine.

The Club will be celebrating their 75<sup>th</sup> Anniversary with a Reunion Dinner at Sutherland Entertainment Centre on Saturday 20th June 1987.

Any old players or persons associated with the Club would be most welcome. Contact D. Stapleton Phone No. 521.-2285.



Back row - Brady (treasurer), F. Lawton, D. Woodward, J.Griffin, F Bran, H Bray. G.Beach. C.Dube, and trainer, Middle row: E. Lloyd (coach) J .Hallett. L. Ewers, W. Lewis secretary), C.Beeban, J. Cadet, Front row: T.Cadet, C.Cadet A .Bray (captain) and W. Skehen.

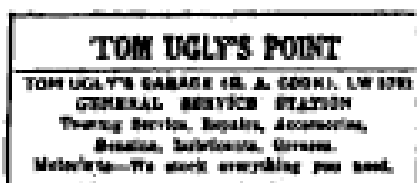
## A MOTOR TOUR IN 1926

### SYDNEY -- SUTHERLAND - WATERFALL - BULLI PASS

This tour was prepared for the "Daily Telegraph" by special arrangement with the manager of the N.R.M.A. touring department. It was recommended as a convenient one day run, embracing many points of interest, and, for the greater part of the way good roads.

To-day the motorist can travel this route and note the changing scene. Gone are the tramlines, ferrys and land marks such as the Sutherland brickworks.

The way out of Sydney leads along George Street West to City Road (opposite Grace Brothers), in which the tram line is followed to the left to Newtown Bridge. From this point the motorist has the choice of two ways to Cook's River bridge; He may take the left hand set of tram lines past Newtown railway station along King Street to St. Peters, continuing with the tram line to Cook's River. The other route taken by many motorists, in view of the concrete surface for the greater part of the distance, bears to the right with the tramline from Newtown Bridge, and proceeds through Enmore. Still following the tram line, the way leads along Enmore Road, passing Marrickville Park on the left before bearing to the right into Victoria Road as far as Sydenham Road. Here a turn is made to the left along that road to the railway line, which is crossed by bridge at Sydenham station into Railway Road. Turning to the right away from the tram line a short distance farther on the motorist enters Unwin's Bridge Road, in which, after going under a goods railway line, the Tempe Technical College is passed before reaching Tempe station. Here the street to the left - Station Street - is taken for a short distance to Cook's River Road. Turning (with care) to the right along the tram line, the motorist immediately reaches Cook's River Bridge. Prince's Highway is then entered, and the way cannot be mistaken through Arncliffe, Banksia, Rockdale (the tram line running to the left here goes to Brighton-le-Sands on Lady Robinson's Beach), and Kogarah (Moorefield racecourse on the left). At the other end of the racecourse enclosure, Prince's Highway turns to the right (straight ahead is Rocky Point Road, leading to Sans Souci, and thence by punt to Taren Point, on the way to Cronulla). Two miles farther on, over a fast well-signposted road, Woniara Road comes in on the right, from Hurstville. Here a turn is made to the left, and Tom Ugly's Point is



reached in another mile. The punt is taken to Sylvania, on the opposite bank of the George's River, and three miles farther on, the Kingsway connecting Sutherland to Cronulla is joined. The road is followed to the right alongside the tram line, past the big brick works, for nearly a mile and a half to Sutherland.

Immediately after passing through Sutherland, the area embraced by the National Park is entered at the beginning of Lady Rawson Drive - a straight, asphalt surfaced road, through an avenue of fine trees. At the end of the Drive, which is nearly a mile long, the road going to Audley, in the National Park, is seen branching to the left (one way traffic), just before the Loftus-National Park railway line is crossed on the level near Loftus station. Less than half a mile farther on the road coming from Audley (also one way traffic) is passed on the left, and the main railway line is then followed to bridge, a mile farther on. The line, which is



now on the left, is again picked up, in undulating, scrubby country, through to Engadine and Heathcote, and continues to accompany the road to Waterfall, four miles farther on. Here a sharp left turn is made across the railway bridge into Waterfall from the post office, from which the Waterfall Sanatorium is in view ahead. Less than half a mile past the post office, another bridge leads back to the right of the railway; this is not crossed if it is desired to go into National Park along Lady Carrington Drive, but the road on the left is taken down a fair-steep hill.



LADY CARRINGTON DRIVE

A dam is seen below on the right in another half mile, as the road winds through the bush over a succession of fairly sharp rises and falls. Waterfall Sanatorium, three and a half miles from Waterfall is passed, and in another mile and a half, through more hilly bush country, Helensburgh turn-off is reached. Less than half a mile from the Helensburgh junction, on the Princes Highway, the direct road to Stanwell Park, is also seen on the left. A run along this is advised as

an excellent panoramic along the coastline is obtainable. Returning to the main road, the motorist turns left for Premier Point and Bulli Lookout, over a mile further on. Near the Lookout will be seen a road to the right, to Appin and Campbelltown, and thence back to Sydney along the main Southern Road, while the road ahead goes to the top of Bulli Pass in half a mile. The descent of the Pass is two and a half miles long, with a stiff grade (second gear), and one elbow bend half way down. Excellent views of Thirroul and Austinmer are obtainable through the tree ferns and dense undergrowth during the descent of the Pass, at the bottom of which the Prince's Highway branches to the right through Bulli and Wollongong, while the coastal road back to the city turns to the left through Thirroul. Half a mile from this junction the road turns to the right in Thirroul, opposite the Bulli Pass Hotel, and, passing a war memorial crosses the railway line by bridge, and then runs through the eastern side of Thirroul. A road to Thirroul Beach is seen on the right, a little beyond the picture show on the left, while the main road goes ahead, between the railway line and the ocean, to Austinmer, Coledale Wombarra, South Clifton, Scarborough and North Clifton. Great faces of rock tower above the road, which has numerous short rises - some of them steep - while immediately below, on the right is the ocean. The road is narrow in many places, and the view around the turns is fully hidden, so that care in driving is necessary. Before Coalcliff is reached, a tunnel leading directly from the pier into the colliery may be seen; this is said to be the only coal mine in the world discharging directly into the sea. There are more sharp pinches before a length of new road is entered on. Further on, half a mile of steep grade leads up Bald Hill, with magnificent views over Stanwell Park Beach and Lagoon during the climb. At the end of the half mile the road turns sharply to the left (the road to the right goes to Otford), and another two miles of up-grade, with more fine views, leads to Helensburgh turn off. The motorist can detour for two and a half miles through Helensburgh back to the main road. From this point it is clear running, through pretty bush, to the "upper road", where a turn is made to the right.

Another three miles of bush road, with occasional steep, short hills and numerous bends lead to Waterfall. Here the road to Lady Carrington Drive, in the National Park is seen on the right, at the end of the railway bridge, nearly half a mile on the southern side of the post office.

The road to Lady Carrington Drive leads down a fairly steep hill in the first mile to the gates which are at the beginning of the Drive. In another couple of miles, through beautiful bush surroundings, with tall trees shading the one way traffic road, a weir is crossed on the Port Hacking River. The stream is then followed through most picturesque country for another seven miles to Audley, the river meanwhile widening out.

Numerous picnic places are reserved on the way, and there are special facilities for picnicking at Audley where a weir carries traffic across the river, with fresh water on the left and salt water below the weir, from which a launch service connects with Cronulla. From the opposite bank the road immediately goes up for nearly a mile to the National Park station, fine views being obtained during the climb. Near the station the road to the left is followed (one way traffic), and, in a short distance, Prince's Highway is regained. Here a turn is made to the right across the railway line, and then through Lady Rawson Drive back to Sutherland. The road back to Sydney is the same as that taken on the outward journey.

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### HURSTVILLE CENTENARY

There were many steam train services operating in conjunction with the Centenary of Hurstville Municipality from 23rd to 29th of March, and there have been a number of excursions through Sutherland, Waterfall and on to Wollongong, with the well remembered rail motors operating from Hurstville to the Royal National Park.

It was delightful to see the 36, 38 and 59 class locomotives in their former glory, and that steam trains will never be forgotten.

Almost forgotten are the men in the photograph taken a few month after the opening of the line from Sydney to Hurstville in October, 1884, with one of the engines used. On the engine is the driver. P. McLoughlan; E.J.Plummer fireman (later a driver); A. Lysaght, shunter; and J. Griffen, shunter. Mr. Plummer lived to over 90 years of age and resided in the Avenue, Hurstville. He was an employee of the railways for 40 years. His sons had 43 and 45 years respectively with the railways.

Source; Writers notes and 'Hurstville Propeller'.

P. Midgley



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Monthly Meetings of the Society are held on the second Friday at 7-p;m. In-Recreation Staff Room, 2nd floor of the Council's Administrative Centre, Eton Street, Sutherland (2nd floor). Visitors are welcome.

The Opinions expressed in this Bulletin are not necessarily those of the Society

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