

<i>Month & Year of Topic</i>	<i>Topic</i>	<i>Written & Spoken Presenters</i>
November 1996	The Public Transport in Oatley Rail Services Taxi Services Bus Services	Joyce Cowell George Kendall Alec Leach

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OATLEY PUBLIC TRANSPORT

BUSES

BY

ALEC LEACH

Presentation to Oatley Heritage Group Thursday 28th November 1996

Reg Lawler, Route 117 & 118

Before starting a bus run in 1931 from Mortdale to Oatley West, Reg Lawler operated a bus from Kogarah Station to Tom Ugly's Ferry in the very early nineteen twenties. Police records show in February 1923 he was licensed to operate from Rockdale to Tom Ugly's Point. He drove a "Fageol" Registration No. MO3, one of the few vehicles allowed at the time to be licensed to operate as a bus. It carried about thirty passengers.

Approximately three years after Reg Lawler began his bus run to service the western side of Oatley, Steve Roberts began one on the eastern side of the railway to service Oatley Bay. Both Reg and Steve were and remained good friends for life as their respective families do today.

In 1931 Reg drove a "Federal Cub", photograph No.1. It was a twelve passenger bus. The route began at Mortdale Station, traversed along Pitt Street to Boundary Road, into Myall Street, Mulga Road and terminated at the corner of Lloyd and Short Streets. On Sundays he would cater for the day tourists to Oatley Park by operating from Mortdale Station for the day. Busy days would require the services of a conductor, Steve Roberts.

In 1935 Reg bought two Reo Speed Wagons from F.W.Crouch the White agents in Parramatta Road, Camperdown for eighty pounds. (\$160.00) One was able to be driven the other not. Between Reg and Steve they drove one and towed the other back to Oatley. Reg lived in Lloyd Street. he drove and maintained the Reo MO138 until the mid forties.

By nineteen forty the Oatley West Run had built up to such an extent it would require another bus. However Reg was not prepared to expand and in conversation voiced this to Steve whilst together socially. Steve made an offer of three hundred pounds (\$600.00) to swap runs. This was accepted on a hand shake and so a new life began for both families. Reg still lived in Lloyd Street for the first twelve months before moving to the corner of Letitia and Algernon streets.

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The Route No.118 began at Oatley Station Oatley Parade, through the shopping centre in Frederick Street along Letitia, Neville, Rosa, Herbert, Phipps (now Clifton) Algernon, terminating at his home at the corner of Letitia Street.

During the war years, petrol was rationed so the bus was run on gas. A gas bag was installed on the roof of the bus, the gas was ordinary domestic type. Reg would have about a two hour break in the middle of the day, during this time the bus was hooked up to the house gas supply. Les, their younger son, was away at the War in the Navy, posted on the Corvette HMAS PIRIE. The photograph No. 2 of Lil and Reg Lawler at the rear of the Reo MO138, was sent to him whilst he was serving at that dreadful war.

In December 1945, Reg bought a new International KS5, about a twenty nine passenger bus. Shortly afterwards, the Lawlers built a new home at number 43 Algernon Street, Reg their grandson and his wife Joyce live there now.

Records show that Max Gay began in May 1946 and Bill Kincade combined with Max in August 1946 to start Route No. 117. Max said they pooled their deferred pay after returning from the war, bought the old Reo MO138 from Reg and after the usual amount of red tape started route No 117 to Gungah Bay. In 1948 another REO, The Roberts MO714 was purchased and the old REO138 was scrapped. They shared the bus until Max re entered the engineering manufacturing business in the late forties.(P.M. & A.I. Gay firstly at 62 Algernon Street and later Boundary Road, Peakhurst).

During the post war years, Reg ran picture buses at night. Tuesday was popular with the locals, each family having regular bookings at the "Radio" theatre in Letitia street. If Reg didn't go to the show, he would go over to Oatley West to play cards at either Alds or Cravens and on most occasions would be back in time to run the picture crowd home.

Around this time the run was altered slightly, instead of terminating at the corner of Letitia and Algernon Streets, it was moved to Russell and Annette Streets outside The Oatley Pleasure Grounds. It would run south along Annette, into Herbert, Clifton, Algernon. right into Rosa and on to the station on the old route.

In nineteen fifty Reg decided to retire and sold the bus run to Mr. Cass, who was known in Oatley for selling fresh fruit and vegetables from a truck. Mr. Cass lived at number 60 Annette Street but sadly he died soon after taking over the run. Reg Lawler took over the run again until Bill Rogers bought it early in nineteen fifty two.

Reg was sixty nine when he passed away.

Bill also bought the Gungah Bay run from Bill Kincade with his brother in law Allan Williams driving that bus. From about 1953 Ted Lind had been relief driving for Bill Rogers and in May 1955 Ted bought the Oatley Bay run from Bill. They were both operating similar looking buses. Oatley Bay's original International MO849 and Gungah Bay's International with a Chevrolet engine and gearbox MO 766.

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Before the advent of television the picture theatre industry was thriving. Oatley's Radio Theatre was no exception and to cater for the patrons, Rogers and Lind provided the popular night service. Wednesday, Friday and Saturday. Introduction of television in 1956, saw the demise of the picture buses by mid 1957.

Ted Lind operated the Oatley Bay run until October 1968, during that time he saw many owners operate the Gungah Bay run. From the days of Bill Rogers, an agreement was struck that each owner had his name on the other man's bus, this allowed both buses to be legally driven on either run, allowing the men to roster themselves off during off peak periods.

In Ted's time he saw names painted on the rear of his bus such as Lind and Rogers, Lind and Pillar, Lind and Balafas, Lind and Street, Lind and Tranter and finally Lind and Sanders. Bill Sanders bought Ted's run in 1968, with Ted driving for him for another year.

The one owner to stand out from all of Ted's associates would have to be George Balafas, who still had the Gungah Bay International which he would leave for the night outside the now Uniting Church in Frederick Street. One morning he had some difficulties getting the bus started. He managed to be out of the bus when it began to roll, it crushed him against a pole, then carried on down the street until it rammed through the newsagency window. George was left injured and Ted to repair the badly dented front section of the bus.

Ted drove Reg Lawler's International photographs Nos.3 & 4 until 1961 when he traded it in on a 29 passenger 1953 GMC, this still bore the MO 849 number. The International was last seen being operated by the Hurstville Salvation Army. Ted later updated to a forward cabin GMC. MO4812

The old International on the Gungah Bay run was swapped for a Ford when Lind and Street were operating and it traded for a GMC in the days of Lind and Tranter.

Bill Sanders combined Gungah Bay Route 117 and Oatley Bay Route 118.

There were a number of changes of buses while Sanders held the wheel, a Ford Fleetline and a Bedford, were followed by an Albion coupled with the Fleetline, these were the last of two buses on separate runs. Both buses were exchanged for a Leyland, however this was unsatisfactory and the Fleetline was re introduced to the run.

In 1974 Griffin took over the run still driving the Fleetline, followed by Terry Cole later that year. During the 150th Anniversary of Oatley Celebrations in 1983, Terry provided a Coach free of charge for a day to transport passengers every hour for sightseeing of Oatley. Photographs Nos.5 & 6.

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It was popular and the revenue helped to build our Town Clock. Terry Cole sold the run in 1985 to Bob Stevens, Challenge Bus Line who used the run to obtain a Tourist Coach licence and in 1986 Bob Ellis, trading as Premier Coaches bought the run. Nowadays, Bob drives his Tourist Coach and leaves the now vastly changed run (seen in attached timetable) to Michael his able driver mechanic and sometimes panel beater, to cater for the Oatley people. The bus operating now is a 45 passenger 1975 Leyland powered by an AEC, MO 8694, photograph No7.

Today, the eastern side of Mortdale station is its terminus, it takes in Oatley, Neverfail, and Gungah Bays. A combination of three bus lines operate at night and weekends on a roster system. Premier, Moores Tours of Hurstville Grove and A.J. Moore, the Connells Point, Kyle Bay bus.

Ann & Steve Roberts. Route 118 & 146

Steve Roberts spent some of his early days in Australia at Mullumbimby northern New South Wales, after arriving in Sydney his living was made around the motor industry. One early snippet was his relief taxi driving for Tim Brown who operated a taxi from the eastern side of Mortdale station. Tim began three weeks after Reg Lawler started the Mortdale to Oatley West run in 1931.

Steve began the Oatley Bay bus run on the 22nd August 1934, this ran until the 11th November of that year and ceased through lack of patronage. It recommenced on the 29th April 1935 after participating residents agreed to subsidise the bus by paying sixpence per week (5c).

Ann came on the scene sometime before 1938. she was apparently passing by the bus when it was raining, Steve invited her into the bus and the next she knew was his conductor. The photo No8 was taken in front of the REO MO370 later MO714 before they were married which was in 1938. In 1940 as previously mentioned Ann & Steve swapped runs with Reg Lawler. Steve had a bout of pleurisy one morning, however undeterred, Ann took the bus out and drove his run. The authorities found out, came to see her and gave her a licence without a test. In 1942 this made a front page story in the Sydney Morning Herald, Ann being the first women in Australia to receive a bus licence.

They lived at No.71 Gungah Bay Road, raised their two children Susan & Evan, housed the two REO buses, one a 1933 22 seater MO370. In about 1944 this plate was replaced by MO714. This bus was later sold to Gay and Kincade The other was a 1937 39 passenger forward control MO363. Ann & Steve did all their own maintenance there.

Page 5.

Early in the post war years, a series of children's story books became popular, with the author known as John Mystery. A symbol used on the books was a castle. This "castle" was situated at Illawong near "Dirty Dicks" at Cranbrook. Weekends saw the crowds pack into Ann & Steves buses to be transported to Oatley Park where a ferry would take them over to John Mystery's Castle.

The picture bus was always crowded prior to television, both buses were used to meet the needs. The only difference from Reg Lawlers was they ran to the Mortdale Theatre which was situated in Railway Parade. The Theatre management provided a special light in the back row for Steve to read books whilst the pictures were being shown, if he had no interest in them.

Ann & Steve sold their run to Archy Moore in March 1950 he operated it as the Sandy Beach Bus Company. The bus, a Ford diesel, was the same blue and cream colour of his Connells Point and Kyle Bay runs Route Nos. 74 & 106. He acquired Route No.116 and in June 1957 combined Route No. 116 & 146 which serviced all of the suburbs from Oatley to Allawah, meandering around the back streets of Mortdale and Penshurst. It managed to arrive at Mortdale, Penshurst, Hurstville and finally Allawah stations. This was alternated with the old Oatley West, Jewfish Point run.

These runs lapsed in December 1987. His son Trevor (Moores Tours) today runs a morning and evening service to cater for school children and the elderly as directed by the government. Keen observers will notice the old Route No.146 occasionally displayed on a Moores Tours bus when servicing the Oatley West, Jewfish Point area, not on this occasion in photograph No.9 taken on the corner of Lansdowne Pde. and Baker St. at Jewfish Point.

Ann & Steve Roberts returned to Mullumbimby after they sold their run. Steve taking over the Ford agency, operating from the Shell garage.

Steve passed away in 1980 at the age of 71 and five years later Ann at the age of 65. Two truly pioneer people, who helped Oatley develop into the friendly village it is today.

Moores Tours Route No115 & 116

R.H. Carpenter another pioneer bus operator was authorised to commence a feeder service in 1931 from Hurstville to Oatley Bay. Again in 1937 this service was mentioned in a departmental report, by 1942 his run from Hurstville to Hurstville Grove Route No115 was registered as The Red Transit Co.

It is recorded that R.H.Carpenter commenced a service from Hurstville to Oatley in May 1946, route No.116. It had a number of owners, Colson, Wallis and Goodwin, before Archy Moore bought the run in October 1951 as previously mentioned.

Page 6.

Trevor Moore, the son of Archy who bought Ann and Steve Roberts Route No.146, operates Moore Tours. He bought the Carpenter The Red Transit Co. on the 1st. of September 1979 and soon changed the colour of his buses from a maroon to the now familiar white with green trim. In the mid nineteen eighties, Trevor was approached by the then State member of Parliament Guy Yeoman and later directed by the Government, to extend his Route 115 into Oatley. The reason was to cater for the elderly. He again was directed to extend the run further into Oatley as far as Rosa and Herbert Streets in 1995. See attached timetable. He also has to participate in the shared off peak and weekend timetable as previously mentioned. Photograph Nos. 10 & 11 show an early morning run to Hurstville in 1996.

Acknowledgements. Without the kind assistance from the following folk this report may have only been made up from inaccurate hearsay. I have been enlightened in gathering the information and appreciate the time they have spent with me.

Les Lawler, son of Reg and the right to copy his treasured photographs

Ted Lind and also for his photographs of the original Reg Lawlers International.

Evan Roberts, son of Ann & Steve. His framed photograph was removed from a wall and willingly parted with to be copied.

Vic Hayes, author and historian of buses. Vic provided the missing links, such as dates and bus models, without hesitation to me a stranger.

Again my appreciation and thanks to the above.

Alan Peck.

Page 7.

OATLEY BAY BUS RUN
AS SEEN THROUGH THE EYES OF A CHILD

One Saturday morning we came out to see a new bus going up the road, a beaut new International. We wondered who's it was and what it was doing in Oatley. We didn't have to wonder for long, as soon it was to return with Mr. Lawler behind the wheel. He stopped and invited us kids to have a ride. We rode around Oatley free for the morning with Mister Lawler supervising that we changed positions to give everyone their turn to sit or stand in a favourite position. The single seat at the front on the near side was the popular seat for us kids, or to stand just inside the door with one foot on the step and the other resting on the floor. My favourite position was the one just inside the door on the step, this was difficult for me to get, for wherever I went Max Gay my friend seemed to be always going to the same place at the same time on the bus and he too liked that position. If he was talking to Mr. Lawler he would move along the rail closer to him and I would get my position, otherwise I would stand alongside him beside Mr. Lawler, the single seat was never vacant by the time it arrived at our stop.

I used to always look forward to Red Cross day when I was on School holidays. Mrs. Carroll from Annette Street had given me her bugle and in a fashion I had taught myself to play it. In my repertoire, I had perfected the sound of Mr. Lawlers bus horn. I think it must have been a clackson. I would see Mum getting ready for what I think was the 11.a.m. bus. Ten minutes before it was due, I'd go out the front, go up to what we called the cliff (now Charles Street Reserve) and give the bugle a blow. The bus used to start from The Oatley Pleasure Grounds Reserve in Annette Street. When Annette Street was taken care of, I'd then make sure Mum was out on time. Wasn't I a delightful child? Still am as a so called adult.

The year would have been about 1949-50.

Alie Leach.

Premier Coaches

14 Centenary Avenue, Moorebank
 P.O. Box 278, Mortdale NSW 2223
 Telephone: 580-0111 Facsimile: 580-6156

Effective from Monday, 01/01/96

SERVICES LEAVING FROM MORTDALE STATION

OATLEY PUBLIC SCHOOL	ST JOSEPHS SCHOOL		BUS DEPARTS MORTDALE STATION	LOUISA ST & HURSTVILLE ROAD	ALGERNON & CLIFTON STREETS	NEVERFAIL PLACE	YARRAN RD & SOUTHERN STREET	BUS ARRIVES MORTDALE STATION	TRAIN TO CITY DEPARTS	TRAIN TO CRONULLA DEPARTS	TRAIN TO WATERFALL DEPARTS
			6.47		6.55		7.00	7.05	7.12		7.10
			7.08		7.14	7.18	7.22	7.30	7.34	7.35	7.39
			7.35		7.42	7.47	7.52	8.00	8.04	8.09	8.13
8.34s	8.32s		8.20s	8.24	8.29						
8.40s	8.41s					8.34s	8.37s	8.50	9.00	8.54	9.16
9.03o			8.50o	8.52	8.56	9.00					
							9.05	9.10	9.30	9.23	
OATLEY PUBLIC SCHOOL	TRAIN FROM CITY ARRIVES	TRAIN FROM CRONULLA ARRIVES	BUS DEPARTS MORTDALE STATION	LOUISA ST & HURSTVILLE ROAD	ALGERNON & CLIFTON STREETS	NEVERFAIL PLACE	YARRAN RD & SOUTHERN STREET	BUS ARRIVES MORTDALE STATION	TRAIN TO CITY DEPARTS	TRAIN TO CRONULLA DEPARTS	TRAIN TO WATERFALL DEPARTS
3.00s			3.12s	3.15	3.18	A.R.	3.30				
3.30s				3.40s	A.R.	A.R.					
	3.53		3.55		4.00	4.05	4.10			4.22	
	4.22	4.06	4.25		A.R.	A.R.	A.R.		4.54	4.52	4.31

s = School Special for Oatley Public & St Joseph's Schools
 o = School Special for Oatley Public School
 A.R. = As Required

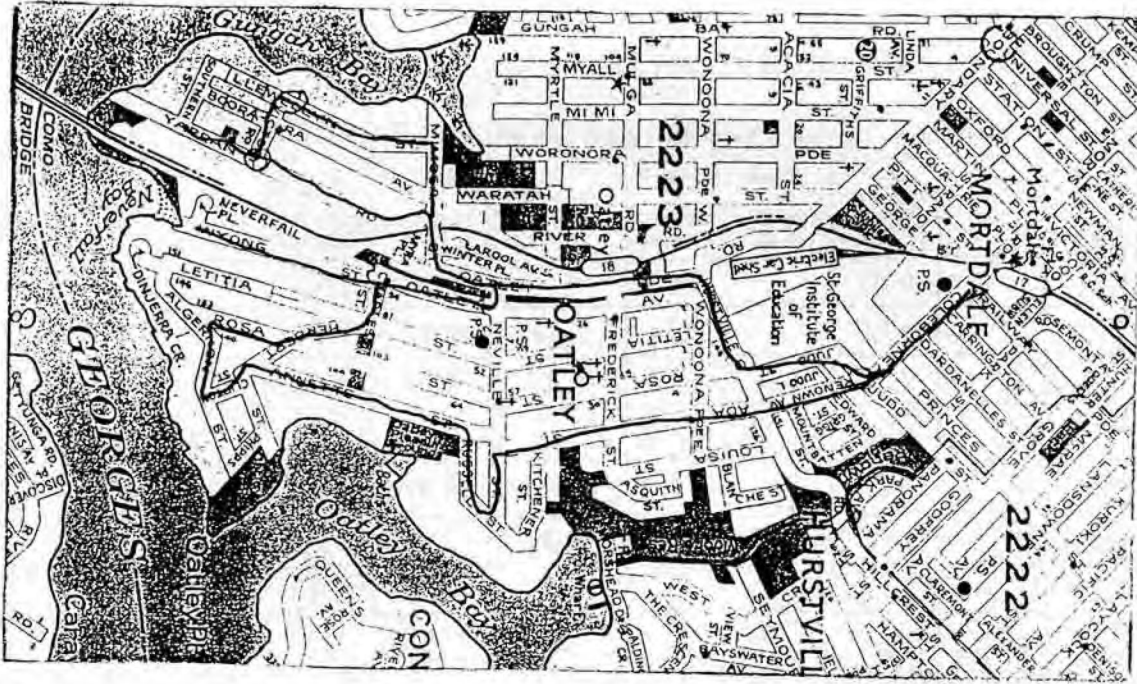
AMALGAMATED ROUTES OPERATED BY PREMIER COACHES, MOORE'S TOURS & A J MOORE BETWEEN HURSTVILLE STATION, OATLEY AND CONNELLS POINT

DEPART HURSTVILLE STATION	OATLEY POINT	GUNGAH BAY	OATLEY STATION	ARRIVE HURSTVILLE STATION
10.15	10.35	10.37	10.38	10.45
12.15	12.35	12.37	12.38	12.45
2.15	2.35	2.37	2.38	2.45
5.00	5.18	5.20	-	5.30
5.15	5.32	5.34	-	5.45
5.30	5.48	5.50	-	6.00
6.00	6.18	6.20	-	6.30
6.30	6.42	A.R.	A.R.	
7.20	7.38	7.40	7.45	7.50
8.20	8.38	8.40	8.43	8.50

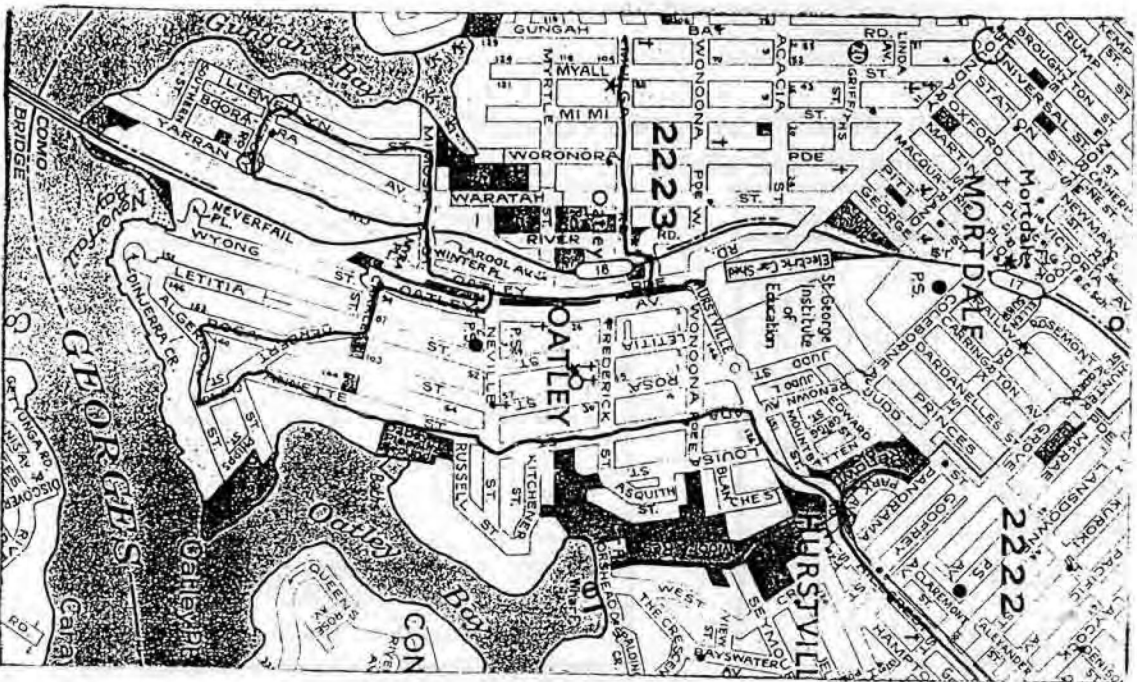
DEPART HURSTVILLE STATION	OATLEY POINT	GUNGAH BAY	OATLEY STATION	ARRIVE HURSTVILLE STATION
7.45	7.57	7.59	8.00	9.15
9.45	9.57	9.59	10.00	10.15
11.45	11.57	11.59	12.00	12.15
1.45	1.57	1.59	2.00	2.15
4.45	4.57	4.59	5.00	5.15

No Service Christmas Day				
8.00	8.30	8.32	-	9.00
10.00	10.30	10.32	-	11.00
12.00	12.30	12.32	-	1.00
2.00	2.30	2.32	-	3.00
4.00	4.30	4.32	-	5.00
6.00	A.R.	A.R.	-	

ROUTE LEAVING MORTDALE STATION
FOR OATLEY



AMALGAMATED ROUTE 950
HURSTVILLE/OATLEY



SATURDAYS

DEPART HURSTVILLE STATION	ARR/DEP HERBERT & ROSA	ARR/DEP GUNGAH BAY MULGOA RD	ARRIVE OATLEY SHOPS
8.15	8.30	.....	8.35 H
9.15	.....	9.30	9.35 H
10.15	10.30	.....	10.35 H
11.15	.....	11.30	11.35 H
12.15	12.30	.....	12.35 H
1.15	.....	1.30	1.35 H
2.15	2.30	.....	2.35 H
4.15	.....	4.30	4.35 H
5.15	5.30	.....	5.35 H

**SUNDAYS & PUBLIC HOLIDAYS
NO SERVICE XMAS DAY**

DEPART HURSTVILLE STATION	ARR/DEP HERBERT & ROSA	ARR/DEP GUNGAH BAY MULGA RD	ARRIVE OATLEY SHOPS
8.00 AJG	8.20	8.25	8.30 H
10.00 AJG	10.20	10.25	10.30 H
12.00 AJG	12.20	12.25	12.30 H
2.00 AJG	2.20	2.25	2.30 H
4.00 AJG	4.20	4.25	4.30 H

- A -AMALGAMATED ROUTES OPERATED BY MOORE'S TOURS / AJ MOORE / PREMIER COACHES
- B -VIA SOUTH HURSTVILLE PUBLIC SCHOOL
- C -VIA CONNELLS POINT PUBLIC SCHOOL
- F -VIA MORTDALE STATION.
- G -VIA HURSTVILLE GROVE
- H -TO HURSTVILLE STATION
- J -VIA KYLE BAY / CONNELLS POINT.
- LP -TO LAST PASSENGER
- M -MORTDALE PRIMARY SCHOOL
- P -PENSHURST GIRLS HIGH SCHOOL
- S -SCHOOL DAYS ONLY

LEGEND

ROUTE
SPECIAL

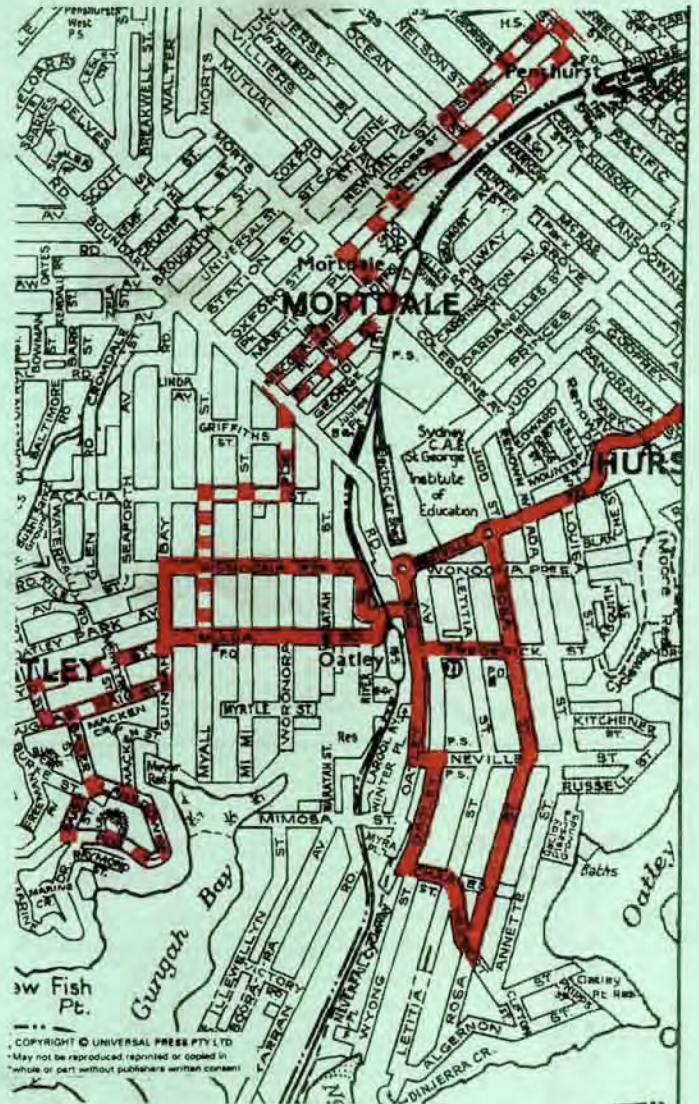


Moore's Tours

76 Whitfield Pde, Hurstville Grove. 2220

9580 2778

Revised Timetable as of July, 1996



Hurstville/Oatley

1



REG LAWLER'S
 FEDERAL CUB
 MORTDALE STATION
 1931

PHOTO COURTESY
 LES LAWLER

2

LIL & REG LAWLER
 REAR 1928 REO
 21 SEATER MO 138



PHOTO COURTESY: LES LAWLER

3



INTERNATIONAL MO849 IN TED LIND'S OWNERSHIP
REG LAWLER'S ORIGINAL INTERNATIONAL

PHOTOS COURTESY: TED LIND

4



TAKEN AT TED LIND'S - SYRRAN RD OATLEY

5



OATLEY'S 150TH ANNIVERSARY "TOURS OF OATLEY"
TERRY COLE'S COACH - DINJERRA CR

6



OATLEY PARK

PHOTOS COURTESY!- ALEX LEACH

7

PHOTO COURTESY
ALEC LEACH



MORTDALE TO DATLEY, NEVERFAIL & GUNGAN BAY BUS - 1996

8

ANN ROBERTS BEFORE MARRIAGE
IN 1938

1933 REO 22 SEATER
MO 370

PHOTO COURTESY: EVAN ROBERTS





MOORE'S TOURS - OATLEY TO HURSTVILLE BUS - 1996
 LANSDOWNING & BAKER ST'S JEWFISH POINT



PHOTOS COURTESY
 ALEC LEACH

FIRST MORNING RUN - OATLEY TO HURSTVILLE - 1996

11



OATLEY SHOPPING CENTRE
1996

PHOTO COURTESY: ALEC LEACH

①

ERNEST F. C. (TIM) BROWN.
B. 1909 D. 1993.

22 DOUGLASS HAIG ST OATLEY.
94 WORONORA PDE OATLEY.

MOTHER. AUSTRALIAN
FATHER. ENGLISH.

BEGAN SERVICE DURING DEPRESSION
ACTIVELY DROVE CAB FROM 1930
TO 1973. FIRST TAXI ON MORTDALE BANK.

FIRST CAB WAS A "HUDSON".
OTHER CABS. - CHRYSLER ROYAL
CHEVROLET
PLYMOUTH
FORD MERCURY
HOLDEN.

CHRYSLER ROYAL HAD CHARCOAL
BURNER DURING WWII.

②

GENERALLY.

DURING 1930'S CABS WERE DARK NAVY BLUE COLOUR SO THEY COULD SERVICE WEDDINGS AND FUNERALS.

WEDDINGS SAW THE CAB DRESSED WITH RIBBONS, BRIDAL DOLL ON BONNET AND SATIN WHITE SEAT COVERS. PROBABLY STILL RESIDENTS LIVING IN OATLEY WHO USED THIS SERVICE.

JOINED ST GEORGE RADIO CABS 1956.

DURING 1930'S TIM HAD A FARE FROM OATLEY TO MELBOURNE. A GENTLEMAN NAMED HOLT HIRED HIM FOR THE TRIP AS HE HATED FLYING. MR HOLT HAD TO GO TO MELBOURNE TO CONTEST THE "QUEENS SHOOT." (~~FOR WAS THAT THE "KINGS SHOOT"~~) TIM DID THE TRIP IN 11 HOURS

③

ONE WAY AND WAS HIRED TO RETURN
THE FOLLOWING WEEKEND AND
BRING MR HOLT BACK.

DRIVERS.

RAY POPE ^{LAWLER} also drove REG / CASUALLY
? HOLLAWAY

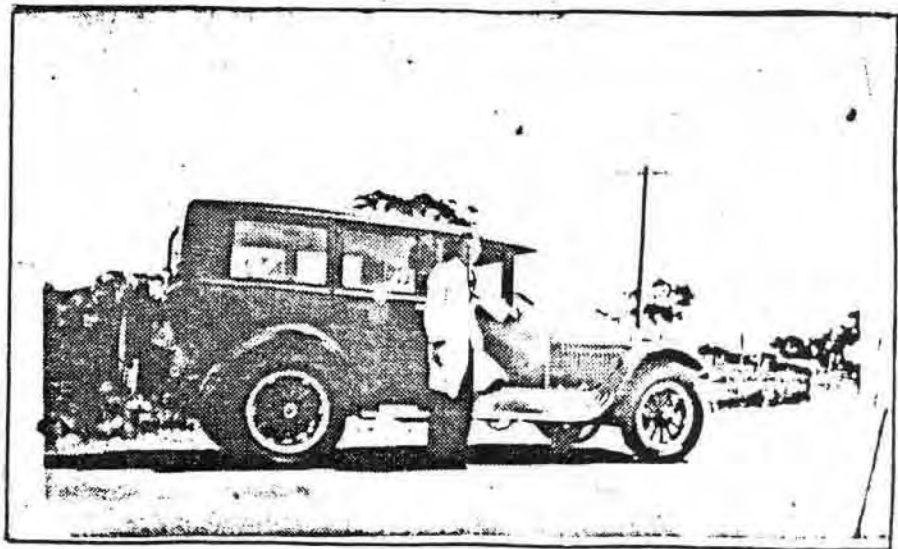
ALBERT TYE.

ROY BRAGG

PLUS SEVERAL OTHERS.

STEVE ROBERTS

FIRST CAB
OFF THE RANK



L. POPLÉ

FIRST CAB OFF THE RANK

The sign read 'Anywhere in Mortdale 1/- , One to Four Passengers'.

The year was 1930 and the place, Morts Road, Mortdale.

Beneath the sign stood a gleaming Hudson 'Super Six' with its young 20 year old driver at the wheel waiting for some 'footsore' native, possessing a few spare pence, to take advantage of the inviting service offered.

This is the way 'Tim' Brown earned his keep during the depression. Being an enterprising young man hard hit by the difficult times of the thirties, Tim, in the absence of other work, saw fit to put his prize possession to practical use. Whilst many other people were on the 'dole', Tim went about in a small, but effective, way towards providing a much needed service to the community and at the same time displaying the courage so prevalent in the Australian character.

~~And he hasn't looked back since.~~ After almost 44 years driving taxi cabs, Tim Brown ~~is still on the road.~~ *retired in 1973.*

"One didn't need a special taxi licence in 1930. The main restriction, however, was that I couldn't pick up a fare on the road. It was against the law. The only way was to park the car off the road and wait for business.

I managed to get use of a block of land in Morts Road opposite the Mortdale Methodist Church. It was on this land that I erected my sign and waited for someone to hire the car."

And so Tim's Hudson became the first cab in the district.

Mortdale in the thirties was very sparsely populated. There were few sealed roads and most were mere dirt tracks. The railway station had been opened only a few years previously and passengers from the trains made up a lot of Tim's passengers.

Heavy motor traffic had yet to come to Mortdale as there were few other cars on the road. In those days owning your own motor vehicle was a real luxury. Quite a number of horse-drawn carts frequented the streets however.

"You had to be careful not to scare a horse whilst driving the cab, especially at night. My car was fairly well known by most of the local horses though and I didn't have much trouble."

Tim operated his Hudson for two years on a 'hire car' basis using his private drivers licence. In 1932 the police issued city plates No. 385 to Tim following an approach by Constable Stalker of Mortdale Police.

"Constable Stalker asked me if I would like to operate on licence from a position at Mortdale Railway Station. The only condition to this offer was that I would have to get leather upholstery in the Hudson to qualify for rank space. I did this at a cost of £15 and the space was gazetted. I then became the first taxi on Mortdale rank."

All was not plain sailing when Tim's rank was gazetted. Mr. Files, a local grocer and returned soldier, objected to the rank being positioned at the railway station as it was situated almost adjacent to a large 1st World War Monument. Mr. Files had very strong feelings about the lack of respect indicated by the rank's presence. He even went to the trouble of requesting the Local Council to take action to remove the rank.

"The locals were behind me though and they petitioned to keep the rank at the railway station. The Council ended up taking an opposite

He considered that neither his Vauxhall nor Star would be fast enough to drive the twelve mile trip in time. He engaged my Terraplane and I got him to Parliament within fifteen minutes. I doubt that even today's most powerful motor vehicle could match that time in current traffic conditions. I must have broken every speed limit in the book but Dr. Webb promised that he would set me straight with the police should trouble arise."

Tim has owned many cars in his lifetime. Right up to 1938 he drove Terraplanes. During that year, however, he purchased a Chrysler Royal. In 1939 he bought a Chevrolet to complement the Royal.

During 1942, as a direct result of fuel shortages brought on by the Second World War, Tim fitted a Charcoal Burner to the back of the Royal and maintained his petrol rations for both cars to keep the Chevrolet on the road.

Between 1942 and 1950, Tim owned both a Plymouth and ^{a Ford} Mercury.

"The Mercury was the greatest 'bomb' on the road. It was constantly breaking down and repair costs were very high. I didn't know which way to turn. The cost of running that car nearly broke me. Cars were extremely hard to get in the late 1940's and I knew I had to replace the Mercury before I went completely out of business."

Tim had paid scant interest to the historic first production of Australia's own car, Holden, when the Hon. J. B. Chifley, M.P. officially welcomed the first Holden to come off the production line in 1948. Holden was a relative newcomer despite its American engineering and Australian backing. Holden was regarded with some uncertainty at first and took approximately two years to receive full market acceptance.

By mid- 1950, Tim was in desperate need to do something about the situation he found himself in as a direct result of the problems caused by the Mercury's unreliability.

view and shifted the monument instead. The monument was moved to a park in Boundary Road, Mortdale, where it still stands today.

Fares in the thirties were pretty flexible. Between 1930 and 1935 a driver could more or less charge as he pleased.

"The Transport Board came in about 1933. All taxis in the Sydney Metropolitan area were called in for a meter check to establish more regulated fares. The years 1935 and 1936 saw common fares of 1/- flagfall and 6d per mile. After 1936 the Transport Board stipulated that all fares would be regulated by its direction and that meters would have to be regularly tested. The fares set during this period were - City Unrestricted : 1/- Flagfall, 6d per mile ; Suburban Restricted : 1/- Flagfall, 9d per mile."

Tim's Hudson was a sturdy motor vehicle capable of seating seven passengers as well as himself. In 1932, however, after gaining the rank space at Mortdale Railway Station, business started to pick up so Tim invested in a new Hudson Terraplane five seater and sold the 'Super Six'.

"In 1936 the Transport Board made me a proposition to exchange my single City plates for two Mortdale only plates. I accepted and was given plates number 2152 and 2153. This prompted me to buy a second Terraplane."

With two cars operating, Tim expanded his service to include weddings and funerals.

The Terraplane was a fast car by the standards of those early days. In 1935 Tim claims that he broke the record for the run to Sydney and at the same time helped in stopping a parliamentary dissolution.

"Dr. James Eilie Webb., M.P. wanted to get to Parliament to assist in averting a dissolution and didn't have confidence in his own two cars.

Holden production had increased and was becoming popular. He decided to take a risk and placed his order for a Holden. The Mercury was traded on the Holden and Tim began working again with, to say the least, much trepidation.

His worries were for nothing as it turned out. Within six months he was out of debt and from then to now it was plain sailing. The Holden became Tim's saviour through its reliability and economy. He has had various models of the Holden ~~ever since~~ *until he retired.*

"As an example of the Holden's reliability I can verify that the car I bought new in 1967 had over 600,000 miles on the clock when I was forced to dispose of it after a serious car accident at the end of 1973. During this marathon usage the car only had one engine change and no other major work performed on it."

Tim operated as a private driver up until 1956 when he joined St. George Radio Cabs. This was really a necessary move as cab driving had become highly competitive necessitating some form of cooperative communication to enable quick access to potential fares.

"My years with St. George have been highly successful. I've made many friends in the game and had an entirely satisfying period in this particular phase of my cabbng life."

In recounting some of his experiences in his cabs, Tim proudly tells of the day in 1949 when a baby was born in the back of his Mercury. "I got a call from an anxious husband to drive both himself and his wife to a Doctor. We arrived at the Doctor's surgery in reasonable time but soon found out that unless we made direct for the Hospital the event would happen before too long. Because of the urgency a Police escort was requested. On the way, however, the baby was born in the rear seat of the Mercury. I drove so fast that we managed to arrive at the Hospital before connecting with the Police escort."

"On another occasion in 1949, the Police commandeered my cab one Sunday morning to rush a woman poison victim to Kogarah Hospital. We made it in time and the woman survived."

Apart from these dramatic experiences, Tim has also had several close calls in the cab.

"In 1938 I was hired to drive a customer to Wollongong so that he could attend the local Dog races. I was, at that time, driving the Chrysler Royal and was promised a bonus if I could get to the track within one hour. The road to Wollongong in those days was not as good as it is today and in order to earn the bonus, as well as get the customer to the track on time, I pushed the Royal to its limit. We came to one stretch of road which, at one point had a rather tricky bend. It was night and visibility was, naturally, poor. We approached the bend at 50 M.P.H. and, in normal circumstances, the Royal would have made it easy. Just as the car was about to round the bend, the passenger sitting in the front seat shifted his body and accidentally knocked the light switch. The headlights went out and we were in complete darkness hurtling at 50 M.P.H. towards the bend. I don't know how I did it but we managed to stay on the road and make the bend. It was quite a shock.

In the late forties I dropped four men off at Mortdale after a lengthy engagement. The fare was considerable and they refused to pay. When I demanded the fare they became ugly and threatened me with violence. I got out of the cab and reached for a screwdriver to help protect myself. Fortunately one of the locals was passing by and saw my plight. Being an ex-boxer he knew how to handle himself and belted two of the men out cold. The other two took off in fright. He then forced the other two, when they came to, to pay the fare."

In 1968 Tim recalls an event which made both the City and Local newspapers. "My brother-in-law Roy was driving the cab in Hurstville when he was held up and robbed by a passenger who had a gun. Roy was bashed and forced out of the cab. The gunman then drove the car away and

abandoned it several miles away. We eventually retrieved the cab undamaged with the help of Hurstville Police and, as far as I know, the gunman was not caught."

"The next year, 1969, saw my first really bad accident. I was driving the cab, with my brother-in-law as passenger, down Mulga Street, Oatley, when suddenly a runaway semi-trailer came out of Waratah Street on my left. I managed to swerve quickly but not enough to avoid collision. Neither Roy nor myself was hurt, apart from shock, but the Holden was extensively damaged. Apparently the semi had been parked in Waratah Street when the parking break failed. It began to roll unmannned. The driver took chase and managed to climb into the cabin but as the heavy vehicle gathered momentum he realised he could not control it and jumped out. This accident put the car off the road for quite a while."

Tim continued driving the cab on a full time basis up until 1973 when he became involved in a three car collision on Tom Ugly's Bridge. The cab was sandwiched between two other cars and written off.

Following this accident, Tim placed his licence on lease through St. George Radio Cabs and took up driving on a part time basis. He eventually sold the licence early 1975 and, ~~although now semi-retired, still continues to drive part time.~~

Tim Brown, through his long years of cab driving, ^{was} has become a well known identity in the St. George District and, in a way, could be said to be one of the early pioneers of a career which, from its early beginnings, has developed into a large going concern.

OATLEY AND THE RAILWAY

I was asked to prepare a paper on the railway as it related to Oatley. this involves first giving you a brief description of the construction of the Illawarra railway line. This could well be a long story, but as it is well covered by other writers I will only give you a brief history of the line before telling you about Oatley station and its village.

Agitation for building a line to the South began in the 1870s. A better method for transportation than by sea or poor roads was required for agricultural produce and coal from Wollongong. After many years of planning and studying of alternative routes, the line was finally started. The section as far as Hurstville was finally opened 15th October 1884 amid great public celebration. Until that time Hurstville was a heavily timbered area known as Gannons Forest. Timber getters and charcoal burners worked in the forest and dragged firewood and building materials into the city in horse drawn drays and carts along the rough track that was to become Forest Road. The railway changed all this. The rural communities were replaced by residential communities using the train to travel to work in the city.

The line reached Oatley in 1885. Meanwhile the iron gauntlet bridge was being constructed over the Georges River. When this was put into service in 1886 the line was through to Waterfall. The line beyond Hurstville, through Oatley and over the bridge was single track. This was very short-sighted for as early as 1889 passenger travel was so heavy that a double track had to be built beyond Hurstville. The single track over the Como Bridge remained a problem till 1972 when a new double track bridge opened beside the old 1885 bridge at Como. Work went on beyond Waterfall, the line being laid down between Clifton and Wollongong. In October 1888 the first train, drawn by a steam locomotive ran the full distance from Sydney to North Kiama.

The Illawarra railway line was the first section of the metropolitan lines to be electrified. The first electric train in NSW ran between Central Station and Oatley Station in March 1926. The next section between Oatley and Sutherland was completed in August 1926.

This completes the brief outline of the construction of the Illawarra line. Now we come to Oatleys place in the railway story.

In the first place the Illawarra line was sited west of the present day line and platform between Oatley Parade and Oatley Avenue opposite the end of Mulga Street. The station was called Oatley's Grant after James Oatley who was granted the area of land

where the suburb now bears his name. There was only a platform - no other buildings at all. When the line was duplicated in 1889, Oatley's Platform, as it was now called, got a very simple weatherboard station building with a stationmaster's office, a waiting room and Ladies and Gentlemens toilets.

Great changes took place in 1905 when it was decided to re-route the line between Mortdale and Como Bridge. The steep grade coming over the bridge from the South up to Mortdale was difficult for loaded coal trains. This deviation was the longest one ever made on an established line, and it necessitated the moving of Oatley station. The new line was built on an embankment with a rail bridge over an underpass for road transport. A new two-sided platform was built but the old station building, with some modification, was moved to the new island platform. This building still exists and is one of the oldest buildings in Oatley.

And what happened to the old line ?

The abandoned original railway line, cutting and platform remained as an undeveloped site for some twenty years after the opening of the deviation. The local Progress Association complained in disgust that very little had been done about the rubble along the embankment and the rust in the old level-crossing. A corner of the old platform was still protruding from the embankment.

Eventually, Kogarah Council purchased the land from the railways and allowed the Waterboard to lay its pipes under the ground along the old route. In 1941 Kogarah Council made plans to convert the disused railway land into a Park. The high ballast embankment was converted to the present rock garden and park up to the old cutting near the present scout and guide halls. The land at the other end was levelled to more gentle slopes and became Oatley Memorial Park.

I will conclude this story by reading a portion of a paper written by Jim Nicholson who lived in Oatley from 1925 and who can tell first hand of the development of the Memorial Park which adds so much grace to Oatley's streetscape.

"When the Nicholsons moved into the newsagency in October 1925, the old platforms were still in place, and we boys caught many tadpoles in the pools where the tracks had once been.

It was in the depression years that Frederick Street was extended between Oatley Avenue and Oatley Parade, by voluntary labour using horses and drays. If you dug down, the old platforms would still be there. Prior to the extension of Frederick Street, it was necessary to cross to

the present station at the end of the platform about where the hardware shop is to-day.

The land either side of the extended Frederick Street was auctioned by the railways, but because of the depression, all purchasers but one defaulted. He was bought out when all the former railway land was converted to parkland.

Between Neville Street and the Station and Northwards to Hurstville Road were high railway embankments, well covered with blackberries which we used to pick. These embankments were still there on Black Saturday 1939, when bushfires jumped the station burning the signs and a fire engine parked in Oatley Avenue.

Later with modern machinery, the embankments were flattened to the present gentle slopes to form the park as it is to-day."

Sources :- Various records from the Railway Archives
Oatley Railway Station by Miriam Stacy and
Natalie Broughton
All Stations to Como by Gifford Eardley
River Road and Rail by Kogarah Municipality
The Hurstville Story by Hurstville Municipality
Local History Project 1994 by Jim Nicholson

Arranged by Joyce C. Cowell

17. 9. 96

Public Transport in Catley.

Taxis

Jack Walker's Taxi Service.

The Walker family originally came to Australia from Manchester in the United Kingdom in 1926. Jack's parents, Sydney and Sarah with 4^{1/2} year old Jack, initially settled in Bronte. Brother Ralph was born at Bronte in 1928 and when Jack was 15 years the family moved to Burke Street Catley.

Jack joined the army in June 1940, age 17 years, and served in Palestine, Egypt and Greece where he was captured by the Germans in April 1941. He eventually finished up in a Prisoner of War camp in Poland. He was exchanged at, of all places, Barcelona, Spain and repatriated home to Australia.

In 1944 Jack married Dorothy Mallard and he was discharged from the army on 4th August 1945. There were 2 children Terry and Susan.

Dorothy Mallard was the daughter of Hedley Mallard who was mayor of Hurstville and an alderman on the Hurstville Council for many years.

Jack's mate drove a taxi and suggested that Jack apply for a taxi plate which he did and was selected. He thinks his luck was due to his army service. He purchased his first cab which was a 1939 model black Ford V8 which he used for about 2 years.

As second hand car prices were fixed by government decree, Jack obtained a loan of £300 and with a further £300 of his own had sufficient to purchase the vehicle. It was probably about £200 over its fixed government price. The car was used for about 3 years and in 1950 he purchased a Ford Pilot, an English

produced car made up of prewar panels and generally considered a 'bomb'.

However, in 1952 Jack purchased a second-hand, 90 miles on the clock, F.J. Holden. The vehicle cost a £1000 and was good value. The seller, however, was a con-man and payments he owed on the car had not been met and this caused trouble. The car was virtually hijacked by the re-possession people and Jack had to re-finance in order to keep the car. This cost an additional £600 and Jack was all but broke for some time.

From 1952 on Jack always had Holdens until in 1969 the car was sold. By that time the car had an unrestricted licence plate which meant he could operate almost anywhere. Such plates were in great demand.

Jack and his wife went around Australia for about 2 years and when he returned home to Catley he found other work to keep him busy right up until he suffered a heart attack in 1979.

A couple of anecdotes that Jack fondly remembers are

1. Jack was asked by a woman to take her to North Ryde. The fare on arrival was 16/6. The woman said that all she had was 4 half-pennies (about 2 cents) or me" she said smiling beguilingly through toothless gums. Jack resisted the temptation and the offer.

2. When driving through a lane Jack braked suddenly to allow another person right of way. The person also braked heavily to avoid a possible collision and Jack laughed at him and his reaction. On arrival at the Catley Rank, he found that the person involved had followed him. He swung a punch at Jack and Jack reciprocated. Unfortunately the fellow was too big and too strong and Jack paid the penalty with many bruises. Jack vowed not to get caught in this way ever again.

The Tassi Rank, incidentally, was in River Road close to Mudge Road just about where the speed hump is located to-day.

Both Jack and his wife are in good health at the writing of this record.

George W. Kenola

12. 5. 97

Catley Taxis

The first taxi on the Eastern side of Catley was owned by a Mr. Collins and he operated from his home in River Road. He sold the cab to a Mr. Chris Appleton who, in turn, eventually sold it to Mr Harold Eggleton in 1947.

During the war many taxis used domestic coal gas and one of the Catley taxis was so equipped. Another was fitted with a charcoal burner which was messy and difficult to maintain in 100% working order.

Harold moved to Catley from the Bottle Garage which was situated on the corner of King Georges Road and Connells Point Road South Hurville. He lived in a timber house that was next door to the Catley Hotel and where the Jewel Grocery store now is.

The cars used were mainly of American design and he had, over a period of time, 2 Plymouths, a Chevrolet and eventually a Holden.

Harold had a serious accident when adjusting the brakes. The car fell off the jack and jammed his head into a front-wheel well causing a depressed skull fracture. Hotel patrons lifted the car off him and possibly saved his life.

Chris Appleton
~~Harold~~ arranged for a phone to be placed on the foot-path close to where the existing bus shelter now is. If he was on the rank and the telephone rang, he could answer it. If not, his wife on seeing him return to the rank could ring him and advise him of the potential client and ~~Harold~~ would act accordingly.

Harold was married to Dorothy (now deceased) and they had a daughter, Barbara.

Woolley Taxis - (cont.)

Clarnie Hall also drove for Harold until he was eventually granted a taxi plate thus allowing 2 cabs to operate on the same rank.

One strange rule of the time was related to the areas a cab could operate. The categories were 'Un-restricted' (Self explanatory and most desirable) and 'Restricted'.

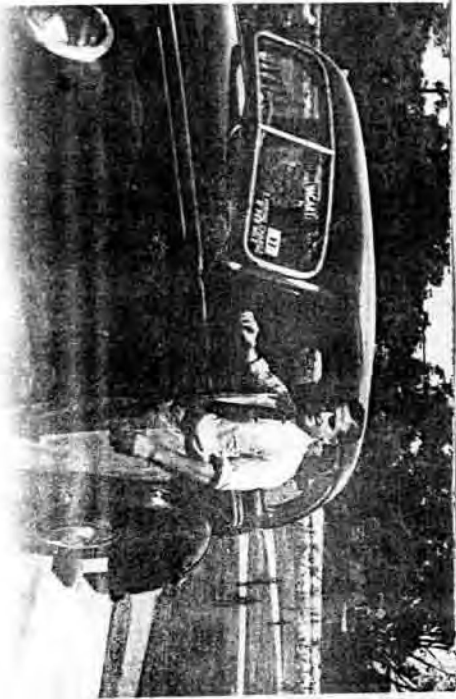
A 'Restricted' cab had to follow the most direct route on the return trip to his base rank. This meant that if someone wanted to use the service that if the final destination was outside a 1/2 mile boundary of the direct route then the cab was unable to accept the client.

In those days just after the war, if you wanted to sell your taxi business you had to do the transaction through the Taxi Council which had a lot of say and some funny rules.

Harold left Woolley and went to live in Canberra. It was at Canberra he formed a new business called '7 Days Hire' which for some time had a monopoly of the Canberra Hire business and was a huge success.

Information and pictures of the cabs of this period are very scarce and additional information, literature etc. would be most helpful and appreciated for Heritage record purposes.

Denora



TAXI RANK - 1948
 CNR. MURKARD & RIVER ROAD WEST OATLEY
 CAR - 1939 FORD
 JACK WALKER BESIDE TAXI
 CAB NO. 2178
 FLAG FALL 1/-
 Qd. A MILE WITH CAB EAST OATLEY
 COMPETITION WITH CAB EAST OATLEY
 1/3d. ANYWHERE IN OATLEY.

To find AREA of SQUARE: Multiply one side by itself.
 PERIMETER OF RECTANGLE equals "twice length plus twice breadth".
 AREA of RECTANGLE = "length \times breadth".
 AREA of TRIANGLE = "base \times half height".

SUM or TOTAL means "answer to addition sum, e.g., 6 plus 9 equals 15 sum or total."
 DIFFERENCE means "answer to subtraction sum", e.g., 15 minus 8 equals difference of 7.
 PRODUCT means "answer to multiplication sum, e.g., 6 \times 7 equals product 42."
 QUOTIENT means "answer to division sum", e.g., 56 divided by 8 means quotient of 7.

MATHEMATICAL SIGNS

The sign + (called plus) means "to add".
 The sign - (called minus) means "to take away".
 The sign \times (called multiplication) means "to multiply".
 The sign \div (called division) means "to divide".
 The sign = (called equals) means "is equal to".

Oatley Fish Supply

(F. J. Brown, Prop.)
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3d. = £1/80th = .0125 = 1 1/4 %	5/- = £1/20 = .05 = 5 %	7/6 = £7/6 = .375 = 37 1/2 %
6d. = £1/40th = .025 = 2 1/2 %	10/- = £10/10 = 1 = 100 %	12/6 = £12/6 = .625 = 62 1/2 %
1/- = £1/20th = .05 = 5 %	15/- = £15/10 = 1.5 = 150 %	17/6 = £17/6 = .875 = 87 1/2 %
2/- = £1/10th = .1 = 10 %		
2/6 = £1/8th = .125 = 12 1/2 %		
4/- = £1/5th = .2 = 20 %		

SOME ABBREVIATIONS

M.S.: Manuscript (written by hand).
 M.P.: Member of Parliament.
 M.L.A.: Member of Legislative Assembly (State Parliament).
 M.L.C.: Member of Legislative Council (Upper House).
 M.H.R.: Member of House of Representatives (Federal Parliament).
 J.P.: Justice of the Peace.
 Dr.: Doctor.
 Rev.: Reverend.
 Messrs.: Gentlemen.

SAFETY FIRST!

A THOUGHT ON THE KERB IS
 WORTH TWO IN THE HOSPITAL!



THE BEST
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Fruiterer and Greengrocer
 SUBWAY STALL
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Leave your orders early We deliver Week-ends

PUBLIC (SCHOOL) HOLIDAYS

ANZAC DAY.—Wed., April 25, 1951.
 KING'S BIRTHDAY.—Mon., June 11, 1951.
 SIX-HOUR DAY.—Mon., October 1, 1951.
 EASTER, 1952.—April 11 (Good Friday), to
 Tues., April 15 (both dates inclusive).

SCHOOL VACATIONS

Friday, May 4, 1951, to Mon., May 14, 1951
 Fri., Aug. 24, 1951, to Mon., Sept. 10, 1951
 Fri., Dec. 14, 1951, to Mon., Jan. 28, 1952
 (All above dates are inclusive.)
 Bank Holidays are NOT School Holidays



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KERB DRILL

AT THE KERB HALT. EYES RIGHT. EYES LEFT.
GLANCE RIGHT AGAIN. THEN IF THE ROAD IS
CLEAR, WALK QUICKLY AND STRAIGHT ACROSS.

60 65 70 75 80 85 90
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XXV 25 30 35 40 45 50 55
XIV XV XVI XVII XVIII XIX XX
14 15 16 17 18 19 20
VII VIII IX X XI XII XIII
7 8 9 10 11 12 13
I II III IV V VI
1 2 3 4 5 6

IMPORTANT TO GOOD HEALTH!

CHILDREN! Brush your teeth after every meal to remove any remaining particles of food. This will prevent them from decaying. If you have no brush at hand, rinse the mouth thoroughly with clean water. Remember—your teeth are only as good as you let them be!

ORDERS COLLECTED
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ROMAN NUMERALS
The Romans used letters and combinations of letters to express numbers as set out hereafter. The Chapters of the Bible are usually numbered according to Roman notation. Also used on many dial plates of watches and clocks.

240 pence—£1.
1,000 pence—£4/3/4.
Dozens Rule: A penny for 1,
a shilling a dozen.
Scores Rule: A shilling for
1, a pound for a score.

Beginners should be practised in reducing small numbers of pence to shillings, and of shillings to pounds, mentally, until great speed and accuracy is acquired.
20 pence equals 1/8; 50 pence eq. 4/2; 80 pence eq. 6/8;
30 pence eq. 2/6; 60 pence eq. 5/-; 90 pence eq. 7/6;
40 pence eq. 3/4; 70 pence eq. 5/10; 100 pence eq. 8/4.



YOU CANNOT DO BETTER!

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Produce and Fuel Merchants

111 MULGLOA ROAD, OATLEY

LIME, CEMENT, FERTILISERS, SEEDLINGS, SHRUBS
SOFT DRINKS WE DELIVER

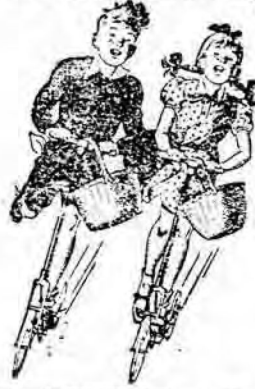
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Rawlings Bros.

Fruiters and Greengrocers
LETITIA STREET, OATLEY

All Fruits and Vegetables Fresh Daily
Quality Confectionery and Chocolates

For a GOOD DRINK —
Try our MODERN MILK BAR



viz. (videlicet): means "namely".
a.m. (ante meridiem) means "before noon".
p.m. (post meridiem) means "after noon".
e.g. (exempli gratia) means "for example".
etc. (et cetera) means "and the rest".
f.a.q. means "fair average quality".

SOME ABBREVIATIONS

N.B. (nota bene) means "not well".
B.C. stands for "before Christ".
A.D. (anno domini) "in the year of our Lord".
P.S. (post scriptum): "Written in addition to".
I.e. (id est): "that is".

SCHOOL MAGAZINE COVER

PUPIL'S NAME

CLASS

Oatley West Public School



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BETTER VALUE
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Quality Butcher

45 MULGA ROAD, OATLEY. Phone: LU 1167
Choice Lamb and Beef — True to Label

Nautical Mile = 6,080 feet.

The Hand = 4 ins., used for measuring horses.

The Cable's Length = 120 fathoms.

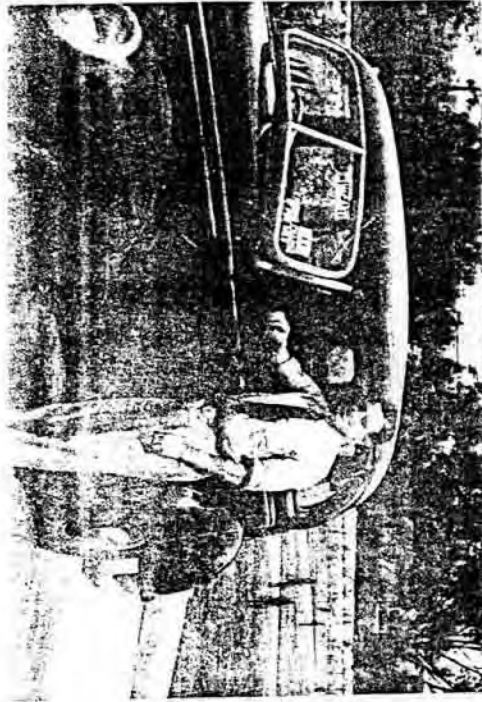
The Irish Pole = 7 yards.

Also, f. = feet, eq. = 1 pace; 3 miles eq. 1 league;
18 1/2 in. = 1 cubit; 3 inches eq. 1 span.

LAND, SQUARE, OR SUPERFICIAL MEASURE

144 Square Inches (12 x 12 inches)	Equals 1 sq. foot
9 Square Feet (3 x 3 ft.)	" 1 sq. yard
30 1/2 Square Yards (5 1/2 x 5 1/2 yards)	" 1 sq. pole
40 Square Poles, Rods, or Perches	" 1 rood
4 Roods or 4,840 Square Yards (5 1/2 x 5 1/2 x 40 x 4)	" 1 acre
16 Poles	" 1 sq. chain
10 Square Chains	" 1 acre
640 Acres	" 1 sq. mile

PUBLISHED BY AUTHORITY OF THE MINISTER FOR EDUCATION



HOW TO TELL DAYS IN EACH MONTH

Thirty days has September
 April, June and November;
 All the rest have thirty-one
 Excepting February alone,
 Which has but 28 days clear
 And 29 in each leap year.

SOME FACTS:

1 Box of butter = 56 lb. (if wrapped, 54 lb.)
 40 boxes of butter = 1 ton (101'6).
 1 bag of sugar = 70 lbs.
 32 bags of sugar = 1 ton.
 Flour is packed in 25 and 50 lb. bags, also
 in sacks of 150 lbs.

1 bushel of wheat (f.a.q.) = 60 lbs.
 1 bushel of corn (maize) = 56 lbs.
 1 bushel of oats = 40 lbs.
 1 bushel of peas = 28 lbs.
 1 bushel of bran = 20 lbs.
 1 bushel of beans = 20 lbs.
 1 bushel of pollard = 20 lbs.

MEASURES OF CAPACITY

The standard unit of capacity is the Imperial gallon, the volume of 10 lbs. of pure water.

Hence the rhyme, "A pint of pure water weighs a pound and a quarter".

LIQUIDS (e.g., Milk)

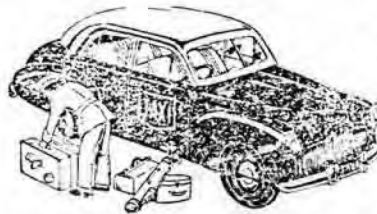
2 pints (pt.) = 1 quart (qt.).
 8 pints or 4 quarts = 1 gallon.

DRY GOODS (e.g., Corn)

2 gallons = 1 peck (pk.).
 8 gallons, or 4 pecks = 1 bushel (bus.).
 8 bushels = 1 quarter (qr.).

TAXI

TAXI



Phone: LU1047

OATLEY WEST TAXI SERVICE

PHONE LU 1047

JACK WALKER, Prop.
 5 MARINE DRIVE, OATLEY

PHONE LU 1047

SAFETY FIRST!

ALWAYS WAIT FOR THE POLICEMAN'S SIGNAL OR TRAFFIC LIGHT!



RED mean to STOP.

YELLOW is a Caution Light to let you know Red (Stop) comes on next.

GREEN means to GO!

Cross Smartly, but do not Run!

MULTUM IN PARVO —

She stopped, he didn't:

He's dead; she isn't!

GOOD MANNERS COST NOTHING !

Dear Children! Always remember to thank a motor driver when he pays you the courtesy of stopping his vehicle to allow you to cross the road. You can thank the driver by gesture with your hand, together with a grateful smile, as he may not be able to hear your words, "Thank you", when his engine is running and his windows closed. The driver will appreciate your action. When someone does you a favour, it is nice to thank them. Good manners cost nothing.

THE ABOVE IS A COPY OF A SCHOOL MAGAZINE COVER