

NEWSLETTER



Volume 6 No. 3
President 3350 2874

P.O. Box 416, Chermshire Qld 4032

June / July 2003
Secretary 3359 3022

Message from the President

Beverley Isdale

Our rooms are now open for members and visitors to use our small and growing collection of local history items. Committee members will be at the rooms on the second and fourth Saturdays of the month to assist with inquiries. Publicity regarding the opening times will be sent out over the next couple of weeks. We would also welcome any members who wanted to do some gardening – the weeds just keep growing.

We have recently had a number of requests for information - from a school regarding Lutwyche Cemetery, a lady doing an assignment on Kedron, family history inquiry on the missing Herrmann Road. We were pleased to help Nundah and Districts' Historical Society with information on James Youatt.

The restored Chermshire Honour Board for World War 11 is now hanging in the Youatt Room and thanks to Adrian, Pat, Carol and Bob for their combined efforts in placing it there.

Our next function is a morning tea at Kedron Wavell Services Club Community Hall with Chris and Sharon Hearle on 18th June. They do performances of music and dancing from the 1950s, and include some Elvis Presley impressions. Their show is very popular and we are looking forward to seeing many of our members there.

Our recent bus trip to Allora and Glengallon was very successful and most of us learnt something about the

Darling Downs, thanks mainly to Terry's expert commentary. If you have any ideas for next year's trip, please let the Committee know.

Recent additions to Archives

- Pflugst family history – thanks to Norm Pflugst
- Copies of *Chermshire Gazette* – thanks to Joan Hamilton
- Milne Bay information from Betty Hornsveld
- Framed copy of illuminated address to Mr & Mrs Lee from Viv Heiner

We are very pleased to have these donations. They are all special and some of them are the only ones in existence. Thank you.

Mrs Rundell's

The English Cookery Book

Domestic Cookery, Revised

With several modern dishes added hereto

Stewed Cucumbers

Select straightly grown cucumbers for this purpose; cut off the peel, and divide them into quarters longways, take away the seeds, and place the quarters on a sieve to drain; when perfectly dry, cover them with flour. Melt half a pound of fresh butter in the fryingpan when it boils put in the vegetables, and fry them till they are of a light brown; lift the slices carefully with a tin slice, and set them on a sloping slab to drain off the fat. Have ready some rich beef gravy, in which onions have been used; put the cucumbers in a stewpan covered with gravy, and let

them simmer slowly till quite tender. Before serving take out the cucumbers again, thicken the gravy with flour and butter, season it to your taste with salt and pepper, boil it, and pour it quite hot over the slices.

Local History Quiz

Created by Bev & Rob Isdale

1. Suburb with a Biblical name
2. Original name was Happy Valley
3. Large intersection near the last tannery and fellmonger in Chermside
4. A Queensland governor
5. Long road named after this family
6. First president of CDHS
7. Suburb settled by Germans
8. An estate name which refers to film stars
9. Suburb where wine was produced
10. Early shopkeeper
11. Produce merchant and a recently named street
12. Road used by Cobb & Co
13. Author of district histories
14. Suburb named after a tree
15. Famous Park named after philanthropist
16. Early name of Chermside
17. Suburb at northern edge of CDHS
18. Family remembered at The Prince Charles Hospital
19. First head teacher at Chermside State School
20. A fatal place
21. Many English settled there
22. Building in CHP named after famous ship
23. Smelly industry
24. Marchant ParkGates
25. Farming family in Webster Road
26. First surveyor of Chermside
27. Plants between tramlines at Chermside
28. Early colonial judge
29. Butcher's paddock used for Army camp
30. Hill used as a reservoir
31. Street named after early German settler at Nundah
32. Last head teacher at Chermside State School
33. Park named after early cotton grower and businessman

(Answers on the last page)

Night Time 1930's - Lindsay Staib

(Envelope talk at March meeting 2003)

Our house was well built back from the road in a paddock . Electricity was not connected, so my father acquired a Wet Battery Radio. These batteries looked the same as a car battery.

To receive sound you required an aerial as high as possible - in our case, two very high timber poles. The aerial was stretched between these poles with a wire leading into the radio.

The radio consisted of the battery, a rectangular box with the receiving equipment in it and alongside that the speaker. The reception was not very loud, so usually those listening would have to gather in close to the set.

One of the highlights was Don Bradman playing for Australia in England. Listening to Don Bradman batting in England meant sitting up into the early hours of the morning. Also the serial Dad & Dave came on about 6.45 pm.

Later on, 4BH built their broadcast tower between Rode Road and Kitchener Road which to our delight improved the broadcast.

ε ε ε ε

Wednesday, 18th June 2003

1950's Reminiscence

*The memorabilia of the 1950's with
Chris and Sharon Hearle*

Kedron-Wavell Services Club, Community Hall
9.30 am - **\$15.00** each Morning Tea included

ΣΤ ΣΤ

Sunday 20th July 2003

Mountains to Mangroves – Kidspace

Opening of bridges to our Historical Precinct

Π Π Π Π

Sunday 11th June 2003

*State Archives – there will be a display open for 4
months from this date*

“You know the world is going crazy when the best rapper is a white guy, the best golfer is a black guy, France is accusing the US of arrogance and Germany doesn't want to go to war.”

Public Transport

(Envelope talk at March meeting 2003)

by **Herbert Carr**

My father and mother were married 24th November 1915. My Dad “Dick” Henry Cecil Carr then aged 31 years had carried on dairying from his mother Alice. They had a spring cart and a dray for farm purposes. Prior to marriage Dad and his brother Bert rode pushbikes and many times they would ride from Aspley to what Dad referred to as the Kipparine to do duck shooting, which I had assumed was a large lagoon. That area, as we know it now, is the suburb of Kipparing near Redcliffe. The Hornibrook Highway was not built then and was completed in 1935. Therefore Dad and Bert had to travel through Petrie and on to Anzac Parade to get to their destination. At that time the pushbike was their only means of transport. Dick's bike was a racing bike, quite different in style to what we see today and in the 1940's. It was a big framed bike and the front strut where the front forks fit and the handle bars above that section was much longer there than the more modern bikes. In that area was a locking nut with a knurled finish and this was designed to tighten by hand to prevent the front wheel from turning at a right angle to the bike when you wanted to lean the bike against a post etc. I think the bike is still at Samsonvale.

After my Dad married my mother, who was Elsie Muller, they bought the very first ball bearing sulky. This meant that one did not have to keep greasing the axle all the time. My sister Gladys (Mrs Vivian Herman) who will be 86 years old on 13th September 2002, told me that she remembers many outings in the sulky with my Mum and Dad. She recalls one incident near Nudgee College. Dad was driving with “Paddy” a chestnut horse in the shafts and he shied at something and swung the sulky to one side and in doing so it threw my mother and baby Colin on to the road. Mum was nursing Colin. They had to be taken to Sandgate to the doctor there and received stitches for their wounds. At that time there were Dad, Gladys, Mum and Colin in the seat. Norman and Reg were sitting in a dickie seat which was against the front board. Bert Carr, Dad's brother, was a blacksmith and had made the dickie seat with arms at each end so you would not slip off. This was later used in the American Buggy for Allan and I. Mum, Glad and Ron sat in the seat.

I remember my mother speaking about the Horse Drawn Bus before the motorised buses. As I mentioned earlier

that Mum and Dad married in 1915 and it was around this time that Arthur Laverack Snr, who was the licensee of the Royal Exchange Hotel, Aspley, bought the buses. He later bought the company horse stables in Hall Street Chermside and had them shifted to his property opposite the hotel. The buses run from Aspley to Woolloowin. After World War I Charles Albion and Bill Bielenberg bought the bus service from Arthur Laverack. In 1922 Les Boyce and Dave Little bought the company. They only used the horse buses for a year and in 1923 they bought their first new motor bus a Ford T with solid tyres and another Ford the next year in 1924.

Dave and Les bought another bus in 1925. This bus was fitted with an exhaust whistle. The only thing I remember vividly about that bus was the sound of the whistle or horn as we as children referred to. Allan, myself and Ronald were very young at that time and were impressed with the unusual sound and we referred to that particular bus as the “Toc Toc” bus. Then they bought a 1926 four cylinder bus. This was not used as frequently as the next two buses which had Dodge motors - the first a 1927 and next 1928. These two buses were used seven days a week constantly for their run from Bald Hills to Woolloowin station. These two buses were in use right up to 1936. The floor on these buses were built above tyre height the same as a truck body. The passenger seats run the full length of the bus on both sides and one across the back. The only time the Chevrolet was used through that period was to transport people to the Chermside Dawn Theatre.

In 1936 Dave and Les bought a 1936 Dodge and had the body fitted by “Hugh” H.F.M. Hamilton Body Works at Chermside. This bus body was modern compared to the other buses. The seats were fitted across the bus with the isle down the centre as they are today. 1938 they bought a “Maple Leaf” and that body was also fitted by Hamiltons. These two buses were still in use until Rex Mitchell bought the business in 1945 linking his Sandgate run with the Bald Hills run. Herbert Bilsen of Aspley, who was a brother-in-law to Dave Little, drove the bus on a Sunday. Dave and Les drove the other six days. In 1940 Dave Little collapsed at the wheel on his return trip. This happened a few metres on the city side of Downfall Creek Bridge near Vellnagels Blacksmith Shop. Some one in the bus was able to take control of the bus and therefore save a bad accident.

Dave and Les never issued tickets. You just paid the fare according to where you were going. At that time the fare on the main run from Bald Hills to Woolloowin Station was 9 pence or 3 shillings and sixpence a week. Now that would be 8 cents or 35 cents weekly. Tickets were issued after Rex Mitchell bought the business from Les Boyce.

My uncle, Bert Carr, a general blacksmith was operating his business in a shed alongside the Dawn Theatre on the city side. This was his main Smithy for many years. In

the mid 1930's Hamiltons had a blacksmith. He offered Bert the use of their shop to carry out his business and being there he could carry out any work required by Hugh Hamilton. During the few years Bert was there a bent shaft sulky with no wheels was made available to Hamiltons. Hugh asked Bert to speak to Allan, I or Ron to see if we would like to buy the sulky, which we did, minus the wheels. We were able to fit the wheels from the big English buggy that was stored under the house. At times we would swap the tall back wheels for the smaller front wheels. Allan, I and Ron used this sulky many times. Quite often we would drive to Huttons to work instead of riding our pushbikes. This sulky was taken to the farm at Samsonvale when we moved there in November 1946. We used the sulky a couple of times when the car was away being repaired. We would drive the horse and sulky to the station and get the train to Dayboro for the Dance there. Some time later Ron got a call from Alex Hamilton (Joan's father) asking if he would sell the sulky. Ron sold it to Alex. Alex repainted the sulky for a friend of the family who was to be Admiral Harrington. Alex showed me a photo of the sulky after it had been newly painted in early 1980's.

I mentioned earlier that Dad and Mum got the big English buggy from her father Andrew Muller in exchange for their sulky. This English buggy was a six seater with the seats back to back. Those facing forward in the front seat and those looking backwards in the rear seat with the back rest in the centre and padded both sides. This buggy body was designed with the centre of the carriage following the contour of the seat structure to allow the front wheels to turn in under the buggy to allow for short turning. Much on the same principle as the undercut wagon which had small wheels that would turn under the wagon body for tight moves at the markets. Unlike the normal spring wagon where the wheels would lock against the side of the body.

During the years working on the dairy farm we used horses and wagons for transporting the milk cans to the pick up truck that brought the milk to Brisbane. The horses and wagon were used on the farm for carrying the corn, cow cane, oats, etc whatever had to be brought to the shed to be put through the chaff cutter. Also for carrying fire wood. The wagon was used to transport cow meal etc from the railway station to home. Two horses were adequate for bringing a load of meal from the station, but in wet weather when the track through the paddock became saturated and soggy from a lot of rain, then I would have to put two more horses in front of the pair in the pole and drive with four horses. This could be difficult when one had to maneuver the Spring Wagon because of the turning with the wheels locking against the wagon body. After a while we were able to buy an Undercut Wagon from a Mr Jim Fogg of Closeburn and this made the maneuvering much more simple. You only had to pull the horses either right or left down alongside

the length of the wagon and it would turn in its own length. This was a beautiful wagon to drive. It would not crab when driving down a steep creek embankment, like other wagons of that design. The reason that both front and back wheels tracked in a straight line was the way the springs were set to the shackle scroll and a rear transverse spring set between the rear springs. Jim Fogg told us that Bert Carr did all the iron work on that wagon and designed the set up of the springs for the purpose that it would not crab when going down a steep slope.

Percy Stonebridge of Zillmere who worked at Huttons was selling his 1927 two door square top sedan. Brother Reg and Mum eventually talked Dad into buying it. Reg learnt to drive. He would drive the family to Dad's property at Whiteside when fences were to be repaired or Dad wanted to see what cows had calved. Allan, Ron and I would help Dad repair the fences while Reg went shooting. Then in 1939 Reg talked Dad into going half shares in a 1936 Oldsmobile Sedan.

Quiz Answers

1. KEDRON
2. STAFFORD
3. HERRMANN PLACE
4. CHERMSIDE
5. HAMILTON
6. HINCHLIFFE
7. ZILLMERE
8. PARAMOUNT
9. ASPLEY
10. JOHN PATTERSON
11. EARLY
12. GYMPIE
13. DAVID TEAGUE
14. GEEBUNG/GEEBONG
15. MARCHANT PARK
16. DOWNFALL CREEK
17. BALD HILLS
18. HARRIS
19. JAMES YOUATT
20. DEAD MAN'S GULLY
21. CHUMMY TOWN
22. VOYAGER
23. TANNING
24. MEMORIAL
25. STAIB
26. HUXTABLE
27. ROSES
28. LUTWYCHE
29. SPARKES
30. MILNE
31. RODE
32. PETER FITZGERALD
33. JAMES LEE