



ST. GEORGE HISTORICAL SOCIETY

SPONSORED BY ROCKDALE MUNICIPAL COUNCIL

81 Watkin Street,
BEXLEY. 2207.

13th March, 1970.

Dear Friend and Member,

The next meeting of the above Society will be held as follows:

- Date. Friday Evening next, 20th March, 1970.
- Place. Council Chamber, Town Hall, Princes Highway,
Rockdale.
- Guest Speaker. Due to a heavy Agenda at our February meeting,
unfortunately our President, Mr. Don Sinclair, was
unable to address our Society. We look forward to
hearing from him this month with a paper entitled:-

"The Discovery at Broken Hill"

Business - General.

Would lady members please bring a plate.

D. H. Sinclair.
President.

(Miss) J. Noble.
Hon. Secretary.
59-6796

Supper Roster. Mrs. Piper (Capt.) Mrs. Wright, Mrs. Tournay,
Miss Otten and Mrs. V. Wilson.

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REMINDERS FOR FUTURE OUTINGS.

For bookings for the following outings please ring Mr. Don Sinclair, phone 587 4555.

MARCH 22ND - SUNDAY. TOUR OF GARDEN ISLAND. (Half Day/Afternoon).

Bus will be leaving Rockdale Town Hall at 1 p.m. SHARP. Bring your own afternoon tea. Cost \$1 per person. Limited seats are still available.

The "Garden Island Dockyard Chapel" will be a featured attraction of this visit.

APRIL 18TH - SATURDAY. OUTING TO KURNELL. Full Day Outing.

Bus will be leaving Rockdale Town Hall at 10 a.m. SHARP. Bring your own morning, afternoon tea and lunch. Cost \$1 per person, which includes visit to Museum.

As mentioned in our February Bulletin, we look forward to the support from our members for this outing. We feel that this is a small contribution towards supporting the Bi-Centenary Celebrations.

MAY 17TH - SUNDAY. VISIT TO COBBITTY AND SURROUNDING AREAS.

Full day outing.

This outing will be similar to that of the visit to "Richmond-Windsor" with a visit to the picturesque and historic "St. Paul's" Church of England, Cobbitty.

Details and cost will be published later.

JULY 25TH - SATURDAY. TOUR OF FORT DENISON. Half Day/Afternoon.

This unfortunately has had to be limited to 25 persons. Book early and avoid disappointment. More details later.

Ring Mr. Sinclair, 587-4555.

NIGHT TO REMEMBER. 17TH APRIL, 1970, FRIDAY EVENING at 8 p.m.

We look forward to having with us as our Society's Guest Speaker:

Sister Catherine O'Carrigan, Historical Research Worker and a student in Diploma of Art Education at Sydney University, who will give an illustrated address -

"Sydney Cove - Genesis of a Nation."

Members are assured of a most interesting Evening.

Reminder for Future Outings (Cont'd).

OCTOBER 3RD, 4TH & 5TH - SATURDAY-MONDAY.

LONG WEEKEND OUTING TO GULGONG.

As mentioned in our February Bulletin, arrangements for this trip are now being finalised. Bookings have been overwhelming, and only a few seats are available.

Bookings have been made with Foley's Coaches, leaving:-

SATURDAY, 3RD. - approx. 8-8.30 a.m. passing through Bathurst, Orange, Molong to Wellington.

Overnight Saturday, Kurrajong Motel.

SUNDAY, 4TH - Full day to be spent in and around Gulgong returning to Kurrajong Motel - Overnight.

MONDAY, 5TH - Returning via Molong, Orange, Bathurst to Sydney, arriving late afternoon.

Cost \$ 25 per person. \$ 2 deposit to be paid by March meeting.

Cost includes - Coach fare, accommodation, breakfast and dinner. Lunches are not included.

Due to heavy holiday bookings we were unable to arrange accommodation at Mudgee.

Please forward NAME AND \$ 2 DEPOSIT to Mr. Sinclair as soon as possible. Limited to 44 persons.

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ERRATUM.

We wish to correct the title of an article published in the February Bulletin appearing as -

'An Incident in Castlereagh Street, Sydney.'
(As reported in the Sydney Morning Herald, 14th November, 1831.)

Correction -

'An incident in Castlereagh Street, Sydney.'
(As reported in the Sydney Herald, 14th November, 1831.)

We apologise for this misprint.

THE LATTER DAY PERSONNEL OF THE SANS-SOUCI TRAMWAY.

Gifford Eardley.

Through the courtesy of Mr. George Barnidge, of Sans Souci, one of the steam-tram drivers associated with the now long defunct Kogarah to Sans Souci Steam Tramway, which closed on Sunday, July 4th, 1937, we are able to publish a list of the personnel engaged with the running operations of this fascinating line at the last period of its existence. Many of the men concerned have passed on, but it is fitting that their names and occupations should be placed on record, as many of these people are, or were, old residents of the St. George District.

Strangely enough amongst the final allotment of steam motors in use on the Kogarah run was No. 1A which, apart from workshop spells, was engaged in puffing along the various steam tramways of the Sydney Metropolitan area since it first took up these duties on September 15th, 1879. It was really an old smokey warrior, and is now preserved in the safe care of the Arts and Science Museum, here awaiting the opportunity to be placed on permanent display when that organisation's Transport Museum becomes an established fact. Mr. Barnidge sends a little ditty which circulated at the Sandringham Running Shed about the time of its closure, relating to the then projected departure of motor No. 1A, a measure taken before the last days of the line, in order to preserve the veteran engine from the stupid attention of destructive vandals. The ditty reads as follows:-

My work out here is done,
And when I leave this Kogarah scene
Thats the last you'll see of steam.
No more I'll grunt and puff,
I'll leave to you the trolley-bus,
Good-by No. 1A.

Is there any other man-made machine which can inherit such sentimental attachments as those appertaining to a steam locomotive?

At one period throughout the day, a service each quarter of an hour was given to the travelling public, and was greatly appreciated. This meant that four trams were in constant use at one and the same time, and to see the tram motors, five being required to run this timetable in rotative fashion, was one of the everyday sights at Kogarah, at least to those who looked on with interest and had an appreciation of the hustle and bustle of traffic movements. At the end of each trip at Kogarah, the motor would be immediately uncoupled, and away she would steam up the line, past the post-office and through the railway gates to the comforts of the coal stage. Here another motor, which was waiting, would come forward from a back siding onto the main tram line, and then reverse to join the tram-cars waiting patiently at the foot of the railway station steps. A loud whistle would sound, and away the tram would go, outward bound for the delights of Sans Souci and Sandringham, and all stops in between. After each round trip had been made at Kogarah, the black-shirted driver would alight from his little engine, gripping a long-spouted oil-can, and proceed to carefully oil the various

axles and sliding portions of the engine's mechanical anatomy, a procedure so necessary for their smooth and high-speed running. Meanwhile, coal would be quickly shovelled into the small bunker at the rear of the motor, and a leather hose, connected to the water main, passed through the side window of the motor to replenish the contents of the saddle-tank above the little boiler. Then everything was ready, with a minimum of fuss, for the next outward journey.

Drivers of the motors concerned with the tramway in its latter days, are listed as follows:- L. Backford, L. Black, J. Burford, A. Harvey, W. Kavanagh, A. Keen, C. Megaw, J. Minehan, E. Stanton, W. Stokes, G. Tatley and W. Tuckwell. There was another group, classified as Acting Drivers, which comprised the following list of worthy men:- G. Barnidge, W. Breary, J. Bricknell, W. Chalmers, E. Howard, J. Kelly, R. Nesbit, N. Westfallen, and A. Whittaker.

Collection of fares was carried out by a hardy group of men, classified as conductors, who walked the narrow foot-boards ranged along the outside of the tram-cars, hanging on for dear life at times, and always in danger of being swept off the tram by some foolish motorist in a crazy hurry. Through rain, wind and fog, they plied their somewhat hazardous occupation. These men had to conform to all manner of directive regulations as to fares, general deportment, the changing of postal boxes, which in those gladsome two-mail delivery days, were suspended from the rear apron-plate of the rear carriage, and also the wiping clean of seats and the "avoidance of touching passengers". These exemplary men comprised Messrs. S. Berry, J. Budge, A. Cary, R. Harrison, J. Huegill, G. Junk, C. Keep, W. Marshall, W. Smith, E. Wallace, N. Webb, W. Winney, and L. Wollet.

The workshop staff were most important, responsible for the maintenance and good order of both the motors and the tram-cars, a work which called for both knowledge and trained skill. Three mechanical fitters, Messrs. A. Antonio, F. Floras, and H. Hunt, were employed on a shift basis. Boilermakers allotted to the depot were Messrs. A. Ingram, E. Slade and G. Sutherland, with G. Paul responsible for washing out the boiler's preparatory to examination or the clearing away of any internal sludge deposit. Three cleaners, Messrs. D. Jones, J. Nevin, and R. Truscott were provided on the tramway to keep the carriages spick and span. The most important job, one calling for much laborious work at times coupled with great skill, was that of the three men responsible for the fettling of the tramway tracks, Messrs. R. Bull, W. Connor and J. Johns.

The Sans Souci Steam Tramway functioned smoothly and well under the administration of that redoubtable man, the late W. Pendleton, the officer-in-charge. This estimable gentleman hailed from the Newcastle Tramway System, and was most efficient in carrying out his multifarious duties in a way which did not give offence to either the travelling public, or the men placed under his directive control. As one who always took a personal interest in the operation of the Kogarah

to Sans Souci Steam Tramway, and was mindful of its efficiency under difficult traffic conditions, it has been most pleasant to record the names of the personnel associated with the line at the time of its closure of this extremely interesting but now long defunct form of public transport.

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Extract from "BACK TO MORTDALE SCHOOL."

(Booklet obtained by courtesy of Mrs. J. Wotherspoon,
Mortdale Public School.)

A BRIEF HISTORY OF MORTDALE.

Because of the shallowness of Botany Bay and the difficulty of clearing land, settlement of the St. George area was slow. But as numbers and the need for land increased, the people were encouraged to move to the area.

Early land was at first granted by governors. In 1833 James Oatley, a watchmaker, was granted 300 acres around the Georges River area by Governor Bourke.

In 1861 Thomas Sutcliffe Mort acquired land which was originally called Mort's Hill but later became known as Mortdale.

The Mort estate was then subdivided. The brickworks was established in 1884. For a time it was the only industry in the area. The bricks were handmade and very soft and porous. This pit closed and was replaced by a mechanised one. Only about thirty or forty persons were in that area then. The brickworks siding came into use in 1886. In 1888 the eastern part of Kemp's farm was acquired for school purposes. A few houses, mostly semi-detached, were now erected. Most of these still exist though some have been modernised. The most prominent building was the two-storied one at the Princes Street corner. It was the first Post Office combined grocery store. About 1897 the Post Office was moved to the two-storied building opposite our present school.

Mortdale Station was opened on 20th March in 1897. The original station has been demolished while a subway replaces the old level crossing and gates. The first electric train in N.S.W. ran from Sydney to Oatley and began operation on 1st March, 1926.

Mortdale Public School was erected in 1888 and was a brick building which housed three blocks of desks and forms. Mr. Joseph Coleman was in charge and occupied the school buildings. This has since been demolished. The actual opening was in January, 1889, after the Christmas holidays. As it was not quite ready, the pupils were sent home and came back a week later. In 1892 a classroom was added and Miss Rit z was appointed assistant teacher. She stayed for 3 years. Mr. Garden succeeded Mr. Coleman.

In 1936 the two-storied brick building was erected. Judd's paddock has been placed at the school's disposal for additional playground area.

REMEMBER.....SUNDAY, 22ND MARCH, 1970.

OUTING TO GARDEN ISLAND.

Ring Mr. D. Sinclair, 587-4555, for bookings.