



Taralga Historical Society Inc

83 Orchard Street

Taralga NSW 2580



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Secretary: Graham Lambert 4843 8187

Treasurer: Glennis Wright 4840 2215

Aim: To preserve history of Taralga & District for future generations

Newsletter No 3, 2017

Presidents Report:

Hello all, well isn't the year getting away, spring is on the way and so too the lawn mowing and maintenance season.

With the exception of the Dairy all of our buildings now have electricity connected allowing for the utilisation of cleaning aids, lighting, security and audio facilities.

Since my last report visitation has been steady on weekends, book sales are still providing a great source of income with the Taralga Store capturing many sales via passing traffic. Many thanks to the many volunteers involved in the weekly maintenance and presentation to the public of this most significant historical resource.

As previously discussed in a report, the inclusion of an early school building to house history and collected artifacts will enhance the society's exhibits. This discussion has borne fruit and has now become a reality. Thanks to Mark and Sarah Furness we now have the pre nineteen hundred Fernbank School as our latest acquisition.

The School was built on which was once a Lang property (Fernbank) north of Wombeyan Caves. Viola Mulwaree Trust was approached re a grant to relocate and reconstruct the derelict school. The request for the grant was successful, and thanks to many dedicated volunteers with expertise, machinery and labour we now have a nearly complete replica of the building.

The opening of the School is scheduled for the Sunday of the October long weekend at 1.30pm. The official opening will be performed by a well known Federal MP, ex-students and prominent identities will also provide an overview of the district and its history.

The Ukulele band will entertain us, and the spinners and weavers will be demonstrating their skills.

There will be a sausage sizzle lunch, and coffee and cake for afternoon tea.

Anyone who can assist with cakes and slices and volunteer their time, please call me on 4843 5975. Your help will be much appreciated.

A working bee has been scheduled for Sunday 24th September at 10am, please remember many hands make light work.

Vale

Ian Ross

19.5.2017 aged 88 years

Husband of Lorraine (dec)

Father of Malcolm

etc

Josephine Swain

June 2017

Daughter of Vince & Irene Mooney

Sister of Ted,Lance,Kevin,Pat,Gwen

Beryl McKenzie

Wife of Don (dec)

Mother of:

Bill Green

Came from the coast in 1976 and

took up land on Guinecor Creek

Darrell, Cheryl, Vicki

The last 4 years he has spent in

Step Mother of:

Tenison Care

Kim and Anne

Nancy Bradbury

26.8.2017 aged 99 years

Wife of Charlie (dec)



Mother and mother in law of

Charles and Anne



IAN RAYNOR ROSS

23/12/1928 TO 19/5/2017

In less than a month after saying goodbye to Lorraine, we were back seeing Ian off, a great loss to our Historical Society.

Ian joined The Goulburn Historical Society in 1965, prior to the formation of the Taralga Historical Society in 1972 - now 45 years ago.

The Taralga Historical Society elected Ian as our President at that first meeting, and we soon found Ian and a committee negotiating to buy the old Methodist Church and grounds for the Society. I don't think any of us, at that time, would have imagined what would be achieved by our society in the next 45 years.

The collecting of Family History, and the erection of buildings on our grounds became a part of the "Ross Family Life".

When we rebuilt Cordingly Cottage to celebrate the 1988 Centenary Year, it

was Ian who guided us in how to put a round-timbered building back together, and also, how to use timber slabs correctly on the walls - a building art all but lost now.

Even after moving to Goulburn, Ian and Lorraine would travel out to Taralga for their turn on a Sunday to open up the society grounds, and Ian would always have a little bit of past history to tell us. He also liked to get on the bus trips around Taralga, showing people our past history.

As a Life Member of this Society - Ian, we have learned a lot from you.

Thank you to a loyal member.

Ken Fleming

**History on the Tomat Creek Station
Tank
Bindook Highlands.
Oberon/Colong Stock Route, NSW**
by John Wylie

Introduction

Over the years a story has been told of a tank that the Gardner brothers, Ralph & Morris had at Tomat Creek Station, Bindook Highlands, and this lead to making some enquires over the last few years as to its existence, after a bit of research the history to a tank being at Tomat Creek Station and other tanks was revealed.

**A summary of the People who provided the
History on the Tomat Creek Tank and others**

The first person who mentioned the tank to me was Val Lang, in 2006, when enquiring about the



Val Lang

the history on the Tomat Creek saw-mill, (in progress) that a tank used to exist at Tomat Creek Station. Val said I should talk to her brother Philip Scarlett, but it was to be a good number of years before I caught up with Philip.

While collecting further history on the Upper Burragorang and the Bindook Highlands during 2013 and 2014 with Philip and Lola Scarlett the matter of the Gardner Brothers having a tank was raised. Philip told me that a Lenny Lord had purchased a tank and brought it into the valley.



Phillip Scarlett

On attending Phillip Scarlett 80th Birthday in 2014 I was to meet a number of Philip's long time mates, and one of those was John Deacon, who had resided in Yerranderie until the flooding of the valley in 1959. John mentioned

the tank existed in the valley and that it ended up out at Tomat Creek Station.



John Deacon

Time got away once again, and eventually I caught up with John Deacon in January 2017 who passed on what history of the Valley and Bindook area he knew about that I am also writing up, this included the tank the Gardner brothers had at one stage. John indicated I should talk to a Colin (Col) Ribaux of the Capertee Valley, who was one of those involved with giving the Gardner's tank a new lease of life.

I caught up with Col at his Mt Airly property during Feb/Mar 2017, where he gave me the history on a tank at Hampton, Mt Werong and Tomat Creek, as the history to the Tomat Creek Tank is interwoven into the Hampton and Mt Werong tank. Col said I should also talk to a Howard Burnett who actually owned the tanks.



Colin (Col) Ribaux

I rang Howard in Warwick in Queensland, during Feb/Mar 2017 who provided of the history on how he got the tank at Tomat Creek, as well as the one at Hampton.



Howard Burnett

After Howard and Colin told me about the tank they got at Hampton, I rang John and Margie Lowe of Lowther, who did some research to see if anyone in the area had any knowledge of the tanks earlier history at Hampton, it turns out, Reg Boyd's grandfather Eddie Corney owned the tank.



Eddie Corney

And so the story begins - - -

On the history of three Mark 3A1 "Stuart IV" Tanks that worked in the Burrigorang Valley, Bindook Highlands, Airly, Inverell in NSW and Gympie in Queensland.

History of three tanks – Hampton Tank (Tank No1), Tomat Creek Tank (Tank No2) and in part the Mt Werong Tank (Tank No 3).

Hampton Tank – No 1

Howard Burnett owned (1.5 acres) and leased (5,000 acres) of land at Airly (between Mt Airly and Genowian Mountain), and was in need of a bulldozer, they were expensive at the time, so an alternate machine was sourced by Howard to perform the duties he had in mind. Howard's neighbour Col Rebaux had been a mechanic in the army, and had knowledge of a tank at Hampton, that Col was considering buying.

Col let Howard know of the tank in a paddock opposite the Half Way House at Hampton, Howard purchased the tank from George Mathews, and this is the tank that belonged to Reg Boyd's grandfather Eddie Corney of Hampton.

Eddie Corney and his brother Ernie each bought a tank in Bandana, Victoria in the late 1940's, along with a spare set of new tracks. Eddie got Bill Hamilton and Ernie got Col Watson to drive the tanks from Victoria back to Hampton, on arriving back the original tracks were worn out and the new set installed.



Tanks, Bandana, Victoria.

Eddie's tank was housed in Bill Hamilton's Nissen hut (at the time) that still exists on the Hampton Rd. Ernie's tank was kept at his garage in the Little Hartley village, what happened to Ernie's tank is unknown. (Although it may be the tank (tank 2) that Lenny Lord bought at Little Hartley noted by Philip Scarlett, (see below).

Eddie's tank was basically driven by Bill Hamilton, and was used for pulling logs up out of the valley, occasionally rescuing stranded or bogged vehicles etc. In the early 1950's Bill went to pull out a bulldozer that had got bogged on George Mathews place just up the road from the Half Way House on the opposite side of the road. After Bill got the bulldozer out, and while driving the tank back home up a steep embankment it rolled over, Bill's two sons, Greg (4 years) and Paul (5 years) were sitting in the spare fuel tanks either side at the rear of the tank, fortunately the tank flipped right over, righting itself without anyone being injured.

Greg, who is, now an author of several books (Capt Thunderbolt etc) wrote his recollection of the tank rolling over and how all survived in the Lithgow Mercury. The owner, Eddie Corney told Bill to never use it again and that is where it stayed (on George Mathews place) until Howard purchased it in 1962.

The tank has been there for a good many years, and parts of the Continental W-670-9A, a gasoline-fuelled, air-cooled radial aero engine of 7-cylinders with an output 250 horsepower, had gone missing. (Those fitted with Guiberson radial diesels, were named the Stuart Tank Mk.IV by the British after the legendary Major-General J E B "Jeb" Stuart who fought on the Confederate side in the American Civil War. Information on this light weight tank can be found on the internet or the many books on tanks in your library).

Howard removed the radial motor and put in a straight 8 Chrysler motor he had brought with him assisted by Col Rebaux and Howard's dad Jack. On starting it, they found out the tank had only 1st & reverse gear (2nd, 3rd & 4th gears had been removed so it could not be driven at high speed).

Col was aware of another abandoned Stuart tank existing on the side of the road at Mt Werong (tank No 3), out on the Colong/Oberon Stock Route, they drove to Mt Werong stripped the 2nd, 3rd & 4th gears out of it, and returned to install them into the tank at Hampton, Permitting



Tank 3 at Mt Werong, 1961.

them to drive it back to Airly, with Col clocking Howard on the home straight doing 46 mph down a hill on the Capertee Rd.

Howard built a blade on the front of it, repowered it with a 6 cylinder E171 Leyland diesel motor out of a Matilda tank, then started using Tank No 1 for making roads, clearing some land and had a contract for cutting power poles on Mt Airly for the County Council, as they were electrifying the Bylong Valley.



Howard making road with tank 1, Mt Airly.

Tomat Creek Tank - Tank No 2

Howard decided he needed a 2nd tank, so if one broke down he could drive one while repairs were done on the other. It was through Philip Scarlett who had moved to the Capertee Valley from Yerranderie as a result of the Warragamba Dam being built and flooded in 1959, that Howard learnt from Philip of a tank existing at Tomat Creek Station, on the Bindook Highlands, owned by Ralph and Morris Gardner.

In the mid 1940's a George Cash and his brother Bill had separate logging operations with George cutting blue gum logs in the Burratorang Valley in Lowest Water Creek (locally known as Bob Moore Creek) and carting them to a sawmill at Cabramatta and Bill was cutting logs on Colong Station and immediate areas.

Once George had cut the logs out on the Scarlett properties he then continued cutting blue gum logs on the leases of perpetuity (crown land) in the gullies and up onto the plateau that was between lots 26 and 8 in the Parish of Terni on the southern slopes of the Tonalli Range.

George Cash got out of cutting logs up on the side of the

Tonalli range, with Lenny Lord from Central Burratorang buying Georges Austin Truck about 1949/1950, then buying a tank from Little Hartley to pull the logs down off the range. (Was this the tank Ernie Corney had garaged at Little Hartley?)



Morgan brothers tanks, Little Hartley.

Col Rebaux mentioned the Morgan brothers of Little Hartley were wheeling & dealing with tanks, having bought/leased Ernie Corney's garage, so it may have been one of those that Lenny bought).

Lenny did not have much success with snigging logs down off the Tonalli Range with the tank, so about twelve months later Lenny sold the tank to Ralph and Morris at Tomat Creek, once again to be used for snigging/pulling logs on their property. Lenny only lived in the valley for about 4 to 5 years.

In early 1963 Howard eventually found his way out to Tomat Creek Station, (a road had only been recently built from the Bindook Highlands out to Mt Werong due to the flooding of the Burratorang Valley, although a bridle track had already existed since the 1860s).

Howard was shown the abandoned tank in a rocky ravine some four miles from the house by the Gardner's. Howard agreed to buying the tank on the proviso that the tank was pulled out of the ravine and brought up to some flats, closer to the house, the tank had been fitted with a blade, that had in part been riveted and a C frame built over the body.



Howard with Tomat Creek tank.

Howard's understanding was that the Gardner's had taken this tank to Camden where a person with the necessary welding equipment built it, although on returning to Tomat Creek they hit a tree, requiring them to return to Camden

to have it straightened out and re-welded.

Howard returned several weeks later with Howard's dad Jack, Col Rebaux and Kevin Hailstone to fit another motor and take turns in driving it back. In the mean time the tank had been pulled up out of the ravine with Neville Lang's bulldozer (D6) driven by Paul Gardner, nephew of Ralph and Morris.

They spent two days pulling out the 7 cylinder aerial motor (some twenty years later Col was to fit this same motor in one of his tanks and after changing the oils it basically started, had they known this, they could have driven the tank back without changing the motors over) and fitted a Ford V8 85 horsepower petrol motor with a low ratio truck gearbox so they could drive it back to Airly over a few days with an unregistered vehicle permit. The blade was removed and put on the truck to be transported back to Airly and the C frame was removed and left at Tomat Creek, which Howard regretting taking the C frame off in years to come.

On the first day they drove back to where the abandoned tank was at Mt Werong (tank No 3); and found the tracks on tank 3 were better than the ones on the Tomat Creek Tank (tank No 2). They stripped the tracks of tank No 3 and put on tank No 2, but as there was a segment on the right hand track that had been burnt, they cut a segment out of the Tomat Creek tank (No2) and put it into the Mt Werong tank (No3).

One of the tracks removed off the Tomat Creek tank, still lies partly buried where it was removed in 1963 to this present day, and with the help of Gavin McDowell of Colong Station I was able to relocate this remaining part of the track.



Discarded tank tracks from Tank 2.

They camped in the old hut that existed opposite the tank that night, the next day they set out and drove to Porters Retreat, where they simply stretched out a tarp off the side of the truck, and cooked their meals from the tucker they had taken along with them. The third day they drove through Oberon to the other side of Wallerawang, where they had to park the tank on a property, as the motor and gearbox were about to give out. They returned with a truck some time later to pick it up.

On getting the tank back to Airly a 4 cylinder Dennis Diesel out of a 10 ton truck motor was fitted and several others over the years, this gave Howard the capacity to always have a machine operational if one broke down, with tank No 2 mainly used to snag logs out and then

carted away to a sawmill at Lithgow.



Howard snigging logs with Tank 2.

Within twelve months, Howard and Col returned to the Mt Werong tank (tank No 3) and stripped it of all its parts, and these parts were used over the years in both Tank 1 and 2 to keep them going.

In 1984 Howard sold up at Airly and moved to Inverell, with tank 1 and 2, where he farmed and did some prospecting, until 1990. Howard had a clearing sale and sold the Tomat Creek Tank (tank No 2) to a Peter Bailey a military enthusiast at Gunnedah who still owns it to the present day, and who recently moved to the Nundle area.

Howard moved from Inverell to Gympie in Queensland, where the Hampton tank was used once again to clear land, build a dam etc and one of Howard's sons bought land next to him, with the tank being used once again to do all the earth works.



Howard building dam.

In 2010 Howard sold the Hampton Tank (tank No 1) to a chap at Nanango (near Kingaroy) and Howard believes the chap who bought it still owns it.



Howard's Tank 2

Mt Werong Tank (tank No 3)

After Howard & Col had stripped what parts were left in the Mt Werong Tank (tank No 3) all those years ago, Col returned once again only to find the tank had gone, Col was to learn that the inmates from the Oberon Prison farm had cut it up for scrap, along with another tank Col was aware of that was at the back of the prison farm.

Tank No 4

Col told me, which was of great interest, that when George and Edna Freeman were living at Mt Werong, that George on one of his many trips exploring the Mt Werong area, found an old Matilda tank in the bush, on returning some time later could not find it, so the question begs, what happened to that tank.

And another —

There is also the story of a Matilda tank that was used to clear the valley floor in the Burrangorang in readiness for the flooding of the Warragamba Dam, that was apparently abandoned, and can be seen on rare occasions (for those few who knew of it) when the dam levels get very low. Last time it was observed was by Wilf Hilder and photographed. This information was provided by Michael Keats.

Acknowledgements

If it was not for those people noted above, I personally would not have gone on an incredible journey of exploring the story about a tank at Tomat Creek Station, and like a lot of history, "become hearsay". As a result of getting all the information from those directly involved, this has permitted the life of two tanks and little on several others to be told.

What is missing from this article is - the mass of fine detail and freedom to do what you like, without bureaucratic interference in those days, the incredible amount of funny incidents and good times had by all conveyed to me, and most of all, the friendships and mateship that has evolved for a few men over a lifetime through a common interest/love, that few of us really have the opportunity to experience, which I have had the privilege of listening to and learning about this history and it will remain with me for the rest of my life.

So a big thanks to all, but first thanks must go to Val Lang of Bindook for actually mentioning the tank, creating the interest, allowing eleven years later, for the story of the Tomat Creek Tank to be told, which has also resulted in the history on two other tanks being included, making the article that much more interesting and complete.

Big thanks to - Philip Scarlett, for the initial information and the name of John Deacon.

John Deacon on providing further information on the tank and the name of Colin (Col) Rebaux who was one of the major persons involved in giving life back to the tanks.

Colin Rebaux for the amazing amount of detail on his involvement/history on four (4) Stuart Tanks and one Matilda tank, written up in this article, and particularly his photos, and for providing Howard Burnett's contact details to verify the facts.

Howard Burnett for his incredible knowledge on events/history on the Hampton Tank (No1) and the Tomat Creek Tank (No 2) he owned, that worked on a number of his properties for over 40 years and in particular his photos that makes this article complete.

I would like to thank Bob Leister of the Gunnedah Historical Society for trying to contact Peter Bailey who bought the Tomat Creek tank, he did find out that Peter has two restored Stuart tanks and one that is a shell, and of recent times moved from Gunnedah to the Nundle area.

John & Margaret (Margie) Lowe of Lowther, who did some research to see if any one had any knowledge on the early history of the Hampton Tank, it turns out Reg Boyd had the history.

Finally Reg Boyd of Hampton, for providing the history on his grandfather's tank, completing the last piece of the jigsaw.



Reg Boyd.

Conclusion

What happened to the Hampton tank, Tomat Creek tank and Mt Werong tank has captured the imagination/interests of so many people over the years, and this article puts to rest the historical facts on at least, the Hampton and the Tomat Creek Tanks.

I am gratefully also that Col told me of the tank George Freeman found, on ringing George and Edna they confirmed its existence, but not it disappearing, but it is at least recorded.

So thanks to Col Ribaux, George Freeman and Michael Keats for this additional information on other tanks that hopefully gets written up.

Some may be thinking on having read this article is the author going to chase/pursue what really happened to the Burrangorang and Mt Werong tanks briefly noted, all I can suggest is - remain a member of the society.

Ian and Ella Menzies

Interviewed at their home, Taralga

16th February, 1995

by Lorna Parr

Introduction

Ian and Ella have a farm just out of Taralga, (Myrtleville) a charming place with beautiful views. They continue to work the property which has been in Ella's family for many years. They have an interest in history and are very aware of the changes that have occurred in the district. They are a delightful couple.



Ian and Ella (Alders) Menzies

Interview

Ella: We were both born in the district of course - Ian at one end and me at the other.

You didn't meet your husband out of the district then. Social life was very local - nobody travelled very far in those days we didn't have motor transport. We had horses and things to get about. Dad had a car. I can remember him buying it but I can't remember us going about in the sulky beforehand, but that was only used when it was really needed to be used. You didn't hop in the car and rush up to town to post a letter or anything like that in those days. My sisters and I rode horses, we rode horses to school.

Our schooling was local - we rode two miles just up here to Myrtleville school for all our education - we didn't have any high school education. We were fortunate I suppose. Ian was close to a school too but he didn't have a lot of schooling because the school closed before he'd got very far and he didn't go anywhere else.

I think that one of the interesting things that changed since the war (change was dramatic after the war) was the food situation probably. The farmers were all self-supporting, bread was made, the cheese even, butter and vegetables - we seldom bought vegetables it was all home grown, all home produced. There was nothing like sliced bread or anything like that, no refrigeration, food had to be kept the best way you could - drip safes and even sitting the butter on a brick wrapped up in material and the coolness of that kept the butter from turning into oil.

I was born just the other side of Taralga and we moved out here in 1930. This was part of Charles Cowper's estate. I think he was a surveyor or army captain to Charles Macarthur. It was cut into smaller blocks and Dad bought one. He had sheep, Merino sheep for wool, a few cattle. He was a lot older than Mum. He didn't go in for growing potatoes so it was just sheep.

I didn't go away. Girls mostly stayed home those days. Wages were not very big and by the time you paid your board it was not very productive I think. So we stayed home and there was plenty for everyone to do. Life was never boring. We had to polish the floors regularly. We milked the cows, made the butter, did our share of the housework and learned to cook. It was important to learn to be a housewife in those days, before the war. We were married just before the war and our first son was born while Ian was away. Ian didn't see him until he was one year old. Life gradually changed after the war. People didn't come back into the district. The men found it was a bigger world and there were different things to do besides farming so they went away and the women went too. Gradually it became very small and Taralga now is much like each one of the little centres was in those days.

I wasn't very involved in war efforts apart from knitting socks and I went to the dances. I remember collecting for the dances. We rode around collecting cakes for the dances for the war effort.

Ian: After the war things changed as far as money went. I remember the Depression I used to work for five shillings a day - go to work half a day Saturday and walk about ten miles for four shillings a day. We did that for years and years down there. I can

remember my father used to have about 300 acres and I remember when he got 14 pence for his wool. That was a big price in those days. When I went into the army we were digging out rabbits - trapping that sort of thing to make a living. My father used to go away to work and Mum stayed at home - did all the house work and looked after the kids. Things changed quite considerably after the war. Wages went up.

Ella: Wool prices went up during the war.

Ian: We dairied here for eight years and there wasn't much in it. There was myself and Ella and Ella's mother. We got our share out of it. Ella's mother got more than we got because she had the house but we did all right. We used to grow potatoes here for a while and I used to get a bit of work round about. The war made a lot of difference to everybody. A lot of men never came back, wives lost their husbands. Quite a lot of men went from round here,

Ella: Well people got used to having money you see. The sons worked at home and they weren't paid wages. Then during the war they got a taste for money. That made a difference. They left the farms and got other jobs. Potato growing of course has gone out of the Taralga district altogether. Before the war it was one of the main products of Taralga, and dairying. I think potato growing was very hard work and jobs were plentiful outside farms - not immediately after the war. Things were pretty tough for a while but after that things got going again and jobs were very plentiful and they went for paid jobs. An easier life - an easier way of living. Dairying has just about gone. There are only two dairies left in the district.

Ian: This was a big dairying place here one time. I can't say how many dairies there were - McAlisters were the biggest, they would have been milking over one hundred cows. I think there is a dairy out here now that is milking seventy or eighty cows. There is a small dairy over here now.

Ella: He is milking with machines. Over at Blays there has been a continuous dairy for as long as I can remember. Six girls were there and they all had to take their turns at doing the milking before and after school - by hand - and they would milk a good many cows. I suppose they would milk thirty or forty cows morning and evening. There was no complaining about being bored. I suppose refrigeration made a difference.

Ian: I think why the dairying has stopped is people got too old for dairying and their sons left and no young people.

Ella: Technology must have a lot to do with it. They can keep the milk for days where I suppose a lot was wasted, shops had to have fresh milk every day.

Ian: One time only the cream was taken, collected by the horse and dray twice a week to go to the local butter factory.

Ella: When they separated they usually kept all their calves on separated milk and

everybody kept a pig. Most people had one, two or three pigs for home use. That doesn't happen any more. Food is much more easily transported nowadays with refrigerated trucks and there is not the waste there was. Every home had their own orchard - self supplied with everything.

Ian: Many people killed their own meat. They don't now.

Ella: Not even if they are young enough. We had to give it up it got a bit much for Ian. We go to Goulburn more often now, so buy our meat.

Ian: Shopping was always done in Taralga.

Ella: We bought everything there. We might have gone to Goulburn twice a year in my young days. It was quite an event. A big occasion. There was always a trip in before Christmas I suppose. Wool sale days Dad would usually go in.

The wool was taken to Goulburn by train. Ours did. Paddy Morris used to come here and pick up the wool and take it up to the Railway Station and put it on the train.

Ian: They had lorries, some of them did. Mr Burgen had a horse team and wagon and he would take it to Goulburn.

Ella: That would be before the railway dear.

Ian: It would be. Then there was the stock. They used to have stock sales in Taralga at one time. Now everything is transported to Goulburn.

Ella: That was a big day - stock sale day.

Ian: They have no sales now unless it is one the property of course. Everything is shifted by vehicles these days.

Ella: Yes that is one thing that has changed very much and that is the trucking industry. They were very noisy old things. The modern day truck would almost go past without you hearing it. Transport has been one of the big changes.

Do you remember the swaggies during the war years?

Yes, not so much during the war but during the Depression yes. There would hardly be a day go past without one calling for food. They always got some too. Dad used to rest them up here for a few days, if they were sore footed or anything. I can remember one chap camped in the back yard for several days until he picked up a bit. I think there was more than one. During the Depression days we nearly always had a man helping dad here with fencing and of course rabbits were always a problem. I didn't realise until late that they weren't paid men. They worked for their keep and a bed and a little pocket money.

Ian: We had the hawkers used to come round you know in a van and horses selling all sorts of things. You didn't have to go to Goulburn you could buy any kind of

clothing off them. There was Arnott and an old chappie, an Indian I think Charlie Futtajong we used to call him. He would come to your place and he would stay two or three weeks. He would ask for a chook and he'd go away and cut its head off and say a few prayers and that sort of thing. But they left, I suppose they got too old for that sort of life.

They sold men's clothing, women's clothing, shoes, children's clothes, anything you would want. The Rawleighs man came too.

Ella: Of course we could buy anything at Goodhews - even timber they stocked. Of course a lot of shopping was done by catalogue too. I remember Mum sending for material to Sydney and clothes too - David Jones and Grace Bros. We got their catalogues every year, and they were stand-bys for weeks.

In my memory Dad never went off the place to work, but jobs were done - like dipping was done all together at Myrtle Creek after shearing. Actually the shearing was done in a shed and the shearing each sheep farmer would help the other chap. There would be three or four grouped together and the shearing would be all done in one shed and they would help each other. There was no outside labour. They did not have to have any wool classer or that in those days. They didn't bother with that. They classed it a bit themselves. Then when the dipping time came they all helped again. Those that grew crops did the same thing and cut chaff and that.

The days of helping each other is completely gone now.

Ian: Everything is done by machinery now - shearing and harvesting and all today. That is what has cut a lot of young people out of work.

Ella: There would be a lot of men coming to and fro in the potato digging time too. They camped on properties while they dug potatoes.



Fernbank School is looking good in the grounds of the
Taralga Historical Society

OVERDUE SUBSCRIPTIONS!!!!!!!

Please check that you are up to date

Program

Sunday 24th September: 10am Working Bee and 2pm Meeting at Masonic Hall to finalise arrangements for the opening of the Fernbank School

LONG WEEKEND:

Sunday 1st October: 10am - 4pm - SCHOOL OPENING AT 1.30PM

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Museum Duty

- Sept 3** Mick & Annette Chalker, Peter Davies, Tim Dowsley
- Sept 10** Bob Blay, Pat Murray, Jeff & Judy Chalker
- Sept 17** Maureen Long, Joan Scott, Judith Matthews, Robin Alders
- Sept 24** Annette & Mick Chalker, Ernie Stephenson, Geoff Sieler, Bob Blay
- Oct 1** **SCHOOL OPENING DAY**
Max & Glennis Wright, Gill & Marion Pfitzner & Volunteers
- Oct 8** Margaret & Peter McAlister, Nerida Croker, Brian Moloney
- Oct 15** Maureen Long, Joan Scott, Pat Murray, Ray Shiel
- Oct 22** Judy & Jeff Chalker, Brian Corby, Tim Dowlsey
- Oct 29** Ken & Joyce Fleming, Marcus Haratein, Nicola Young
- Nov 5** Annette & Mick Chalker, Matt & Vicky Chalker, Margaret Lang
- Nov 12** Mary Chalker, Ernie Stephenson, Geoff Sieler, Sandra Keith
- Nov 19** Maureen Long, Joan Scott, Andrew Moore, Peter Davies
- Nov 26** Graham & Sue Lambert, Laurie Halpin, Alan Robertson
- Dec 3** Max & Glennis Wright, Jim Dean, Jason Voorwinden
- Dec 10** **CHRISTMAS PARTY- time and Venue to be announced**

Folks - if your name hasn't appeared on the roster don't feel left out, you are always welcome as there is always much to do. Just turn up and familiarise yourself with the many and varied exhibits, bring a broom, rake or duster you won't be left twiddling your thumbs.

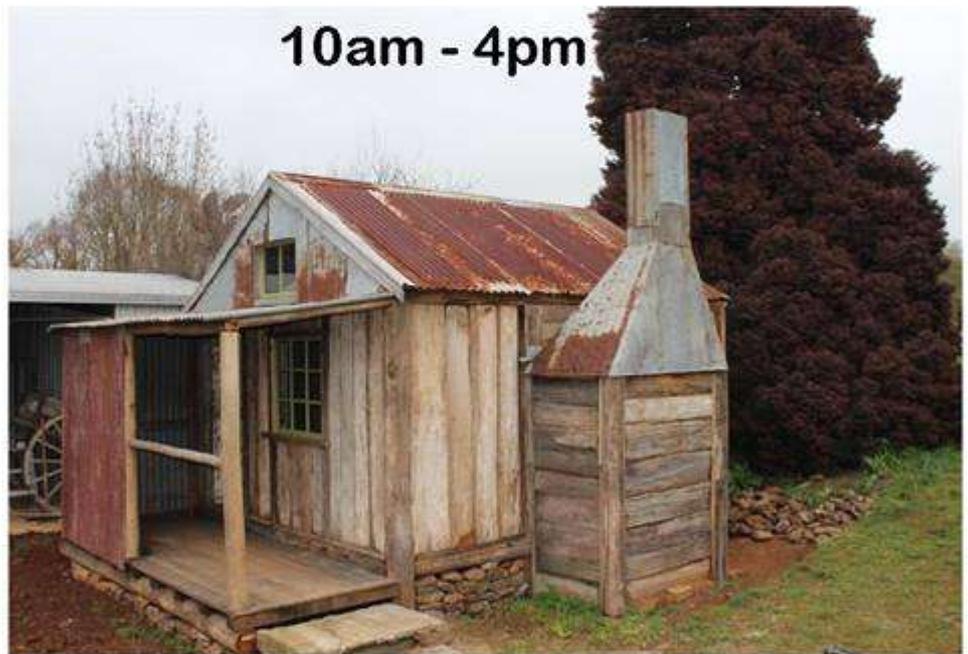
Please let us know if you would prefer an alternative Sunday, or are unavailable. Please phone Mick 4843 5975 or Graham 4843 8187

Editor: Maureen Long

Taralga Historical Society
OPENING
OF
FERNBANK SCHOOL
RESTORATION

Sunday 1st October 2017

10am - 4pm



COME AND SEE WHAT SCHOOLING WAS LIKE 100 YEARS AGO

- All of our museum complex will be open
- Many interesting displays all day
- **School Opening** **1.30pm**
- There will be Something to entertain everyone

FREE ADMISSION