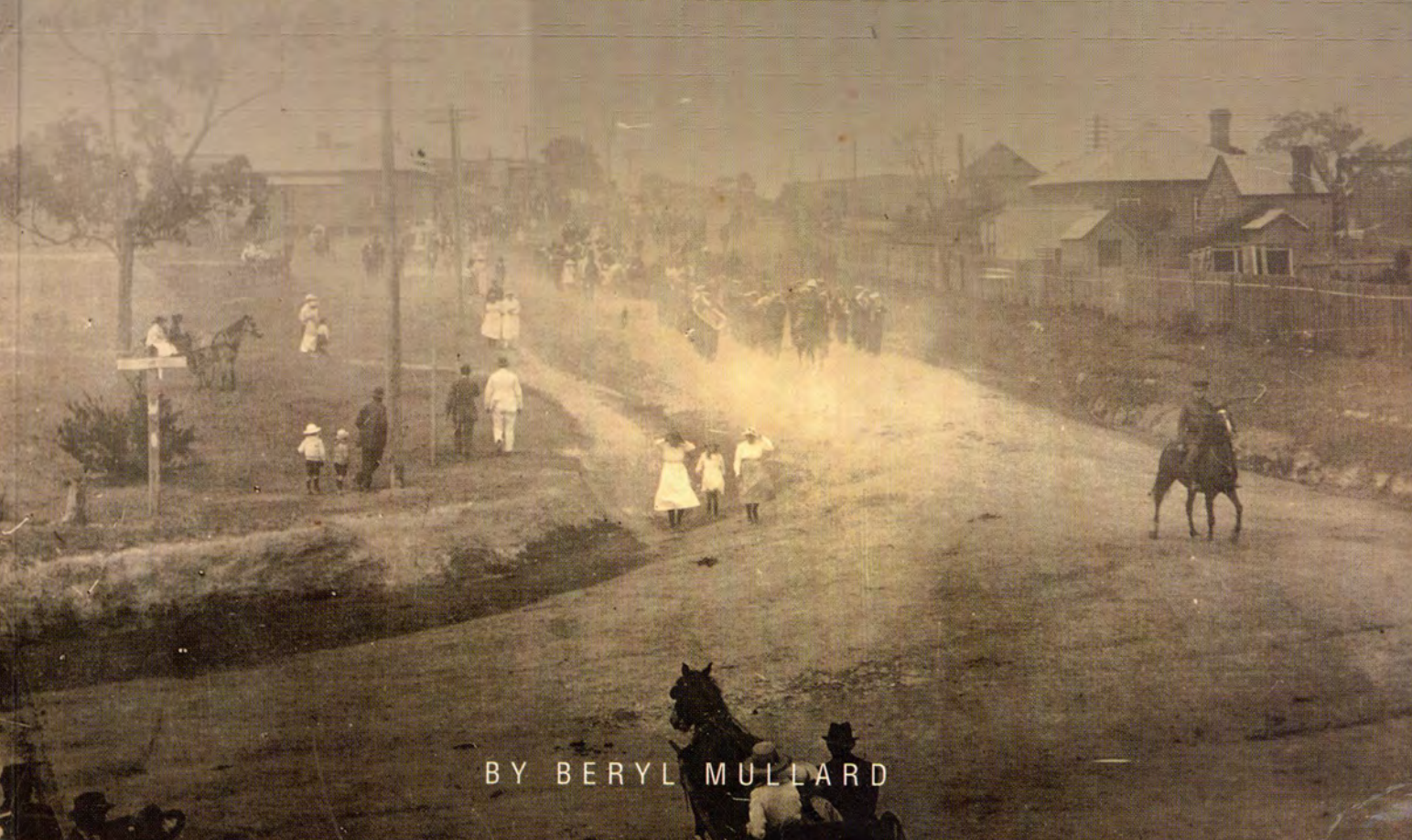


# IRON HORSE AND IRON BARK



HISTORY OF MORISSET AND DISTRICT



BY BERYL MULLARD



**IRON HORSE  
AND  
IRON BARK**



I dedicate this book  
to my Darling Hope



# **IRON HORSE AND IRON BARK**

A History of Morisset and District

BERYL MULLARD



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Cover Photograph, Dora Street Morisset, 1918

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Special thanks to the *Newcastle Morning Herald* for being able to tap into their wonderful storehouse of information that has spanned over one hundred years.

Special mention to Sylvia Gronvald for her interesting information on the Morisset family, and to the Royal Australian Historical Society, Australian Railway Resource Centre, State Rail Authority of New South Wales, Mitchell Library, State Library of New South Wales, Australia Post Sydney, Pacific Power (Eraring Energy) and Powercoal.

To Mr Robert Hopper, posthumously, I thank you for your special report of 1921.

John Moore-many thanks for making me computer savvy. Last but not least, thanks to my family for all their love, support and encouragement.

# Preface

---

I have always kept 'things'. I hate to part with things that were given to me or things that I have collected. This book is an accumulation of jottings, newspaper clippings, photos and research over many years.

Again I must thank all those wonderful people, who so generously gave of their family history and photographs. They welcomed me into their homes and we shared an empathy with the hardships endured by early settlers. Their photographs cement this history.

The purpose of this book is to give an insight into the very beginnings of the town of Morisset and the gradual changes that have taken place. Indeed the changes have been slow, and in reflection, this is probably a good thing. We still have a high sense of community, and hopefully, this will remain with us well into the new millennium.

I have stressed the importance of the railway and timber industries, which were linked to each other, to the advantage of both.

I could not piece together the history of Morisset without including Cooranbong, Martinsville, Mandalong, Dora Creek, Eraring and Wyee, because their histories are intertwined. These settlements were already starting to prosper in some way, long before the township of Morisset. In the same vein, I have included the small villages on the Peninsula; Bonnells Bay, (originally Scarborough) Sunshine, Silverwater, Brightwaters and Balcolyn. From very early days, families came from Sydney and the Coalfields to holiday at 'The Lake'. Indeed, I myself spent most of my school holidays at Scarborough.

I have quoted freely from Mr Robert Hopper's report of the Morisset of 1921, which I feel very privileged to have accessed from the Royal Australian Historical Society in Sydney.

Being part of the Mullard family, I have been fortunate that collectively, there are so many wonderful photographs of the family and the timber industry in which they were so heavily involved. I have used these extensively because I feel they weave together the fabric of Morisset's history. If I have inadvertently neglected any family or personality, or omitted any worthy event, it is not for the want of reaching out and seeking information.

I hope you enjoy my endeavours. I have tried to bring to the fore the difficult situations most of the early settlers experienced. Marriage at a very early age, large families, some with fifteen children and the early deaths of babies and children.

Somewhere through the pages, I hope you recognise a familiar face, whether past or present, and feel a sense of pride in the many facets of Morisset's History.

This book is not a quest for literary glory, it is a labour of love.

*Beryl Mullard*





**MAJOR MORISSET**  
1780–1852

## CHAPTER 1

# About the Major

---

The death certificate of Major James Thomas Morisset, who died on August 17 1852, states he was 72 years of age. He lived at Kelso in the County of Roxburgh, New South Wales, and under profession he was listed as 'Gentleman'.

Many would dispute this claim to being a gentleman, especially as history paints him as a stern disciplinarian who ruled Newcastle with a rod of iron.

Perhaps to understand this gentleman a little better a brief history may help. Records show he was the son of James Morisset, a famous goldsmith of Huguenot descent, who married Jannette Tadwell at St James' Paddington, London, February 1778. James, born in 1780 was baptised in St Giles in the Field Church, Holborn, London August 21 1780.

He commenced his military career as an ensign in the 80th Regiment at 16 years of age and saw service in Egypt and India whilst still in his teenage years. He became a Lieutenant in 1800 and in the year 1801 received the Sultan's gold medal for the Regiment's service in the war against Napoleon in Egypt. In December 1805 while home on sick leave, Morisset purchased a Captain's Commission in the 48th Regiment and fought in the Peninsular War in Spain under Wellington. He received the Military General Service Medal for his participation in the battles at Talavera, Busaco, Albuera, Vittoria, Nive, Orthes and Toulouse. It was at the battle of Albuera where Morisset received the wound to his face, which disfigured him for life and was probably the reason there is only one known portrait of him.

The 48th Regiment under Lieutenant-Colonel Erskine, was ordered to foreign service and proceeded to New South Wales reaching Sydney in 1817. In December of 1818 Captain Morisset relieved Captain Wallis of the 46th Regiment at Newcastle and continued the work under construction, improving the breakwater, building the Commandants Bath, making roads and building barracks. The Commandants Bath, now called the Bogey Hole, is used by the residents of Newcastle to this day. It was hewn out of solid rock by the convicts. A backbreaking task.

*Captain Morisset took charge and being a stern disciplinarian, the ordinary hard lot of the prisoners were made doubly so, by reason of his drastic regulations. It was said of Morisset, that even proceeding on a pleasure trip to visit outlying farms along the Hunter and Williams Rivers, he always carried in the stern of his rig, a triangle and 2 scourgers. Lashings were ordered on the least provocation and the settlement at Limeburner's Bay was notorious for the bestial treatment of the prisoners stationed there. The cat-o-nine tails and the triangle, those indispensable symbols of the 'system', were in daily, almost hourly service. Morisset was also an advocate of that gruelling mental and physical punishment, the treadmill, a system of punishment, which eventually made a convict a burden on the community, instead of an active helper, by reason of breakdown in mental and physical well being which always accompanied long turns at the wheel.*

Major Morisset is credited with making the first overland journey from Newcastle to Sydney. He started from Newcastle on April 25 and reached Windsor on May 3 1823, an incredible task completed in only nine days. As a result of this journey Major Mitchell, the Surveyor-General was to survey a route through to Newcastle in 1829.

In November 1823 Major Morisset was appointed to the Bathurst District to relieve Lieutenant W Lawson. In his time there Morisset did much towards restoring law and order among the aborigines and bushrangers in the surrounding district.

In 1825 Morisset took leave and went to England to present a report on convict control in New South Wales. In that same year he applied for the appointment of Commandant of Norfolk Island. In May 1826 he married Emily Faux on the Isle of Wight and about a year later left England. He arrived in Sydney on the ship *Harmony* September 27 1827, under the impression that he would become the Commandant of Norfolk Island, instead he became Superintendent of Police, in Sydney. *The Sydney Gazette* of 1828 reported Morisset's efficient control of the Police Force in the State. *The constabulary, being mostly composed of emancipated convicts, had become out of control and were at times as much a menace to the people as were the convicts themselves.* The writer of *The Gazette* could not find any evidence that Morisset's regime was harsh, as had been suggested by some writers. *The times were tough and uncouth, and as he was an advocate of the treadmill and of floggings, there is ample evidence that justice was tempered with mercy* stated Murray when notifying that Morisset was now Colonel. Morisset had been ordered to Norfolk Island as Commandant. He stayed on the island for five years, and during that time, many mutinous outbreaks occurred amongst the convicts, and many times he feared for his life.

Official correspondence between Colonel Morisset and the Under Secretary of State in January 1834 clearly shows that Morisset had lost interest in army life. He asked to be relieved of his command and permission be granted to sell his Colonel's commission. He arrived back in New South Wales in 1834. A year later he bought a country estate, situated on Winburndale Rivulet, near Bathurst. In 1842 he lost heavily as a shareholder in the Bank of Australia's crash. The whole of the proceeds from the sale of his Commission as well as other monies he had accumulated during his life was gone. He was forced to sell his property and accepted the post of Police Magistrate at Bathurst and was subsequently appointed Commissioner of the Court of Requests and Insolvent Estates and visiting Magistrate of Bathurst Goal. He continued at his post on the Bathurst bench until his death, even though he was very ill and advanced in years.

In August 1852 Colonel James T Morisset departed this life having been on active service for fifty years. He was buried in the old Kelso Churchyard in the Bathurst District.

*He arrived in Australia at a time when his strict methods of administration were the only methods to bring about law and order among criminals. Before he passed away he saw that his methods had triumphed and that the country was well on the way to be self supporting in all industries. So passed a strong character.*

(Extracts from B W Champion, BDS., DSc Vol.xx.)

***The town of Morisset bears his name.***



## EMILY MORISSET

Emily Morisset was baptised at Bramfield, Herts England May 16 1803, the daughter of John and Louisa Vaux. On May 2 1826, she married Major James Thomas Morisset at New Church, Ryde, on the Isle of Wight.

In September of 1827 Emily arrived in Sydney with her husband and young daughter Janetta Louise. A month later her husband was appointed Superintendent of Police. In 1828 another daughter Edith Eliza Julia was born. February of 1829 saw her husband appointed Commandant of Norfolk Island. The home, which would be Emily's for the next five years, was constructed of limestone, rough cast to keep out the weather, with all windows furnished with bars through which she could see a view of the whole settlement. When Judge Darling arrived at Government House and was welcomed by Emily, he expressed concern for her and the women folk of the island, fearing they might *excite the convicts to acts of outrage*. The salary of the Commandant was fixed at £600 per annum with allowances for three servants, rations, coal and candles. The family would have been quite comfortable in their situation.

In 1830 their first son Edric Norfolk Vaux was born and a year later a daughter Fleurette. The fifth child in the family was Emily Jane, born in 1832, the year an earthquake shook the island. The bells of Government House rang out as the family sheltered in the Military Barracks. The last of the children to be born on Norfolk Island was Laura Theresa in 1833. In 1834 Emily collapsed at the news her brother had drowned while fishing at Ross Point on the island. Sadly, his three faithful dogs drowned with their master. Her husband was away at the time for the benefit of his health, making the situation more tragic for the family. Towards the end of the Major's term on Norfolk Island, his ill health and the worry of attempts on his life made the move back to the mainland in 1834 a welcome one. The eldest child was seven and the youngest just five months. (Happenings at Norfolk Island by the Rev T Sharpe courtesy Mitchell Library, State Library of NSW.)

A year later the Major bought a fine estate outside Bathurst and family life became a priority for the next seven years, until their financial losses began to weigh heavily. Major Morisset accepted the post of Police Magistrate at Bathurst and they lived on this salary, part of which had to be repaid to the bank. From the years 1835–1846 Emily would give birth to six more children. The last four of these years were difficult years for Emily. Financially she must have thought things could not get any grimmer. An extra burden was her husband's years of ill health, and when he died in August 1852, he left Emily and her family without any means of support.

In Bathurst on September 13 1852, she filed a petition to His Excellency, Sir Charles Augusta Fitzroy and the Legislative Council. She asked the House to take into consideration the long and valuable service of her husband during almost the whole period of his life. Her petition was for a pension for herself and seven of the twelve children still dependent on her care.

Emily Morisset died at North Sydney March 7 1892, aged 89 years.

She was interred in St Thomas' Church of England Cemetery, North Sydney.

## THE MAJOR, DAUGHTER LAURA, GRANDSON VICTOR



*Copies of miniatures from a private collection.*

### Children of the Major and Emily.

1	Janetta Louise	1827
2	Edith Eliza Julia	1828
3	Edric Norfolk Vaux	1830
4	Fleurette	1831
5	Emily Jane	1832
6	Laura Theresa	1833
7	Otho Bathurst Palmer	1835
8	Rudolf Roxburgh	1838
9	Ronan Kelso	1840
10	Aulaire Liddiard	1842
11	Ada Gulnare	1843
12	Pauline Caroline	1846

### Major Morisset

1798	Ensign
1800	Lieutenant
1805	Captain
1819	Major
1826	Lieut Colonel
1829	Colonel

Births, Deaths and Marriage Indexes — Queensland and NSW Registrars-General.

Personal information of the Morisset Family courtesy Mrs H N Gronvald.

A son by Joanna Deasy, Ambrose Australia Gripers Morisset, born January 22 1825 was baptised at St John's Church Parramatta, February 6 1825.

*Pauline Caroline Morisset was born in 1846 and died in 1849. Her father James Thomas Morisset died in 1852 and was buried in the grave of his little daughter in the old Kelso Holy Trinity Churchyard near Bathurst.*  
*Information Mrs H N Gronvald.*

PR 229

Application 329568/95 MN

NEW SOUTH WALES


Registration of Births, Deaths and Marriages Act, 1973

**BURIALS**

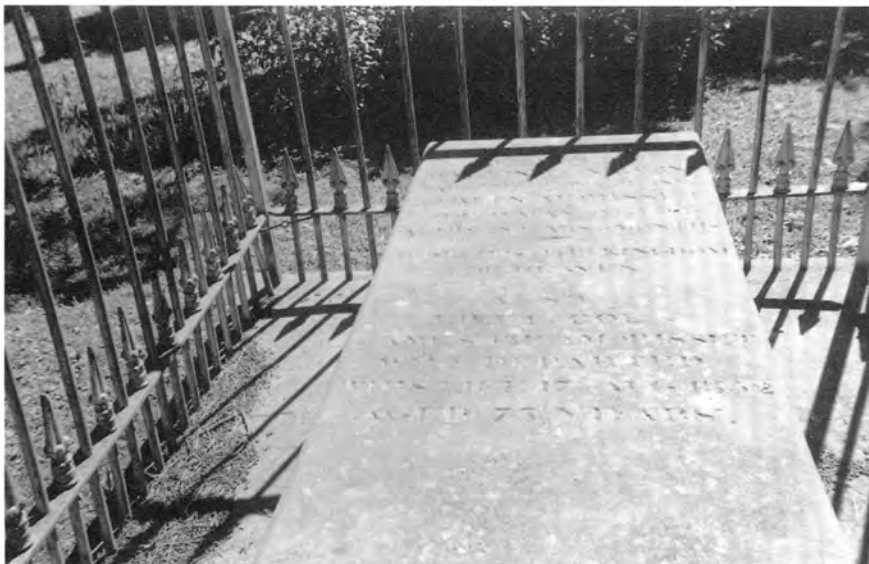
Number	1416 Vol: 38B
Name	James Thomas MORISSET
Abode	Kelso
Age	72 years
Quality or profession	Gentleman
When died	17th August, 1852
When buried	20th August, 1852
Where ceremony performed	Parish of Kelso, in the County of Roxburgh, N.S.W.
By whom the ceremony was performed	William Lisle Church of England

I, Barbara Flett,  
 hereby certify that the above is a true copy of particulars recorded in a Register of Burials kept by me

Issued at Sydney,  
 on 6th July, 1995.

*Barbara Flett* 

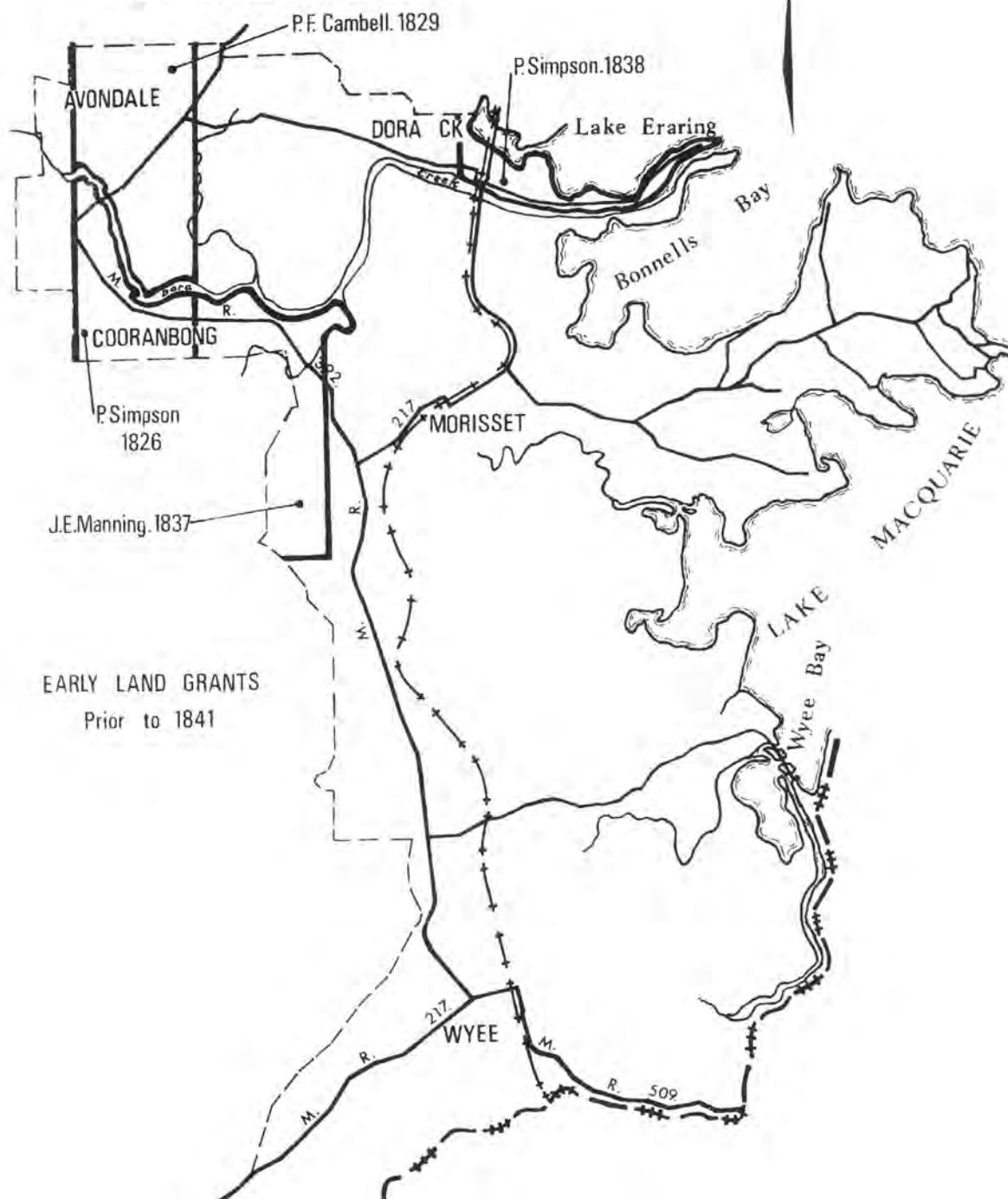
Principal Registrar *X*



## LAKE MACQUARIE SHIRE COUNCIL

## REPORT OF THE SHIRE PLANNER

to the meeting of the Planning Committee held in the Council Chambers on.....

**MORISSET  
PLANNING DISTRICT**

Arrows showing the route of the Great Northern Rail link from Wyee to Morisset and Dora Creek. Early land grants prior to 1841 are also shown.



## CHAPTER 2

# *The Coming of the Railway*

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### ***The 1st Section***

On March 22nd 1881 during the tenure of the Parkes-Robertson Government a proposed vote of £2,755,000 from the Loans Estimates was considered in Committee of Supply for the construction of the Southern and Northern Junction Railway from Homebush to Waratah, a double line of about 98 miles. A fierce contest issued in Parliament over the vote. Ultimately an amendment for the reduction of the vote by £755,000 was accepted by the Government and the vote was carried. Surveys were then ordered and on 1st December 1881, Mr Lackey, the Minister for Works, moved that Parliament approve the plans. Very little time was lost pushing on with the section of railway from Sydney to Peats Ridge, on the southern side of the Hawkesbury River. (NMH August 1887)

What a momentous decision for such a huge undertaking!



*In 1888 the completion of the line from Gosford to Mullet Creek afforded rail communication between Sydney and Newcastle whilst the ferry General Gordon bridged the gap between northern and southern railheads. The ferry transported the passengers from Peats Ridge to Gosford until the opening of the Hawkesbury River Bridge in May 1889. Photo courtesy Royal Australian Historical Society Ref 6171.*

## OPENING OF THE SYDNEY TO NEWCASTLE RAILWAY

### *The 2nd Section*

The opening of this great railway was a red-letter event, not only in the history of New South Wales, but that of Australia.

*The platform at Newcastle Station yesterday from 8 o'clock till half past 9 presented a very busy appearance. The heavy fog, which had hung in dense masses over the town since daylight, suddenly lifted about half past 7, and then the sun then shining out gave the casting vote in favour of going to Gosford. All was bustle and activity in getting off by the 1st train, which left at half past 8. This consisted of 14 loaded passenger carriages in charge of Inspector Neild. A second contingent, nearly as large, left shortly after 9, a third at 9.25 and the last at 9.35, in the care of Traffic Manager Higgs.*

*'THE OFFICIAL OPENING...*according to reports, it seemed that all of Newcastle was *en route* to Gosford, and there was great *bustle and activity* getting off by the first train. It was reported that there was some representation of females, and it was said

*There had never been so many trains started, with such a large number of people, to the same place. The Minister for Public Works formally declared the line opened. The Mayor of Gosford, then called for 3 cheers for the Queen, for Sir Henry Parkes, for Hon. John Sutherland and for Hon. James Inglis. Shortly after 2 pm a banquet was held in the Assembly Hall, with more speeches and toasts to celebrate the great occasion.*

*'THE OPENING CEREMONY...*Welcome address from the Mayor of Gosford to the Hon. Minister of Works and the Minister of Public Instruction...

*Gentlemen, we, the Mayor and the Aldermen of the Municipality of Gosford, desire on behalf of the residents, to accord you a sincere and hearty welcome. We hail with pleasure, your appearances amongst us, for the purpose of opening the Waratah-Gosford line, an event we believe will greatly contribute to the material development and prosperity of the district. Possessing an exceedingly rich soil, teaming with mineral and vegetable wealth, and abounding in scenes of surpassing beauty, this district will it is believed, now that the long felt want of through communication with Sydney and Newcastle is supplied, not only largely increase in population, but advance in long and uninterrupted source of prosperity.*

*'THE IRON LINK...*What a momentous occasion, it must have been, attending the opening of the Newcastle to Sydney railway line in August 1887.

Newcastle and Gosford Railway — This contract was known as No.4. and

*comprised a distance of 49 miles, 68 chains, and was taken by Amos Brothers. Tenders closed on August 14th 1883 and the line opened for traffic on August 15th 1887. The original contract was for 3 years, but from unavoidable causes, such as unfavourable weather and the immense landslip at No.9. tunnel, the work occupied 1 year longer. The amount of the original contract was about £350,000, but since the commencement of the work an additional expenditure, on account of unforeseen impediments, had necessarily been incurred. (NMH 16.8.1887)*

## GOSFORD TO THE HAWKESBURY RIVER

### *The 3rd Section*

This section of the Sydney to Newcastle Rail Link was only about fourteen miles in length but according to the report on the 'Iron Link' was one of the hardest sections. Many obstructions had to be dealt with, including deep cuttings through solid rock, which at the time seemed impregnable. The contract was let to Mr Blunt, to whom the word 'impossible' was unknown. *The characteristic coolness of this well-tried contractor is sufficient testimony of his capability to deal with difficulties and to surmount them with comparative ease.* From Gosford to the Hawkesbury embraces the most picturesque portion of the line, and from a contractor's point of view, certainly the most difficult.

**The Woy Woy Tunnel.** This indeed was the *piece de resistance* of that part of the work undertaken by Mr Blunt, for the tunnel was over a mile in length. *There is an abrupt rising of mountain country, rocky in nature and heavily timbered, and at the extreme end of the creek we find an entrance to the longest tunnel in the colony. A great deal of labour concentrated at the tunnel in the way of excavation, brick work and so forth and numerous candles glittering from the sides of the cavern, where workmen busily engaged in clearing the roof and building up the brickwork.* During an inspection an unexpected 'bang' produced sudden darkness after a terrible explosion. The writer of the article deemed *This was not to him the gate to Hades* and was gladdened when the darkness was lightened by a muscular old watcher with the words *You need not be afeared governor, there were only 3 shots this end and they are all gone off.* When the mountain was pierced from end to end, *the last 12 chains were standing upon timber, and about 14 chains of walls and arching were required to complete the brickwork. Mr Blunt anticipated his wants for bricks from the outset and secured the Gore Hill Brickworks at North Shore in Sydney, on a lease for 3 years and they were brought to the site by Mr Rock Davies vessels. This incredible undertaking of the Gosford to Hawkesbury Rail Link, used 7,000,000 bricks and 30,000 casks of best Portland cement, and 800 tons of gunpowder.* (NMH 12.4.1887)

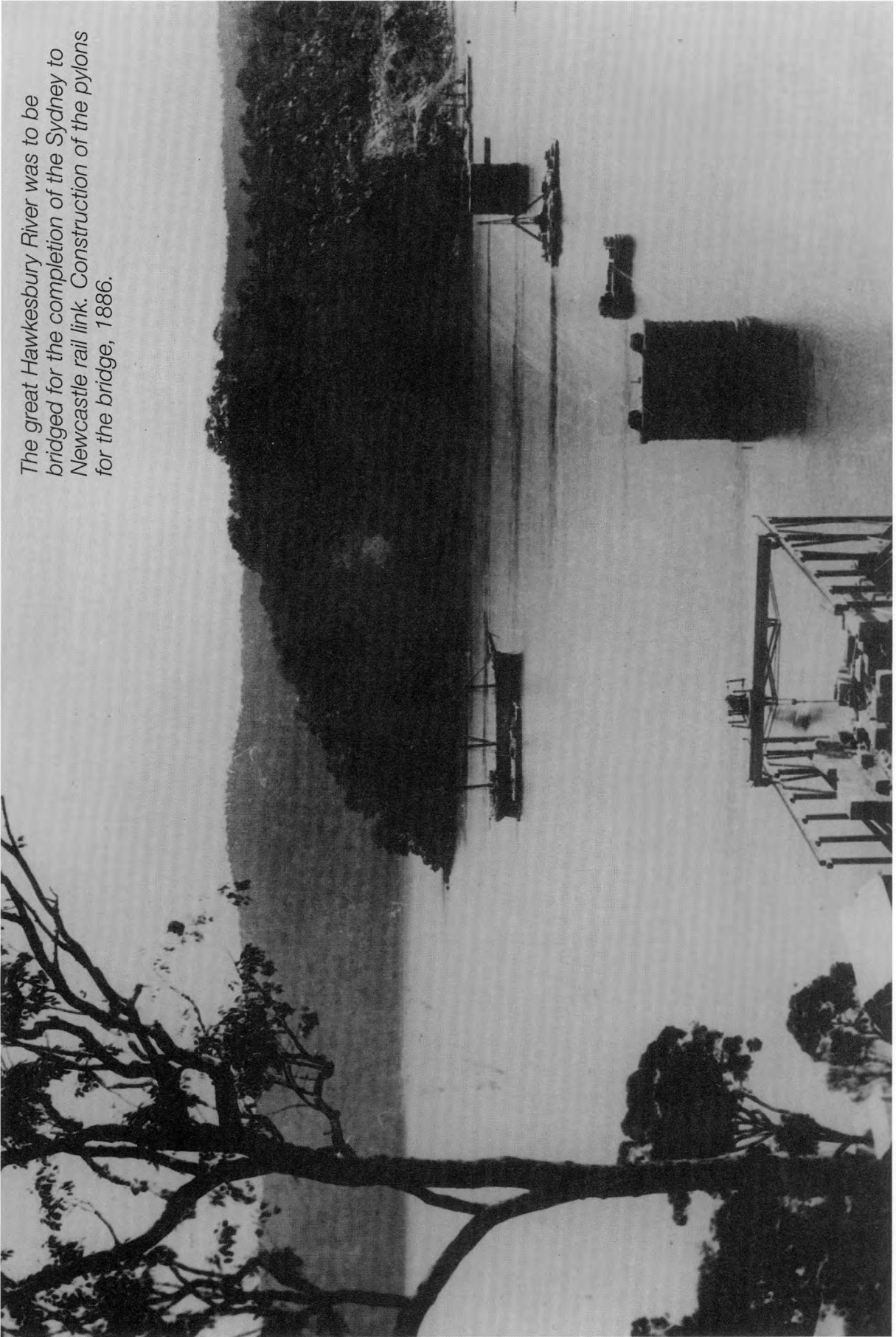
### *The 4th and Final Section of the Rail Link.*

In 1885 tenders were called for the construction of a railway bridge across the Hawkesbury River. In that year the Government of New South Wales invited bridge building firms throughout the world to submit designs and tenders for the construction of a double track steel bridge. The design of the foundations and super structure submitted by the Union Bridge Company of New York, except for minor alterations, was considered most suitable for the project, and the contract was awarded to that company in May, 1886. The first Hawkesbury River Bridge consisted of seven camel back steel truss spans, each approximately 410 feet in length, of the pin-connected type, with a maximum pin diameter of 7 inches. The main trusses were spaced 28 feet apart and were divided into thirteen panels.

This bridge was opened for traffic in May 1889. Its completion formed the last link in a continuous rail connection between Australia's principal cities of Adelaide, Melbourne, Sydney and Brisbane. (*State Rail Archives ref. 236781*)

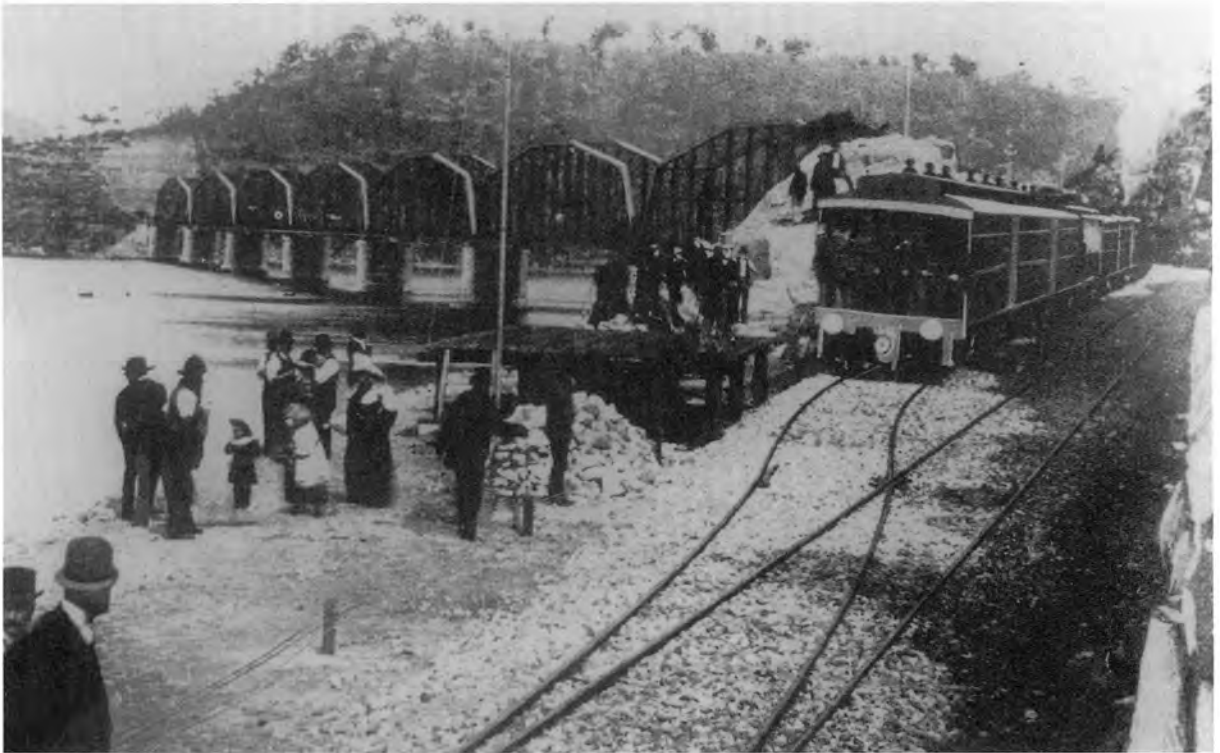


The great Hawkesbury River was to be bridged for the completion of the Sydney to Newcastle rail link. Construction of the pylons for the bridge, 1886.





## OPENING OF THE HAWKESBURY RIVER BRIDGE

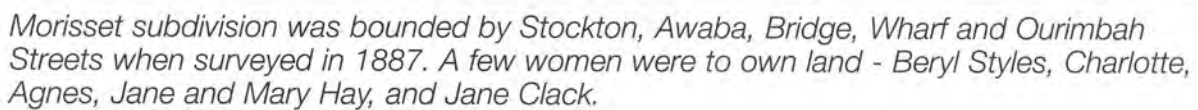


*Above: Official Opening of the Hawkesbury River Bridge May 1889.*

*Below: Steam train on opening day. (Royal Australian Historical Society, Sydney.PWG308.)*



*It is certain that the ideal of a grand chain of railways, linking together the whole of the Australian colonies, was a great one, and it is hoped that when the several colonies shall have met on a common platform, with regards to fiscal tariffs, that the railways will become an important factor in the long talked of federation of the colonies (NMH 1887)*



## NAMING OF A TOWN

Accounts differ about the naming of the town of Morisset.

The construction name for the Railway Station was Coorumbung, but changed to Morrisset when the line opened in August 1887.

*Mr J Wellings a member of the pioneering Wellings family, said it was named after an Aborigine whose name was Morisset. Mr John Page another old resident, said it was named after a Mr Morisset who surveyed the first sub division of the town. Others assert that a Mr Morisset lived near Lake Macquarie and was interested in coal mining, still others say it was called after an earlier settler named Morris. The name of no other town perhaps is spelt in so many different ways- Morissett, Morriset, Morisett, Morrissett, Morrisset. (Hopper Report 1921, Royal Australian Historical Society, Cat No RedM89)*

*WHAT'S IN A NAME...Over the years there has been a great deal of argument about how the name of Morisset should be spelt and it is generally assumed that early authorities had blundered. The blame lies at the door of the man after whom the township is called, an early Commandant of the convict settlement of Newcastle. He was fond of thinking up new ways of spelling his name. Nobody seems to know when Morisset got it's name but undoubtedly it was in honour of the Commandant. What is more interesting is that modern researchers declare that the man does not deserve the evil reputation pinned on him. In fact he had more humane ideas than most of his contemporaries and put them into effect. His personal appearance was against him, his face having been marred by a wound. He carried out the recognised punishments for evil doers, he was keen on the reformation of convicts and augmented a scheme for good conduct men by settling them on the land in the Maitland District to complete their regeneration by their own efforts. Commissioner Bigge, sent out by the Home Government to make whatever alterations he saw fit vetoed this system, and Bigge's idea was that a convict was a convict, and should be treated most vigorously. Governor Macquarie believed also in the regeneration of convicts by similar means and he also got the "axe" from Commissioner Bigge. (NMH)*

An archives report on Railway Stations claims the town was named after E V N Morisset, Police Superintendent of Maitland, 1863, son of Major Morisset.

Popular belief is, it was named after Major James T Morisset, who made the first over-land journey from Newcastle to Sydney, and with his party camped the night under a stringy bark tree at a site near Morisset Railway Station.







Morisset Railway Station 1896. Arthur Musgrove — Station Master and James Poulton the Night Officer. White sign advertising 'Largely reduced rates'.



## RAILWAY GANGERS

Railway gangs consisted of those who kept moving on to where their jobs were to be found. Some called them migratory people. After a period of weeks or even days, there would be an exodus of railway men moving 'out'. Tents would be packed up and the township could become depopulated in a day. Those who lived in boarding houses were sorely missed. In one newspaper article, a lodging housekeeper was said to board *some dozen brawny sons of toil* and deeply lamented their departure. No sooner had one lot gone, another would soon follow. Later there were workers who wanted to settle and build a home and establish a family life. With this change the canvas townships slowly disappeared.

The Robertson Land Act of 1861 unlocked land for the smaller settlers. In the summer of 1888 the first crown land sale took place at Morisset after the subdivision of the town three months earlier. This encouraged interim workers to take advantage of this first time sale. The opportunity to own land and build a home became a priority for many of the railway workers.



*Railway Gang at Morisset. Young Tom Mulligan, third right front row. Photo courtesy of his daughter Joyce Johnson.*

The Cummings survey of 1878 that took the line through lower Dora Creek and Morisset gained popularity due to costs. Amos Brothers were successful in the tender for the Gosford to Waratah section commencing one mile south of Dora Creek in 1883. The construction name for the railway station was Coorumbung but became Morisset when the line opened in 1887. The change was a bitter disappointment to the township of Cooranbong for the residents had assumed the line would directly pass through their town, which was already established. The advantages of having this rail link would have secured prosperity for Cooranbong.

## MORISSET RAILWAY STATION



*The Railway Station, the first public building in Morisset was also a Postal Receiving Office, which opened in June 1888 and operated until July 1909.*

*The first station master, Mr Henry Eckford was in charge of postal operations for the first two years. Photo above from Joyce Johnson shows the low overhead bridge, kerosene lamp posts and a waiting room with fireplaces. Although the surrounding vegetation looks pretty rugged, Christmas bells grew in profusion right up to the railway fence. Camphor laurel trees were grown at intervals along the station and were trimmed into shapes, one resembling a three-tiered wedding cake.*

*Photo below, bullock team in front of the Station Master's Cottage built 1887.*



## BEGINNINGS OF A TOWN

*The township of Morisset owes its existence to the advent of the railway. Before that event the site was just a wilderness of white and red gum trees, useless for naught but firewood. So quoted R Hopper in his report on Morisset*

Imagine a railway station being built in the middle of a wilderness of gum trees and undergrowth. It's hard to conceive a sight so desolate. To the fettlers and railway workers it was a task to be accomplished as it was an important part of the Sydney to Newcastle rail link.

*Why the site was selected continues Hopper, is a mystery. Its elevation is 120 feet- the most elevated station between Newcastle and the Hawkesbury. The shallow soil is sandy gravel with yellow clay subsoil, suitable only for the least valuable of eucalypt.*

A railway report of the period stated - *There are differences of opinion expressed as to whether some likely lands for agriculture will be diligently worked by persons interested in agriculture of the soil. There is however, a fine back country production of the best timbers in the colonies so that the railway must be used in the transport of timber -* So began the importance of the Great Northern Railway and the timber industry to the township of Morisset



*The railway side of Mullard's 'Top Mill' in Dora Street, Morisset. Finished timber was loaded directly onto the railway wagons. On the right is the chimney of the huge boiler, which provided steam energy for the machines in the mill. 'Darkie' the horse waits patiently near a loaded wagon. Photo Mary Barnes.*

## MORISSET RAILWAY STAFF 1890–1939

1890	G H Mansen	Officer in Charge
	G H Mansen	Postal Officer in Charge
	John G Cock	Night Officer
1893	George W Stead	Officer in Charge.
	John G. Cock	Night Officer
1896	Arthur Musgrove	Station Master
	James Poulton	Night Officer
1899	Arthur Musgrove	Station Master
	James Poulton	Night Officer
1903	Ernest A Wood	Officer in Charge
1905	Alfred J Pont	Officer in Charge
	Herbert J R Roach	Night Officer
1909	Vincent Taylor	Station Master
	James C Scully	Night Officer
1912	Vincent Taylor	Station Master
	James C Scully	Night Officer
1915	Vincent Taylor	Station Master
	Edwin Davis	Night Officer
1918	Paul P Langton	Station Master
	Oscar B Landsdown	Night Officer
	John E Nicholls	Night Officer
1921	James G. Collin	Station Master
	Alfred J Benning	Night Officer
	George H Tillitzki	Night Officer
1924	Arthur R Elston	Station Master
	Reginal R Purdon	Night Officer
	Bertram Teasdale	Night Officer
1927	Harold F Seldon	Station Master
	Bertram Teasdale	Night Officer
	Cyril Jepson	Night Officer
1930	Percy Clack	Station Master
	Bertram Teasdale	Night Officer
	Cyril Jepson	Night Officer
1933	Percy Clack	Station Master
	Bertram Teasdale	Night Officer
	Cyril Jepson	Night Officer
1936	Percy Clack	Station Master
	William J Gavenlock	Porter
	George C Gavenlock	Porter
	Olaf F Stott	Junior Porter
1939	Percy Clack	Station Master
	Edward M Cody	Ass Station Master
	William J Gavenlock	Porter

(ARHS Railway Resource Centre)



Harold F Seldon, Station Master

Percy Clack, Station Master





## TRANSPORT TO THE RAILWAY



*Joe Frost's bullock team with a heavy load of pipes at Morisset Railway siding. In 1911 platforms were connected by a footbridge and refuge sidings were provided. By 1920 Morisset Station had forty trains pass through daily. Three passenger trains from Newcastle and four from Sydney operated with extra trains on a Saturday. Several 'pick up' trains brought household supplies and loaded local produce.*

A timetable for 1920 shows it took three hours and eight minutes for the journey from Sydney to Morisset. The time for the journey from Morisset to Newcastle was an hour and eight minutes and cost two shillings and seven pence first class, and two shillings second class. It is hard to remember that carriages were classified in this way with smoking and non-smoking compartments also a choice. Morisset had at this time a population of around six hundred with the railway serving a scattered population of over 3,000 persons.

*Below, unusual mode of transport. Original wooden structure of the railway buildings at the rear c1930. Photo Brian Frost.*



## MEMORIES OF MORISSET RAILWAY STATION

**Doreen Frazer**

*Dad was Station Master and had a porter who had to clean the platforms, which had an ant type gravel on the surface. Toilets to clean, phenyl used extensively. A hand trike to the distant signals, collect the kerosene lamps, these at intervals, bring back to the 'lamp room'...Clean all glasses, always sooted on the four sides, trim wicks, refill with kerosene, and then at the late afternoon return to light the lamps, climb up the ladder, put in the lighted lamp...Always a yard with goods going or coming for the Avondale Factory, the Hospital and St John of God Hospital at Morisset Park. School Library boxes once a month, ice cream in wooden casks packed with ice, later replaced with canvas bags and dry ice, and the bullock wagons with long cumbersome logs. Sell tickets to passengers, seemed to be more train convenient to the public those days.*



Steam train at Morisset near the Railway Road Bridge — 1960's

*Steam of course puffing up the incline, and then often shunting or going into a loop. I loved the steam trains, loved the pistons, the smell of the smoke and the steam and the buff puff of the funnel, all so long ago it seems. We got to know the engine drivers, stokers, guards, and the ticket examiners. We were not allowed on the platform, or premises, unless bidden to do some chores, or take Dad's morning tea and lunch. Joyce and my mother used to help my brother Jim and other porters to keep the gardens in good condition. Bricks painted white edged some of the gardens, some in intricate patterns. A railway garden (now a non existent job) what a pity as the passengers loved to see the station which had the best tended gardens.*

*Mullard's steam driven mill was just across the road on railway property. It was great to go with my brothers, or Dad, to watch the saw cut through the logs, the great leather strap flying over the wheels, the noise and the aroma was great!. The steam for the boilers came from two dams. Many happy hours spent around the Railway Station.*

## TRAINS RUN ON TIME

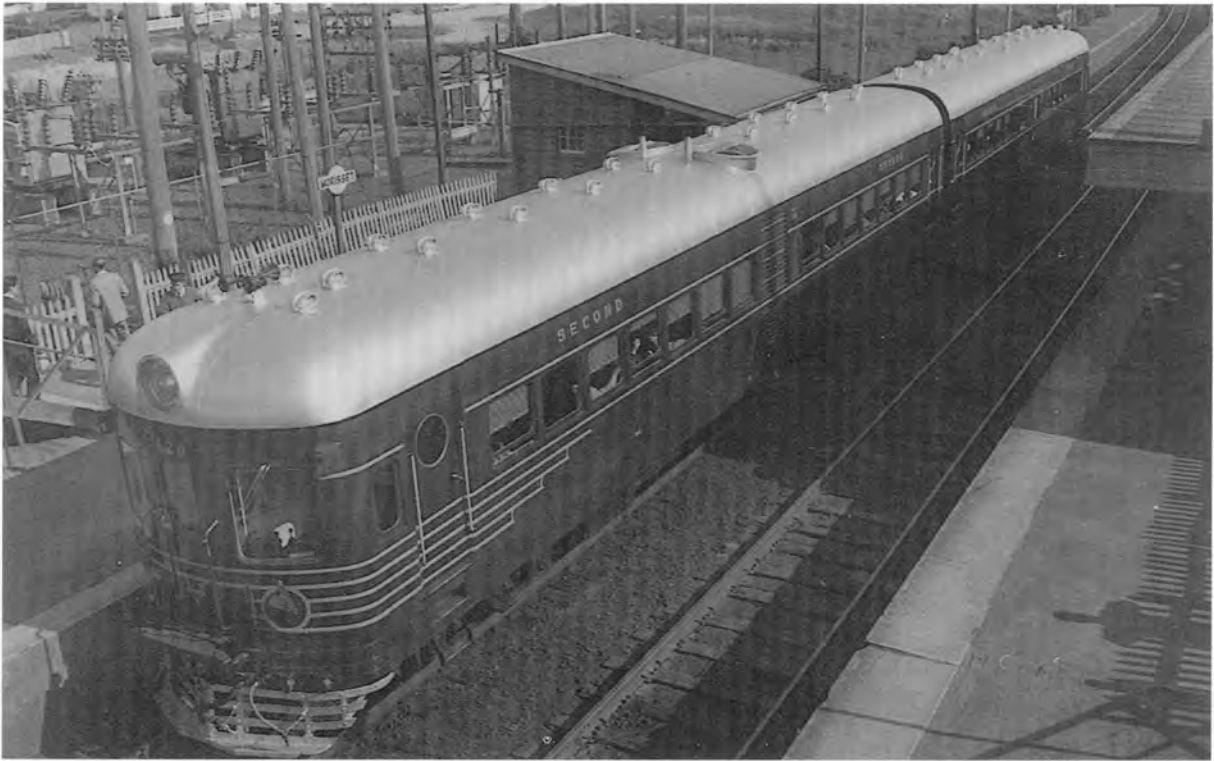


Station Master Mr Percy Clack, Mr McNulty and Mr Hooper at the controls at the Railway Station 1946.

Buses and taxi's met the trains to deliver passengers to Morisset Hospital and the lakeside area. Mr Hutchison provided transport to the hospital when it opened in 1909 with his sulky, buggy and coach, charging a fare of six pence return. In 1926 Mr F Pritchard bought the business from Mr Hutchison. Later Wal Gambrill with his son John and wife Joan provided excellent taxi service for many years as did Bernie and Jean Goodwin. The flower bed in the centre of the roadway acted as a modern day roundabout. Photos Doreen Frazer.



## REGULARS OF THE LINE



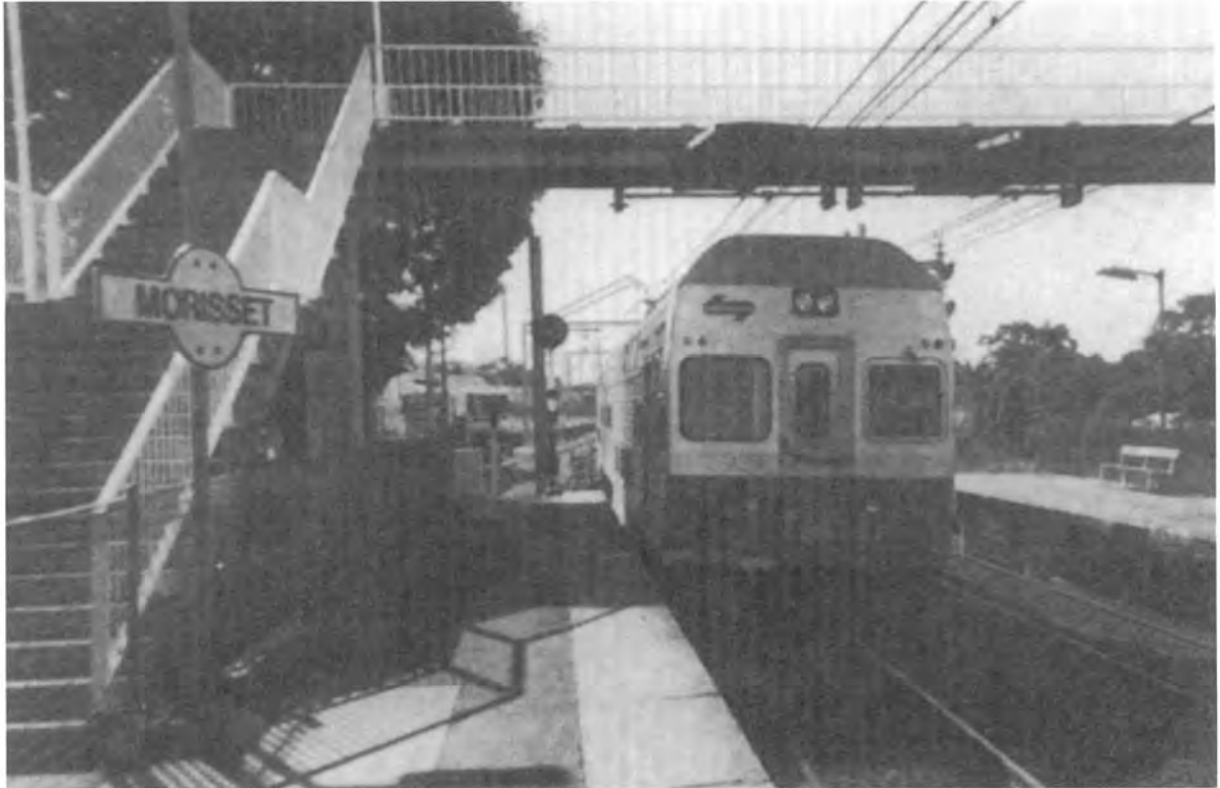
*Gosford bound two car diesel 620/720 at Morisset Railway Station, a frequent sight in 1963. ARHS Railway Resource Centre. (Photo late C C Singleton)*

*Photo below- Northbound passenger train at Morisset Station hauled by diesel electric loco 4450 in 1978. ARHS Railway Resource Centre (Photo A J Templeman)*





## ELECTRIFICATION OF THE RAILWAY



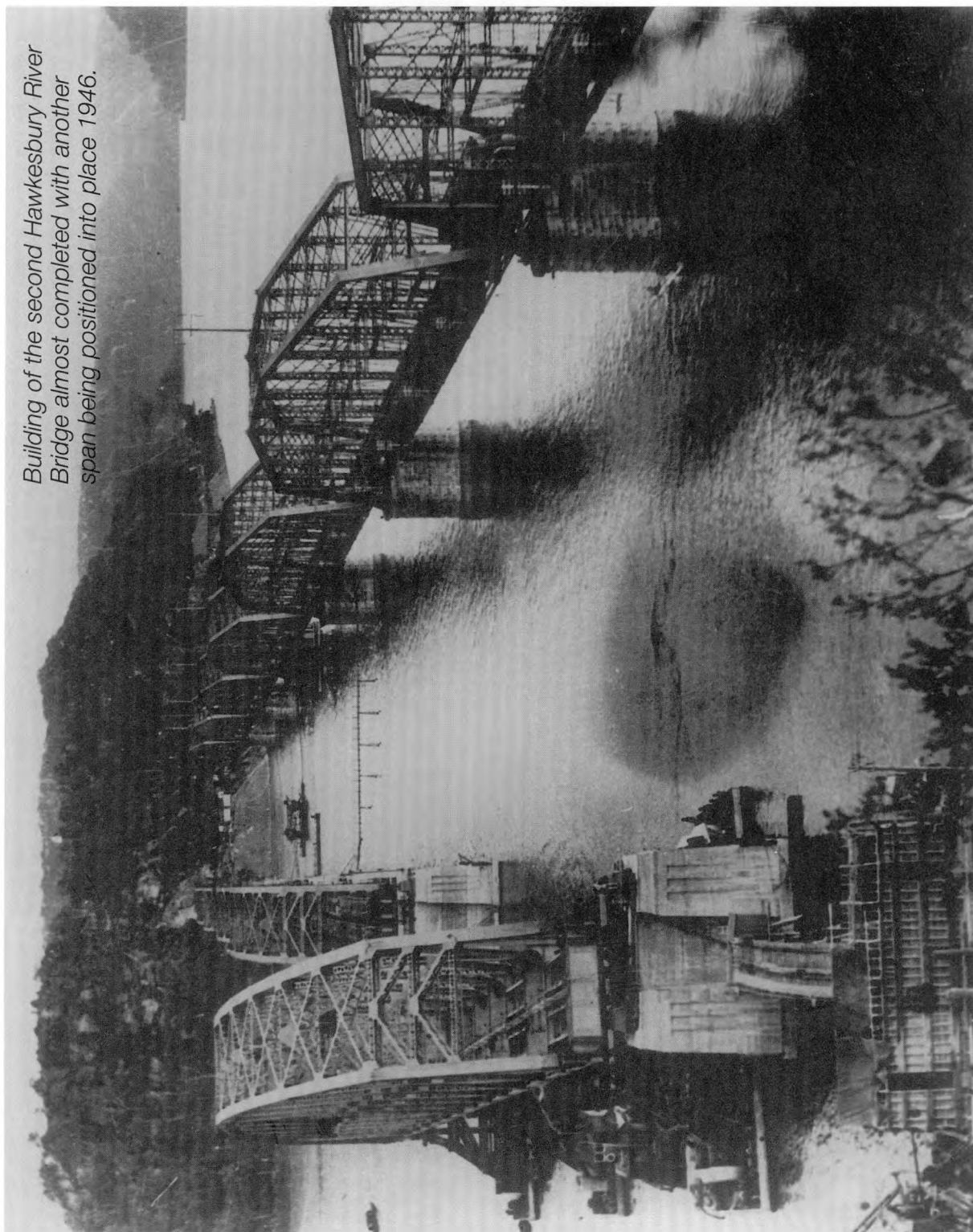
*A special event was the electrification of the railway to Morisset in 1984. This increased the number of train services and also the quality of the trains. Passenger numbers jumped dramatically as the time factor meant a trip to Sydney could be completed in just over ninety minutes. Off peak fares also encouraged rail commuters.*

*In June 1991 Morisset Railway Station celebrated the Official Opening of the upgraded refurbishment at a cost to CityRail of \$180,000. New lighting, seats, fencing, signage and extra parking for commuters had been completed.*



## THE SECOND HAWKESBURY RIVER BRIDGE

*Building of the second Hawkesbury River Bridge almost completed with another span being positioned into place 1946.*



## NEW BRIDGE OVER THE HAWKESBURY

From an early date it became apparent that the bridge would require some close watching, and investigations at the time revealed some disquieting conditions. Within 12 months of the opening, the contractors were called upon to remove *faulty* material at the top of the caissons. Each pier exposed concrete of the *poorest* quality in each case. At No.2 pier, for instance, 15 cubic yards of what amounted to a mixture of sand, mud and a little cement, had to be removed. Survey measurements taken between 1890 and 1945 revealed progressive settlement of the piers as well as *lateral* movement.

In May, 1915, the top of Pier 6, was over 5 inches downstream from its correct position. Between June, 1937 and August 1938, *cracks* appeared in the masonry of No.1 Pier, and a scheme was formulated to replace existing expansion bearings, with a more efficient design. While this proposal was being investigated, information came to hand that resulted in a decision to carry out a thorough investigation of the substructure. The implication of the results of the investigation could not be ignored. The general condition of the bridge, taken in conjunction with the low limit of maximum axle loading which the old structure imposed, rendered the provision of a new bridge imperative.

Because of the demands of World War II, all capital works were to be deferred. With petrol rationing, massive amounts of goods were diverted to the railways. The *War Cabinet* approved of a new Hawkesbury River Bridge, as being critical to the war effort, and was paid for out of the Commonwealth Funds. Once the decision was made, steps were taken to maintain the old bridge during the period of construction of the new one. The foundation work commenced 18th July 1939.

During the war years, the old bridge was protected by submarine nets because after the Japanese submarines were sunk in Sydney Harbour on 31st May 1942, it was found that one of the captains had a map of the Hawkesbury River in his possession. Had the bridge been destroyed there would have been no northern rail link. The alternate route was a 400 mile detour via Lithgow, Dubbo and Werris Creek. This would have seriously interfered with the movement of troops and war supplies.

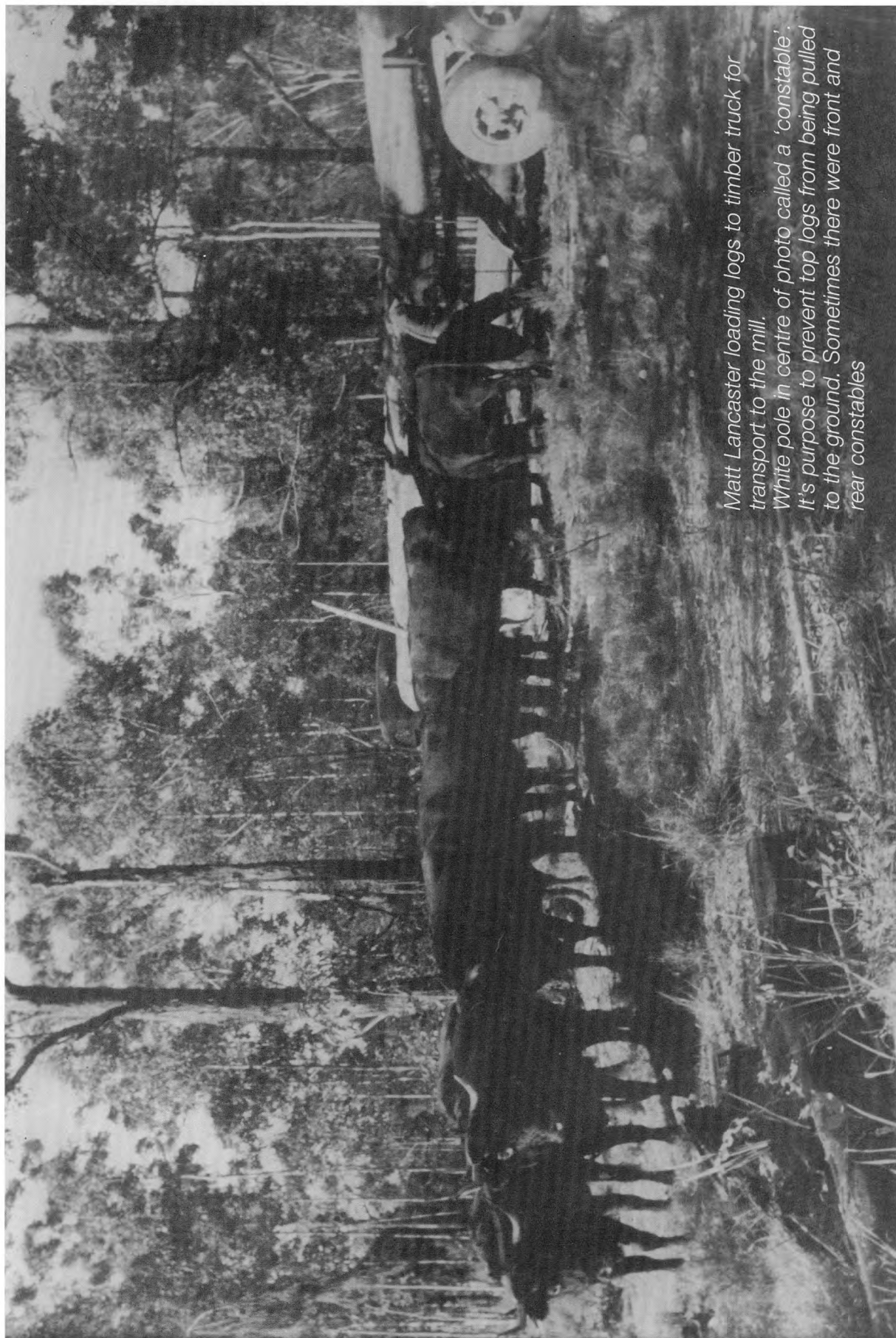
An assembly site for the trusses for the new bridge was prepared on the south shore just upstream of the new bridge alignment. The site consisted of a narrow flat area and three wet docks were cut out of the steeply sloping rocky sides of Long Island. Assembling the trusses began in January 1944. The first truss was landed on its bearings on January 30 1944 and the very last truss was landed on its bearings on January 30 1946. Foundations started July 1939, and the opening was in July 1946.

All the work for the new bridge was carried out by the staff of the Department of Railways, New South Wales. The Supervising or Resident Engineers, included, W R Beaver, K A Fraser, V W Mahoney, S D Lloyd and W K King from the Way and Works Branch under Major-General A C Fewtrell, Chief Civil Engineer.

Construction times and methods were very similar for both bridges, but the old bridge was really very expensive compared to the new bridge. The 1889 bridge may have been considered a great bridge for its day, but the State did not get value for its investment.

*(State Rail Archives- Sydney)*





Matt Lancaster loading logs to timber truck for transport to the mill.  
White pole in centre of photo called a 'constable'.  
It's purpose to prevent top logs from being pulled to the ground. Sometimes there were front and rear constables



## CHAPTER 3

# *In the Forest*

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The mountain valleys were criss-crossed with small streams and water courses. Sometimes the log truck had to be towed both in and out of these places by bullocks.

The Bullock Team...Loading tested the training of the bullocks and the skill of the driver. The main problem was to cause the bullocks to stop pulling as soon as the log dropped from the skid into the bolster.

If the bullocks kept pulling, the constables prevented the log riding over the chocks and falling to the ground. When this did happen the traditional bullocky language roared forth!

Stands of small Spotted Gum logs were found in Onley East State Forest, suitable for making axe and other tool handles.



## TIMBERS OF THE EARLY COLONY

<i>White Honeysuckle</i>	<i>Used for boats</i>
<i>Red Honeysuckle</i>	<i>Ornamental purposes</i>
<i>Wooden Pear</i>	<i>Gunstocks</i>
<i>White Cedar</i>	<i>Ornamental purposes</i>
<i>Red Cedar</i>	<i>Naval and household purposes</i>
<i>Red Gum</i>	<i>Household purposes and best firewood</i>
<i>Brown Gum</i>	<i>Household purposes</i>
<i>Peppermint</i>	<i>Household purposes</i>
<i>Black Butted Gum</i>	<i>Naval and household and agricultural</i>
<i>Blue Gum</i>	<i>Naval and household purposes</i>
<i>Mahogany</i>	<i>Household and agricultural purposes</i>
<i>White Gum</i>	<i>Household and agricultural purposes</i>
<i>Water Gum</i>	<i>Naval purposes, most beautiful of gums</i>
<i>Stringy Bark</i>	<i>Naval, household and agricultural</i>
<i>Beef Wood</i>	<i>Household and shingles</i>
<i>Rosewood</i>	<i>Household and shingles — excellent timber</i>
<i>Green Wattle</i>	<i>Household and shingles — bark for tanning</i>
<i>Box Tree</i>	<i>Household and shingles — cart wheels</i>
<i>Blackwood</i>	<i>Household purposes</i>

Appendix to the Bigge Report. (ML ref B T Box 25 pp. 5465–9)  
Mitchell Library, State Library of New South Wales.

## TIMBERS OF THE WATAGAN MOUNTAINS

*Not included above*

<i>Coachwood (Scented Satinwood)</i>	<i>Gunstocks, furniture and plywood. Mosquito Bombers WWII. One of the strongest timbers by weight</i>
<i>Sassafras</i>	<i>Used for lining boards</i>
<i>Iron Bark</i>	<i>Heavy construction</i>
<i>Tallowwood</i>	<i>Flooring and general building</i>
<i>Turpentine</i>	<i>Piles</i>
<i>Brush Box</i>	<i>Heavy construction</i>
<i>Blue Gum</i>	<i>Boats, household, agricultural purposes, flitches</i>
<i>Grey Gum</i>	<i>Heavy Construction</i>
<i>White Mahogany</i>	<i>General construction and fence posts, termite resistant</i>
<i>Red Mahogany</i>	<i>Used in well linings, does not stain, also used for general construction work</i>

*Information supplied by Alan Mullard*

## THE FOREST

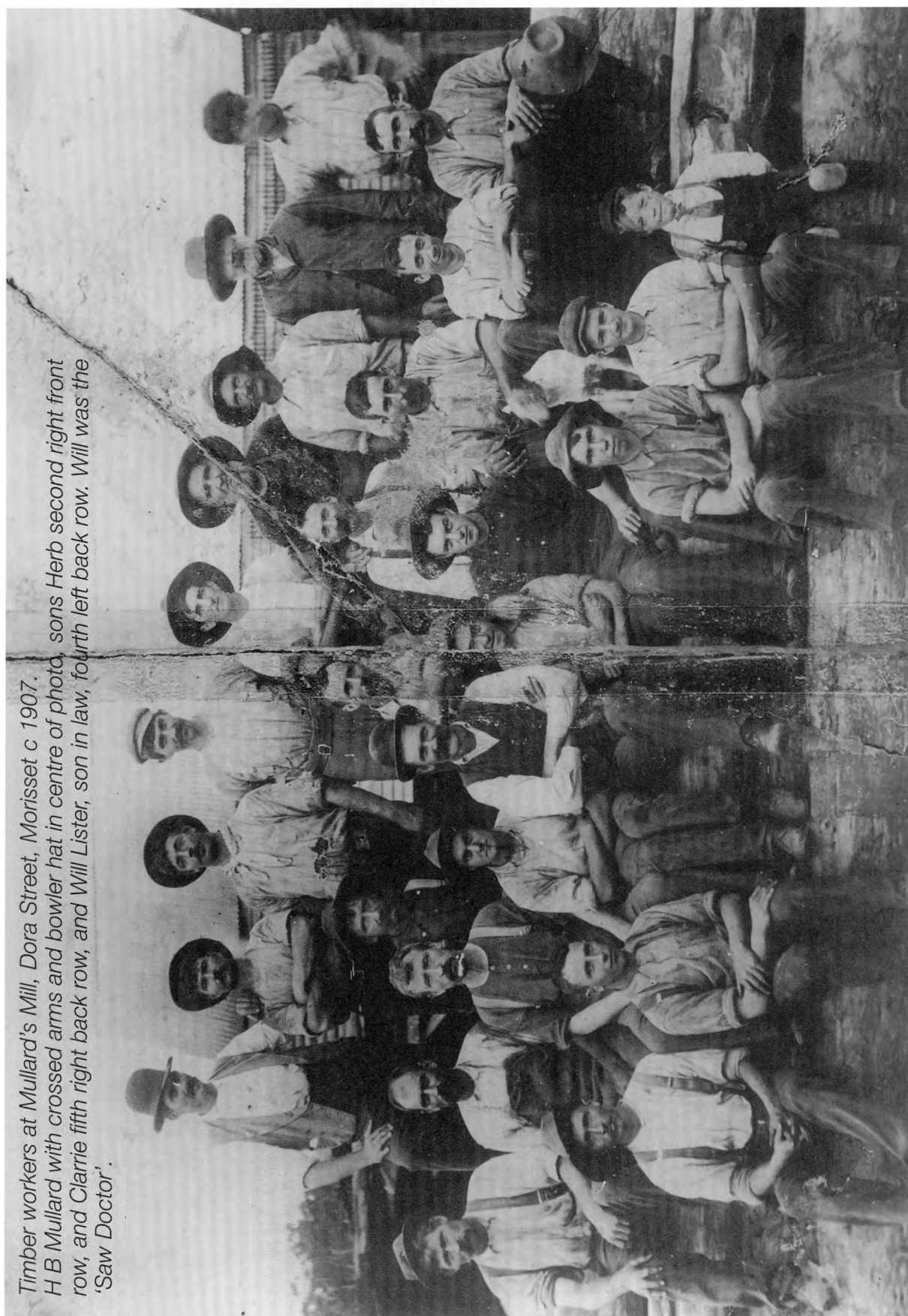
*That the district is rich in timber is beyond doubt. From Wyong to Bluegum Flat, the forest becomes thicker and almost impenetrable from profuse undergrowth and scrub, thus proving that for many miles the railway runs through the pick of the Blue Gum and Iron Bark country.*

*Among the varied classes of timber, in addition to the blue gums and Iron Bark to be found in these forests, there is some grand beech, which surpasses anything to be found elsewhere in the colony. Beech is light, strong, durable, and is used chiefly for ship's decks and never shrinks. The turpentine tree, which is very much in demand, is used for piles, in as much as iron nails will not rust in turpentine wood under water. Successive Governments of New South Wales have used it freely in the construction of wharves and other undertakings, which have necessitated the use of submerged beams. The scented sassifax is found in any quantity, a class of wood very much in demand for the manufacture of moth proof boxes. There are also 3 kinds of mahogany, the forest, the swamp, and the white, which are invaluable for fencing purposes. Another class, used in the construction of staves, a native oak, produces the best shingles in the colony.*

*The further you venture into the forest the finer specimens you find. (NMH 1887)*



*Matt Lancaster and bullock team with a background of young saplings, mostly spotted gums, snigged to a clearing. Photo Bert Lancaster.*





## TIMBER INDUSTRY

*In the late 1800's new houses sprang up with the opening of a firewood sawmill by Messrs Hodder and Charleston, near the railway station. They sold out to Messrs Ashton and Smith who enlarged the plant to cut building timbers. Messrs Burrows, Mullard and Ennis next acquired the mill and in a short time Mr H B Mullard became the sole proprietor. He made extensive additions, including a wheel and shaft factory and later a handle factory, employing directly and indirectly 70 hands.(Oscar Smith. NMH)*

## THE GETTING OF TIMBER

*Timber getting has been, and still is the staple industry of the Morisset District. Among the pioneers in the district were the Healy, Frost, Wellings, O'Leary, Mullard and Hanson families, all of whom took an active part in building up the timber getting industry. Many timber getters claimed in 1909 to earn £20 and £30 per week from a couple of teams. The timber industry is going ahead in leaps and bounds and today (1909) the output is practically double that of 5 or 6 years ago.*

*For the year ended February 1909, 10,500 tons of timber left Morisset.*

*Timber leaving Dora Creek was about 6,000 tons per year.*

*7 sawmills are now at work another is in the course of erection, half of which truck their timber from Dora Creek railway station.*

*The principal timbers milled are blue gum, spotted gum, blackbutt and tallow-wood and on average 200 logs are drawn into the town every week.*

*Sleeper cutting has used much of the timber during the period after 1890.*

*The sawmill at Morisset is owned by Mr H B Mullard and has a weekly output of approximately 2,000 tool handles, 200 pairs of naves of wheels, 8000 spokes, 100 pairs of rims, 200 pairs of shafts, 500 swingle-trees etc. These articles are all cut up and finished in the mill by up to date machinery from the rough logs and exported principally to New Zealand.(Town and Country Journal December 29 1909)*

*Mullard's Timber Mill on Morisset Railway site 1910.*



## FORESTRY

*The creation of a forest area relied as much on historic precedents as it did on physical considerations. This sometimes resulted in the creation of forest areas that would adjoin one another without a clear distinction between the two or more areas, apart from lines drawn on a map. From the early 1830's the forests of the Watagan Mountains had been a source of great timber. Heavy overcutting of cedar, resulted in cedar being virtually exhausted by the 1890's. The first control over timber getting appears to have been in the year 1795. Forestry conservation was formally established in 1876. The first Royal Commission of Inquiry on Forestry set up 1907.*

(1995 Report on State Forests of NSW. EIS; European Culture Heritage).

### ROYAL COMMISSION OF INQUIRY ON FORESTRY LEGISLATIVE ASSEMBLY NEW SOUTH WALES. FINAL REPORT — 1908.

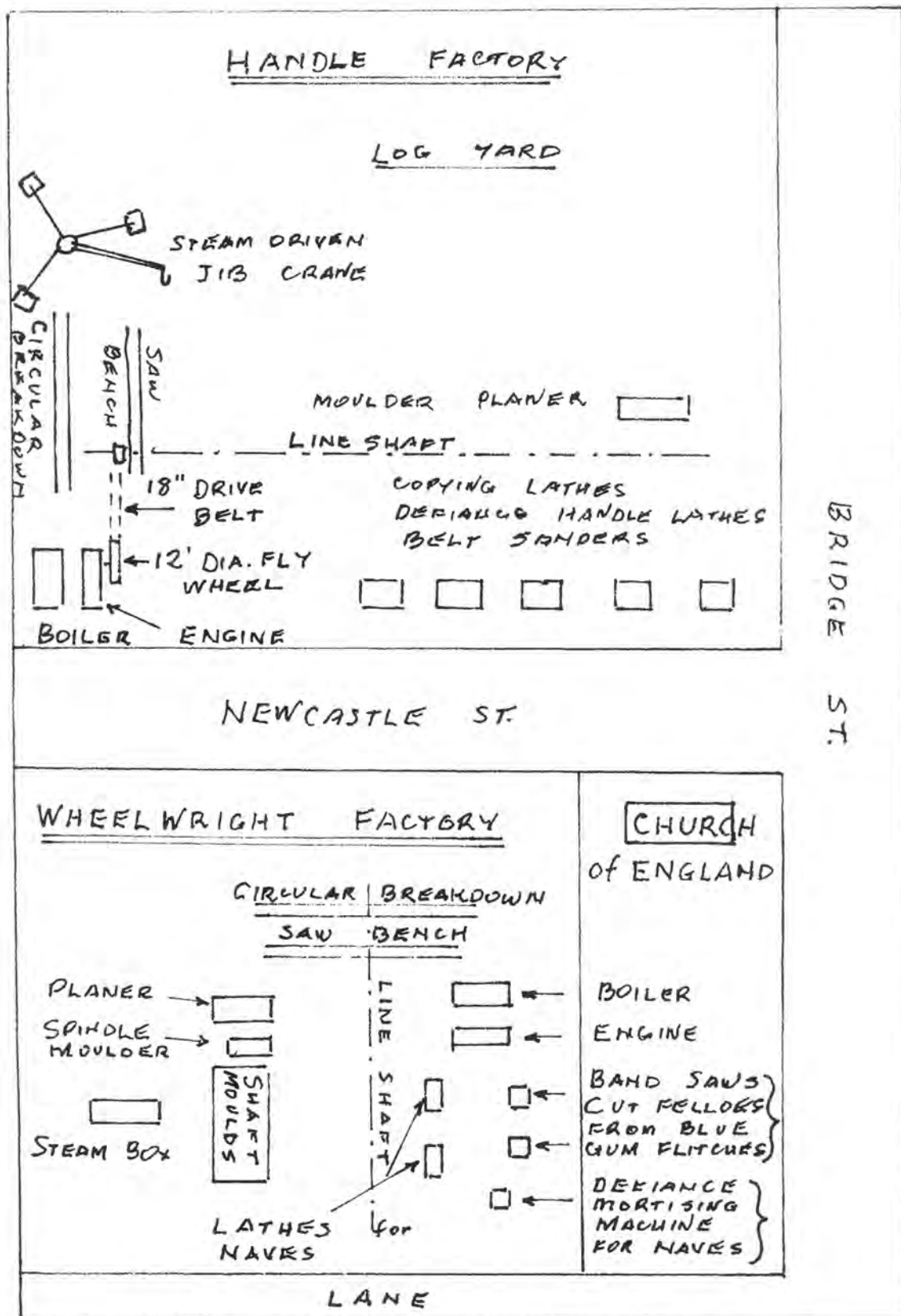
The commissioners interview with Herbert Bradley Mullard,  
Sawmiller and Timber Merchant  
Morisset.

- Q.— Is your mill situated at Morisset? A.— Yes.
- Q.— What is the nominal horse-power you use? A.— About 80.
- Q.— What are you chiefly engaged in sawing? A.— *Hardwoods, sawing and turning spokes, and generally manufacturing hardwoods for wheelwright's requirements and coachbuilder's wood-work.*
- Q.— Where do you find the market chiefly for your output? A.— *New Zealand and South Africa, Victoria and Western Australia.*
- Q.— What are the descriptions of timber mostly used by you? A.— *Spotted gum, blue gum, and iron bark.*
- Q.— What do you use iron bark for? A.— *Spokes and naves.*
- Q.— And blue gum? A.— *For felloes, and the spotted gum for shafts, spokes and naves.*
- Q.— Have you the machinery for bending? A.— Yes.
- Q.— What timber is principally used for bending? A.— *Spotted gum.*
- Q.— Do you find that the most suitable timber? A.— *Yes. It is not so easily bent as American hickory, but it bends very well.*
- Q.— Do you find it retains it's form when you have treated it? A.— *It is far superior to hickory for that purpose.*
- Q.— Do you use it for large wheels? A.— Yes.
- Q.— Do you find the market good and demand increasing? A.— Yes.
- Q.— Which class of timber do you find the best for bending — the young timber or matured? A.— *The young timber is best for bending. Spotted gum, when it gets to a certain age, becomes brittle, ringy and gummy. It grows very fast for a certain time and then stops. Out of all the large stuff I could hardly find a log that is good to me.*
- Q.— Do you employ fellers? A.— *No; I buy the log when it is dropped at the mill.*
- Q.— How about royalty — do you pay it? A.— *Yes, I stop it from the teamster. They pay it, only I stop it from the amount I pay them.*

- Q.— What proportion of timber do you get from crown lands? A.— *Mostly; a small percentage comes off private lands.*
- Q.— Have you any difficulty in getting supplies? A.— No. I do not think I have been a week without logs for the past ten or eleven years, and I am working as hard as I can go.
- Q.— How do you find the forest officers in their work — are they satisfactory? A.— Yes.
- Q.— Do you have any trouble with them in measuring logs? A.— *No, the teamster pays the lot. I give them so much and they pay the royalty.*
- Q.— Do you find the allowance the forest-guard make for defects is sufficient, or do you deduct more? A.— *Once the tape goes over the log I pay for it. Many a log I pay for I do not get a foot of timber out of. Of course there is often growling on the part of the teamster, who thinks he has not got sufficient allowance for a pipe. There is one matter I would like to bring before the Commission. There is some beautiful timber out on part of the Olney Reserve, No. 70, and the teamsters cannot get to it for the want of roads. They say if £5 or £10 was spent on the formation of a road it would keep the mill going for twelve months with timber.*
- Q.— Is it a wonder the teamsters do not club together and put in the road themselves? A.— *Well, they do not do it.*
- Q.— Would you suggest the expenditure, and a royalty to cover it? A.— *I would suggest that a certain amount of the royalty which is collected should be devoted to the making of roads.*
- Q.— And increase the royalty to cover the work? A.— *No, not increase the royalty. I think if this were done it would give the young timbers a chance. The young timbers here grows very rapidly. I have known blue gum, spotted gum, and blackbutt grow in five years to such a size you could take a 12x12 out of it.*
- Q.— What lengths? A.— *To 35 feet; and these are up where the timber is cut out. Whenever the big timber is cut out the young stuff grows up beautifully without any planting.*
- Q.— Do you find that the native timbers re-afforest when the old timbers are cut out? A.— Yes.



H B Mullard's Timbermill at Morissett c 1896. Town name spelt Morissett.



Mullard's Mill weekly output 1909

2,000 tool handles

8,000 wheel spokes

100 pairs rims

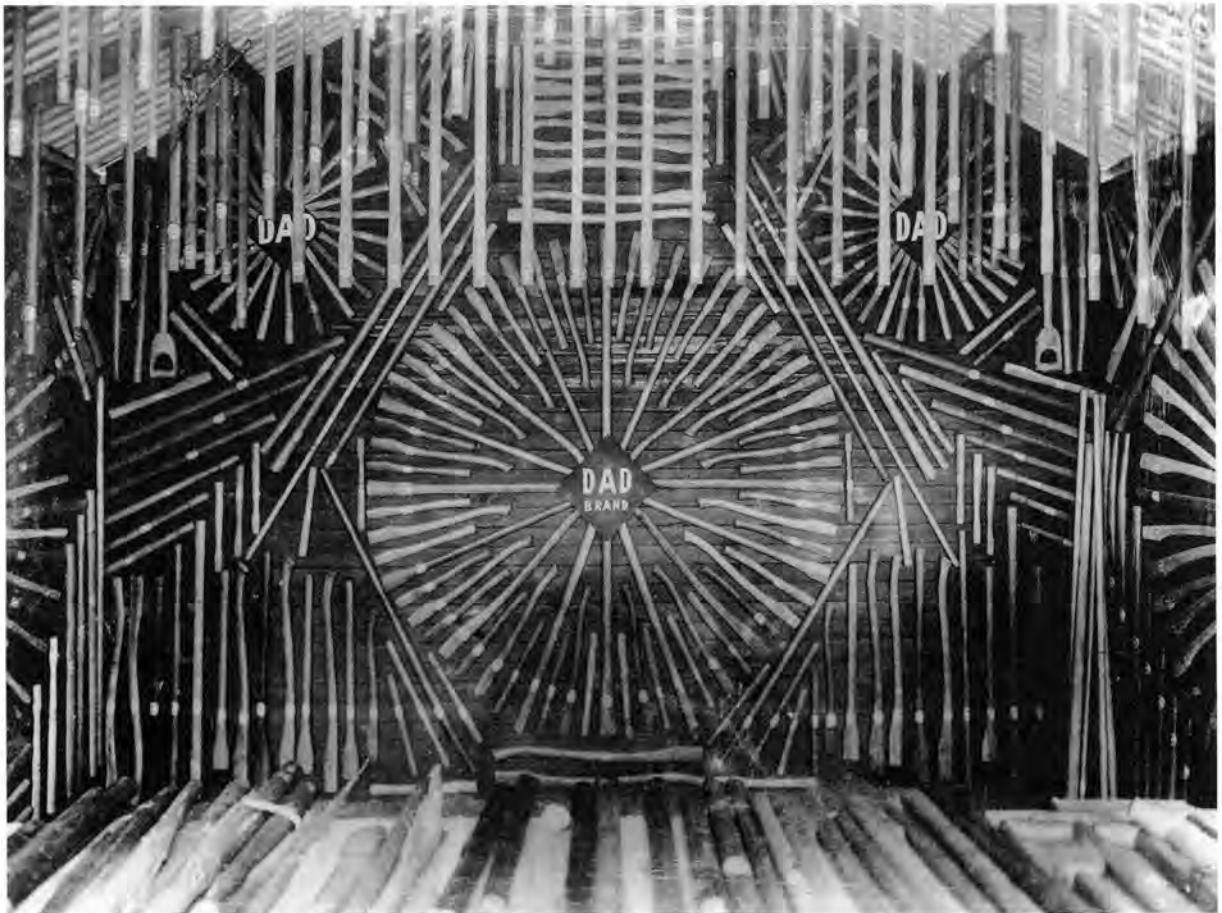
200 pairs shafts

200 naves for wheels. Many export orders.



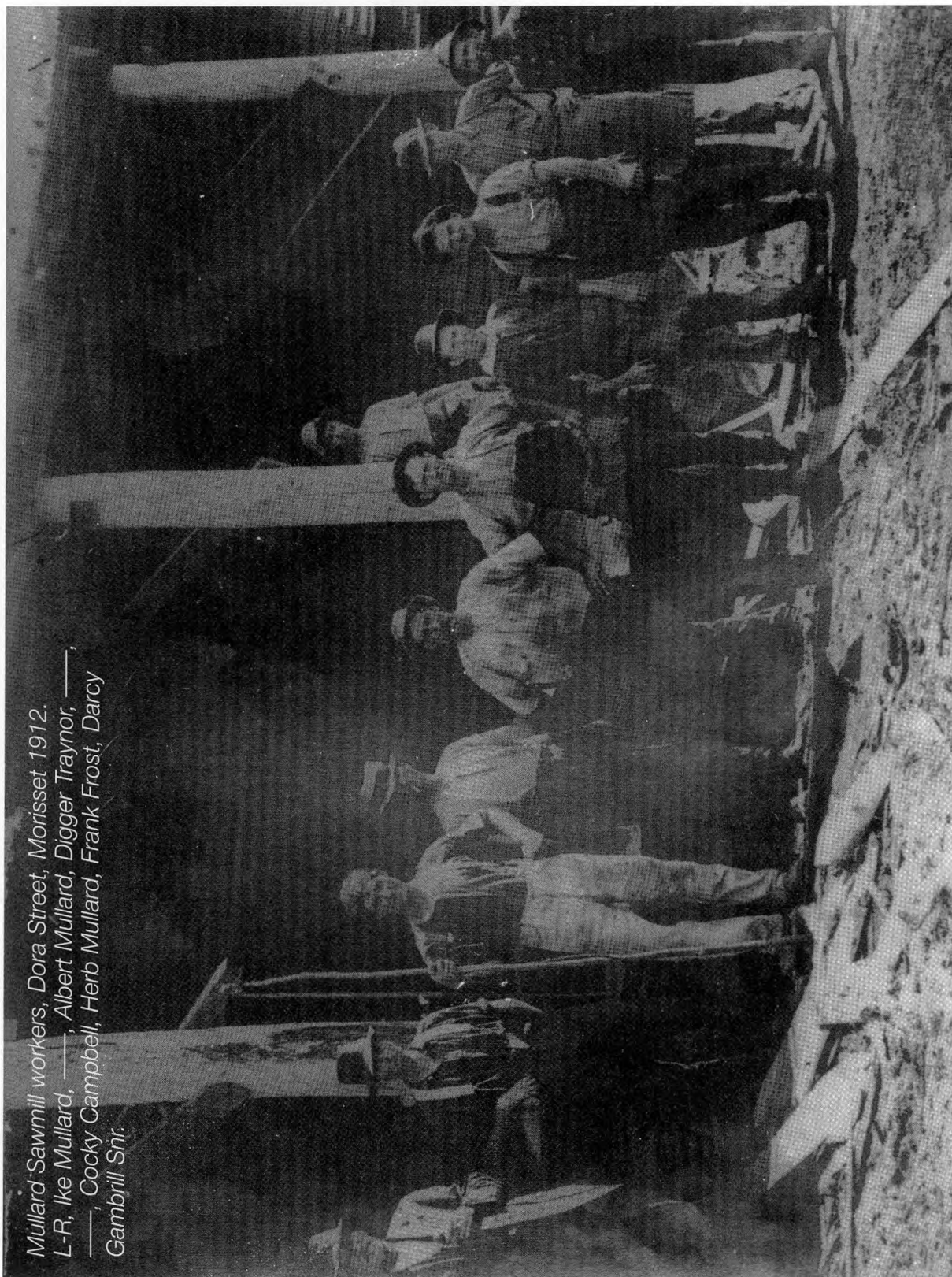
## MULLARD'S HANDLE FACTORY

The year 1905 was a busy time for the new handle factory, situated at the corner of Newcastle and Bridge Street, Morisset. Handles of all shapes and sizes were produced. *Copying Lathes* were used for the crooked handles and *Defiance Lathes* for the straight ones. *Belt Sanders* were used for smoothing and finishing and all driven from the one main shaft. The *Boiler* was about 14 feet long and 6 feet in diameter. The *Engine Fly Wheel* was 12 feet in diameter, which drove the line shaft by a leather belt which was 14 inches wide by 50 feet long. Any breaks were repaired with leather green hide strips. The *Circular Break Down Saw* was used to break down the logs to a conventional saw bench to produce handle billets of various sizes. Axe handles were produced in 32 inch and 36 inch sizes and tomahawks were half the size of ordinary axes. A large *crane* fed the logs to the *Break Down Saw*. The machinery was certainly huge and the boiler was hungry at all times. On the opposite side of the road, the factory made all kinds of shafts. It had a *Saw Bench*, *Shaft Moulds* and a *Steam Box*. Cast iron moulds and shafts were cramped into the iron moulds after being steamed for several hours in the steam box. *The Defiance Machine*, named from the source of the machines, namely Defiance, Ohio in America, was used to bore and then mortise (convert round holes to square) for the spokes to fit. *Iron Bark* was used for naves. The timber for the felloes came down from the mountain in flitch form. (big planks of timber ) Alan Mullard.



H B Mullard's exhibition of a variety of wooden handles at the Royal Easter Sydney Show 1910 under the brand name 'Dad'. Mary Barnes.

Mullard Sawmill workers, Dora Street, Morisset 1912.  
L-R, Ike Mullard, —, Albert Mullard, Digger Traynor, —,  
—, Cocky Campbell, Herb Mullard, Frank Frost, Darcy  
Gambrell Snr.



## HEATON LOOKOUT. BOARDING HOUSE DAM. TIN DOG RIDGE. WHIRLEY'S PINCH.

*In 1899 Thomas Barnier a sawmill owner in the Mount Vincent area, set out to explore. He decided to build a road and establish a sawmill. While trying to find a suitable site he discovered the area now known as Heaton Lookout. Subsequently an area of two square miles was granted to Barnier. Twenty men were employed to construct a road from Freeman's Waterhole and up to the eastern side of the mountain. During the twelve months it took to complete the road, another gang was employed in the construction of a dam for water to service the intended sawmill.*

*The dam was later called Boarding House Dam as the area was used as a camp during the period of sleeper cutting. They supplied contracts to the Railway Department and wood for export to China. In 1935 the Forestry Department resumed Barnier's land and proclaimed the whole mountain as a Forest Reserve for the growth of timber, much of which has been regenerated, after the larger timber had been cut out.(State Forests of NSW)*

Tin Dog Ridge sometimes called Tin Dog Pass was named after a sleeper cutter who had his camp at the entrance to the ridge. His diet consisted mainly of tinned Bully Beef and he literally had to wade through the empty cans to reach his door.

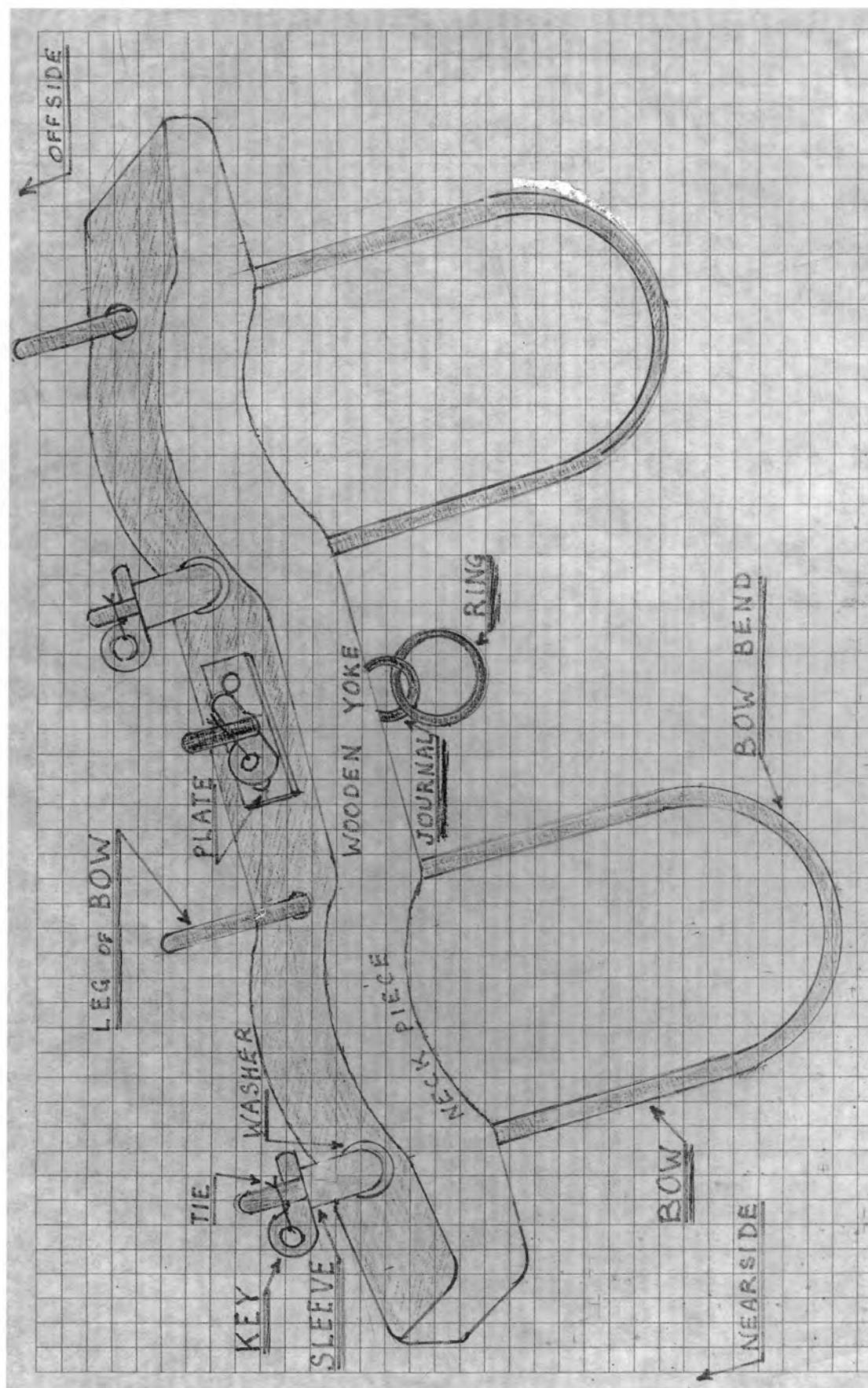
A great stand of bluegum timber was found at Whirleys Pinch. Sawmiller H B Mullard decided instead of cutting the timber and hauling it to Morisset, he would set up a mill right in the middle of this patch of quality bluegum. It was near a stream on the right hand side of the pinch. This mill at Whirley's Pinch was operational for many years.

Another felloe mill was where the picnic area is now at The Pines. The stream nearby supplied water for the boilers. Flitches were taken to the wheelwright factory in Newcastle Street.



Joe Frost and his horse drawn wagon delivering a boiler to Mullard's Mill 1920's.  
Corduroy road visible in this Frost Family photo.





Detailed sketch of bullock yoke by Hope Mullard.



## A MIGHTY BEAST OF BURDEN

There is always a leader in the team and they all know their place and like to stay in that position. The young bullocks are trained by being placed next to an experienced older bullock. Most have names and respond well to being called.



*Albert Mullard and his bullock team. Albert was to die in tragic circumstances in 1936, when a tree fell on him and the branches caught alight from his campfire.*

*Photo below shows Matt Lancaster with his favourite bullocks Berry and Number who were the leaders of the team. The bullock whip was standard equipment as was the rich resonant language.*





William Michael  
Wellings snigging  
pit timber with  
bullocks Bright  
and Star in the  
Watagan  
Mountains as  
late as 1967.  
Other bullocks in  
the team —  
Drummer,  
Nigger, Roan,  
Nob, Smiler,  
Lion.  
Photo courtesy  
Bev Woolard,  
Wyee.

*Bullocks, straining, slipping,  
Pulling their load  
Along the ridges  
And down to the road.  
Muscles all bulging  
Rebellious and tight  
Longing to rest  
In the darkness of night.*  
B Mullard

## **‘WHO WAY!’ ‘GEE BACK!’**



*The bullock wagons rolled or lurched into the railway goods yard with great loads aboard, the drivers with their bellowing voices calling the name of each bullock he wanted to give more power, to pull the load. As children it was great to use the same tone and use the same language.* Doreen Frazer.

Small teams of 8–10 bullocks would fall and snig spotted gum logs to the valley floor. Loads were usually 6–10 logs per load. Bullocks wore bells when they were rested and as the forest floor was soft and damp the bullocks were not shod. Many of the Wellings family were experienced bullock drivers...David and Arty and Bill and Norman to name a few. Jack France snigged and loaded also. Alan Mullard.

## **SLEEPER PASS DAY**

Sleeper Pass Day was the name given to the event that happened on a Wednesday, once a month, when ten to fifteen bullock teams came into the depot laden with sleepers.

*This was the day everyone got paid.*

A price was paid for each sleeper and one shilling was paid to turn the sleepers over for further inspection. The good ones were stamped with a little hammer and occasionally, some were thrown out, but not many. On an average day three to four hundred sleepers would be loaded on to 8–10 railway wagons. As this was the day the timber workers were paid it was a great day for the town also. Bills were settled and the families of the hard working timber workers, stocked up with meat from Elliott's butcher shop, groceries from Brown's and Gambrell's grocery stores, and the publican also had a very busy day. Sleeper Pass Day reflects the importance of the railway to the timber industry. The demand for sleepers lead to thousands of railway sleepers being cut in the Watagan Mountains, making their way by bullock team to the depot at Morisset. Ralph Mullard.

## **SLEEPER CUTTING**

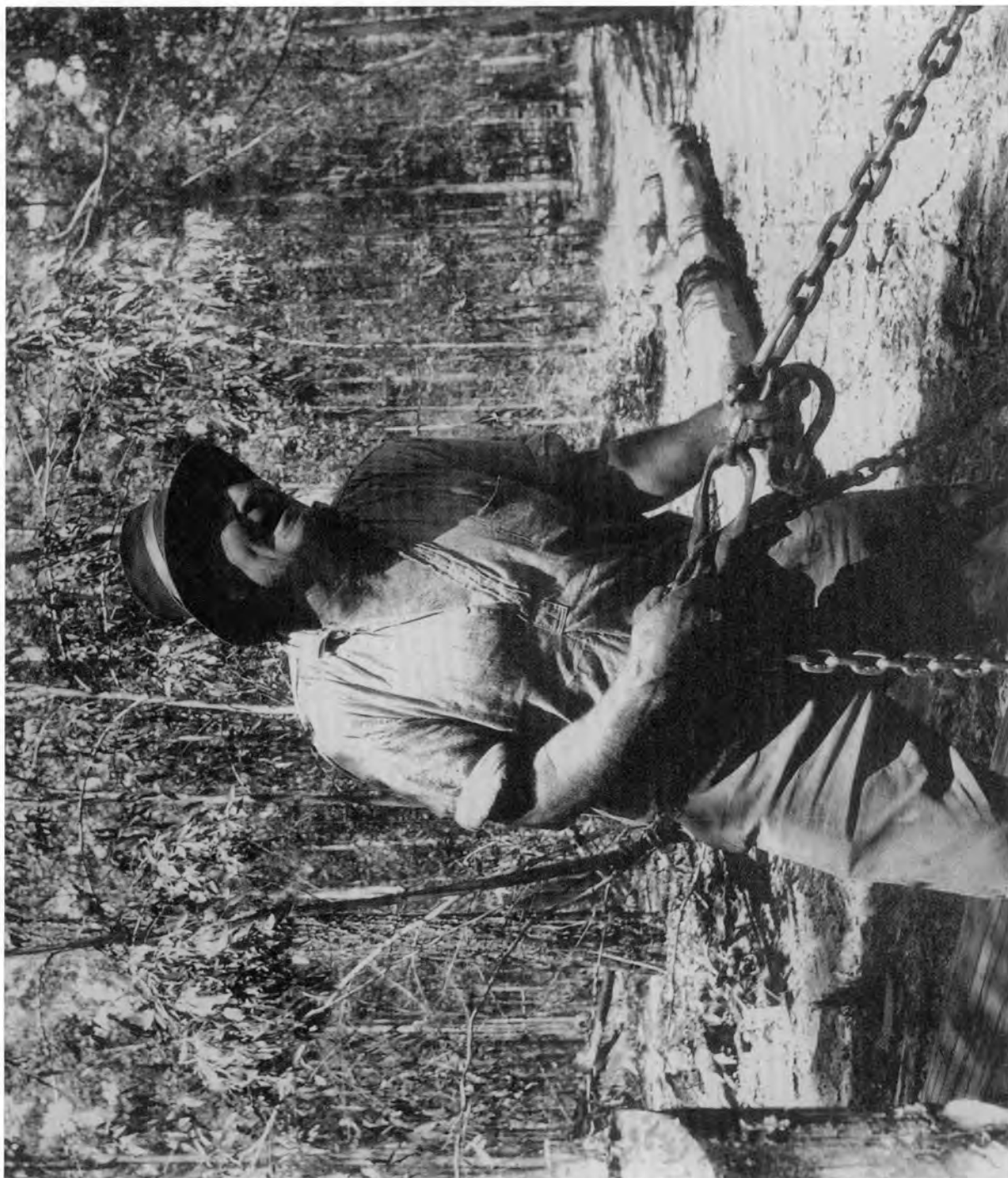
Value of sleepers in 1909. Cost 7 shillings per 100 super feet. Average of £2.16 per log.

Royalty of 5d per 100 feet. A good worker could earn 15/- for 3000 feet per day.

Broad axe sleepers were preferred because that technique gave virtually a planed surface that resisted decay better than a sawn surface.



Up until recent times successive generations of Deaves men worked in the bush, felling trees and snigging the logs with their bullock teams. This timber was supplied to local timber mills.



*Vic Deaves. Photo from the film 'Bullocky' 1968.*



Victor Deaves was born in 1917. The family lived at Hue Hue, three miles further out from Wyee. He attended the little school at Wyee along with sixty other children. Mr Boggs was the teacher and Miss Lipsey his assistant. Victor left school at age fourteen and went as he put it 'straight into the bush'. His first load of timber was of spotted gum. He was soon delivering timber to the railway station at Wyee and this he did for about twelve years. Names of his ten bullocks were- Leaders *Busty* and *Pilot* then *Plume*, *Bright*, *Bart*, *Golden*, *Snowy*, *Scarlet*, *Number*, and *Bonny*.



### LOCAL CELEBRITY

In 1968 the Commonwealth Film Unit made a documentary film called 'Bullocky'.

The film won awards overseas and was first shown at the Morisset Memorial Hall.

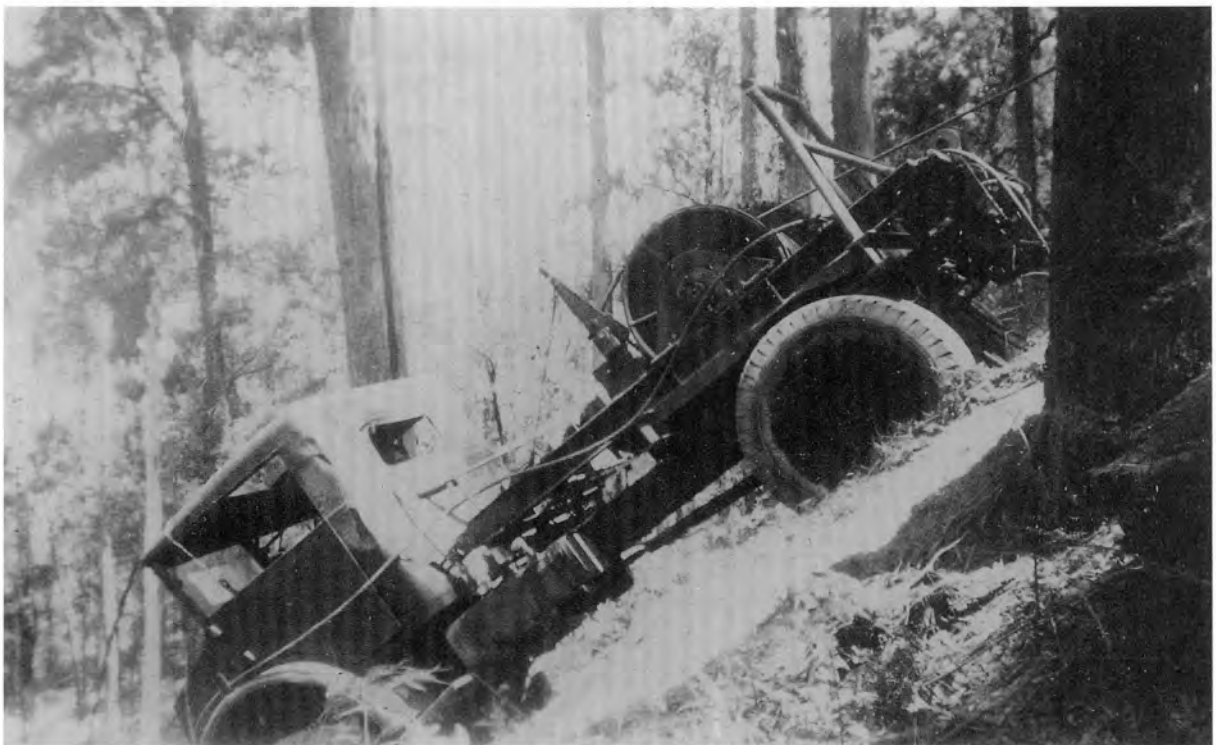
It depicted the working life of Vic Deaves, son of Lindsay David (Len) and Josephine Myrtle Deaves (Lancaster). Vic is the great, great, grandson of John Deaves who arrived in Australia in 1814. Photos Lyn and Vic Deaves Jnr.

## THE GETTING OF TIMBER

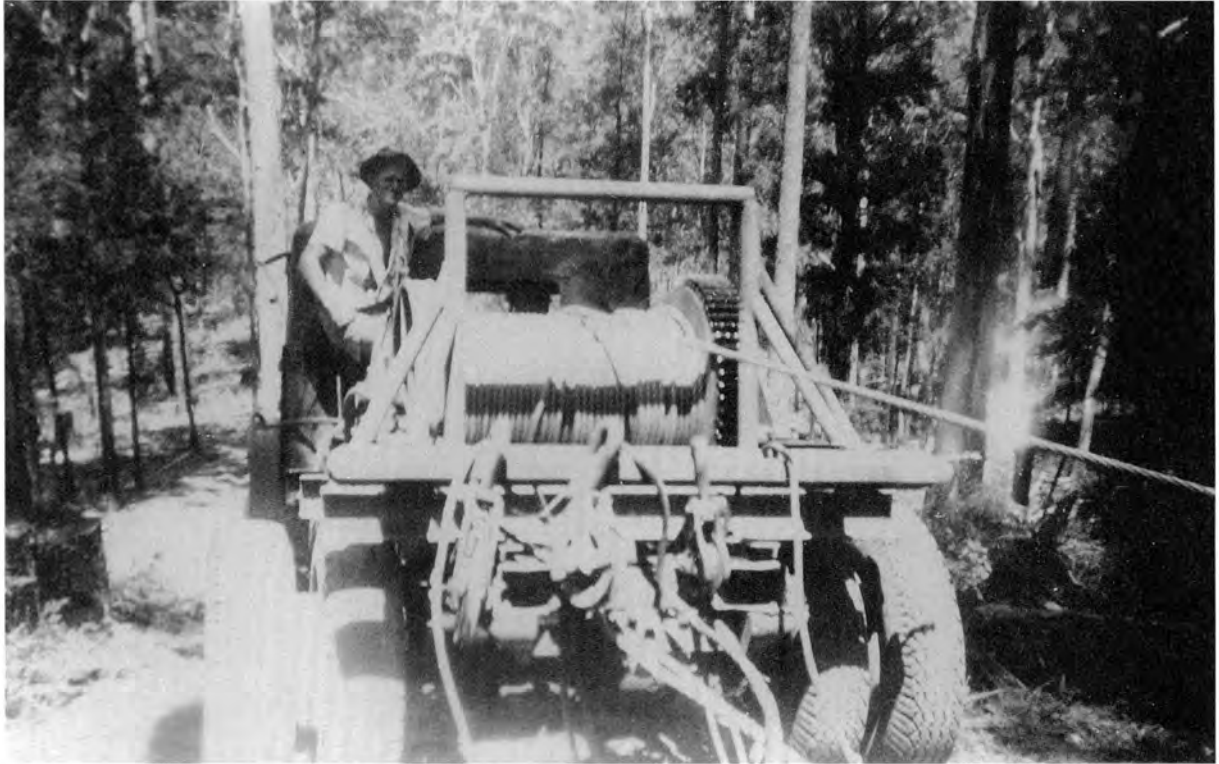


*A spur wheel was purchased from the BHP Steelworks in 1940 to build this hauler winch. Noel Goodwin at the door of a KS7 4 cylinder International Truck which was manually cranked.*

*Below, Noel lowering the Chev Blitz down a steep incline on a winch rope, Section 7 Watagan Mountains 1944. This was very hazardous work.*



## THE FINAL HAUL



*Noel Goodwin with the winch on the flat.*

*Below, log loaded up skids on to AEC Truck with duel wheels. Noel could drive a truck when he was hardly big enough to see over the steering wheel. He lived with Herb and Marion Mullard in the cottage 'Winora' on the sawmill property, opposite the old Morisset Primary School.*





## PERCY AND JACK INSPECT A LOG



*Percy Knight and Jackie Jacobsen inspect a huge log ready for loading. The size of these logs made the loading procedure a dangerous and precise operation. Front part of an army jeep at rear right. (Courtesy Doug Strong.)*

*Below, Ted Gambrill, Ron Goodwin and Alan Mullard at Mullard's Sawmill in Newcastle Street, Morisset 1950. AEC Matador Truck had original 13.50 x 20 tyres.*





## OOPS! A FLAT TYRE!



*Bert Lancaster owned this NR Mac ex Army vehicle with 6 'Goodyear' tyres and prime mover with 8 tyres on the trailer and an arm winch. Bert purchased the 'Mac' from a sawmill near the RAAF Aerodrome at Richmond.*

*Col Harris stopping for a valued photo. Not too many cameras around in those early years. The trucks were basic and uncomfortable, most of them without doors for an easy exit. Sometimes seats were replaced by corn bags filled with sawdust.*



**THE DEAVES AND LANCASTERS — BUSH PIONEERS**

*With their wonderful bullock teams they were true bushmen. L-R Len Deaves, Percy Deaves, Vic Deaves, Tom Lancaster, and Matt Lancaster*

**AXE STROKES ECHO THROUGH THE FOREST**

*Log being shortened by skilled axeman Matt Lancaster. Matt worked for a time at Newcastle BHP Steelworks cutting piles for foundations for the installation of large machinery. The area being swampland used thousands of piles placed under water level to prevent rot. Concrete was poured on top of the piles. Photo Bert Lancaster.*

## WORKING IN THE SAWMILL

*Arthur Gambrill*

I have been working in a saw mill  
For over twenty years,  
Until I am almost deaf  
In both my bloody ears,  
From listening to the saws  
Cutting through the pine, Ironbark,  
Tallawood, and bloody turpentine.  
I never did like working,  
Don't suppose I ever will,  
Especially when I'm sawing logs  
In a bloody timber mill.  
Finally I bought one,  
A timber mill, I guess,  
Now my bloody wages  
Are ever so much less.  
I have wages for the men,  
Insurances to pay and all I ever do  
Is give my cash away.  
It doesn't really matter  
I haven't got a wife,  
I have never had such rotten luck,  
In all my bloody life.  
I have two sons and a daughter  
And four grandchildren too  
I hope they have a better time  
That either me or you.  
I bring this to a finish  
I have nothing more to say  
I am sleepy so I'll go to bed  
Till another bloody day.  
ANOTHER DAY..  
Another day has broken  
And I have sold the old saw mill  
I got five thousand dollars  
But I still think I'm a dill.

Poem written in 1982.





## TRANSPORT TO THE MILL

"On moderate slopes, the log truck could be towed or winched from the front tow hook, but on steeper slopes there was a possibility of pulling the lorry from under the load. This certain day, it had been raining, and a long blue gum behaved as though thoroughly greased. During loading, it had spun sideways, crashing down a trailer pole, breaking it. We decided to load anyway, and chained the weakened pole under the load, which consisted of five long logs, three on the bolster and two above.

After being winched up 'the big pinch' I started for home. All went well for a few kilometers, but the winding road down towards Martinsville took its toll. Unknown to me, the trailer was 'tracking' about a meter to the left as I approached Paddy's Shelf. About 100 meters from the shelf, I felt a violent jolt. The old AEC shuddered, then came the thunder of rolling logs. Looking back, the logs were racing down the steep slope followed by the trailer, end over end. It's just as well the chain fastening the logs to the lorry bolster broke immediately, otherwise the truck and I might have followed. The trailer was up-side-down in the bottom of the gully, and five minutes later, one wheel was still spinning.

## BREAKDOWNS

Breakdowns were unavoidable, sometimes they were due to faulty equipment, and at other times to faulty operations...The bush crew arrived back early one day with the news that the log truck had run backwards, jack knifed, hit a tree and cracked the chassis apart. Sam Agafonoff and I set off next day in the table top with all the gear we could envisage needing. The log truck was a sorry sight indeed. The rear chassis extension, normally three feet above ground, was dug in. The chassis had been torn apart, with the exception of the bottom flange. Sam heated the flange on both sides alternately, while I gradually jacked up the chassis extension. When it was back approximately to normal alignment I chained both sides of the chassis with two 6 inch x 4 inch *Ironbark* slabs. The rear propeller shaft had been bent, so it was removed. I drove it back home using front wheel drive. We worked on it solidly over the weekend, drilling and plating the chassis with  $\frac{3}{4}$  inch plate, and thankfully it was ready for work on Monday morning.

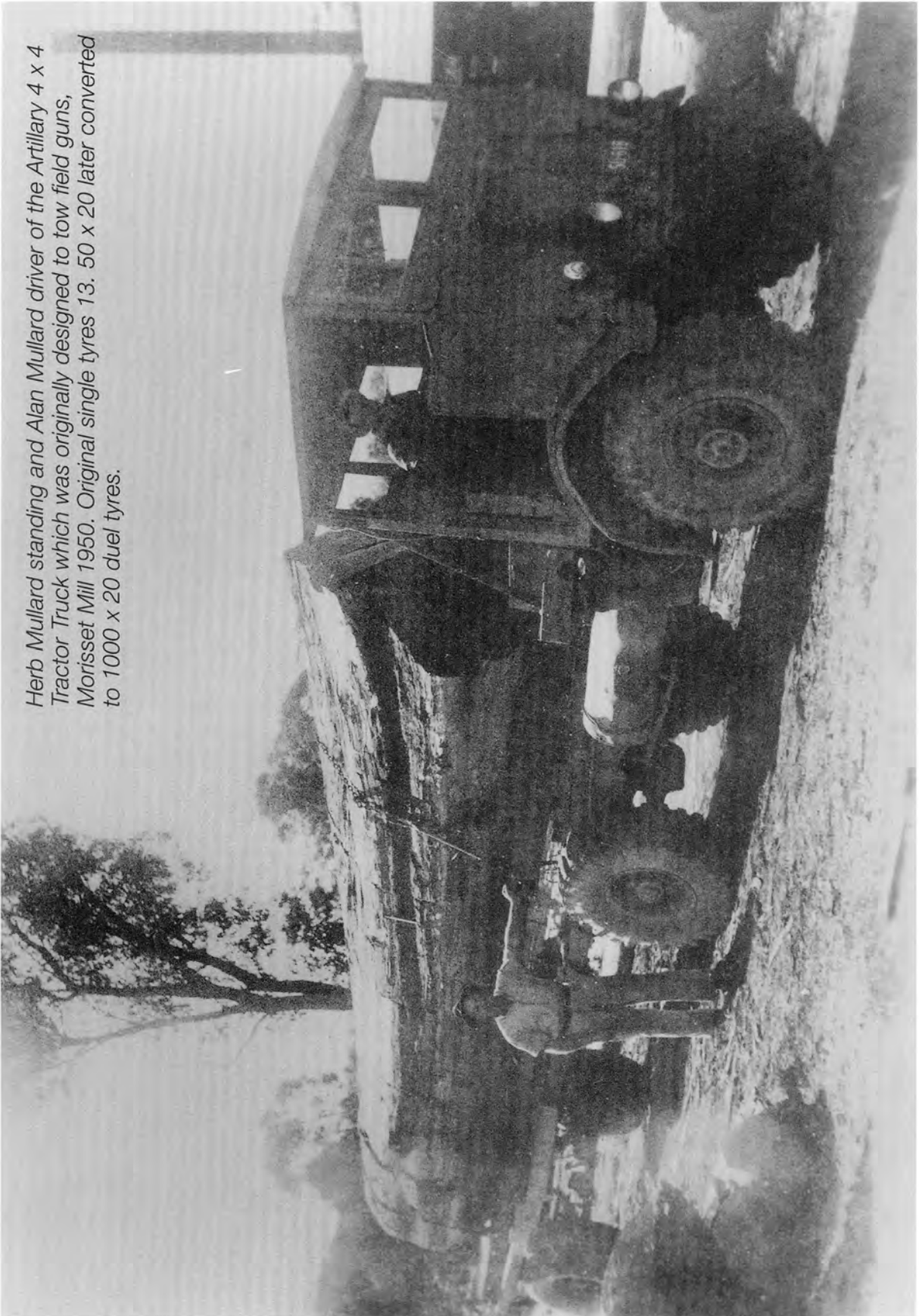
## HAULING

Log haulers were usually operated by a three-man team, but if conditions were particularly rough, a fourth man might be added. The driver worked according to signals transmitted by a 'knocker' line. This consisted of a heavy weight suspended in view of the driver, being activated by several hundred feet of light hemp rope or thin wire rope. The signals normally were: 1. Stop. 2. Go 3. Reverse.

If the weight remained virtually horizontal after 3 swings of the weight, the driver knew to throw the winch drum out of gear to provide slack rope. At the stop signal, the winch brake was kept on, until a further signal was given. The wire rope used was 1200 feet long x  $\frac{7}{8}$  inch diameter, 6 x 9 x 9 x 1 construction, with a guaranteed breaking strain of 32 tons. It weighed about 1800 pounds. The hauler was hooked up to a large tree or stump, using 1 inch diameter cables with a 'block' tree twenty to thirty yards away. Correct alignment of the winch to the block tree was most important, as the rope had to be wound on correctly at all times." *Alan Mullard.*

**FROM FIELD GUNS TO TIMBER**

Herb Mullard standing and Alan Mullard driver of the Artillary 4 x 4 Tractor Truck which was originally designed to tow field guns, Morisset Mill 1950. Original single tyres 13. 50 x 20 later converted to 1000 x 20 duel tyres.



## THE LIFE OF A TIMBER CUTTER

Bert Lancaster remembers with nostalgia his many years cutting timber in the beautiful Watagan Mountains. He was just a boy of eleven when he began to learn the trade of timber getting. Bert started out making the fire for 'boiling the billy'. His tools comprised of one tomahawk. Even though this sounds like an easy first job, Bert also drove the timber truck from the top of the mountain to the bottom, even at that tender age. Geerings Store is where the Watagan Inn is today. The truck driver would leave an order for provisions, which included bread, butter, biscuits, tinned camp pie, sugar and so on. These necessities were delivered to the base camp which was just past the turn off to Tin Dog Pass. To make a new camp they would fell a tree and make a humpy out of tree limbs covered with bark. Further down from base camp was a natural spring with crystal clear water and containers were filled and loaded on to the log wagon each day.

As Bert recalls the mine at Catherine Hill Bay had the contract to extract timber from their lease on that section of the mountain. Bert was part of a team cutting three to four truck loads a week. Turpentine was cut for piles at the Catherine Hill Bay wharf. For this timber they left the bark on the logs. They were 60 feet long and had to be exactly 16 inches across and one pile to a layer. They were huge piles. The work was always constant. The worst of the weather they experienced was in the months of August and September. The first weeks in August were extremely bad with the fierce westerly winds which would blow large limbs and branches off the Black Butt trees, scattering them all around the mountainside. It could get very cold with the sleet and rain. Bert remembers a favourite draught horse called *Monty*. He was so strong he could pull a timber truck out of a bog. With all the hard work and the dangerous situations one endured as a timber getter, Bert said they were very happy times and he 'enjoyed every minute of it'. Being away from the family for the whole week was tough but made them appreciate each other all the more.

Bert's childhood though brief, was like that of many children in and around Morisset at that time. He started school at age five and left at age eleven, finishing in sixth class. All his life he seems to have been truck driving. He had his truck license at age sixteen but had been driving since leaving school. Bert and his family still live in Morisset.

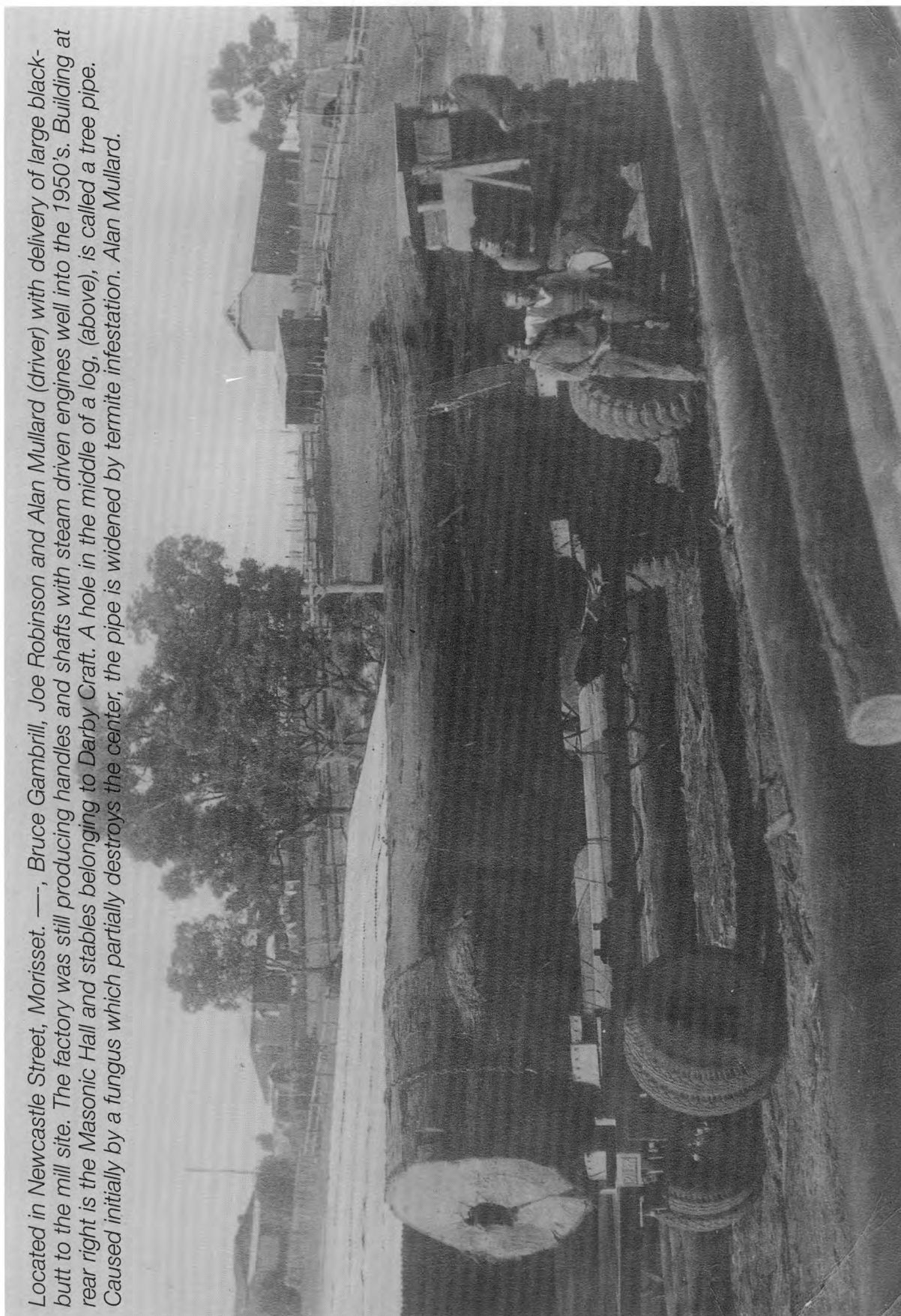
Below, Bert's old Ford Blitz Wagon.





**HERBERT MULLARD'S SAWMILL AND HANDLE FACTORY**

Located in Newcastle Street, Morisset. —, Bruce Gambrell, Joe Robinson and Alan Mullard (driver) with delivery of large black-butt to the mill site. The factory was still producing handles and shafts with steam driven engines well into the 1950's. Building at rear right is the Masonic Hall and stables belonging to Darby Craft. A hole in the middle of a log, (above), is called a tree pipe. Caused initially by a fungus which partially destroys the center, the pipe is widened by termite infestation. Alan Mullard.



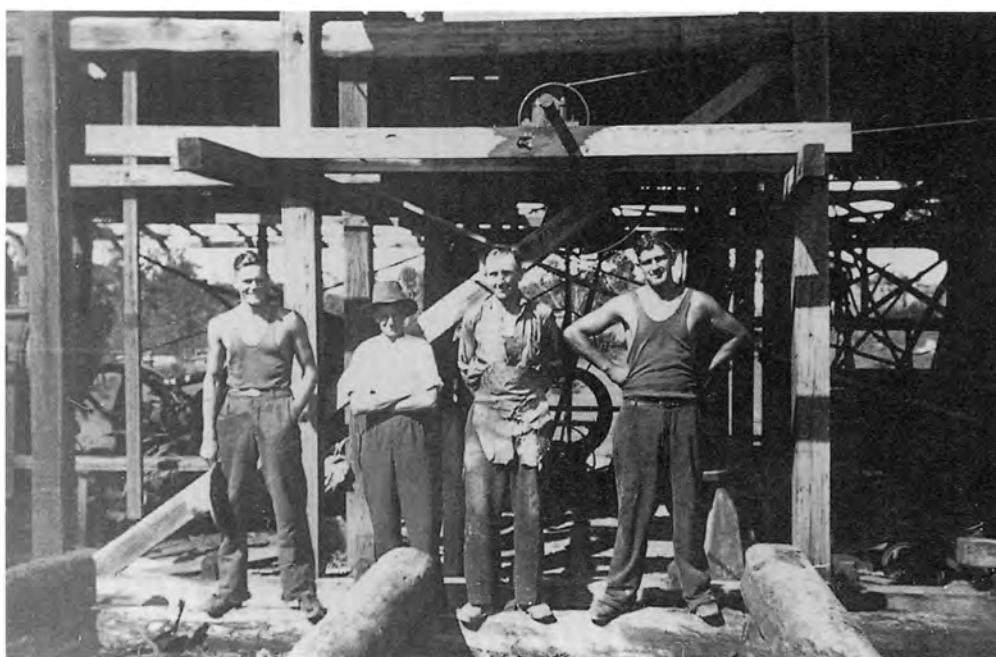


## NEWCASTLE STREET MILL



*Tranquil side view of Mullard's Mill looking across the dam to the virgin bush and beyond to the distant Watagan Mountain Range. The boilers used the water from the dam to create steam for the machinery.*

*Photo below at the mill — Alan Mullard, Johnny Greenall, Art Gambrill and Charlie Burley 1950.*





*A young Doug Hendrie beside a massive blackbutt log 1954. Doug recalls it was brought down from a remote part of the Watagan Mountain. Doug and Alan Mullard measured it and it was at least 23ft in diameter. Below, a long load of logs ready to be winched up to the road on the eastern side of German Point, 1964.*



## AREAS LOGGED BY MULLARD'S MILL

### ***Areas Logged in State Forests included:***

Olney East SF Sect 1-4, Sect 8-11

Olney West SF Sect 6, Sect 7, (Tin Dog Ridge) Sect 8, (Stump and Tree)

Lemon Tree (Beyond John Magee's Dairy Farm in Dooralong)

German Point, James Road, Moffats Point, Sect 11, The Null

***Private Property Logged:*** Various small parcels in the Mandalong area.

### ***Carabolla (North of Paterson) 1957.***

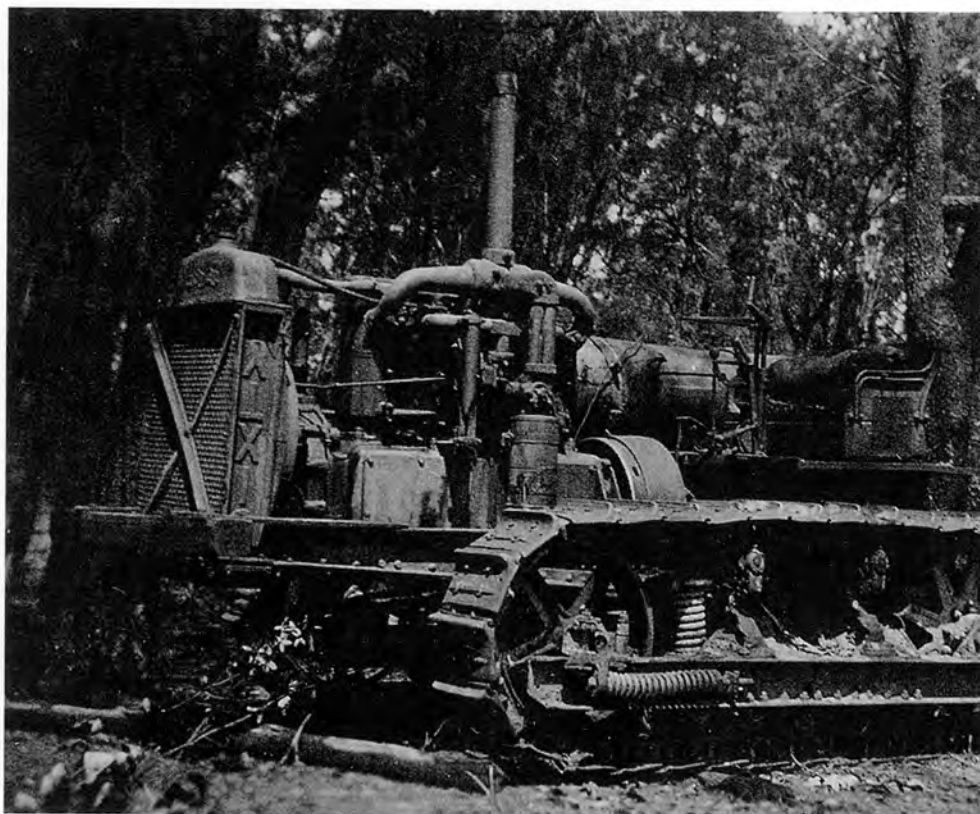
"Until about 1964 we were allocated substantial amounts of forest to be logged at our discretion, but under the general control of the Forestry Commission. Thus we were able to log wet areas during dry periods, then retreat to the ridges after rain. In addition, customers were kept happy when they required specific types of timber.

After 1964 the Forestry Commission allocated small blocks one at a time, which had to be completely logged before another block was allocated. This meant a reduction in log quality, more difficulty after wet weather, and trouble in obtaining given species.

Before 1940 most areas listed above had been logged by bullock teams. All of the readily accessible optimum sized and quality logs had been taken. What remained was harvested using heavy equipment. When possible a 'dozer mounted logging winch' was used. Where the terrain was too steep and rocky, haulers with 1200 feet of winch cable took over."

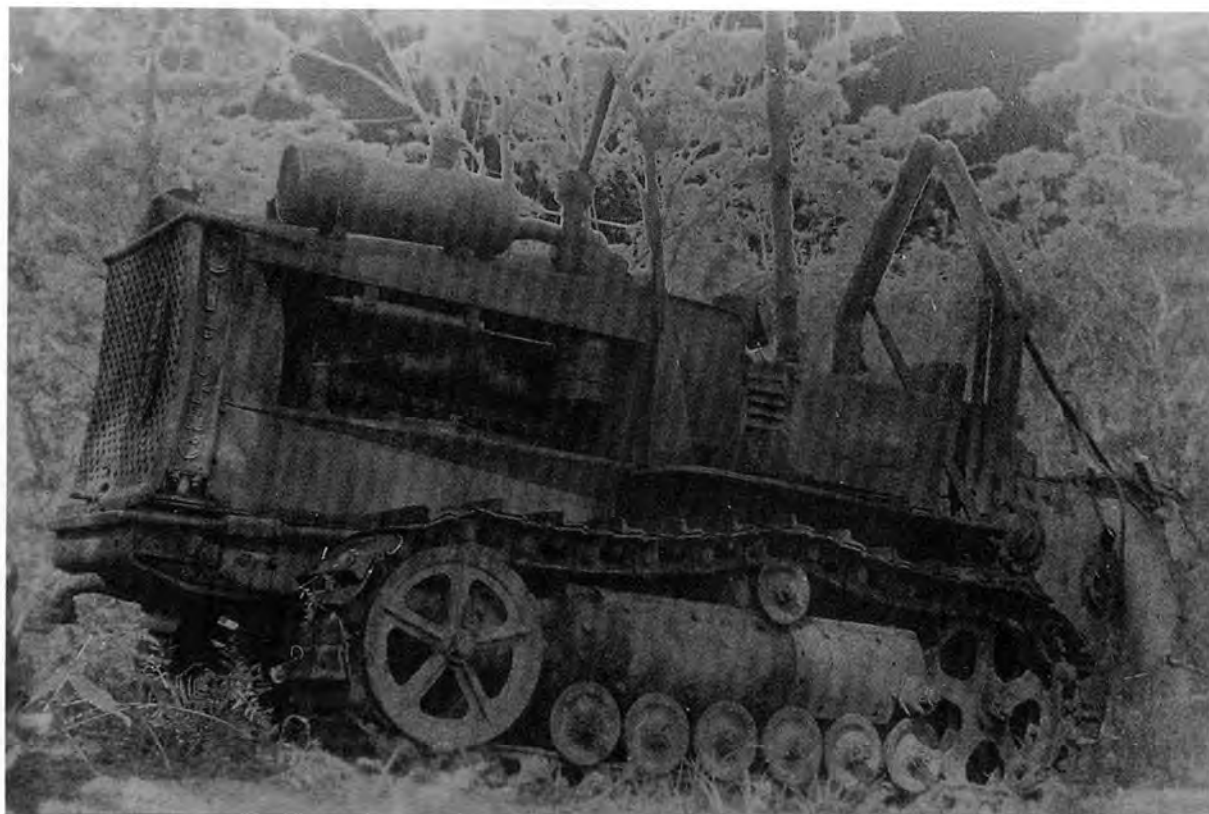


*Doug Strong in front of a large log, the culmination of one weeks work. Doug's wife Mary recalls that 'the men worked very hard on the mountain and they loved their boss 'Herbie'. Doug and Jackie Jacobsen were the very last of the workers to leave their cutting and hauling jobs in the Watagan Mountains.*

**MIGHTY MACHINES**

*Mullard's petrol driven 4 cyl. Caterpillar 60 used in the Watagan Mountains 1941.*

*Photo below, Mullard's Cletrac DD Tractor — Watagan Mountains 1943. A unique assembly of moving parts which had to be constantly maintained.*





## LOGGING

"Before the Cletrac crawler tractor and winch was bought from Neil Carroll in about 1950, our logging equipment consisted of the 'big' or old hauler and the 'little' hauler, which carried about 300 feet of winch rope. It was used for loading and winching the log truck up steep pinches (fairly short steep incline).

One day Noel Goodwin and I drove out to Tin Dog Ridge (Sect 7, Olney West) for a load in the AEC Matador log truck and jinker. It rained and we had a hell of a job loading, with among other things, the hauler being bogged. It was dark when we reached the 'big pinch' still on the Dog Ridge. We hooked the hauler rope onto the tow hook at the front of the truck. Then Noel started up the pinch, the winch out of gear, the rope rolling off the drum as he went. Half way up, partly illuminated by the truck lights, he started to slip and slide, repeatedly trying to get a grip in the wet conditions. Finally I heard 'Look out!' from Noel and the machine came racing backwards down the hill. I leapt to the side of the track and the hauler hit the front of the truck with an almighty crash and the lights went out. Noel had bailed out when the axle had broken, leaving him without a brake. We set out to walk home and after a few miles dad came along looking for us in his car. Next day to my amazement the AEC had sustained no damage that a sledge hammer and crow bar couldn't fix.

Not long after this, I think on Woodward's Point, I was driving the hauler in winching mode, with the block tree as usual about 40 yards back, after which the terrain fell away steeply. On this occasion, Jack Jacobsen was on the knocker line, Noel Goodwin and Reg Douglas were ropemen. We had been operating for half an hour, with frequent stops, starts and slack rope called for, when came the stop signal, so I applied the winch brake, expecting three knocks for slack rope to follow. The minutes ticked by, then at last came two knocks to go, but only a few feet. More stops and starts followed, then a final stop signal. Shortly after Jack appeared, saying Noel had been caught by a log, but was now released. He had sustained a broken wrist and two fractured spinal vertebrae. Noel had been riding on the log as it approached a block tree. The sling came off and the log started sliding back. Noel ran along it and leapt onto a fallen tree, the log smashed into it, threw Noel off and pinned him to a tree. It was a slow and difficult job for the men on the spot to manoeuvre the tree off the injured man without causing more damage.

It was just past the five-mile on the long descent to Martinsville, where I came upon a driver sitting propped up against a tree. I pulled up to see if he needed a lift, but he was waiting for an ambulance, having broken both his ankles when he leapt from his runaway truck. He had missed a gear change and the brakes would not hold. The truck was a complete wreck hundreds of feet down the side of the ridge.

It was late afternoon. The logging crew had left for home ten minutes before and the old AEC was gathering speed on the windy stretch past James Rd. A battered landrover appeared round a bend - the track was narrow, so we both moved to the left. The truck and jinker lurched into the gutter throwing off the top log. Squatter Waters backed the Landrover out of the scrub - unscathed. He drove me back to the hauler at the log dump. I used it to reload the offending log and started the long grind home."

**LOGGING IN THE 1950'S**

*Herb Mullard, son of H B with his grandchildren Wendy and Bill on an AC Matador Truck. The logs even in the 1950's were still huge as in this photo.*

## LOG HAULERS

"In 1940 I purchased an obsolete three foot diameter spur wheel from BHP Newcastle, which was used as the starting point to design our first log hauler, mounted on a solid type D 4 cylinder International Truck. This is shown in the photo of Noel Goodwin standing on the running board of the KS7 truck, previous pages under heading 'The Getting of Timber'.

It was used in conjunction with a smaller, more reliable hauler mounted on a 6 cyl Inter (C35) 3 ton truck. These machines were called the 'Big Hauler' and the 'Little Hauler'. The latter was used mainly for loading and towing/winchng the log truck.

About 1944, another obsolete spur wheel came my way (spare for jackshaft drive, soaking pits crane) and I proceeded to design another winch to be mounted on a 4 x 4 Chev Blitz. This was a great improvement on the 'Big Hauler', but various components of the truck were broken with monotonous regularity, because bigger logs were being hauled from rougher places.

Over a seven year period from late 1952 the following replacements were needed:

- 3 – engines
- 8 – clutches
- 5 – diffs
- 2 – gearboxes
- 2 – PTO's (Power Take-offs)
- 5 – axles

During 1960, a 4 x 4 AEC Matador with a shortened chassis and modified springs was built up and the basic winch was transferred from the Chev Blitz in 1961. A heavier bevel drive and pinion shaft was fitted. It was first operated in June 1961. For the next seven years it gave comparatively little trouble.

Mullard's Mill closed in October 1968."



*Loaded log hauler with  
Bob Bordiss and Herb  
Mullard standing by.*

## A TIME TO REMEMBER

"My earliest introduction to logging was at age eight, standing on the floor of a 4cyl solid rubber tyred Leyland Truck, trying to steer it at a walking pace. My father, Herb Mullard, was carting logs from Saul's Road, Mandalong to Morisset and was giving me my first brief lesson. Those were the days when bullock teams snigged and loaded the logs. A couple of years later I had my first introduction to a cross-cut saw when a quantity of small Spotted Gum logs had been felled by axe and the heads were to be sawn off. Dad said *Just hold the handle to steady the saw and I'll do the cutting*. In 1939 I started work in the Engineering Department at Newcastle BHP where I bought a large gear wheel which formed the basis of our first log hauler or mobile winch. At this time log haulers and caterpillar tractors were taking over from the bullocks in the forest. In the 1940's tree fellers would camp in the Watagans during the week. One of the first was Charlie Burley followed by Jack Jacobsen and Peter Fitzpatrick. The logging was varied, Hope and Herb Mullard, Noel Goodwin, Bruce and Allan Gambrill taking part early on. Bruce drove the 4cyl International Log Truck, replaced by an Inter KS7. About 1950 a SM Cletrac tractor with logging winch was purchased and in 1952 a new hauler was built, mounted on a Chev Blitz. In the same year an AEC log truck and trailer was purchased. These three items improved productivity by increasing the size of the logs handled and accessibility in steep country. Noel operated the DD followed by Reg Douglas. I drove the AEC for a time then handed over to Albert Sternbeck who was succeeded by Doug Hendrie. It took three men to operate the log hauler...driver, signalman and ropeman. As the winch held 1200 feet of wire rope it was often necessary for two men to pull it down the slope. Where the grade was not too steep and rocky the DD tractor was used. In later years Doug Hendrie, Perc Knight and Col Harris were involved with logging. The logs varied in diameter. From 0.4 to 2 metres, 1 metre being the ideal size for our mill. Length was from 16-60 feet (5m-18m). Blackbutt and Blue Gum were the main timbers cut, with Tallowwood, Turpentine, Red and White Mahogany, Ironbark, Stringybark and Spotted Gum cut to a lesser extent. Every day in the bush was different. One morning Hope and I selected an anchor tree for the hauler at the top of a ridge, then slung three collapsible blocks from trees down a steep rocky slope, which ended in a deep basin filled with rain forest. A big turpentine log was almost covered in a tangle of vines about 1000ft down. Hope drove the winch and I was the ropeman with Jack Jacobsen operating the signal. It took an hour to position the hauler, rig the blocks, pay out the signal line, then pull the main rope down through the guided blocks. An inch sling 16ft. long was connected to the rope by a C hook. Jack gave one pull on the signal wire for *Go* and the long haul started. All went well, the turpentine almost reached the top but the strain proved too great and the log slid back 20ft. Hope explained, each time he stopped, it was near the limit of the ropes capacity. We held a council of war and decided to hook on to the opposite end of the log and Hope started the long climb up to the hauler. There he put the winch out of gear and gave me 50ft of slack to hook on to the head of the log. The tactic worked. Bush work was hard and at times extremely dangerous, and breakdowns the bane of a loggers existence, but I think we all preferred it to the routine of the mill."

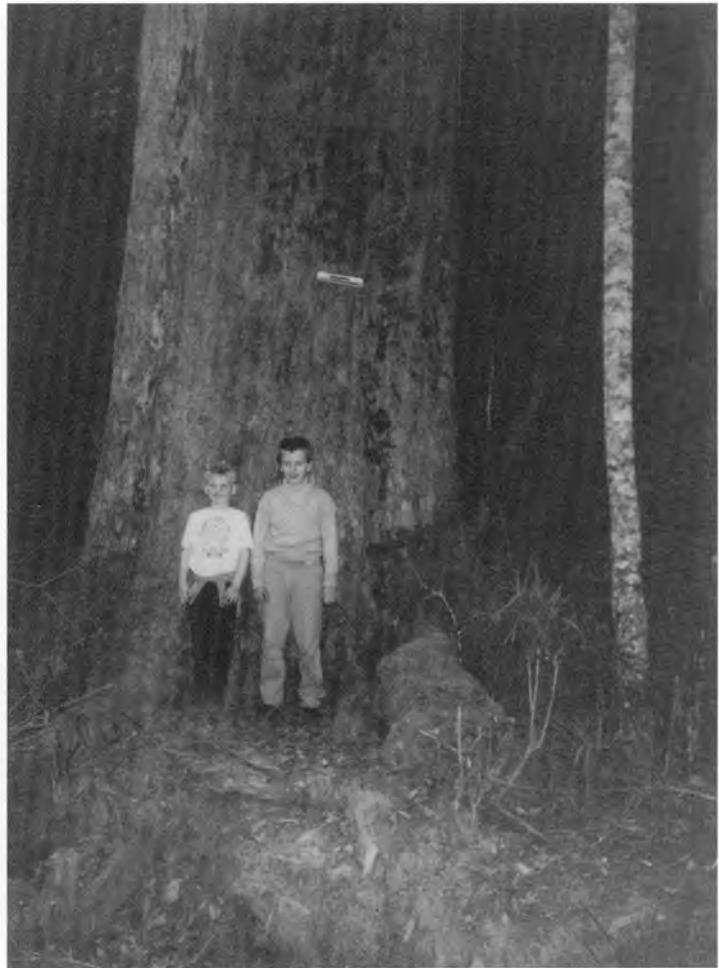
Extracts from Alan Mullard's personal record of his years in the timber industry, being a fourth generation sawmillier.



**FOREST GIANT**

*Mighty Blackbutt. Percy Knight using a Danarm Saw with 36inch blade cutting into a huge blackbutt tree used for building timbers. Percy is working off a high scaffold supported by tall poles, Watagan Mountains 1960. Before chainsaws, springboards were inserted into the tree and felling was by axe and cross cut saws.*

*Niki Burgess and his cousin in front of a huge turpentine tree with a girth of 33ft at Gap Creek Falls in the Watagan Mountains 1987.*



*Photo below taken fourteen years later, Niki beside an enormous Mountain Ash Tree at Slippery Rock Road. Niki has from a very early age been fascinated with trees, especially the very old ones. Travelling many miles he photographs, measures and records the many different species.*



## CHAPTER 4

# Scarcely Big Enough To Swing a Cat

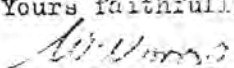
Sun Newspaper report *At Morisset the building used for postal purpose is 'Scarcely Big Enough to Swing the Proverbial Cat'.*

Post Office report *The Morisset Office is one of the most satisfactorily conducted offices in the Newcastle District.*

Number of articles posted in 1909 21,644

Telegrams for year ending 1945 1,545

Number of articles posted in 1947 900 daily

AMM	COMMONWEALTH OF AUSTRALIA	Form I.B. 18
IN REPLY, PLEASE QUOTE NO.	POSTMASTER-GENERAL'S DEPARTMENT, DISTRICT INSPECTOR'S OFFICE.	
		NEWCASTLE 20.8.30 19
<b>MEMORANDUM</b>		
Mr. A.C. Lean, Secty, Progress Assn., <u>MORISSET.</u>		
Sir,		
With reference to the despatch of mails from Morisset to Newcastle, the number of letters despatched daily does not warrant two despatches and it is considered the despatch by train at 4.30 p.m. would be more suitable <del>and</del> the despatch has been amended accordingly as from 25.8.30. This will give the residents an opportunity of replying the same day, to correspondence received at 9 a.m.		
Yours faithfully,  (W. Morris) District Inspector.		

## RESIDENT'S PETITION POSTMASTER-GENERAL

When Morisset Railway Station opened in 1887, there were only a scattering of homes in the vicinity, nevertheless the residents banded together and sent a petition, per Joseph Greer, MP, to The Honourable Postmaster-General:

*We the undersigned residents residing within the Parish of Morrissett (Lake Macquarie) and property owners of the same place, respectfully request that you may be pleased to establish a post office at the railway station. We desire to point out that we are subjected to much inconvenience, expense and delay in consequence of letters not reaching us until a considerable time after they are posted. The town of Scarborough is situate within one mile of Morrissett Station, and a population is fast settling upon it. The people resident of Dora Creek, Shingle Splitters Point, The Sugar Plantation, Wyee and other places immediately in the vicinity, would all reap inestimable benefits by establishing a Post Office at Morrissett, and which would be the means of enabling them to receive their correspondence within a reasonable time after it was posted, and not have to travel many miles as at present time they are compelled to do so, to Cooranbong, which is a considerable distance away from their homes.* As a result of this petition, a receiving office was opened June 16 1888, in the charge of Station Master, Mr Henry Eckford, who was paid £5 a year allowance for the duties. A postal inspector estimated that no more than 6 letters a day would be addressed to residents.

On February 1 1889 the Railway Department changed the spelling of the town to Morisset, so the Postal Department decided that the letter name should apply to the Post Office. From March 16 1898 Morisset was raised in status from a receiving office to a post office and the £5 per annum salary was doubled.

During the quarter ending September 30 1898, forty seven letters were registered at the Morisset Receiving Office, whilst about £60 worth of postage stamps were sold *annually*. Postal notes to the value of £8 were forwarded to the office.

On October 13 1898, John Roach of the Morisset Public School, requested the establishment of a money order office at the railway station. As a result of the Electrical Engineer's report, Postal Inspector Jefferson was asked to make further inquiries concerning the availability of a suitable site for an office away from the railway station. He requested that consideration be given to an offer from Mr H B Mullard, a timber merchant of Morisset, *to erect a building for the discharge of the postal and telegraphic business at Morisset, on the site chosen by your association, for the term of 2 years rent free.*

In November 1909 when the population of the town was 147, the local Progress Association requested that an Official Post Office be opened in a Government building, so important did they think the postal business was to their future. In 1909 postal business moved from the railway station to a mixed business in a building further up the road, after providing postal facilities there for twenty years.



## THE HUTCHISON FAMILY

Mister Hutchison owned a mixed business in Dora Street, Morisset, opposite the railway line. He also kept horses and provided a transport service to Morisset Hospital, the fare being 6 pence return. He had a sulky, buggy and a coach.

In 1909 the Post Office transferred to Mr Hutchison's shop and his twenty one-year-old daughter, Miss Hester Maud Hutchison was appointed Postmistress as from July 2 of that year. Hester was to conduct the post and telephone duties at the wage of £42 per annum. Her salary covered all the duties, including postal, telephonic and conveyance of mails between the railway station and the post office.

In 1910 Hester wrote to Postal Inspector Jefferson, requesting an increase to her salary. She mentioned that the postal and telephonic duties had increased considerably and occupied all her time, thus preventing her from earning any additional income. To determine the salary justified by scale rates, the following return of the business transacted for the year 1909 was compiled:

Number of articles posted yearly	21,644
Mails received and dispatched	2,080
Telegrams dispatched	738
Telegrams received	665
Money Orders issued	65
Money Orders paid	3
Postal Revenue	£110
Telegraph Revenue	£31
Money Order and Postal Note Revenue	£10
Total Revenue	£151

From the above return, the allowance justified by scale rates amounted to £50 per annum and Hester was paid at that rate from August 1, 1910. As a result of representation on behalf of Morisset Progress Association a free telegram delivery service within one mile of radius of the office was introduced in May 8, 1911. Hester was paid an additional £12 per annum to conduct the service and she employed her younger sister for this purpose.

On October 26 1911, Hester tendered her resignation as postmistress to get married.

She recommended as her successor, her nineteen-year-old sister Clara, who had been assisting her in the office since her appointment in 1909.

**POSTMISTRESS MARRIES**

*Wedding of Hester Maud Hutchison to John Francis Field 29.11.1911.  
Hester resigned her position as Postmistress at Morisset on the event of her marriage.  
Photo courtesy Evelyn Shortland (Field) daughter of Hester and John.*

## A NEW POSTMISTRESS

Clara M Hutchison was recommended for the position by Postal Inspector H T Williams of Newcastle. Appointed Postmistress on November 21 1911, Clara continued to conduct the Post Office in the same premises used by her sister at an allowance of £67/10 shillings per annum. At various times there were complaints about the inadequate space provided in the premises. Post office reports stated *that if two or more persons call at the same time they are quickly and efficiently attended to* and *The Morisset Post Office is one of the most satisfactorily conducted offices in the Newcastle District.*

In 1920 The Progress Association outlined that fifty new residents had obtained work and were preparing to build on land purchased. The Morisset hospital continued to expand and was expected to be the largest hospital of its kind in the state and the sawmilling industry was still very active. The Commercial Bank of Australia had opened an agency and operated two days a week and the police station had been moved from Coorانبong to Morisset. With all this activity it was again suggested that the public space at the post office should be enlarged.

An item in *The Sun* newspaper reported ***At Morisset the building used for Postal purpose is scarcely big enough to swing the proverbial cat.***

In 1928 Clara Hutchison requested permission to move the post office into a larger building she was having erected, adjacent to the existing premises. The new room measured 27ft x 15ft. At this time there were sixteen telephone subscribers connected. In 1933 the arrangement for the conveyance of mail between the Post Office and the Railway was terminated following an approval for a contractor for the Morisset and Coorانبong service. Morissets non-official post office became a full time service office from July 1 1942. This allowed for an assistant to be employed for forty four hours per week at the expense of the department. Previously any assistant was paid by the Postmistress out of her own salary.

### ***That all important telegram***

It was a hectic time for Postmistress Clara. For the twelve months ended June 30, 1945 the total amount of terminating telegrams was 1,545, an average of over five daily. At her own expense Clara engaged a schoolboy to deliver telegrams after school. Complete delivery service started February 1, 1946.

#### **Telegraph business for 12 months to June 1946**

Originating telegrams	3 946	Terminating telegrams	3 835
Originating phonograms	346	Terminating phonograms	1 713

COMMONWEALTH OF AUSTRALIA — POSTMASTER-GENERAL'S DEPARTMENT.

**TELEGRAM**

This Telegram has been received subject to the Post and Telegraph Act and Regulations. The time received at this office is shown at the end of the message.

The date stamp indicates the date of reception and lodgment also, unless an earlier date is shown at the time of lodgment.

Office of Origin: *Cable via Beam Overseas*

No. of Words: *Mrs H. Bullard*

Time of Lodgment: *Bridge St*

*Morisset*

30. C.M.73-7/1942

26/1/46

## THAT ALL IMPORTANT TELEPHONE CALL

In 1946 there were 31 telephone subscribers and the service provided was from 8am-10pm and the after normal hours were performed by the Postmistress.

### Telephone particulars for the 12 months ended 30.6.1946

Trunk line calls from subscribers	8 441	Subscribers unit free calls	17 140
Trunk line calls public telephones	2 632	Single ticket calls	14 287



*A young Barbara Bell at the switchboard in the 1950's.*

*Below, Morisset postal staff 1944. L-R Tommy Green, Mail and telegrams, Florence Madden, Postal Assistant, Elsie Griffith, Switchboard, Brian Frost, Mail and Telegrams.*





## POST OFFICE EARLY DAYS

With the installation of Florence Madden as full time assistant, putting in a five hour day on the switchboard and attending to telegrams, there was little time to waste. The average number of callers at the counter averaged 55 per hour in the year 1946.

Mails were received and dispatched from Newcastle and Sydney twice daily and to and from the sub-offices three times weekly. A postal report stated *The village of Morisset is progressive and business continues to show an upward trend.*

### Daily working hours, 1947

Counter transactions daily

Mails. Approximately 900 articles daily

Telegrams by telephone, 15 phonograms

Telegraph, Telephone, Money orders

10 hours 15 minutes

1 hour 30 minutes

1 hour 30 minutes

1 hour 15 minutes



Postmistress Clara Hutchison and her assistant Florence Madden at the side of the old Post Office building, Dora Street, Morisset 1946.



Nola Boyd at the old Morisset Post Office

Photo right, George Bell who started delivering telegrams in 1955 and later worked as a postman in the early 1960's.



## OFFICIAL STATUS FOR POST OFFICE

Due to the Postal Inspector's recommendation Morisset Post Office became an Official Post Office, with new staffing arrangements to take effect in January 1947. Florence B Madden, the former full time assistant, became the switchboard attendant and Elsie Griffith was employed as a part time assistant.

In 1947 after working for 38 years as Postmistress at Morisset, Clara Hutchison resigned. The young Clara, who at nineteen took over from her sister Hester, had shouldered all the responsibilities of the town's mail, telegrams, telephone service and kept up with all the new changes along the way.

Clara M Hutchison played an important part in the town's history. What a remarkable lady!

## MORISSET'S FIRST TWO POSTMISTRESS'S



*Charming photo of sisters Clara and Hester Maud Hutchison (standing). In 1909 Hester was appointed Postmistress and on her resignation in 1911 Clara took over and remained Postmistress until 1947.*



*Morisset Post Office in the 1950's was a Post, Telephone and Money Order Office and agent for the Commonwealth Savings Bank of Australia. Note telephone box on the right.*

*Photo below, the vine covered building traded as The Old Post Office Interiors, Beryl's Boutique and today is a coffee shop.*



## **AT LAST — A GOVERNMENT POSTAL BUILDING**

- 1887 Petition by residents for a postal service at Morisset Railway Station
- 1888 Postal service granted for Railway Station
- 1908 Petition by Progress Association for a Government Post Office building
- 1909 Postal service transferred to premises in Dora Street, Morisset
- 1913 Petition again for a Government Postal Office
- 1926 Land, corner Dora and Station Streets, acquired by Commonwealth Government
- 1930 Progress Association application for Official Post Office rejected
- 1959 Tenders for the construction of a Government Post Office building
- 1959 Contract for building to Mr C A Lonergan of Belmore
- 1960 First Government Post Office officially opened May 27

It was a long hard road for members of the Morisset Progress Association to establish a Government Post Office. It finally eventuated after fifty-two years of negotiations. The Commonwealth Department of Works designed the building in collaboration with the Buildings Branch of the Postmaster General's Department. The cost of the project was approximately \$10 000.



Government Post Office. Built in 1960 on the corner of Dora and Station Streets, Morisset, closed November 1995 to relocate to a site in Newcastle Street. The purpose of this move was to implement a program to modernise the Post Office and to convert it to a retail post shop.

Thank you to Australia Post, Sydney for allowing me to source information from records.



## NEWCASTLE STREET POST OFFICE



*Morisset Post Office relocated to Newcastle Street in November 1995.*

## A TRIBUTE TO REG

Reg Gambrill retired after being Morisset's own wonderful 'Postie', delivering the good and the bad news to the residents of Morisset for over forty years. He saw many changes in the years between being a teenage postman to a mature postal worker. Walking was the order of the day delivering mail in 1958, followed later by an old two-ton trusty pushbike. In recent years the round was made easier with a motor cycle. Whatever the mode of transport used in the delivery of Her Majesty's Mail Reg always handled daily mishaps with a lot of humour.

Climatic changes and dog attacks were just part of his day. My own large Doberman dog gave Reg heaps, waiting for his arrival every day and having a race with him along Dora Street. Report you? Complain? No not Reg - always a smile.

Reg's father was a professional fisherman on Lake Macquarie for many years and Reg also likes fishing and messin' around in boats. Happy Retirement Reg.



*A young Reg Gambrill at Morisset Post Office in Dora Street 1958.*



*Reg fishing.*

## DORA STREET MORISSET, 1910



*Bullock wagons in front of Mullard's Mill*



*Looking across Morisset to Lake Macquarie, Tuggerah Lake and Lion Island  
in the distance.*

CHAPTER 5

# *A Town Evolves*

---

## **MORISSET PROCLAIMED A TOWN**

3rd December, 1887



*Looking East toward the town centre today.*

*Photo courtesy Peter McIntyre.*

## MORISSET LAND SALE 1888



CANCELLED ☒ /  
REGISTER BOOK,  
VOL. 925 FOL. 150

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, and so forth:—  
TO ALL to whom these Presents shall come, Greeting:—

WHEREAS, at a Sale by Auction of Crown Lands in Our Colony of New South Wales, held at Morisset in Our said Colony, on the first day of December in the year of Our Lord one thousand eight hundred and eighty eight

William Cann of Newcastle became the Purchaser of the Allotment or Parcel of Land hereinafter described, for the Sum of £18 10s 0d Sterling: Now Know Ye, That for and in consideration of the said Sum, for and on Our behalf, well and truly paid into the Colonial Treasury of Our said Colony, before these Presents are issued, We, with the advice of Our Executive Council of New South Wales, HAVE GRANTED, and for Us, Our Heirs and Successors, DO HEREBY GRANT unto the said William Cann his Heirs and Assigns, Subject to the several and respective Reservations hereinafter mentioned, ALL THAT Allotment or Parcel of Land in Our said Colony, containing by Admeasurement Two rods twenty two perches be the same more or less, situated in the County of Newcastle Parish of Morisset and being Allotments Nos 18 and 19 of Section No. Twelve



COMMENCING on the North Western side of Dona Street at its intersection with the North Eastern side of Wyee Street and bounded thence on the South East by Dona Street bearing North fifty seven degrees forty nine minutes thirty seconds East two chains one link and two fifths of a link on the North East by the South Western boundary of allotment eighteen bearing North thirty nine degrees West three chains thirty three links and half a link to a lane thirty links and three tenths of a link wide on the North West by that lane dividing it from allotments two and one bearing South fifty one degrees West two chains to Wyee Street aforesaid and on the South West by that Street bearing South thirty nine degrees East three chains one link and three tenths of a link to the North Eastern side of Dona Street at its intersection with the North Eastern side of Wyee Street

Title deed of William Cann who purchased two allotments in the first sale of Crown Land in Morisset December 1, 1888.



## MOMENTOUS EVENTS

Railway Line opened	15 8 1887
Proclaimed a Town	3 12 1887
Town Subdivision	16 9 1888
First Crown Land Sale	1 12 1888

These events occurred in the space of fourteen months!

There was a reserve of £20 on allotments facing the railway station. William Cann, a baker from Newcastle, purchased two of the first allotments, 19 and 20 of section 12, corner of Wyee and Dora Streets, County of Northumberland, town of Morisset. He paid the princely sum of £15.

## MORISSET LAND SALE, 21 4 1919

# THE MORRISSET FARMS ESTATE

OF CHOICE DAIRYING, GRAZING, MIXED FARMING and ORCHARD LANDS

For Sale by Auction by  
Messrs. Lang, Wood & Co.

at the



Mr. W. J. RUSSELL  
Morrisset and Cooranbong  
Local Agent



RAILWAY HOTEL, MORRISSET.

Railway Hotel, Morrisset  
Easter Monday, April 21st

1919, at 1 o'clock



LANG, WOOD & CO.  
Estate Agents and Auctioneers  
Newcastle

Messrs. HAROLD T. MORGAN & MORGAN  
Ocean House, Moore Street, Sydney  
Solicitors for Vendors

## THE OLD PUB



*Railway Hotel had a wire fence and turnstile. The fir trees growing on the spare block and the hotel verandah posts were used as hitching posts. The slip rail fence of the Railway Cottage on the right, extended way beyond the boundary of the front fence, as roads had not yet been formed. The spelling of Morrisset changed to Morisset in February, 1889.*

*Photo below was taken in the 1920's.*



## THE RAILWAY HOTEL



*Morisset Railway Hotel in 1908. Mr Albert Harris, the owner, is standing in front of the steps with his son, holding the dogs. Mrs Harris, her daughter and staff are on the verandah above. Most of the men have guns as they had just completed a rabbit shoot.*

*Photo courtesy Bruce Gibson, owner of the renamed Lake Macquarie Hotel.*

Mr Healy built the fine looking two story Railway Hotel in 1889. It was the only licensed building between Teralba and Wyong for many years. The hotel was the meeting place for most of the workers in the area. Fights on Friday and Saturday nights were legendary. Disagreements would start inside and then erupt outside and continue on to the spare block next door, and were great entertainment for the many spectators. It is said that after too many ales some patrons would ride their horses up the front steps and into the parlour. This same parlour was used to celebrate Mass when Mr Dwyer was the owner in 1927.

Toilets and stables were built at the rear of the spare block and Jack Speers, known as Jack the Groom, looked after the stables and lived in.

Other publicans were Mr Findlay, Albert Harris, James Waldron, George Avery, J Brazel and Keith Simpson.

Railway Station and Cottage and the Railway Hotel formed the town centre in 1889. There were major alterations and a name change to Lake Macquarie Hotel in the 1960's. Bruce and Robyn Gibson took over in 1977, adding a comfortable, modern motel.

## DORA STREET WITH THE RAILWAY HOTEL



The little store next to the Railway Hotel seems to nestle in the comfort and security of the Pub. It can be presumed that the townspeople were dependent upon either one, or the other for the necessities of life! Open dirt in front of the buildings as roads were not yet formed. Mr Worley built the little shop which looked like a cottage with verandah. Mr Nicholls was a proprietor, then Mr Brown who rebuilt in 1929. Photo courtesy Pat and Roger McCarthy. Trade Register courtesy Brian Frost, copied by Jenny Hill.

Morisset's population in 1909 was about 320. The Church of England and the Public School were well established and the School of Arts had a well stocked library, with over sixty members. There was a very active Progress Association petitioning to have a police station built on land set aside and known as 'The Police Paddock'. Population had grown to 600 by 1921.

MORISSET.	
77 m. N. Rail direct.	
Beavan R.	Blacksmith
Hansen and Roach	Store
Hutchison R	Store
Lean Bros.	Bakers
Mullard H. B.	Sawmills
Turley and Hodges	Butchers
Waldron Jas. J.	Railway Hotel
Willings J.	Contractor
Worley W.	Store

### THE MERCHANTS AND TRADERS ASSOCIATION, LIMITED.

GIBBS CHAMBERS,  
7 MOORE STREET, SYDNEY,  
AND AT NEWCASTLE.

ASSOCIATE OFFICES:

MELBOURNE, BRISBANE, ADELAIDE, PERTH, HOBART,  
LAUNCESTON, ETC.

JOHN GIBBS,  
MANAGING DIRECTOR.

### COUNTRY TRADES REGISTER

BEING

A Complete Register of Traders in Upwards  
of 1000 Country Towns throughout the State  
of New South Wales.

REVISED TO JULY, 1914.

Terms and Conditions on Application.



## MR ARTHUR BROWN'S STORE



*Bins of flour and sugar with scoops at the ready, a ball of string hanging from the roof rafters, and stacks of brown paper bags attached to the counter with a length of twine, and stacks of newspapers for wrapping. Opening the glass panelled double doors, with the little brass knob, you entered into the aroma of sunlight soap, beeswax polish, kerosene, dried fruit and 'whatever.' The 'lolly-box' was a drawer located under the counter. What a selection; curls, bobbies, musk sticks, licorice straps and sticks, rainbow balls and sherbert cones, and they were all half penny lines. Mr and Mrs Brown owned this wonderful store. Memories of Doreen Frazer. Photo Pat and Roger McCarthy.*

*Mr Brown and family had the general store. An advertisement for 'Foster Clark's Custard' showing a bowl of custard with fresh fruit was there for ages. There were petrol bowsers out the front, hand pumped with the 'Plume' sign in purple and white enamel. Doreen Frazer. Photo Jenny Hill.*



**MORISSET'S FIRST STREET PARADE**

*THE WAR IS OVER! A procession to celebrate the end of the Great War 1918. Brass band, sulkies and a well dressed crowd. No shops on main street in this photo shot from the corner of Dora and Station Street. Taken by Heather Mullard's sister this event has also been recorded as celebrating 'Jack's Day'. Railway Night Officer's home on right, and Mullard's Mill at the rear.*

## MULLARD'S CHAMBERS

Mullard Chamber's was built in 1922 by sawmiller H B Mullard. Being made of brick it was unusual for the time, as all other buildings in town were built of timber which was mostly supplied by 'H B'. The only other two story building in 1922 was the Railway Hotel, so this new building created some interest.

Mr and Mrs A W Gambrill acquired a grocery store run by the Tindall family in 1932. Arthur was the son of early settlers, Theodore and Angelina Gambrill. Miss Gwen Gambrill took over the store on the death of her parents. The grocery shop had a wooden floor, a long wooden counter and a couple of wooden chairs. Locals came in for a good chat as well as for provisions.

Flour and sugar were delivered in sacks. The cheese on the counter (under a mesh cover to keep out the flies) was cut with a thick wire. Nothing was rushed and everyone welcomed, even free lollies for the children. In later years the building was sold. The family were loading furniture onto a lorry, when a big gust of wind displaced part of the old fashioned wardrobe and the mirror fell out, much to everyone's dismay. Lots of interesting items were found including an old tobacco tin, the type popular with the Royal Navy before the 20th century, containing coins and tokens over 100 years old. Some of the tokens carried the inscription 'Peace and Plenty' and they were issued by R Parker of Geelong, and Banks and Co Sydney, dating to 1857. British coins included a large Britannica and half pennies dating from 1826–1879. Found in good condition were eight inch by seven inch miniature issues of the *Sydney Morning Herald* and the *Daily Telegraph* marking the death of King Edward VII. When other pieces of furniture were removed, text books and a questionnaire for advanced primary students for 1872 were found. They belonged to Mr John Roach who was head teacher in 1891 at Morisset School.

Silent movies were held at the back of Mullard Chambers in the 1920's. One of the Elliott girls and Clara Hutchison, the Postmistress, played the piano to accompany the films.



Mr Ernie Goodwin at the corner of Mullard Chambers, with son Bernie.  
Note the horses tied up to the slip rail fence, c1920, Dora Street, Morisset.

## ELLIOTT FAMILY BUTCHER

Master Butcher Jim Elliott operated a butcher shop in Newcastle. Not long after Morisset Hospital opened in 1909 he secured the contract for the delivery of meat. Deliveries were to be made before hospital breakfast time so for convenience he decided to move to Dora Creek and open a butcher shop. The round trip from Dora Creek was through Cooranbong and over Stockton Creek to Morisset as the Dora Creek Bridge was a rail and footbridge only. As there was no refrigeration at the time, ice had to be brought out from Newcastle by rail, in bags covered with sawdust and then picked up and delivered by horse and cart. Some years later Mr Elliott sold the business at the Creek to Mr Taaffe and moved to a butcher shop in Short Street, Morisset, (in 1914 leased to Mr Arthur Turley by H B Mullard). The first abattoir was off Mandalong Road, below Long Bridge, and down the easement near Lee's Dairy Farm. Jim Murry drove the butcher's cart from the slaughter yard to the butcher shop.

Let's go droving! Monica Muller's sister Marie, remembers riding horses with her Uncle Norm. She helped him drive cattle from Maitland Sale Yard, across the mountain, through Freeman's Waterhole to Morisset Abattoir. Sheep came by train on the Macquarie side of the railway line, and with the help of good sheep dogs they made their way over the railway road bridge, down Dora Street to the slaughter house, opposite today's golf course. Parts of the building are visible today.



Photo J Stott. L-R David Elliott, Jim Murry, James Elliott, and Walter Hewett.



## MONNOX AND MURRELL TAKE OVER

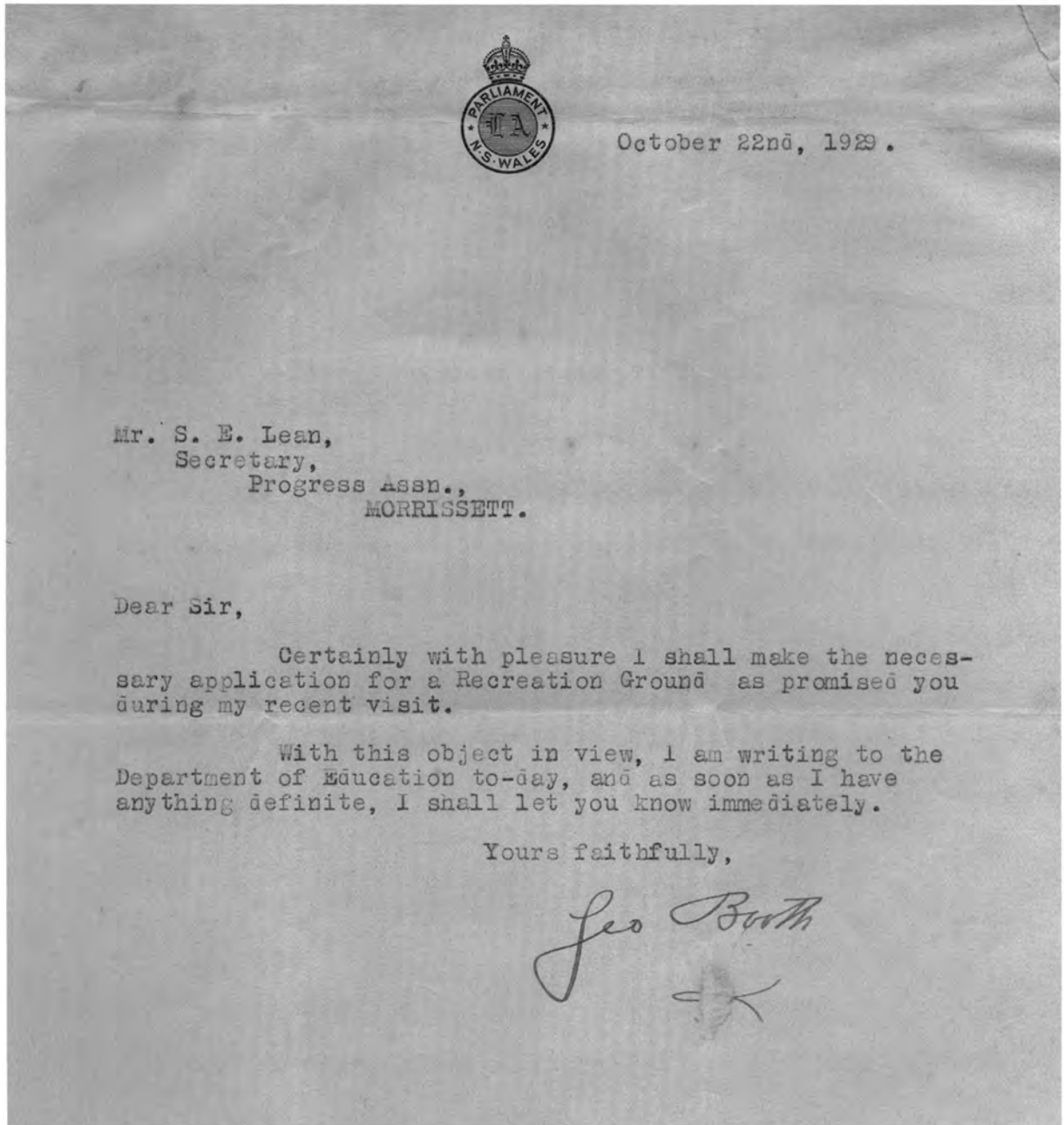
Rita Gambrell, nee Murrell, worked in the family butcher shop in Short Street, Morisset. The shop was only a few doors from the Police Station and Court House where tickets for the dole were given out each fortnight during the Great Depression. Rita remembers the allotted allowance for a family was two shillings and four pence worth of meat per fortnight. The tickets were collected and sent to the Government for payment. Some families held out for a long time because of pride, until necessity forced them to accept the allowance.

About 1930 Mr Jack Reynolds bought out the family butcher shop. Mr Arthur Brown had just completed his new building on the corner of Dora and Station Streets, facing the railway Station. Rita went to work in the butcher shop of the new building. Mr Rodger McGavin owned the new slaughter yard which opened according to strict Council regulations. Teddy Kildey, Joush Gavenlock and Carl Muller were some of the slaughtermen. Ron McMullen was an offsider and Arthur France was a stockman. There was a good demand for butchering as Morisset Hospital was supplied daily. Neville Frost and his brother Kevin, both worked in McGavin Butcher Shop and Elaine Black was cashier. Later Neville bought the business and included sons Peter, Stephen, Robert and wife Bev.



*Monnox and Murrell Butcher Shop 1929. Roy Monnox, Ted Kildey, Ping Murrell.*





Above: One of hundreds of letters Clive Lean wrote and received as Secretary of Morisset Progress Association in the 1920's and 1930's. Proposals for declaration of main roads to railway safety, installation of electric lights, formation of drains and foot-paths and securing land for recreational purposes, all of these were of serious concern in the town's formation. The empathy of the Progress Association towards the unemployed at this time had Clive corresponding with many branches of Government.

## BREAD OF LIFE

### *Lean's Bakery.*

Clive Lean was a very active member of the Morisset community. For many years he was Hon Secretary of Morisset Progress Association, and a Lake Macquarie Shire Councilor.



Right. The gentle personalities of Clive and Elsie Lean show through in this 1951 photo.



Below right. Lean's early four wheel horsedrawn baker's cart with glossy enamel paintwork and ornate lettering - courtesy Joan Blessington nee Lean.

Below left. Lean's almanac for 1938 celebrating the Coronation of King George VI and Queen Elizabeth, courtesy Judy Austin, copied by Jenny Hill.



1938		JANUARY						1938
SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.		
30	31	New Moon 2nd & 31st	First Quarter 16th	Full Moon 16th	Last Quarter 23rd	1		
2	3	4	5	6	7	8		
9	10	11	12	13	14	15		
16	17	18	19	20	21	22		
23	24	25	26	27	28	29		





## MILK AND BREAD VIA HORSE POWER



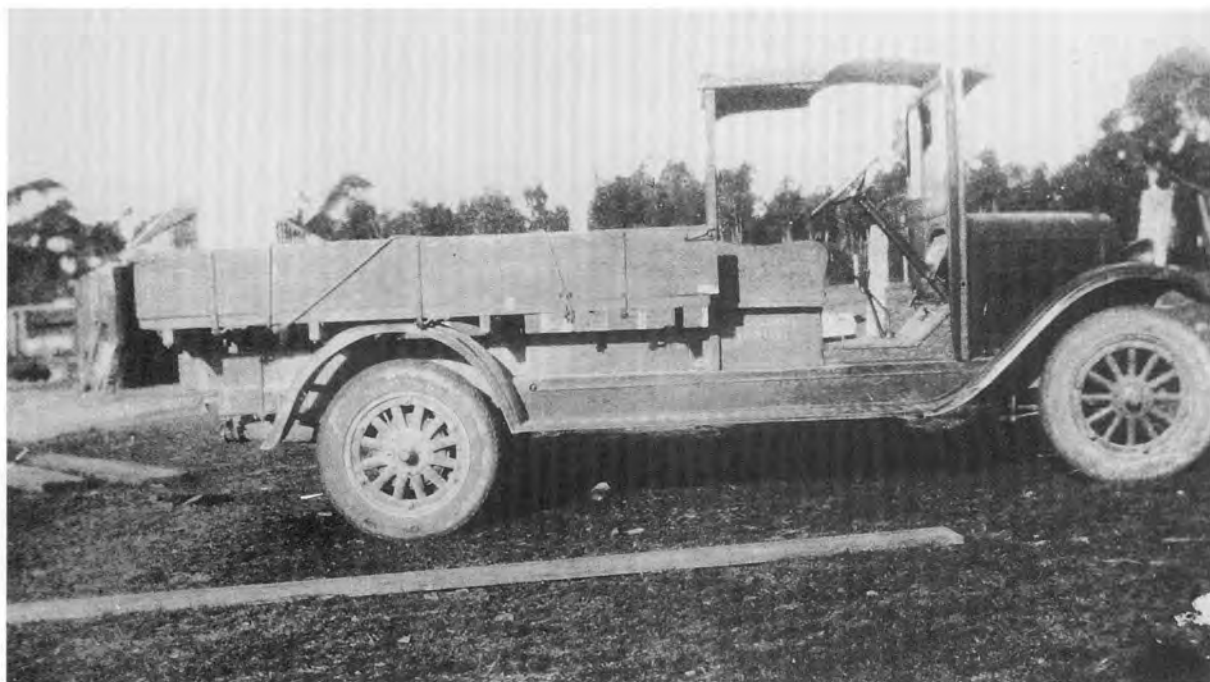
*Mr David Limond on his milk cart outside Worley's general store, early 1920's. Mr Arthur Brown bought the store and in 1929 built the two storied building, now Morisset Newsagency. The Limond Family had a dairy and stud farm at Mandalong, delivering milk to Morisset for decades.*

*Clive Lean's bakery cart at the entrance to the bakery in Yambo Street, Morisset*



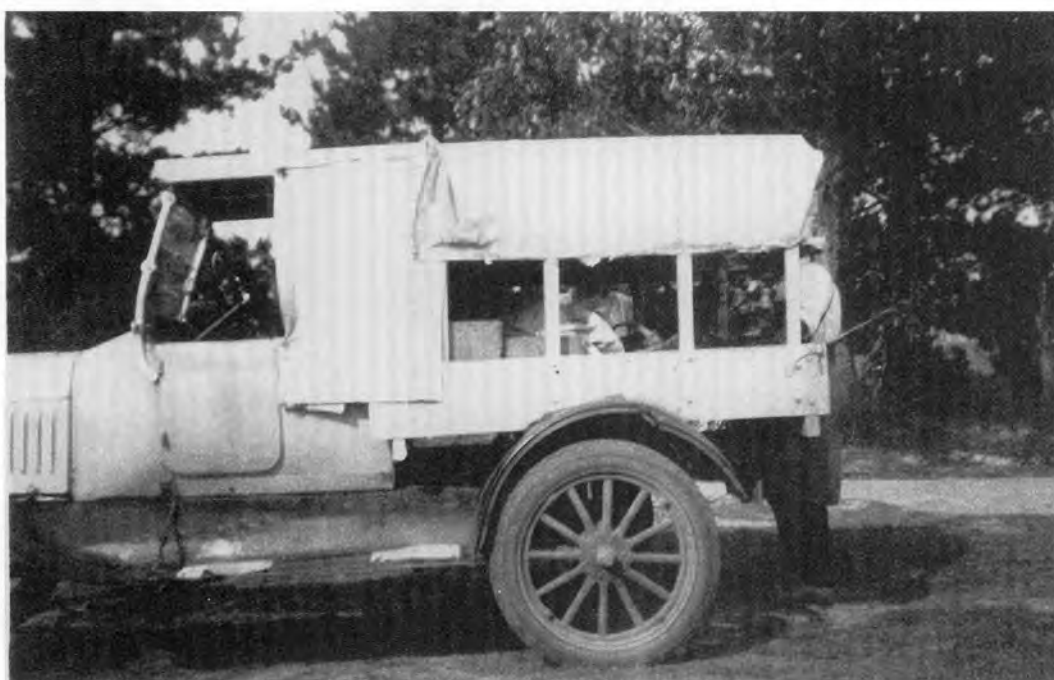
*Beautifully turned out horse and sulky from Ern Goodwin's collection.*

## EARLY TRANSPORT



*In 1926 George Gambrill had the first truck in Morisset. He used it as a carrier, picking up orders and supplies. When the 'Crim' section of the hospital was being built George had a second truck to deliver bricks and building materials to the building site. When the truck was not being used as a 'work horse' seats were secured on the back and used by the family for fun trips to Budgewoi to go surfing. George's son Ted, also used the truck to pick up and deliver timber to Lean's Bakery for their wood fired ovens. Photo and information courtesy Rita Gambrill.*

*Photo below, Mr Roberts greengrocer's truck delivered fruit and vegies to the door, service like that seem a luxury these days. Photo courtesy Peg Regan.*



## ALMOST FINISHED



*The building of Arthur Brown's Store had just begun 1929. In the background on the left the Memorial Hall and opposite is the Railway Night Officer's home. All three photos courtesy Mr Brown's grandson Roger McCarthy and wife Pat*

*The work progresses. Still standing, the original store.*



*Almost finished store. The rear of the Railway Hotel is clearly visible and also the wooded railway station building can be seen from this angle in Station Street, Morisset.*

# THE MORISSET SUN

1250 Circulated Gratis.

TUESDAY, FEBRUARY 25

Vol. 1. No. 46

PAGE 2 TUESDAY, FEBRUARY 25, 1930.

RAILWAY HOTEL, MORISSET.

P. J. DWYER, PROPRIETOR.

**A. BROWN**

THE STORE - MORISSET

Next Railway Hotel.

Motor Accessories

PHONE 8

C. A. LEAN, BAKER & CONFECTIONER,  
MORISSET.Refreshment Rooms. Socials, Picnics,  
Weddings, Catered for.

FAMILIES CALLED ON.

TEL MORISSET 12.

MONNOX and MURRELL,  
Family Butchers, MORISSET.

(Successors to J. Elliott.)

Families Waited on for Orders.

Try our Sausages, Corn Beef, and  
Sunday Roasts.

JAMES R. HUNTER,

Greengrocer and Fruiterer, MORISSET.

Confectionery, Cool Drinks in Season. Tobacco, Cigarettes, Cigars.

TOILET NECESSITIES.

Families Called on For Orders, and Delivered Personally. Tel. 24.

CY. GOSPER,  
Saddler and Harness  
Maker,

MORISSET.

EVERY DESCRIPTION OF SADDLE  
OR HARNESS WORK DONE.

**Mullard's Shaft, Spoke and Woodturning Company**  
LIMITED.  
NEW SOUTH WALES



**NOTHING FANCY**

*A unique photo of early Morisset. The Community Hall in Bridge Street, not far from the School Residence. Slip rail fences, His and Her's Outdoor Dunnies' and two brick chimneys. It is of this hall that the Headmaster, Mr Charles Manuel, in 1927, complained to the Education Board of all the noise and boisterous behaviour of those who frequented the premises each Friday and Saturday night.*

*A treasured photo given to Pat Dixon by Thelma Lean.*

MORISSET

NEW SOUTH WALES COUNTRY TRADES DIRECTORY

**L. F. FENNELL**FOR YOUR . . . MOTOR ENGINEERING, WELDING AND ACCESSORIES  
TAXI SERVICE

NEWCASTLE STREET, MORISSET - - - Phone 39

**C. MULLARD AND SON**

SAWMILLERS AND TIMBER MERCHANTS

MACQUARIE STREET, MORISSET

**MORISSET**

Location: North of Sydney—77 miles by rail, 82 miles by road. Population: 2,500. Number of Houses: 219. Altitude: 120 feet. Annual Rainfall: 40 inches. Rail Services: Several services daily to Sydney and Newcastle. Essential Services: Water supply, electricity supply (240 volts A.C.). Half Holiday Saturday. Federal Electorate: Robertson (T. F. Williams). State Electorate: Upper Hunter (D. A. Ryan). Local Governing Body: Lake Macquarie Shire Council, at Sprey's Point. Courts: Newcast, Wyang. Local Primary Production: Vegetable growing. Local Industry: Timber cutting. Tourist Features: Lake Macquarie; bird sanctuary. General: Site of mental hospital of some size.

**BAKERS**

Lean, C. A., Yamba St.

**BLACKSMITHS**

Craft, L. J., Yamba St.

**BUTCHERS**

McGavin, R. N. and Son, Dora St.

**CAFES, TEA ROOMS, Etc.**

Spot Cafe (The), Dora St.

**CYCLE DEALERS**

Goodwin, E. C. (Agent, Speedwell Cycles), Dora St.

**DRAPERS**

Settle, J., Dora St.

**ELECTRICAL APPLIANCES—RETAIL**

Goodwin, E. C., Dora St.

**FOOTWEAR—RETAIL**

Settle, J., Dora St.

**FRUITERERS & GREENGROCERS**

Goodwin, W. F. and Son, Dora St.

Settle, J., Dora St.

**GROCERS & GENERAL STOREKEEPERS**

Gambrell, J. C. and E. G., Dora and Short Sts.

Settle, J., Dora St.

Rosa, C., B. Dora St.

**HAIRDRESSERS & TOBACCONISTS**

Goodwin, E. C., Dora St.

**HANDLE MANUFACTURERS**

Mullard, H. (The, The, The), Bridge St.

**HOTELS—LICENSED**

Railway Hotel (J. Brazel, Propr.), Dora St.

**LIBRARIES**

Goodwin, E. C., Dora St.

**MILK BARS & CONFECTIONERS**

Spot Cafe (The), Dora St.

Uncle Cecil, Dora St.

**MOTOR ACCESSORIES**

Fennell, L. F., Newcastle St.

**MOTOR GARAGES & ENGINEERS**

Fennell, L. F., Newcastle St.

**MOTOR PAINTERS**

Fennell, L. F., Newcastle St.

**MOTOR PANEL BEATERS**

Fennell, L. F., Newcastle St.

**MOTOR SERVICE STATIONS**

Gambrell, J. C. and E. G., Dora and Short Sts.

**ORCHARDISTS**

Fairclough, A. M., Beauty Point Rd.

**PICTURE THEATRES**

Royal A.A. Theatre, Macquarie St.

**PRODUCE MERCHANTS**

Gambrell, J. C. and E. G., Dora and Short Sts.

**RADIO DEALERS &/OR SERVICEMEN**

Goodwin, E. C., Dora St.

**SAWMILLERS**

Graham, E. R. and Co.

Mullard, H., Bridge St.

Sobels, R. J. (Mill only)

**SPORTS GOODS**

Goodwin, E. C., Dora St.

**TAXI PROPRIETORS**

Fennell, L. F., Newcastle St.

Gambrell, J. C. and E. G., Dora and Short Sts.

O'Hara, J., Newcastle St.

**TIMBER MERCHANTS**

Mullard, C. and Son, Macquarie St.

Mullard, H., Bridge St.

Wellings, H. E., Dora St.

**WELDERS**

Fennell, L. F., Newcastle St.

No date on this NSW Trades Directory  
courtesy Noel Gambrell.

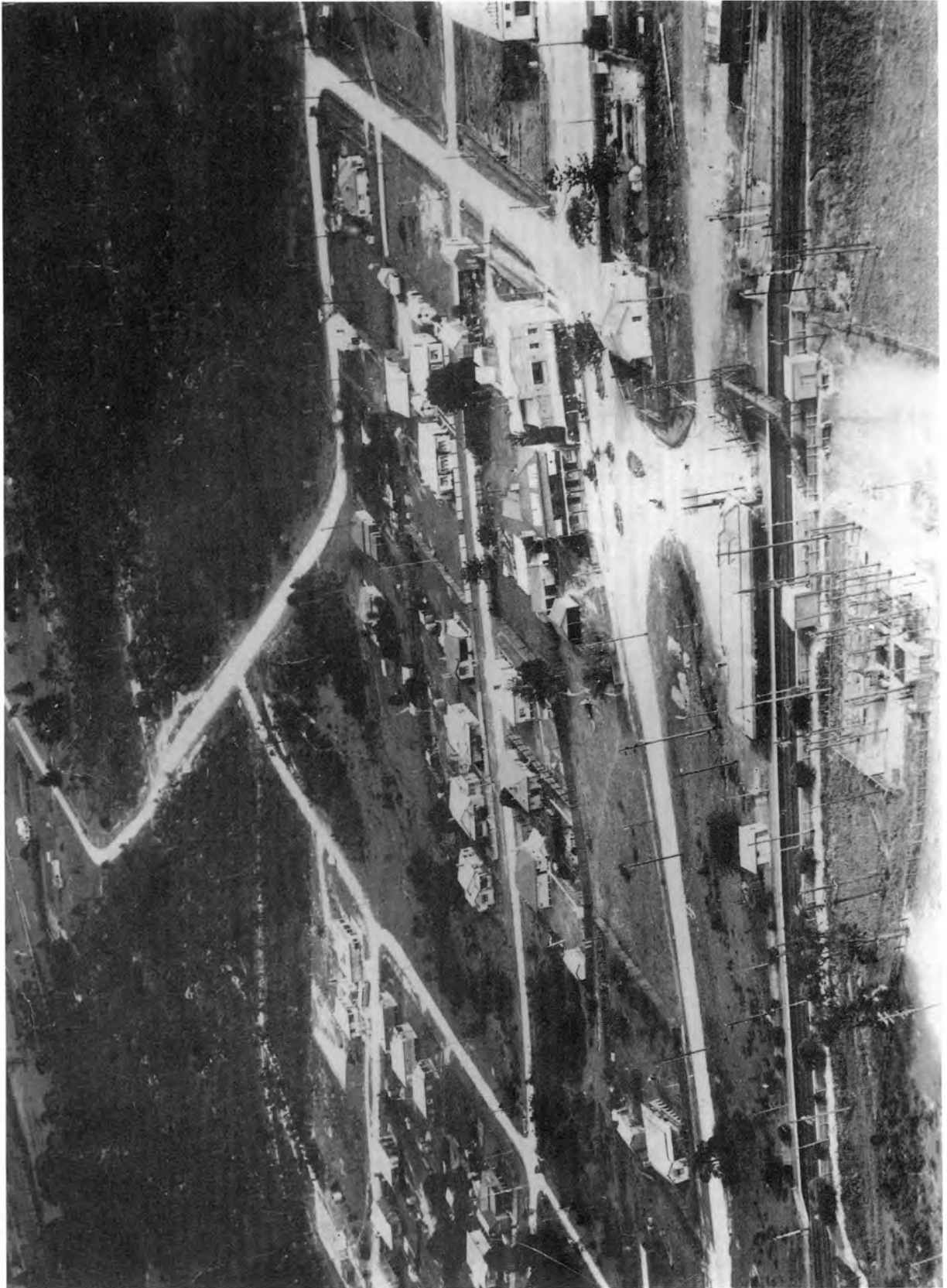
Up to 1946 there were 31 telephone  
subscribers and in the advertisement  
on the top of the page, L. F. Fennell's  
subscriber's number is 39, so I think it  
would be safe to put a date of 1950.

**Morisset Progress Association.**

A. C. LEAN, SEC.  
TEL. 23

192

No date on this directory courtesy Noel Gambrell. Up to 1946 there were 31 telephone subscribers and in the advertisement L F Fennell's Number is 39, giving a probable date of 1950.

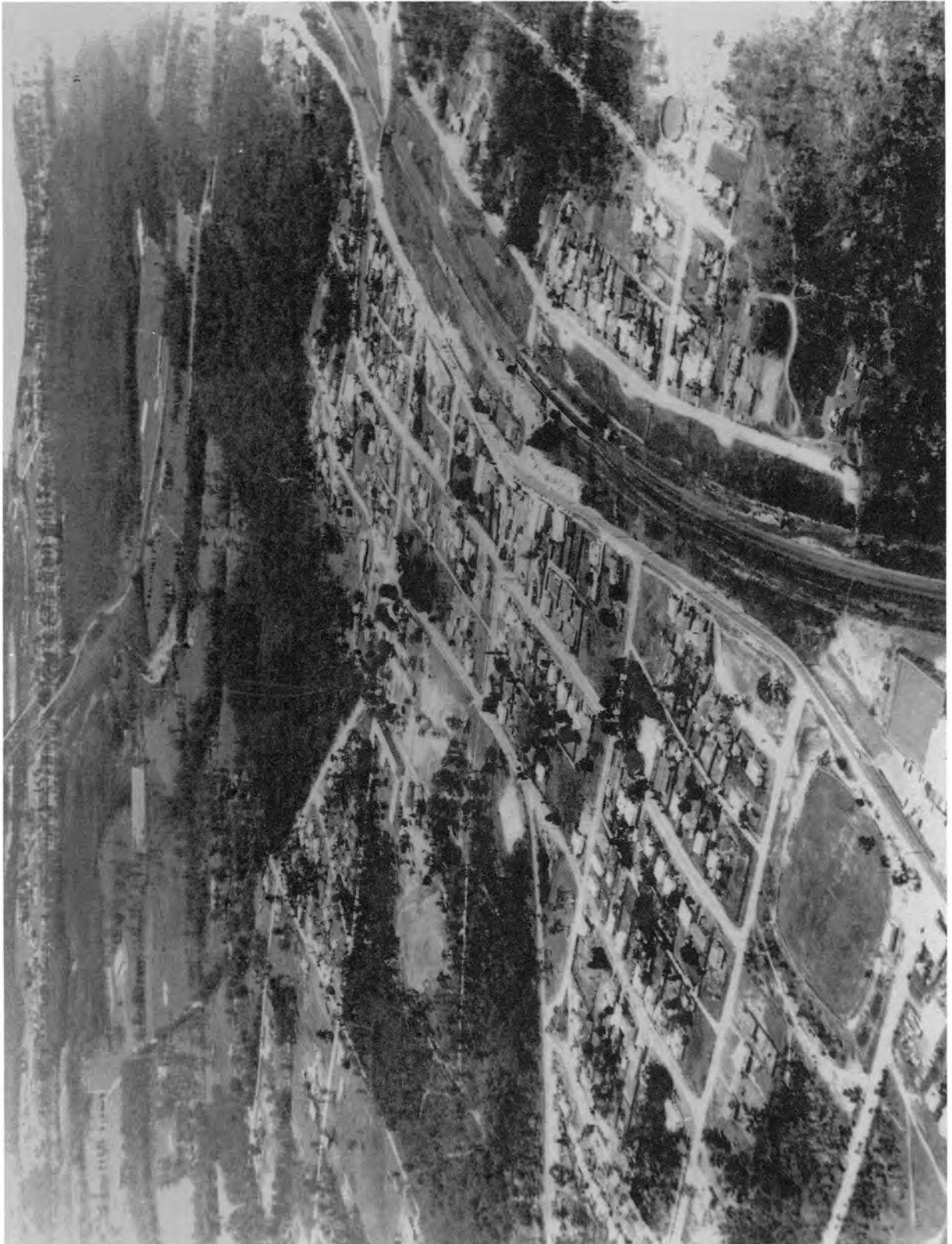


*Aerial photo of the sparsely developed business area of Morisset around 1950. The Railway Hotel and Arthur Brown's Store dominate Dora Street. The Railway Cottage and Memorial Hall are also a feature. The house on extreme left became Sunlake Real Estate Office owned by Chasla and Clarrie Deaves. Photo Mavis Crook.*



*Intersection of Newcastle and Bridge Street, Morisset around 1960. The school residence and Primary School are opposite the little Anglican Church and to the right Mullard's home, office and sawmill.*





*Morisset RSL Clubhouse and bowling green in the centre front of photo, and Auston Oval on the left. On the right can be seen the circle of Morisset Reservoir c 1970.*

*Brave hearts had they  
Who left  
Their native shore  
In early times  
To seek  
A distant land.*

*C.S. Falconbridge.*

## CHAPTER 6

# *The Pioneer*

---

Where did he come from?  
A land afar -  
The Old Country?  
Rows upon rows  
Of dismal grey homes  
In grey dismal streets  
Where rain falls in sheets!  
Did he come with skills -  
Or learn them of necessity  
Courtesy of the King?  
What did he seek -  
Gold, coal, or fertile soil?  
Was he strong of limb  
Or weak within?  
Was he a sawyer  
Labouring tirelessly  
In the deep dark forest?  
Or railway ganger?  
Timber slabs, iron rails  
The long brown line  
Reaching into nothingness.  
Why did he come -  
Redemption  
Selfish practicality?  
To find a lady fair -  
What price love?  
A constant need.  
New life emerges  
More mouths to feed  
But he rejoices -  
He has choices -  
A new land is his  
And he is blessed.  
He is the explorer  
The settler  
The Pioneer.

Beryl Mullard.

## THE LEGEND OF JOSEPH FROST 1808–1895



What an adventurous life lay before young farm boy Joseph Frost, born in Hendon, Middlesex England in 1808. For the crime of stealing a horse valued at eight English pounds, Joseph at age eighteen, was sentenced to death. On recommendation of mercy for his young age and his previous good character, the sentence was commuted to transportation to the colonies. Joseph sailed on the *Manlius* and arrived in Sydney August 11, 1827 a year to the day of his indictment.

Joseph was first assigned to George Druitt, a Military Officer and land holder.

By 1835 Joseph had moved on and become the trusted assignee of John Moore at Wyhee Stockyard, mustering cattle. He experienced tough times and harsh penalties for misdemeanours. Joseph married Eliza Selman in 1839. He gained his ticket-of-leave in 1842, and a pardon in 1864. He received a land grant of forty acres at Mandalong in 1867 where he raised cattle, driving them over the Watagan Mountains each year to Laguna and down the Great North Road to the Windsor Markets. Joseph lived to be 87 years and in his lifetime had seen the formation of a new and exciting country. His experiences of the law and life in general, would have been incalculable. Faded and rare photo from Charlie Frost.



## A TRIBUTE TO ELIZA 1821–1900



Eliza Selman arrived in Australia in 1839 aboard the *Moraysshire* and married Joseph Frost in December at Gosford, at age 18. She mothered their twelve children; Mary Elizabeth, Joseph, William, Louisa, Eliza, Sophia Jane, John, Frederick, Henry, Emily, Flora and Alfred.

Imagine the responsibility and hardships of raising so many children in the loneliness of the early settlements. It is a tribute to Eliza, that her children survived, learning life skills and adapting them to the challenge of life in the early colony. The photo above, taken in a portrait studio in George Street, Sydney in about 1890 shows a petite but strong figure in the stylish clothes of the period. Eliza lived to be 79 years of age.

## THE FROST FAMILY



*Alfred Albert Frost*

*Alfred was the youngest of Joseph and Eliza's twelve children, born in 1862. At a very young age he became a blacksmith and later a sawmillier. He worked on the Hawkesbury to Waratah section of the Railway when it was under construction in the 1880's.*

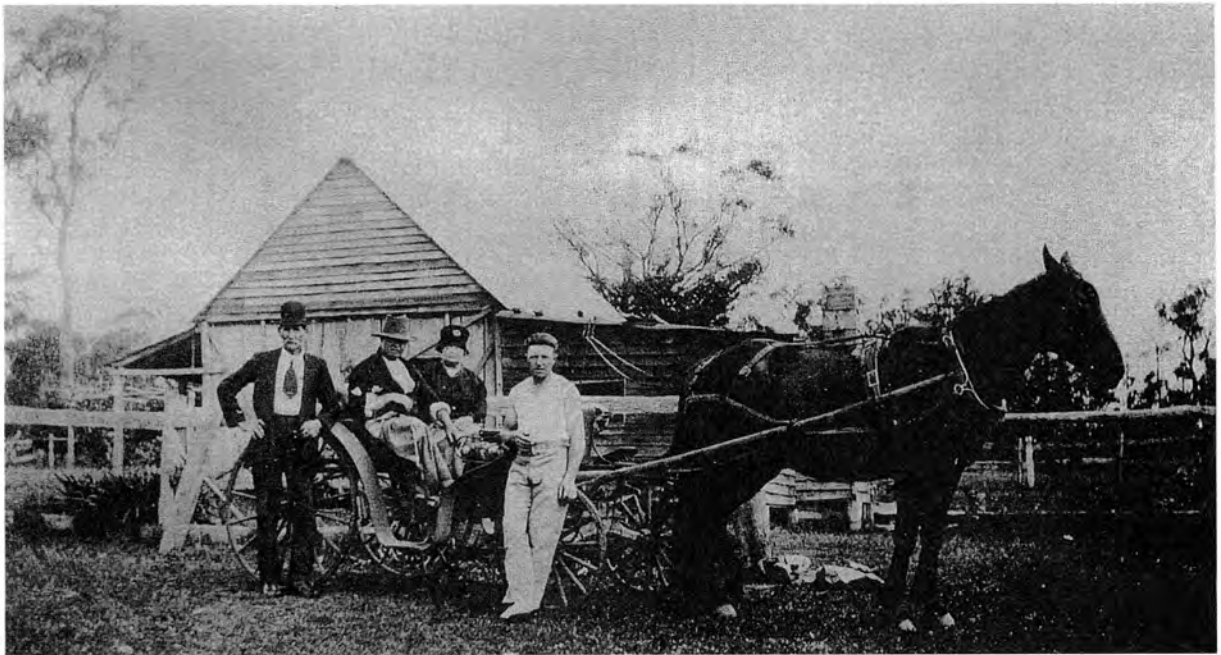
*Francis William Frost*

*One of Alfred and Theresa Frost's ten children. Photo's courtesy of Francis's son, Charlie Frost.*





*Henry Joseph Frost with his horse drawn wagon winding his way up Dora Street, Morisset with a boiler for Mullard's Mill in the 1920's. Courtesy Frost Family.*



*Alfred Frost and his wife Teresa, seated in the buggy, and L-R, two of their ten children Albert and Fred, at their home in Wyee Road, Morisset. Charlie Frost.*

## HENRY JOSEPH FROST

Henry was the fifth child of Alfred and Teresa Frost, born in Mandalong in 1893. He married Alice Grace France in 1913. Their marriage united two pioneering families. They had seven children, Hazel, Edna, Alf, Neville, Kevin, Val and Heather. Henry owned and operated horse and bullock teams and was a master of both. He spent most of his working life timbergetting in the Watagan Mountains. There was a great demand for timber in the early days for sleepers, houses and fencing and the timber was in great supply. Times were tough and a lot of work was needed to keep a bullock team healthy and constantly working. Henry Joseph Frost known locally as Joe Frost, lived all his life in Morisset. He died at the age of 79 years in 1972. Both Joe and Alice are buried in Morisset Cemetery.



*The wedding of Joseph Frost and Alice Grace France in 1913. Flowers compliment Alice's wedding gown.*

*Photo courtesy Heather Goodwin (née Frost).*



## JOSEPH NEVILLE FROST

Born in 1924, Neville was the fourth son of Joseph and Alice Frost. He began work at the tender age of twelve and became an apprentice butcher at fifteen. He was a quietly spoken and sincere man, and proud to live in Morisset where he served his community in so many ways. He was President of the Morisset Showground Trust for thirty eight years, also Vice President of the Show Society where he acted as Ringmaster, being himself a keen horseman. He was also a Trustee of the Morisset Memorial Hall and Literary Institute and retained his interest as a Trustee of the Morisset Lodge and Cooranbong Sports Trust. He gave freely of his time to all these organisations. Neville passed away in May 1998.

An oval at Morisset Showground was named in his honour.



Where the  
hooves of the  
horses are ring-  
ing, there's  
music sufficient  
for me.

*Photo of Neville  
taking part in  
the Centenary  
March, 1988.  
Verse from Bev  
Frost*



*Neville, Bob and Charlie Frost, three great grandsons of Joseph and Eliza Frost, at the gravesite called 'Frost's Rest' at Mandalong. Joseph died in 1895 and Eliza 1900. Their daughter Emily is also buried here. Photo courtesy Charlie Frost.*

## THE DEAVES FAMILY — EARLY SETTLERS

John Deaves was the first of the Deaves Family to arrive in Australia. He came aboard the *Somersetshire* in 1814 as a convict. John was 22 years old and was convicted and sentenced to seven years transportation for stealing meat from a ship's hold in 1812. His first years in the colony were spent in Sydney, working at his trade as a sawyer. John was 'Freed by Servitude'.

Sometime prior to 1825, John had met Harriet Parker, nee Pugh. This union bore them six children. Harriet had three children to her husband Stephen Parker, before he accidentally drowned. Harriet was 'Born Free' to her parents, Edward Pugh who arrived on the *Friendship* and Hannah Smith who came on the *Charlotte*. Both were First Fleet Convicts.

Sometime after 1828, John took his family to Blue Gum Flats, now Ourimbah, where he worked as a sawyer and shingle splitter. He died in 1850, and was buried by the Reverend Alfred Glennie. He is most probably buried at Lisarow Cemetery.

Harriet who was born in 1796, died in 1883, at Cooranbong, where she was buried.

William John, Harriet and John's second son, carried on the Deaves name. He was born on April 6 1824. William John's partner in life was Sophia Matilda Collins nee Marchant. Sophia's father was also a convict. Her mother Anne Slevell, 'Came Free'. James Marchant was also a sawyer, and they also moved to Blue Gum Flats after 1828. William and Sophia reared fourteen children, including Ann 'Collins' Deaves, who was Sophia's first child to her husband, Thomas Collins.

William and Sophia moved to Cooranbong before 1861, as their ninth child, George Charles, was Baptised there, in that year. They settled on a parcel of land near Dora and Stockton Creeks, possibly on a lease, and were granted a condition of purchase in April, 1875. William took up the adjoining 40 acres in September, 1876, called "Yarabah" by the Aborigines, translated, meaning, 'Paradise Flats'.

Most of William and Sophia's children worked in the timber industry or married into other pioneer families who worked with timber. Timber was a much sort after commodity in those days as it was used in all facets of everyday life, including housing, furniture, roof shingles, ship building, wharves, mining, buggys, wagons, tool handles, railway sleepers, cooking and heating. Timber was cut with axe or cross cut saw and hauled by bullock teams, loaded on to small ships that sailed up Sandy and Dora Creek, across the lake to the ocean and on south to Sydney. The ships would then return bringing much needed supplies for the community. William and Sophia were true pioneers of the district. William died in 1899 and Sophia in 1910, and they are buried in the Church of England Cemetery, at Cooranbong. Descendants of William and Sophia, still live in the local area. They have always been associated with the timber industry. Most notable was their skill in the training and use of bullock teams.

Many local pioneer families married into the Deaves family, including the Armitage, Bardon, Boyd, Bridge, Buckton, Craft, Freeman, Parker, Sylvester, and Walmsley. Most of these families could trace their origins back to the first fleets.

Photo and information, Vic and Lyn Deaves.



*William Marchant 1832–1919 and Hannah Bucton Marchant Deaves 1839–1919.*

**THE WELLINGS FAMILY**

*Thomas Arthur Wellings, born 1906 and his brother David Joseph Wellings, born 1902, showing the interesting clothes worn at the turn of that century. Large collars and sailor outfits were popular. Photo courtesy Monica Muller (née Wellings).*





*David and Thomas Wellings with bullocks 'Drummer' and 'Nigger'.*

For over fifty years the brothers worked their teams snigging pit timbers in the Watagan Mountains. From school straight to the bush! They became expert teamsters, using the strong choice bush language to control their bullocks with a 'heeeee-yup-uppp' to make them pull much harder. David Wellings Senior and his brother James, George and Thomas were all strong characters. David Wellings was a bridge builder, constructing the bridge over Stockton Creek, and two in the Watagan Mountains. He bought land from Mr Stolling, who had been in charge of convict gangs building the road from Gosford to Maitland - the Great North Road Project of 1830-40. James was under contract to the railways to clear trees and vegetation for many miles along the railway route for the Great Northern Rail Link. James would never shy away from skirmishes. Many references have been made of his part in the fight at Healy's Pub at Cooranbong. A presentation of a gold watch for his bravery was his proud possession.

Thomas (Arty) and David Wellings, with the Deaves and Eric Chapman were some of the last to snig timber with their mighty beasts of burden in the Watagan Mountains.

Photo Bev Woolard, Wyee

## FIRST BUTCHER IN SHORT STREET



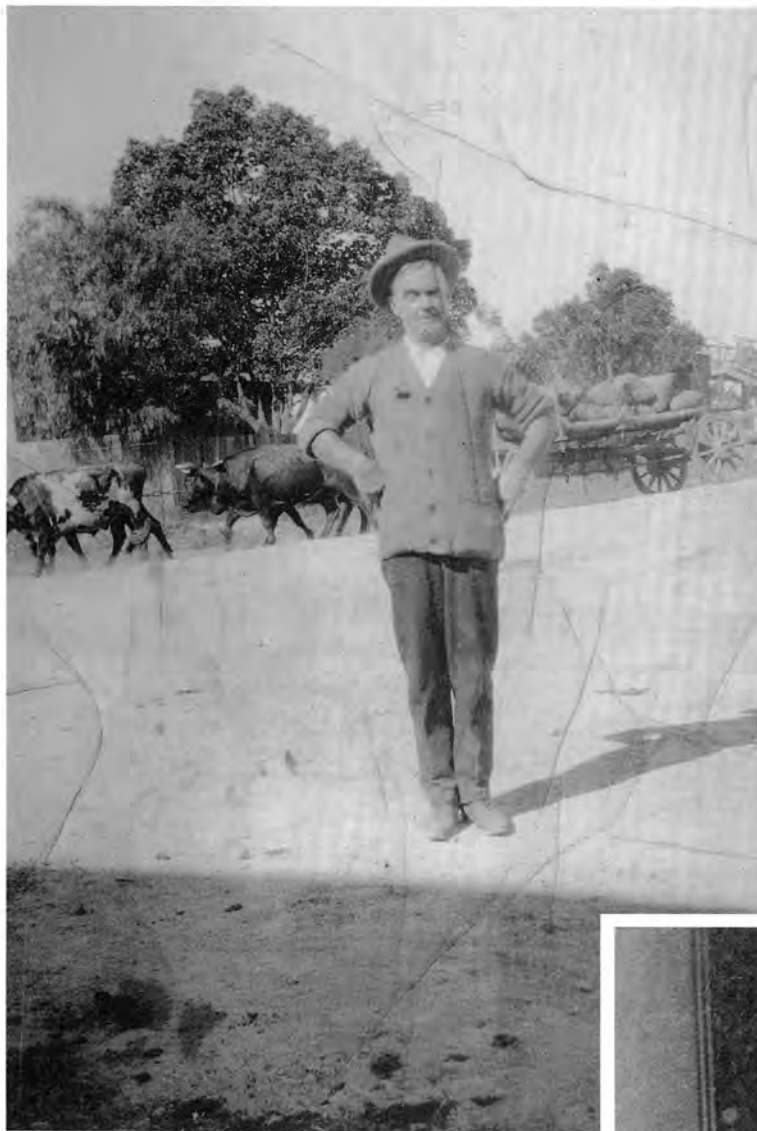
*Mr Arthur Turley and his wife Elizabeth*

When the small shop in Short Street was completed Arthur Turley became the first butcher. In the Trades Directory of 1914 Turley and Hodges were listed as butchers. He was the stepfather of Elizabeth Marion Mullard and Ern Goodwin.

## EARLY FAMILY NAMES IN MORISSET

Ashton, Auston, Baxter, Bell, Black, Blessington, Boyd, Broadbent, Brown, Burgess, Burton, Campbell, Carrol, Chapman, Christensen, Clack, Clements, Clemson, Coady, Coggan, Costick, Craft, Cramp, Crawford, Croft, Cross, Cummings, Deaves, Dransfield, Dunshea, Dwyer, Elliott, Evans, Featherstone, Feugel, Fennell, Findley, Flannagan, Flett, France, French, Frost, Gambrell, Gavenlock, Gibson, Gilbert, Gimbert, Goodwin, Goodhew, Grace, Green, Greenall, Griffith, Hahndorf, Hawkins, Hendrie, Houlehan, Hubbard, Hunter, Hutchison, Jenson, Jepson, Jones, Kane, Keane, Keen, Keys, Lee, Lean, Leggett, Limond, Lomas, Lloyd, Lower, Madden, Manuel, Miles, Milligan, Mills, Monnox, Mullard, Mulligan, Murdock, Murrell, MacKell, McMullen, O'Hara, O'Neil, Pallister, Payne, Pursehouse, Reeves, Rhodes, Ribee, Rooks, Russell, Schubert, Short, Smith, Sternbeck, Sutton, Sylvester, Tait, Teesdale, Tindall, Thorpe, Traynor, Wellings, Wilson, Woodward. (D Frazer).

## THE ELLIOTTS



*Mr James Elliott in around 1930, standing on a wide stretch of unformed road at the Railway Cottage corner in Dora Street, Morisset. In the background a bullock team pulls a loaded wagon of goods from the railway station. The Elliotts lived comfortably in a brick home they bought from a German resident. It was on the corner of Dora and Doyalson Streets and their backyard would be where the Centennial carpark is today. James, a master butcher, replaced Mr Arthur Turley in the butcher shop in Morisset in about 1918. He was a keen businessman, Memorial Hall Trustee, and always interested in community affairs. Heather Mullard (née Elliott).*

*Johanna Elliott wearing the fashionable clothes of 1907. Johanna's sister Florrie married Mr Ino Taaffe who bought the Butcher Shop at Dora Creek from her husband James.*



## MARY BARNES REMEMBERS

My mother Beatrice was born in Dora Street, Morisset, in a cottage almost facing her father H B's timber mill on the railway site. I also grew up in Morisset and can remember clearly the bullock teams coming into town up the main street, just dirt in those days, with really deep ruts running into the ground made by the bullock teams. The wagons had a long sapling pole at the back of them and the boys of the town used to swing on it, but did so as long as the bullock drivers didn't spot them. If they did they got the wrath of his tongue and a taste of his whip.

I also recall my Dad taking me down to Dora Creek and talking to Doctor Jones who had some monkeys in cages. He was the pioneer of implants from animals to humans and his specialty was monkey gland operations.

I would sometimes go with dad or Fardie Mullard to visit Bert Bailey of Dad and Dave fame, who lived on the lake. He

had a pomegranate tree and Mr Bailey gave me my first ever taste of the fruit. People by the name of Pritchard lived in a small house where the Shell Service Station is today. They had a daughter called Trixie and she was killed in a tragic car accident when her father's car rolled on to her.

Mr Stephen Fitten and his wife Doris and their ten children lived not far from Mr and Mrs Woodward. Everyone loved Mr and Mrs Woodward. They were a couple who lived next to the Post Office where Miss Hutchison was Postmistress. I remember policeman, Mr O'Dowd who had a tiny lock-up which stood in his backyard and he sometimes locked up one or two of the locals who got drunk at the pub which was a great meeting place in those days. Mr Tindall had his grocery store on the corner of Mullard Chambers and he gave sweets with orders. When I started school in the 1920's the playground extended right down into the bush where we spent our playtime. There were only one or two small rooms. These are only a few of my early memories, but the sounds of Morisset I always remember... the loud songs of the saws and now and again the big thump as the logs rolled off the wagons. Other constant sounds were the striking of the anvil in the blacksmith shop and Mr Flannagan's hammering in the undertakers building.

Mary Barnes is the granddaughter of H B Mullard and now lives in Mt. Gambier.



*Mary aged seven in 1927*



## THE GAMBRILL FAMILY PATRIARCH



William Gambrill was twenty years old, could read and write imperfectly, was a Protestant, single, and a farm labourer of Kent, England, when he was sentenced in October 1838, to ten years transportation. The matter of three watches belonging to a Mr Dilnot having been taken, was to see William escorted aboard the 493 ton barque *'Parkfield'* by a guard of His Majesty's 51st Regiment.

William, blue eyed, ruddy and freckled complexion, with brown hair, had as identification, 'lost half a forefinger on the right hand, a scar on the back of the right thumb, a tattoo of a heart, pierced with two darts and W G on the inside of his lower left arm'. The barque set sail with a convict loading of 240 male prisoners, the log showing 'no disease, no deaths, and no ports visited'.

They arrived in Port Jackson, on September 1, 1839 and William received his ticket of leave on January 15, 1845. About five weeks later he petitioned Governor Macquarie for permission to marry Sarah Ransley, a free settler, permission being granted on February 20, they married April 21, 1845, at St Bartholomew's Church, Prospect. Sarah and her family were of the Wesleyan faith. William and Sarah had five children, William Charles, Harriet Eliza, Richard, Sophia Jane, and Theodore, the Gambrill who would make his way eventually, to settle in Morisset in 1888.

## THEODORE GAMBRILL, PIONEER

Theodore Gambrill was born, April 3 1854, the fifth child of William and Sarah Gambrill. He was only two years old when his mother died at the age of thirty. A short time later his father married twenty one year old Sarah Etherden, who became mother to his five children, and later, mother to eleven children of her own.

Theodore was brought up in the Windsor District, setting off to the gold fields, gaining work as a hostler for Cobb and Co. at Murrurundi, where he met his future bride, Angelina Woodcock, a waitress at the Cobb and Co Inn. Her father was a driver for the company, and her mother, Ellen's daughter, flour millers of Murrurundi. Their first five children, Darcy, George, Ruby, Pearl and Arthur, were born in the Bingara District, their last child Edwin was born in 1892 at Morisset. Theodore selected land at Morisset in 1888, a year after the railway station opened. He built his first home where the first subway north of the town is today. The government exchanged the land for 20 acres, and he called this land grant 'Kent Hill' after his father's birthplace in England. His sons and daughters built their homes on this land also. The very first students at Morisset School were Darcy, George, Ruby and Pearl. Darcy, the first son, spent many years of his life as a timber getter in the Watagan Mountains, and as a sawyer in Mullard's Mill. After an accident at the mill, he turned his hand to professional fishing on Lake Macquarie, building his own boat *The Laurel*. He married Lizzie Hanson in 1906, the daughter of Thomas Hanson of Hanson's Bluff (Sunshine Extended). They had seven children, Hilda, Arthur, Darcy (Bert), Edna, William, Nellie and Les. Second son George married Kate Traynor in 1906, their children being, George, James, Beryl, Kathleen, Ernest, Wallace, Theodore and John. Arthur, the third son, married Gladys Roach, and they opened a store in Yambo Street, later relocating to Mullard Chambers, corner of Short and Dora Streets. They also started a taxi service, later carried on by their son John, and his wife Joan, until 1977. Gwen carried on her parent's grocery store, and was a well-loved member of the community. Gladys became the wife of George Pope, who was an orchardist in Morisset. Dawn became a school teacher and taught in Morisset School. In the year 1947, Miss Gambrill had five young Gambrill children in her class. Edwin known as Ted, went to Broken Hill where he worked in the Post Office there. He married Ada Victoria Liddell, who worked at the Broken Hill Hospital. They settled in Morisset, Ted being a sawyer and first class machinist. Sons were Ronald, Robert, Bruce and Allan. Ronald was born at the home of his grandparents at 'Kent Hill', Robert was a sawyer, Bruce was killed in a car accident and Allan lives in Dora Creek.

Theodore Gambrill came to Morisset in 1888 with a true pioneering spirit and the will to do well, living in apparently good health to the age of 85 years.

Angelina was only 15 when she became the bride of Theodore. One can only imagine the hardships she had to overcome. Carving a home in a town that had only just been surveyed, with five small children and another one yet to be born, warrants admiration. Theodore died April 5, 1939, Angelina on May 30, 1949. They are buried along side each other in Morisset Cemetery.

They leave a legacy of many descendants who still live in Morisset.

Information and photos courtesy Noel Gambrill.

## THEODORE AND ANGELA GAMBRILL



*Theodore and Angelina Gambrill*



*George Edgerton Gambrill, second son of Theodore and Angelina Gambrill, and his wife Kate (née Traynor) and family.*

## MEMORIES IN THE LIFE OF BERT GAMBRILL

Bert's father Darcy, was the first son of Theodore and Angelina Gambrill. Bert was born at Sunshine Extended, the year 1912, one of a family of seven children. He commenced schooling at Morisset at age seven, the school having been extended by then, to a third room. Mr Hopper, was the Schoolmaster, Miss Hopper, his assistant and Mr Desmond Hopper, Bert recalls, sometimes taught at the school.

Bert left school at thirteen to work in a grocery store, and then a sawmill. He recalls his early years as *tough times, with not much food about, a real poor man's diet*. In the early depression years of the 1930's, food tickets were given out to families, *just enough to keep one alive*. Bert's father Darcy, worked for many years at Mullard's Mill. He stoked the boilers at 5am, for steam to be generated in readiness for the mill workers. One steam engine was so big, it drove the whole mill. He recalls Mullard's Mill turned out everything, pit timbers, sleepers, telegraph poles, building timbers, handles, car spokes and many more products.

Seven or eight men, would be loading the timbers for transport each day. Nothing would be wasted. The cut ends of the timbers would be sold for firewood, and the sawdust was dried and used to keep the hungry boilers going.

In 1932, when Bert was twenty years of age, he started at the Morisset Hospital. Two years later, women patients were allowed in, and twenty eight male staff were out of work, and one male ward closed. Later he again started work there, remaining for thirty eight years. He met his future bride, Jean Horgan, at a dance at the hospital. Jean was a nurse, and they both shared a love of tennis. They married in 1938.

Bert, like his father Darcy, had a love of boats. He had a 26ft boat, with a motor he had swapped, into which he had to pour oil all the time, just to keep it going...20 drips a minute. The boat would be pushed into Stockton Creek at the weekend, and Bert would navigate it out to Fig Tree Point, returning on a good nor'easter, on Sunday night, from the lake, back up to the creek. Fishing was a 'breeze', you'd be getting two pound fish anytime. Bert's father Darcy, after an accident at the sawmill, became a professional fisherman, building his own boat 'The Laurel'.

The first enterprising taxi service Bert recollects, was that of Mr Jim Sheppard, with his horse and sulky. He was followed by Mr Pritchard, Mr Hutchison, Wal Gambrill, then John and Joan Gambrill, and Jean and Bernie Goodwin. Wal Gambrill, had Buick and Dodge cars, and they would clock up to 300-400 miles, and still be in good running order. Bert remembers the old community hall, which was on the corner of Short and Yambo Streets, known then as the Police Paddock. The same night the residents had a Police send off the hall burnt to the ground. The Catholic Church Hall too, has some interesting history. Apparently the building was actually rolled on to skids, and pulled by a bullock team, to the other side of town to the Catholic Church site. Incredibly accurate, Bert Gambrill can remember almost anything you want him to recall. He was born only twenty-five years after Morisset was proclaimed a town, so he has a wealth of recollections stored away. It has been a pleasure to visit and have him share some of his memories.



## ALLAN GAMBRILL REMEMBERS

Even in the thirties the streets were pretty rugged. Allan recalls how timbers were laid down to form a road and gravel deposited over the timbers. This gave a corrugated effect called corduroy, and Allan has seen remnants of the timbers at different locations in the town. The first tar road was to the hospital and then the stretch from Bridge Street to the Railway Station. There were very few cars and in the spare time Allan had from different jobs, he helped out at his Uncle John's Taxi Service. Allan Gambrill's father, Edwin Horace, was the youngest of Theodore and Angelina Gambrill, born in Morisset in 1892. He married Ada Victoria Liddell and they had four sons, Ronald, Robert and Bruce (twins) and Allan.

School days were happy days for Allan and he recalls his School Master, Mr Hubbard and the big camphor laurel tree in the playground, under which they played and had lunch. His first trip to Sydney was a fantastic day organised by the school to visit Taronga Park Zoo. His first job was at Herb Mullard's Sawmill, cleaning up and clearing sawdust. He would alternate over the years at different jobs between Herb and Clarrie Mullard's Mills, depending on who paid the most at the time. At the mill as a young boy, himself and Keith Mullard were bet they couldn't raise 100 pounds of steam for the boiler in the morning. They piled the wood on and soon had a mighty furnace going. Of course they won the bet for their efforts. Allan had three years work building the foundations for the Wangi Power Station. He was living at Sunshine at the time and travelled to work in style in his little boat. He secured work at Vales Point Power station and remained there for twenty years. He has now happily retired.

Allan declares there have been *A heck of a lot of changes - mainly for the better.*

## THREE GENERATIONS OF GAMBRILLS



Noel Gambrill, Bert and Jean Gambrill and Shaun, Noel's son, make up the three generations of Gambrills. Bert and Jean celebrated over sixty years of marriage.

## THE FRANCE FAMILY

Robert France was born in England in 1854 and came to Australia as a young man. He found work in the coal mines around the Newcastle area. On 12 11 1881 he married Phoebe Musgrave, who was born in 1865 at Minmi. They were married in the private house of David Young of Lambton, by the rights of the Baptist Church and made their home at Lambton. Robert and Phoebe had six children and one adopted child, making a family of nine. William was born in 1882, Ralph (Barney) 1883, Margaret (Maggie) 1886, Robert (Jim) 1887, Ernest 1888, Alice 1896, Jean (adopted) 1916.

About 1900 the France Family moved to Morisset, leaving the mine work behind. Robert and Phoebe had a dairy farm at Brightwaters and in 1910 were supplying milk to Morisset Hospital. Robert died in 1918 aged 64 years and Phoebe lived to be 85. She was living in a house opposite the country club building at the time of her death in 1950. Robert and Phoebe's eldest son William France lived at Mandalong in the mid 1920's and dairy farmed until his death in 1938. The children and grandchildren of William's son Jack are still living in Morisset.

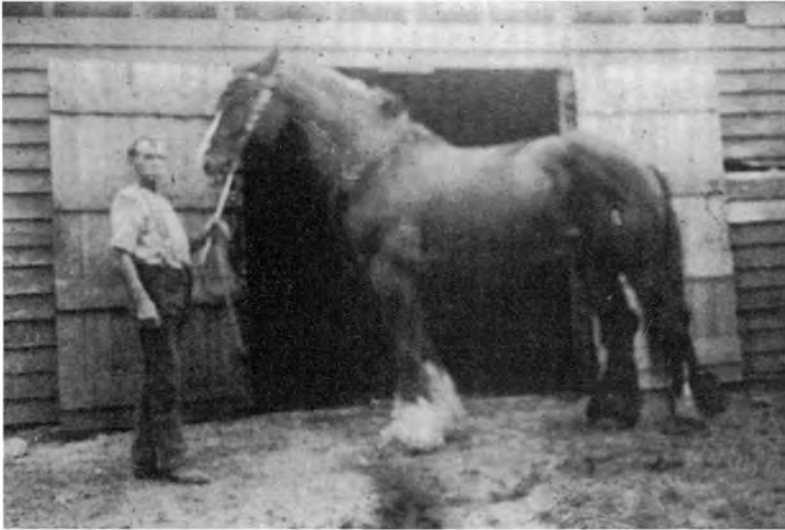
Alice France, daughter of Robert and Phoebe, married Joseph Frost and her daughters are Hazel White, Edna Kildey (Dec) and Heather Goodwin.

Robert and Phoebe were hard workers who struggled to make ends meet to provide for their family in those early days of hardships.

A reunion of the France Family was a happy occasion in September 2000, when they gathered together at Morisset Showground, meeting many relatives, some for the very first time. Photo and information courtesy Mary France.



*Home of Robert and Phoebe France, Dora Street, Morisset early 1900's.*

**THREE GENERATION — FRANCE FAMILY**

*Photo clockwise from above .Robert France with his trusty Clydesdale. Phoebe France. William France. His wife Maud with their eldest daughter, Evelyn. The sixth generation of the France family still lives in the Morisset district.*



**THE MULLARD FAMILY**

*A touch of 'Picnic at Hanging Rock' in the delicate lace and linen dresses of the six Mullard girls, daughters of Herbert Bradley and Mary Mullard. L-R, Beatrice, Grace, Alma, Lill, Ruby and Muriel 1912.*



## A MAN FOR HIS TIME



Herbert Bradley's mother wrote to her son Albert in 1889 - *I can't make out Berty, he is different to the rest of you*. Land records show that young Herbert Bradley Mullard at the age of nineteen had purchased 40 acres of land at Wyong Creek, in the Yarramalong Valley. He did not settle there but moved on and in 1883 went into partnership with five others in a steam driven sawmill at the northern bank of Dora Creek. At Newport (Dora Creek) in 1885 he married Mary, daughter of James and Catherine Mills. Next he went into partnership with William Stevenson and built a small Felloe Mill in Watagan Road, Martinsville, producing wheels and spokes.

In 1896 with partners he started a sawmill on the Railway site at Morisset. A few years later he was the sole proprietor. He next built a sawmill and handle factory in Bridge Street. With hard work and perseverance the mills did very well and soon were employing up to seventy persons. The monthly wages bill was huge for the times, being up to £1,000. Exports were started to New Zealand, Africa and China.

H B as he was affectionately known, was an astute businessman. Nothing seemed impossible to him. He was innovative and creative and carried through his plans, in today's terms he could 'see the big picture'.

He constructed cottages for many families which are still in good condition today. He built a substantial home for his wife Mary and family, the estate being in the middle of town, bordered by Dora, Short, Yambo and Bridge Streets, the lane now known as Mullard's Lane runs through the centre. He had a bowling green and large gardens enjoyed by their family of nine children. Though the males were outnumbered seven to four, they were still considered a very happy family!

H B built the Butcher Shop in 1912, the Police Station and Court House 1919, Mullard Chambers in 1922. He also had a 640 acre property at Mandalong.

Herbert Bradley Mullard died in September, 1939 at the age of seventy-two years and his wife Mary died three weeks later, after being married for fifty-four years.

## CLARENCE, HERBERT AND ALEXANDER MULLARD

Shortened to Clarrie, Herb and Alex, these were the three sons of H B Mullard. As children the three boys were expected to do their share. In the afternoons after school their daily chore was to fill a 500-gallon tank with water from a spring in Bridge Street for the steam boiler at the mill. A long tiresome job when using buckets! Their time was never wasted. They grew up exposed to huge steam boilers, massive machinery and the mighty bullock teams. They knew, and understood the colourful language of the teamsters. The Watagan Mountain was their playground and then their source of work. Clarrie and Herb worked at the 'Top Mill' in Dora Street near the railway line and the Newcastle Street Handle Factory. Alex the younger son worked for a time in the office and then in the mill.

In 1929 the mill in Newcastle Street burnt down and some years later Herb built a new mill in Bridge Street which operated until 1968.

In 1939 Clarrie moved to Portland, outside Windsor, and operated a sawmill. He returned to Morisset in 1941 and opened his own sawmill in Macquarie Street, with his sons Ralph and Keith. They also supplied timber for axe handles.



*Clarrie in his later years. He always kept his love of horses and horse racing.*



*Alex was youngest of the three sons. Like Clarrie and Herb he married and settled in Morisset.*

## A PIONEERING FAMILY

James Mullard was born in Middlesex, England in 1824 and arrived in Australia in 1838. John Bradley was a Ship's Captain and Engineer, born in 1803 in Yorkshire, England. He arrived in Sydney in 1836 with his little daughter Mary Kendal Bradley. He immediately established a foundry at 186 Sussex Street, and later a shipping business at Pymont. James Mullard became a shipbuilder and in 1851 he met and married Mary Kendall Bradley. In 1854 James purchased ten acres of a land grant property at Kincumber, County Northumberland, and they decided to settle, James still involved with boat building but also becoming a farmer. They had 10 children, John James, Isaac Thomas, Elizabeth, Charlotte, Albert William, Ada Emily, Herbert Bradley, Mary Ellen, Ernest Alvin, John Bradley. Herbert Bradley being the 7th child. The eldest child, John James, made his way to Gosford, where he became a timber merchant, store keeper, and boat builder and he also established the first Steam Aerated Water and Cordial Factory, which became known as Margins. When Gosford and East Gosford incorporated in 1886 he served as Alderman and became Mayor of Gosford for 1893 and 1894. All the Mullards were involved in the timber industry in the area, and the girls married into well known, local families. Elizabeth married George Harrison, Charlotte married William Pescud, Ada married Alexander Mills and Mary Ellen married William Bailey. In the years 1877 and 1883 James bought 140 acres at Wyong Creek, Yarramalong, and the family moved to this property they called 'The Mount' and continued with timber and farming. Mary Kendall Mullard died August 20, 1896 and James died two and a half months later, November 3 1896. They were buried on their private ground on the slope of 'The Mount', Yarramalong Valley. Family History and photograph courtesy Hal and Effie Mullard.



*A faded but beautiful photograph of James Mullard and Mary, with children and grandchildren at a family picnic 1894.*

## ONE GRACIOUS LADY



Elizabeth Marion Goodwin, January 1918 when she was nineteen years of age. Elizabeth known as Marion, married Herbert Mullard in November 1920. They settled in their home 'Winora' near the sawmill, opposite Morisset Primary School and later had two sons, Alan and Hope.

Marion spent her childhood at Dart River in the Snowy Mountains. Her parents and uncle, had an inn on the Cobb and Co route which became the centre for mails and supplies. Her father and uncle delivered mail and provisions out to the miners and families on the nearby goldfields. Her mother became a top shot with a rifle, having to safeguard her family from bushrangers, a gun was always behind the front door. Marion was the youngest of eleven children. At the end of the goldrush the family made their way to New South Wales. During WWI they had reached Wyong and then Maitland, and about this time Marion met Herbert Mullard and they married in 1920. She was well loved by all the mill workers, being first port of call for any injuries at work, and had a full life raising a family of five boys, enjoyed tennis and was always keenly interested in her community. She shared her love of gardening with all her visitors and helped with the flower arrangements for Sundays and the many special events at the church next door. In her later years she was Patroness of Morisset Golf Associates. Elizabeth Marion Mullard will always be remembered as a truly gracious lady.



## A MAN OF MANY TALENTS



Herbert Mullard was the second eldest son of H B Mullard and it was inevitable that he would also become involved in the Timber Industry. As a young man he was a fine horseman, rode on race tracks and competed in foot races. Working in the family timber mill he was also a good axe man. In 1914 he won the first five-mile cycle race in Morisset and was presented with a gold medal, shown on the watch chain in the photo above. In 1954, Herb won the caravan section of the Daily Telegraph Interstate Car Rally at the age of sixty-one, and also participated in the Redex Round Australia Car Rally with his nephew Ralph. He was a life member of the Morisset Agricultural Society and a Trustee of the Memorial Hall. He built the timber mill in Newcastle Street in the 1930's providing work for many locals. In the 1950's he helped the townspeople restore the Memorial Hall after a fire gutted the building. At this time he also built the first chemist shop, service station and first bank in the town, services which Wyong and Toronto supplied up to that time. He loved going to the races in his Chrysler cars. All the millhands could be found on the verandah on Melbourne Cup day listening to the race with scones and tea. Herb managed and worked in his timber mill well into his seventies.

His contribution to the town of Morisset was considerable.

## A GREAT ASSET TO THE COMMUNITY



*A rare photo of Nurse Thomas courtesy Heather Mullard (Elliott).*

### NURSE MARY THOMAS

Nurse Mary Thomas was District Nurse and Midwife from the early 1920's until her retirement well into her later years.

Heather Mullard recalls that *Nurse Thomas was a wonderful lady. Most every family in the whole district needed her at some time or other, as she was mostly doctor as well. Rain, hail, shine or flood she travelled by sulky to stay with mothers in waiting, sometimes two and three weeks at a time. Her ability was incredible. From farming, doctoring, rearing her family alone, to beautiful crochet work and needle and thread, she could do anything. She could play the piano and she taught as well. She lived into her eighties and had always wanted some of the boys she brought into the world to be her pallbearers, she even had them named. Nurse Thomas said she could tell the family each person came from by the back of their heads.*

So highly was she thought of many children in the area were named after her.

## A HAPPY CHILDHOOD

Evelyn Shortland (Field) was born on August 21, 1918, in a small white cottage in Dora Street, Morisset, opposite the railway line. Nurse Mary Thomas of Wyee, was the attending nurse, as she had been to Evelyn's brothers and sisters. She was named Evelyn Mary, after the young daughter of Nurse Thomas. In 1925 Evelyn's young brother John died at the age of four from rheumatic fever. A few months later, her mother gave birth to another little boy, Nurse Thomas in attendance.

A letter from Evelyn Shortland (Field) 1999.

*I have happy memories of my childhood in Morisset. We had a happy family life, no luxuries, but were fed and clothed and given plenty of loving care. We had ponies and many other pets. I remember the old school house, Mr Manuel was the Headmaster, and Miss Lonsdale my teacher. The Community Hall is where we had silent movies, my Aunt Clara played the piano during the movies, and the concerts held there, and I recall the Bakehouse, Gambrill's Store, and Lean's Delicatessen. I remember trips with my dad in the horse and sulky over Stockton Creek, on our way to the Avondale Factory, to buy breakfast granose biscuits, and food for our chickens and animals. The bullock teams passed by our cottage in Dora Street.*

*They carted logs from the forest to Mullard's Timber Mills, opposite the old home and Post Office. The children often went into the timber yards to watch the mill working. Some of the names of the residents at that time were Mullard, Gambrill, Lean, Woodward, Lower, Coggan, Houlehan, Burgess, Featherstone, Blessington, France, Frost and Wellings. Happy days, were picnics on the lakeside at Scarborough, as it was known then, and at Morisset East, by the hospital, where the kangaroos were plentiful, and lazed in the sun.*

## THE FAMILY

Evelyn's mother was the first Post-Mistress in Morisset, who in 1911 married John Francis Field. John worked in the dairy farm at Morisset Hospital until he retired in 1942. Evelyn's grandparents were Richard and Elizabeth Hutchison, married in Wallerawang, in 1878. Richard was a fettler on the Railway, who settled in Morisset and became a store keeper and coach owner, delivering supplies and mail to the Morisset Hospital. Evelyn's parents died in 1964, her mother in a tragic car accident.



L-R. Ada and Evelyn, and the last photo taken of their little brother John, 1925

## DR HENRY LEIGHTON-JONES

Known locally as 'The Monkey Gland Doctor' Doctor Leighton-Jones carved for himself a distinguished career in pharmacy, dentistry, general practice and surgery. He also may have discovered some important principles of tissue typing.

Henry Jones was born on a little farm at Winding Creek, near Cardiff, in 1868. When he left school he worked in the office of a local colliery and then in the Cockle Creek Post Office. Henry attended night school in order to matriculate. Early in his career he included 'Leighton' into his name.

During WWI he became an Honorary Captain in the Australian Army Medical Corps Reserve. In Darwin he became part time Chief Medical Officer at the Northern Territory Medical Service, a post he held until 1927. It was here that he became interested in tropical medicine.

Dr Leighton-Jones bought the cottage 'Lakeside' at Eraring, on Lake Macquarie, when sixty years old and ready to retire. He now began the serious study of endocrinology and deficiency of hormones in those prematurely senile or impotent.

Doctor Leighton-Jones went to Paris to meet Serg Voronoff, a Russian born Professor of Surgery and Director of Experimental Surgery at the College de France. He assisted Voronoff at numerous grafting operations, also having a transplant himself. During this time, Henry married Voronoff's secretary, Nora Elizabeth Barrett. They travelled to Australia, settling in Henry's home at Eraring. Large cages were built to house the monkeys that were used in Doctor Leighton-Jones's transplant operations. Oscar Smith and Fred Hicks were male nurses at Morisset Mental Hospital, and were at times anaesthetists for the transplant operations, which were said to number over one thousand.

The incredible Dr Leighton Jones, wrote a paper on his transplant procedures and was accepted for a reading at a postgraduate meeting at Newcastle Hospital in 1943. Sadly he did not deliver his paper, he collapsed outside the hospital door and died from a coronary occlusion. He was aged 74.



*Matron Lower's Elrington Private Hospital, 64 Macquarie Street, Morisset.  
Dr. Leighton-Jones began transplant surgery at the hospital in 1931.*



**MATRON LOWER**

*Matron Lower, husband Joe, and daughters Elsie and Doris.*

Matron Ethel Lower was a very distinguished figure in the Morisset Community. At her Elrington Private Hospital in Macquarie Street, Morisset, she delivered many babies and also assisted in surgical operations. She assisted Dr Leighton Jones with his 'monkey gland' operations in her two adjoining theatres. One Morisset mother tells of having her baby delivered in one room while a gland operation was being performed in the other. Joe Lower worked at Morisset Hospital and together with his wife was actively involved in community affairs.

## THE CRAFT FAMILY



*A very special photo of Lyle Joseph (Darby) Craft, aged six years (standing) and his brother, Ernest, aged five years, taken in 1906. Their outfits are typical of the days when families had 'best clothes' for Church and special occasions.*

Harry and Eileen Craft moved to Morisset in 1906 where Harry opened a Blacksmith Shop, located where the Library and Baby Health Centre is today.

They raised their large family in a home in Yambo Street, Morisset. Lyle Joseph (Darby) was the first child, then Ernest, Tom, Dot, Grace, Bertie, Max (Herbert) Harry, and Daphne (Tiny). Grace died as a baby and Bertie at one year old. Harry the eighth child is the only surviving child of Harry and Eileen.

Jack Craft was Harry's brother and K A Craft was Morisset's early undertaker. When the old Blacksmith Shop closed down, Harry's son Darby, opened his own Blacksmith Shop, at the back of his home at 28 Yambo Street, Morisset, and operated the business until his death in 1961. Imagine the number of horses Harry and Darby would have shod in all those years, and all the repairs to wheels they would have undertaken. Darby also worked as a timber cutter.

Photo's and information courtesy Yvonne Heaton (nee Craft ).

## HARRY CRAFT AND FAMILY



*Joseph Henry (Harry) Craft seated centre surrounded by his children and friends, 1928.*



*Left, Eileen Craft, owner of racehorse 'Jack Terry' with jockey and son-in-law, George Britton 1937. Right, Eileen and Harry Craft at Yambo Street, Morisset 1947.*

## RITA LEAN REMEMBERS

Rita remembers with sadness, her Mother's death in childbirth with her sister Doreen, when she herself was only two years and ten months old. Her grandmother, who had fourteen children of her own, took in Rita and her sister and two brothers, plus the little baby, to live with her. Her grandmother's home was built next to the old post office, at Dora Creek, and as children, they would sometimes attend church services aboard the Avondale Church launch, which picked them up from the wharf and sailed around the lake. Rita attended Dora Creek school, where there were two teachers, Mr Parsons and Miss Lochlan and about thirty children in each class. Sometimes Mr Rayfield gave Rita and friends a ride to school on his horse and dray. Her grandfather Josh was one of the Parker brothers who were local professional fishermen. Charlie Parker and family lived on the Morisset side of the creek. The fishing boats pulled in their nets along the side of the creek opposite the homestead. The fish were packed into boxes and taken to the railway station for delivery into Newcastle. Apart from fishing, most employment was in the timber mills. Hely's Mill was large and operated upstream from the railway station. They had a wharf alongside the mill for loading the timber onto the waiting boats. There were market gardens along the creek and a few orchards, Mr Lochlan had orange trees. Rita's first job was at Mrs Denning's boarding house, on the Morisset side of the creek. Mr Denning would pick up the visitors from the railway station and row them across the creek in his boat, and they would walk the short distance to the boarding house. The bridge had not been built at that time. Mr Taaffe owned the butcher shop and he and the local doctor were the only two car owners in Dora Creek. Horse and sulkies were the means of transport on very bad roads.

Rita met her husband Mervyn when travelling to Ourimbah to watch Dora Creek play in a football match. Merv's father owned the bakery in Morisset and his Uncle Arnold, had a bakery in Dora Creek. Merv's first job was delivering bread to Cooranbong in a horse and cart. Clive Lean, Merv's brother had the Morisset bakery for many years. Rita and Merv were married in the depression years and things were very tough going. They didn't have the funds to buy a bridal gown, but were happy to be married in the lovely little Dora Creek church where all the family babies were later christened. Merv was lucky to get a start at the Morisset Hospital and they purchased land in Morisset and built their home in the early 1930's.

Rita's mother dying so early in her life is still a raw scar, and the death of her little brother, with what we now know as tetanus, was another sadness. She was born in the war years and lived through the aftermath of that tragedy and through the misery of the depression. They were hard times, says Rita, but even though wages were low they had true value and even with limited means they had sufficient to make do. After the depression came WWII and Rita's husband Mervyn enlisted and was placed into the 7th Division 2/4 Field Ambulance, and served two years in the Middle East and in New Guinea. These vital years could never be recaptured.

The most notable changes for Rita in her lifetime have been the connection of electricity and town water. Candles, lamps and kerosene until 1936, fuel stoves for cooking, warmth and hot water, with all that wood to be chopped., Rita claims **now** are the good times.



## STATION MASTER PERCY CLACK

Percy Clack and his wife Susan had the exciting task of packing up and moving with their six children to fill the Station Master's position at Morisset in 1927.

They moved from Copertee to their new home in Railway Cottage next to the Railway Station. They all managed to fit into the little cottage and made room also for another little daughter, Elaine, born in 1930. After a few years Percy and Susan bought land opposite the Railway Station and built their own home.

They both became good community workers in their new town. Susan was dedicated in her work for the Methodist Church and Percy became a strict Mason.

The Masonic dinners were held at the Clack Family's home after Lodge Meetings which were held at the Methodist Church. This was the regular happening until the Masonic Hall was built in Yambo Street, Morisset. For social reasons he even learnt to dance at the Morisset Memorial Hall. He was a strict but loving parent and devoted time to all his children. Sons, Jim and George, became railway porters for a time. Percy was one of only a handful of residents to own a car and his choice was a Silver Ghost Rolls Royce. This created some interest I am sure.

Dora Creek folk came by train to go to the Pictures at the Morisset Memorial Hall. Percy arranged to have a goods train with a boxcar on the back, stop at Morisset at about quarter to twelve each Saturday night so they could all get safely home to Dora Creek. It shows how considerate and resourceful he was, for the alternative to this would be walking the many miles over rough roads in all weather.

Percy was Station Master at Morisset for nineteen years. Three sons Jim, George and Allan, married nurses from the hospital and three daughters Edna, Joyce and Doreen worked in different sections of Morisset Hospital. The move from Copertee all those years ago, probably was a good one for the family. It certainly was a good one for Morisset. During a long life contributing much to the community, Percy and Susan celebrated their 60th Wedding Anniversary. Sadly missed, Susan died in 1962 and Percy in 1968.

## THE CLACK FAMILY



*Susan Clack second left and Percy Clack extreme right with their seven children—L-R, Jim, Doreen, Joyce, Bertha, Allan, George and Elaine. Doreen Frazer.*

## THE FENNELLS

Frederick William Fennell was a cabinetmaker, born in 1886 at West Wallsend and married in Maitland 1913. Frederick's wife Mary McCann was born in Parramatta 1889. They bought a parcel of 52 acres of land between Morisset and the hospital and settled quite happily there, raising their six children, Essie, Lyle, Mavis, Norm, Ken and Kevin. For many years Frederick worked in the sawmills of Herbert and Clarrie Mullard, making axe handles. During the depression years he did relief work for the local council, making and repairing tools on a blacksmith forge. Mary died in 1950 and Frederick in 1956. Essie the eldest child married a drover and went with him out west. Lyle became a motor mechanic in the Australian Army in WWII and after the war, opened his own workshop in Newcastle Street, Morisset. He also started a taxi service. Kevin became a carpenter, and Ken joined the BHP as a fitter and turner. Later Ken entered the church, his last posting being at Townsville, he is now retired and living at Bonnells Bay.



*William Frederick Fennell*



*Mary Fennell*



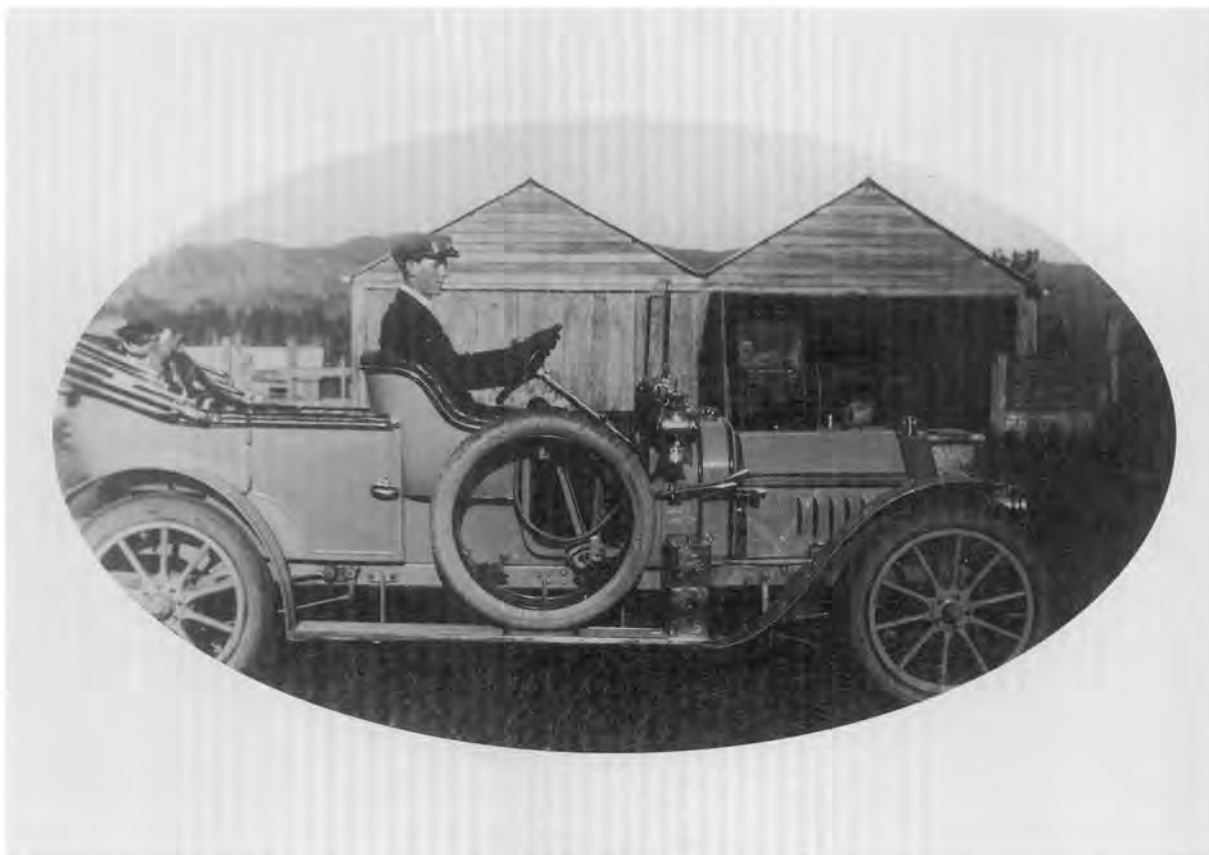
*Frederick William Fennell at his son Kevin and bride Vivian's marriage, January 1956. In April, a few months later, Frederick died. Photo's courtesy Sandra Fennell.*

**THE FENNEL FAMILY**

*Mary (Minnie) Fennell with her daughter-in-law Joyce Fennell (Wynn) and grandson Bobby. Photo right, Lyle Fennell with a huge flathead. After closing his motor repair shop in the 1970's Lyle became a professional fisherman in the lake. Photo below, Ken Fennell with his painting which won an award at the Dobell Art Exhibition in 1995. This was Ken's second award in this distinguished event.*



## KING OF THE ROAD



Ernest Leslie Goodwin was passionately fond of cars. Driving the FN 1912 car in the photo above must have been pure heaven. He was also intensely interested in wireless and assembling radio sets. These were early days for both cars and radios but Ernie was also a barber and auspiciously he combined his capabilities in all three and opened his shop in Dora Street, Morisset in the 1920's.

His little shop became a small emporium ... if you wanted tobacco, fishing line, valves for your radio, or a bicycle, Ernie Goodwin had them all. In a 1940's business directory it listed Ernie Goodwin as providing the following services:-Hairdresser, Barber, Radio Dealer and Serviceman, Sports Goods Dealer, Speedwell Cycle Distributor, Electrical Supplies, and Town Library.

Ernie was highly thought of in the district and this was made evident in a request to the Minister of Local Government in 1930 for Ernest Goodwin to be appointed as a registrar for relief allocation of an unemployment grant of £1,850. At the time two hundred Morisset men were registered at the Local Labour Agency Exchange.

Ernie had married in the early 1920's and with his wife Ivy settled into a home in Bridge Street, Morisset. They had three little boys, Bernie, Noel and Ron. Sadly Ivy died when Ron was little more than a baby. Family ties being strong, Ernie and his little family, went to live with his sister Marion, her husband Herbert and sons, Alan and Hope. As Ernie grew older he did not experience the best of health and yet for forty years he managed his unique shop and found pleasure in cars and radios.

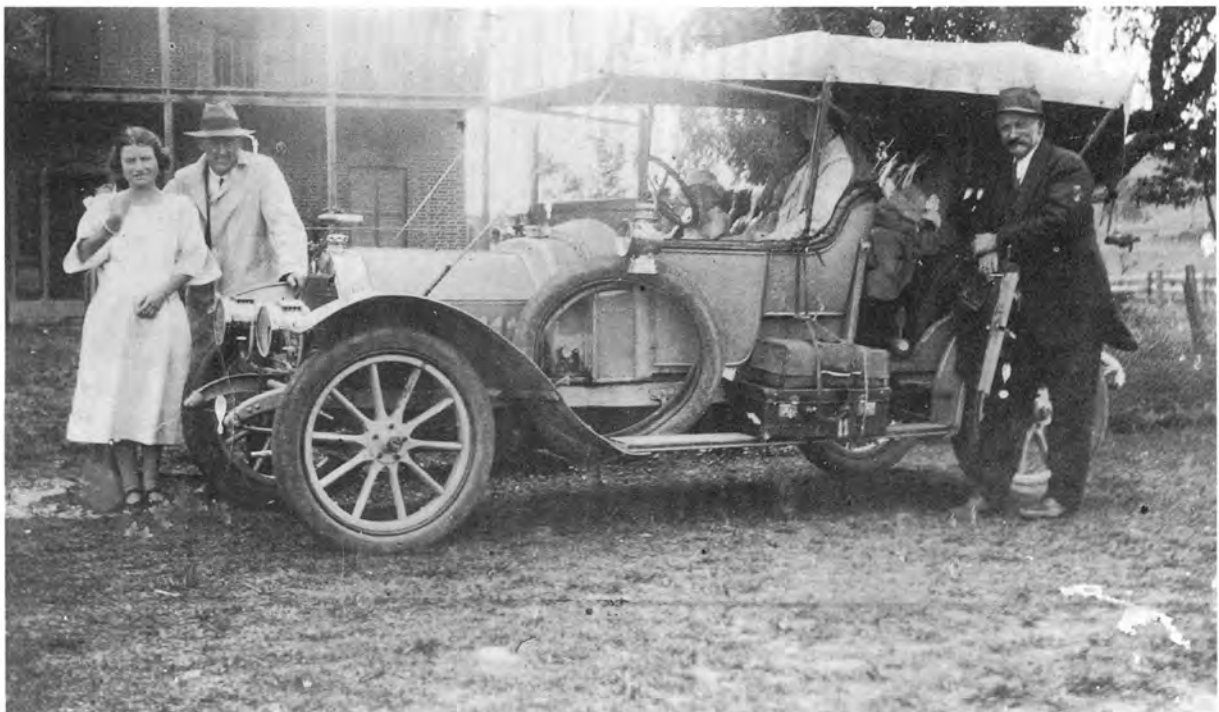


## A DIFFERENT KIND OF HORSE POWER



*Two of the very first cars in Morisset. Percy Clack's Silver Ghost Rolls Royce — Elaine Clack, Jim Clack and Jim Anderson pose proudly with the car in Macquarie Street. In the distance left, only a few houses in Dora Street, a train coming through.*

*Below, H B Mullard's 1912 FN was his pride and joy. L-R Ivy and Ern Goodwin, Mary Mullard and family and H B standing at the car door.*



## THE MONNOX AND MURRELL FAMILIES



*A great occasion! Mr and Mrs Monnox celebrate their 70th Wedding anniversary. Relatives and friends gathered at the local Masonic Hall to celebrate this rare event with the couple in 1966. Photo courtesy R Murrell.*



*Four generations. Baby Janice Deaves, mother Rita Gambrell, grandmother Minnie Estelle Murrell and great grandmother, Sophia Monnox. Taken in Bridge Street, Morisset about 1950.*

Across the mountain. 1929 was a time of change for the twelve year old Rita Murrell. The depression years were taking full effect nationwide, and because of it, her family were moving across the mountain from Mulbring to Morisset. This move meant a new school, new friends and a new home in a different town. Rita's family owned property at Mulbring and the males in the family worked mainly in the timber mill which supplied timber to the Richmond Main Colliery. Then came the 'lockout' and the mines no longer needed pit props. The family bought land at Mandalong, near where Ferris's Turf Farm is today, and they also bought a home in Bridge Street, Morisset. Rita attended primary school in Morisset and finished her education at Gosford. Rita's mother and her Aunty Belle were two sisters who married two brothers, Ping and Paddy Murrell. In the 1920's the Monnox and Murrell families bought the butcher shop in Short Street, Morisset, from Mr James Elliott.

## A SPECIAL DAY



Rita Murrell married Ted Gambrell in 1939. The Anglican Church at Morisset was decked out with flowers, but instead of flower girls, two little page boys in white suits were in attendance. Rita's mother, Mrs Minnie Estelle Murrell was a wonderful dressmaker who made Rita's beautiful wedding gown. Rita was fifteen years of age when she first met Ted, who was one of a large family of seven boys and two girls. The same year they married, Ted started work at Morisset Hospital, and they moved into their new home in Yambo Street, Morisset. Rita still lives in the same house, which has a beautiful view of the Watagan Mountains, sadly without Ted but with good memories, family and friends.

**THE WAY WE WERE**

*Tom Mulligan's home near the railway line at Morisset.*



*Mr and Mrs Mulligan and son Ray.*



*A happy Joyce, Doreen and Ray Mulligan.*



## THE INNOCENT YEARS



*Tea for two...these little people could have been in anyone's family in the 1930's.*

*'Made in Australia' written on the photo is especially appealing. Both these photos are from the Ernie Goodwin collection.*



*Ray Mulligan riding Bell, his pet goat. The family couldn't keep Bell so they contacted the Sydney Zoo. Mr Hollstrom of the famous Silent Night Family 'Fridge Company' was in charge of that section of the zoo. He wrote and thanked the family for their 'generous gift' and promised Bell a good home.*

## EVERY TOWN NEEDS ONE

Doreen Frazer's first recollection is at the age of about three, holding her small silver, chain like fine mesh purse, so small it held only a couple of three pence pieces, while in Sunday School at the Methodist Church at Morisset.

She came to live in the town when she was two years old when her father, Percy Clack, was appointed Station Master in 1927. A view of her world from the Railway Cottage window was of a big camphor laurel tree in the front yard, a pear tree at the front gate, peppercorn trees at the Railway Station and at the Railway Hotel and a grassy bank down to Mr Brown's little store. No footpaths and roads were just plain dirt. The Railway Station was the centre of the little town.

Happy years at Morisset Primary School were vividly recalled when the school held it's centenary in 1991. Doreen dressed up in her old school uniform and celebrated with many of her old school chums, the happy days of early schooling in Morisset. High School was at Gosford, travelling on the train with other students from Morisset and District.

Her first taste of working life was at the Morisset Hospital. It was another entirely different view of the world from her teenage eyes, but she accepted the learning and responsibility of working life. Then 'from out of the blue' she met her future husband Griff, at a hospital dance at the Rathmines Hall. It was 1943, wartime, and Griff was in the Royal Australian Air Force...and 'fairy tales do happen'. They married after the war and after a short time in Sydney came back to Morisset. Doreen and Griff settled into a home in Macquarie Street, raising their family, Ken, Terryl and Neil. Griff was a very social person, played in the local band at the dances and balls and became President of the Morisset RSL Club, devoting time to it's early development. Doreen returned to work for many years at the hospital. She now devotes time to her many friends in the community.

Doreen has all these years been keenly interested in the happenings of the town she knows and loves so well and that is why I say 'every town needs someone' like Doreen. She has always lived in the centre of town and close to the rail line. Thanks to Doreen for her observations and photo's that are included throughout in this book.



*L-R. Jim, George, baby Joyce and Doreen. Morisset, 1932.*

CHAPTER 7

*Calico Walls And Canvas Fly*

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**A NEW BEGINNING**

*Burning off some scrub land in the grounds of Morisset Hospital.  
Below, patients busy cleaning up the foreshore early 1900's.*





## WHY A PSYCHIATRIC HOSPITAL? WHY MORISSET?

From settlement, the colony of New South Wales regarded the mentally ill as dangerous, prone to violence, and a burden on the meager resources available. The law of the day allowed for any person to be removed or cast out of society at a whim or the slightest complaint, marginalizing those who disturbed the social norms. At the earliest times of the colony the insane were locked up in prisons. Later these unfortunates were placed in state run reception houses which were always overcrowded, with little or no hygiene and where diseases like tuberculosis were a constant companion. There were also a number of privately run 'homes' for the more affluent, but these were little better than the state run facilities.

In 1843 the first legislation relating to lunacy in the Australian colonies was passed by the NSW. Legislative Council. Slowly more humane consideration was given to their suffering. By the 1850's there was a political movement to set up caring institutions for the insane. Doctor Fredrick Norton Manning was commissioned to tour the great hospitals of England and the Continent looking at building styles and hospital structures. By 1868-70 the blue print of a patient care system had been developed and presented to the State Parliament. Large Hospitals were built at Gladesville, Parramatta, Rozelle and Goulburn. By 1900 land was set aside for a hospital near the new village of Morisset and another in the town of Orange in the Central West. The site at Morisset was selected as it was on the southern end of the beautiful Lake Macquarie, had a plentiful supply of fresh water from the Pourmalong Creek, good flat arable land and extensive stands of mature native timbers. The Hospital was to be modelled along similar lines to those in Scotland. The original design was an establishment to house 350 patients, the plan was to relieve the overcrowding at the existing Gladesville and Parramatta Hospitals.





*Ward 1, the first ward to be opened at Morisset Hospital, 1909. Later it became Ward 10.*

## **HISTORY OF MORISSET HOSPITAL**

Although planned from 1900 the first official record of the Hospital was a reference in the NSW Government Gazette of 1906 that a Hospital at Morisset had commenced, the grounds covered some 1300 acres and the building would accommodate some 150 to 200 beds. The first structures were grand by any standards, beautiful large functional buildings. The Recreation Hall/Administration Office and staff dining room, Ward 10, Ward 17 and Ward 18 made up the original group of buildings. By 1909 the first ward (Ward 10) was open and housed 78 male patients. By 1910 the population was 157 men with the second and third wards (17 and 18) being completed and available. Just prior to World War I the construction of large buildings ceased. Temporary accommodation or the infamous tents of Morisset were built. By 1912 there were 243 men, most living under canvas. By 1913 there were 288 men, the tents were overflowing. Times were tough as Government financial restrictions meant there was little money available for the care of the insane. At the outbreak of WW1 the population had risen to 375 men. At the end of the war the population had exceeded available accommodation by 93, to a total of 512 male patients. The war caused increased pressure on the State's resources and capacity to care for diggers returning from the horrific experiences of war, experiences which shattered them and left them unable to cope with life. Casualties of gas, shell shock, the ravages and carnage of trench warfare, wounds, physical disabilities and a range of social diseases.



The end of WWI saw the recommencement of the building program and further land acquired (Woods Point), the Hospital estate now covered an area of 4000 acres. A new ward was opened in 1920, the Hospital continued to increase in population and as new wards were built they were quickly filled, a part of the population still lived in the 'tents'. The canvas and calico tents had long been replaced with fibro structures, which consisted of a timber frame and a single thickness inner wall. These were only marginally better than the tents they replaced. The tents were finally removed in the early 1950's to make way for two new wards.

The 1930's saw some significant changes, along with the new buildings came the first group of female patients and the introduction of state registration of nurses trained to care specifically for the mentally ill. Training was done in staff members' own time when they were off duty and through their own resources. The examinations were conducted in Sydney. The Hospital staff embraced the new concepts and anyone who could would contribute to assist the aspiring trainees.

New wards included the 'Wyee Bay Gaol'. The gaol was originally not part of the Hospital but when the construction site location was pointed out to a visiting Government Official (appropriately the Inspector General of the Insane) he noted because of its close proximity it should be included as part of the Morisset Hospital. So began Morisset Hospital's long and distinguished role in the care of the criminally insane in NSW.

The building boom of the mid thirties saw the inclusion of a fully equipped and functional operating theatre. There is a story about an emergency appendectomy successfully performed on a staff member's child. On removal of the inflamed organ the Doctor wished to cauterize the immediate site before suturing the wound. Evidently the theatre's equipment didn't include the required item so a resourceful staff member produced a hot soldering iron to do the job, courtesy of the plumbers.

In 1933 to '35 plans were developed for an even larger Hospital for the Mentally Retarded to be built on the Woods Point site. The new Hospital was to consist of some thirty five ward buildings. This project saw ink on paper but the economic situation and a deteriorating world situation meant this grand plan was never to get off the ground. By the mid to late thirties the Hospital was considered a 'farm colony' as it was able to provide much of the fresh food for patients' consumption. The two fishing boats provided fresh fish on a regular basis. It was said that by the end of the Easter tailor run, everyone was heartily sick of fresh fish in any form.

At the outbreak of World War II, the Hospital building program had stopped.

The patient population increased and by 1940 there were 1009 beds and 1170 heads.

By the end of WWII war there were a number of significant events that had taken place which would have an impact on the Hospital and our society in general. Small things such as the improvement in overhead lighting in the grounds, linking the Hospital to the Hunter Water Board supply instead of drawing water from the reservoir on Pourmalong Creek. Major advances in medical technology saw drugs to better control infections, and the beginnings of a range of powerful tranquilizing drugs. Social attitudes toward the mentally ill also improved, as a result of the rehabilitation and repatriation work done for war casualties.

The building program was re kindled and new wards were built, including a second ward in the maximum security division. Patient therapy units were opened providing an increased opportunity for work and leisure activities and included a new dairy and piggery where patients could work.

The introduction of new medications improved the quality of life for many patients, giving them assistance to overcome aspects of their previously debilitating mental illness. In turn this new found control allowed them greater freedoms. The social life of the patients improved as the Hospital opened its doors to the community. The community involvement was fostered by the efforts of Recreation and Welfare Officers who ensured patients were able to participate in a broad range of social activities and functions. Organizations such as the RSL clubs and Country Women's Association played an important role in patient socialization. There were movies every week, regular club outings, a monthly dance and an active self directed patient organization that planned and collaborated on social arrangements.

In 1971 legislative changes were made to the Social Security Act allowing people with a mental illness to be eligible for an Invalid Pension. As this change slowly filtered through the population patients could now make a fresh start to their lives given an assurance of an income.



The 1960's through 1970's were possibly the most memorable time for Morisset Hospital as an organization. The ward populations became mixed and a growing population of people with Intellectual disabilities were identified and specific wards were set aside to house them away from Psychiatric care wards. The Nurses Training School at Morisset was set up and provided staff with the formal education and practical training necessary to sit the State Registration Board examination in Psychiatric Nursing. The school saw its last group of students in 1983, as nurse training went first to the Technical Colleges then disappeared completely as a unique discipline when Nursing became a University degree course.

The patient numbers were on the decline as a more pro-active community based care approach was adopted. This approach coupled with an increase in the number of Nursing Homes and privately run hostels and boarding houses offered an alternative to placement in a Psychiatric Hospital.

In 1985 the Hospital divided into two separate services, the mental health facility funded by the Health Department and Hunter Area Health Service, and, the Kanangra Centre for the Intellectually Disabled funded by the Department of Family and Community Services. Both services have experienced a steady decline in the number of people in care. The people at the Kanangra Centre will over time be moved into community based accommodation. Likewise the Mental Health Service will devolve leaving very few people in care on the site.

The Hospital can now be likened to a grand eccentric old lady, once fashionable and in demand, now left spent and neglected. It is an unfashionable reminder of a time when society cared for the less fortunate. Through out the distinguished history of Morisset Hospital, the staff have provided the people of New South Wales with a service of exceptional quality and to the highest standard. Many advances in care and treatment of psychiatric illness were made at Morisset Hospital. While these are not recorded here, they are generally acknowledged. Acknowledgement should also be given to the dangers staff endured, the lives lost and to the personal careers spent helping others less fortunate.

In our enlightened age of economic rationalism, the cost of running a large hospital is considered excessive and the 'footprint' has to be reduced. In a society where one in six people are reported to be suffering psychiatric related health problems, the staff expertise and facilities are being left to slowly disappear.



*Grahame McCormack, Director of Nursing, Morisset Hospital*

## THE HOSPITAL AND THE TOWN

By modern standards the town of Morisset was relatively isolated and depended on the Railway as the quickest transport to anywhere; the road network was not good and was a long way to where ever, or you could go by boat. But don't be in a hurry. With the development of the Hospital, there was a need for a regular workforce of skilled people and due to the relative isolation and the shift work requirements most staff lived in the local area. In fact at this time you had to live within three miles of the Hospital to get a job. Staffing: the Hospital drew on a wide range of workers from trade and ground staff, cleaning, laundry, and catering staff, as well as the nursing, medical and administration staff. So the growth of the Hospital and the growth of Morisset were linked. The Hospital social structure influenced the local Community because more of the towns people were associated with the Hospital than any other employment, so Hospital staff were the predominant social group.

The staff were encouraged to take an active participation in all sporting endeavors both within the town and at the Hospital. Sport offered opportunities for patients to participate in many social events and functions. The Hospital once boasted an exceptional staff cricket team, several very good patient cricket teams, hockey teams, women's netball teams and several A grade tennis teams. These teams competed in local competitions, inter Hospital fixtures or just Hospital games, there were no couch potatoes.

There has always been a strong bond between those who worked at the Hospital, there are many instances of altruism and considerations and contribution made for the common good. It was a long held tradition for staff to bring their family in on Christmas day to serve dinner as many patients had no family apart from the staff.

Many Morisset children learnt to swim or play tennis under the tutorage of a patient by the name of Basil, he was a gentleman, a good teacher and an A grade tennis player who played in several local competitions.

In recent years, as the Hospital has been reduced in both patient and staff numbers, the social involvement and financial contribution to the Morisset community has diminished. The Hospital staff are now in the minority within the town society. A vast area of the estate has been given to the Koompahtoo Aboriginal Co-operative, and much of the lake foreshore is now a State Recreation Area.

GRAHAME McCORMACK

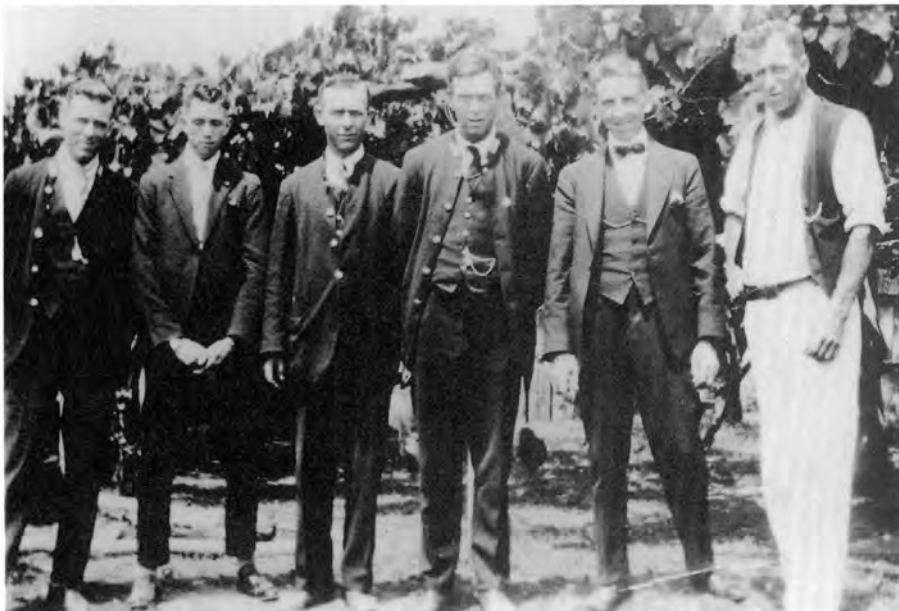
DIRECTOR OF NURSING MORISSET HOSPITAL.

## HOSPITAL ATTENDANTS



*Mr Dennis Pursehouse, a popular male attendant at Morisset Hospital.*

*Below, Male attendants at Morisset Hospital c 1915.*



**TO REST A WEARY HEAD**

*Sleeping quarters for patients were in dormitory type wards, sometimes twelve beds each side. Very clean, stark and austere.*



*Old Administration Block in the grounds of Morisset Hospital. Madge Henderson*



## THE WAR IS OVER!



*Reported to be the Victory Ball held in the Recreational Hall at Morisset Hospital at the end of WWI. There are at least two Britannia's in the crowd and what looks like an angel to the right of the photo, an historical event, beautifully recorded. Courtesy Chris Rhodes.*

## MORISSET HOSPITAL, 1921

A report at this time states that around the town of Morisset there is still much crown land. On a quiet spot overlooking beautiful Lake Macquarie, the Government have erected a commodious brick Mental Hospital for the Insane.

*There are five large wards accommodating over five hundred patients, and residences for the doctor and Manager, Mr E Edwards, who has been in charge since it's inception. Quarters for single attendants have been erected, but not sufficient for the large number of attendants now employed, many of whom reside in Morisset. Catering for the institution brings 'grist' to the mills of the butcher, baker, and the four general stores in town. The housing problem is acute.*

## RECREATION



*Above, male patients watching a cricket match at the hospital oval.  
Below, League team of thirteen hospital staff players with the shield.*



### **Hockey Team**

*Photo right, Hospital Hockey team of the 1930's. L-R, Dan Ryan, Peter Rostron, Dr Barry, Sam Fernie, —, Harry Hornett and George Burton at the front. Morisset Hospital provided excellent sporting facilities for tennis, cricket, bowls, football, and swimming for patients, staff and all the community.*



## ALL WORK AND NO PLAY?



*Nurses and visitors enjoying a day's tennis at Morisset Hospital Tennis Courts. Top L-R. Jean Gambrill, —, —, Mrs Barry, Molly Ingle, —, Mrs Gilbert. Front Row, Nurse Wardle, Hazel Kennedy, Enid Spence, Ev McCarthy, —, Miss Lean, Alice Hawkins and visitors.*



*Morisset Hospital Women's Cricket Team 1930's*

*Back Row L-R..Nurse Wardle, —, Gladys Ball, Evelyn McCarthy, Joyce Marshall, two patient umpires. Second Row, —, Eliza Gilbert, Mrs Cedric Woods, —, Jean Horgan, Joyce Whiteman. Front Row, Hazel Kennedy, Jean Pursehouse, Enid Spence, Elsie Roberts, and Alice Hawkins. Photos Jean Gambrill.*

## HORSE AND BUGGY DAYS



*A horse drawn wagon with canopy, to transported nurses from the wards to the staff dining room at different shifts. Jean Gambrill.*



*Sam, a patient at the hospital was in charge of this horse and buggy transport. By all accounts he didn't take any nonsense no laughing or joking in his buggy. Photo Beryl Lancaster.*



## ROOM WITH A VIEW



*Joyce Johnson and workmates at Morisset Hospital*



*Jean Gambrill walking to the Nurses Home. Starched uniform and black stockings were the uniform of the day. Late 1930's. Photo Jean Gambrill.*

## SECOND WORLD WAR

With the outbreak of the Second World War, seven nursing staff members from the Morisset Hospital enlisted on the same day, June 5, 1940.

Vic Glanville	Wally Johns	Mervyn Lean.
Ted Lyndon.	Ken Short.	George Spence
		Jack Tait.

These seven men were placed into the 7th Division 2/4 Field Ambulance, training at Ingleburn and then Bathurst. From intensive training, orders were received for the men to embark on Christmas Eve 1940, their destination the Middle East, where they stayed until 1942. When the Japanese attacked New Guinea, the men were recalled home and briefed before going over to New Guinea. The Second Fourth Field Ambulance trekked to the Kakoda Trail. During this gruesome and horrific time the Field Ambulance was badly bombed. Doctors were killed. Ted Lyndon was injured, but recovered. A lot of unhealed scars were a terrible legacy left on most of these men who served for their country and returned home to resume 'normal life'. Dawn Thompson.

### *Snapshot from the Middle East*



*Back row, L-R, Wally Johns, Harry Gribble, George Spence, Ken Short. Centre, Jack Tait. Front, Merv Lean, Ted Lyndon. Photo George Spence.*

**BY THE KING'S ORDER THE NAME OF  
*LANCE SERGEANT G. SPENCE*  
2/4 Australian Field Ambulance  
was published in the Commonwealth Gazette on  
15th March, 1945  
as mentioned in a Dispatch for Distinguished Service.  
I am charged to record  
HIS MAJESTY'S HIGH APPRECIATION.  
Signed  
MINISTER OF STATE FOR THE ARMY.**



*George with Red Cross armband.*



*George in the Morisset East bunker in the Middle East.*

### ***George Spence***

Served in the Middle East 1941–42 and in New Guinea — Saw action at the Owen Stanley Ranges on the Kakoda Trail, and in the battle of the Markon Valley. It is well documented the horrors of these campaigns and George modestly states it was 'pretty rough' and he was lucky to come out of it alive.

## BERYL LANCASTER

### *Memories of Morisset Hospital*

Beryl remembers Sam, the driver of the Hospital wagon, which delivered the nurses to the dining room each day. He would pick her up mostly at Ward 1 or Ward 2 which were over near the Crim Ward. The meal break did not allow a great deal of time so they had to walk to a spot where Sam would pick them up and then they would hang on for grim death. If you laughed or giggled he would stop the buggy and tell you to get out and walk. In her time the Hospital was overcrowded. No. 3. Ward was a Refractory Ward and held 130 patients. The worst of these would be in separated rooms with only a mattress on the floor and a peep hole at the door. Patients would be checked out before they went in and if they were too boisterous they would be given a 'night draught' to calm them down. Some of the patients got so used to taking medicine they would ask for it saying 'Where is it?'. They could get into bad moods and break the glass and all. Beryl was at Parramatta Hospital when she read an article stating that Morisset Hospital on the shores of beautiful Lake Macquarie, needed nurses. She arrived with another nurse on the 5pm train from Sydney and the first sight of Morisset 'on the shores of Beautiful Lake Macquarie' was that of the pub with a string of horses tied up in front to the verandah posts and a long wide dusty street.

She thought *My God, what have I let myself in for.* Beryl stayed and as she said *It was something you had to experience.*



*Beryl as a nurse and later as Nursing Sister at Morisset Hospital.*





## A PLACE IN THE SUN



*Left Edna and Doreen Clack in hospital gardens 1942.*



*Nurse Jean Gambrell (Horgan) and Nurse Robinson, Morisset Hospital 1940's.*



*Laundry Staff 1980. L-R, Daphne —, Joyce Johnson, Enid Spence, Heather Goodwin, Grace Belgrove, Doreen Cummings, Nancy Wells. Photo right includes Edna Bell, Enid Spence, Mrs Phillips, Doreen Thompson, Nancy Wells, Flossie Bromich.*



*Photos Enid Spence.*

## JOHN HENDERSON

A clerical position in the Sydney Health Department in 1940 was the start of young John Henderson's pathway to a career as Manager of Morisset Hospital in 1961. Born in Kincumber and educated at Gosford High School it was a happy appointment for him to be employed as Paymaster at Morisset Hospital in 1940. John and assistant Jimmy Boyd made the fortnightly train trip to the Bank at Wyong to collect the wages for the hospital. The amount of cash in the suitcases would have been considerable, but they thought they were adequately armed with a pistol each, which they never fired.

John became a Senior Office Clerk and remained at Morisset Hospital until 1947.

Mr Claude McKenzie was Manager during those years and when John was transferred his parting words were *I am keeping this place for you when I retire, I want you to take over.* Mr McKenzie was a popular man and keenly involved with the building of the Hospital Chapel, the new Hospital kitchen and the formation of the Hospital Bowling Club. He brought much enthusiasm to every project he undertook. On his retirement in 1961, John Henderson returned as Manager of Morisset Hospital and with his wife Madge and son Robert, settled happily into the Manager's Residence on the hill overlooking the lake. He was devoted to making life better for the patients and staff. John became a foundation member of Morisset Rotary Club, receiving the Paul Harris Award, the highest honour from Rotary.

He assisted Morisset RSL in the acquisition of Hospital land for the development of Morisset Golf Course and was an instigator in the formation of the Meals on Wheels project. John remained Manager for ten years and was worthy of the trust Claude McKenzie had bestowed on him. He retired in 1971 and was regarded as an all round humanitarian with a keen sense of the Rotary Motto 'Service Above Self'.

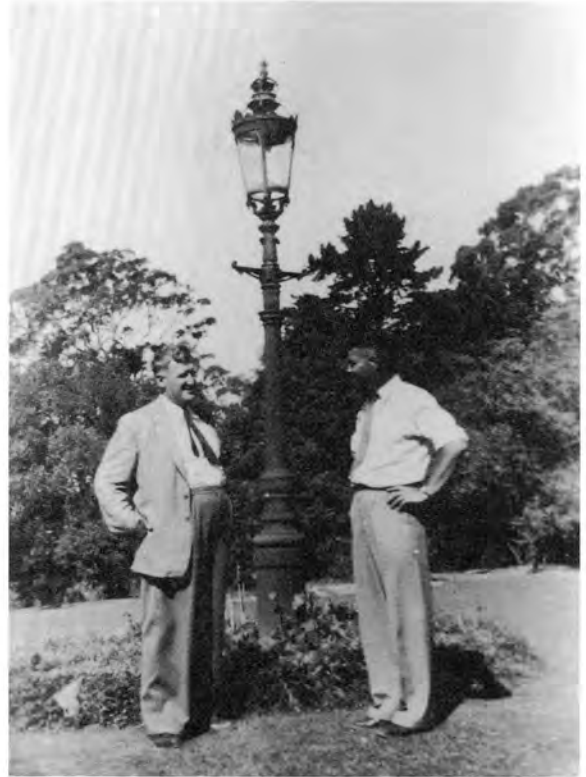


*Having a chat in the Morisset Hospital grounds L-R, John Henderson, Madge Henderson and Claude McKenzie. Claude retired as Manager in 1960 after twenty-two years and John succeeded him as Manager for the next ten years*

## SPECIAL PEOPLE



*Left. Sister Bettles, Matron Butler, Sister Wellings and Nurse Findlay help a patient celebrate a very special 100th Birthday.*



*Right. On the left Mr Claude McKenzie, popular manager of Morisset Hospital 1938–1960, in the magnificent hospital grounds. Great care was taken with the gardens and they always had a show of flowers. The stately old lamp is estimated to have been made in 1878.*



*The spacious Manager's Residence at Morisset Hospital, surrounded by beautiful lawns and gardens, has a spectacular view of the lake. John, Madge and Robert Henderson, who is now chief strategist of the National Australia Bank, Sydney, lived here for the ten years John was Manager, from 1961–1971.*

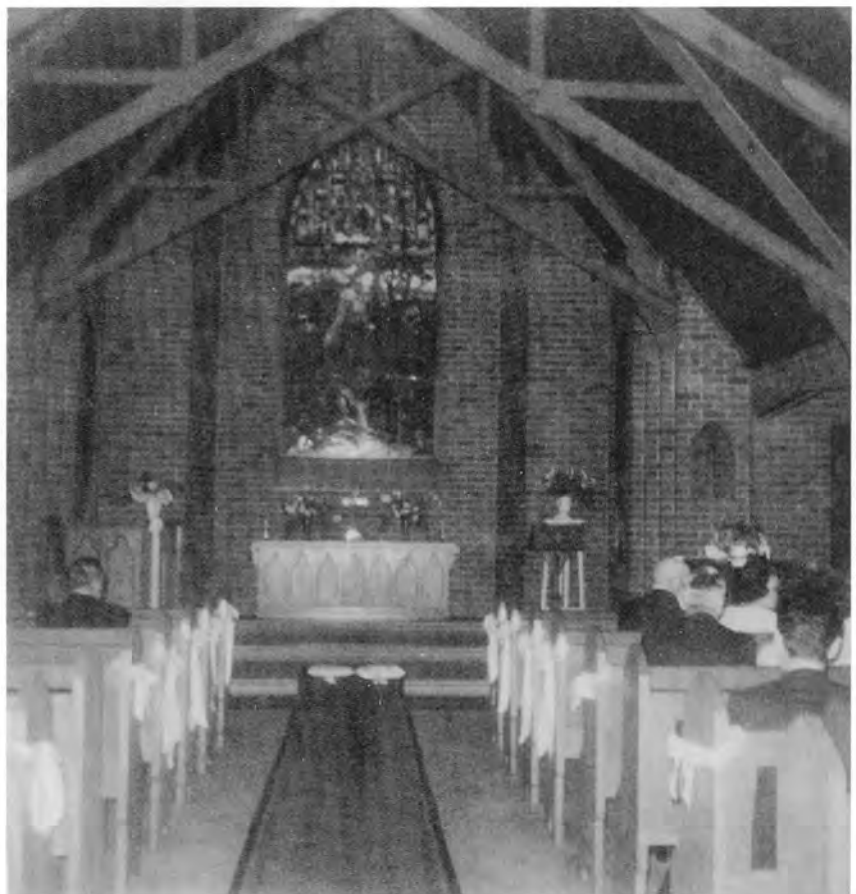


*Morisset Hospital Chapel not long after completion. Photo Enid Spence.*

### **MORISSET HOSPITAL CHAPEL**

Many services and weddings have taken place in the beautiful Memorial Chapel in the grounds of Morisset Hospital. The foundation stone for the Chapel was laid in 1954 as a memorial to the hospital staff members who died in both World Wars.

The Chapel, in its setting close to the lake along a leafy avenue of trees, is indeed a fitting tribute.





## WELCOME TO THE HOSPITAL

*Morisset Hospital is a 700 bed psychiatric hospital with a wide range of services to a defined area. These services include acute psychiatric admissions, mental retardation and geriatric services, and services to the mentally ill who have committed offences. This last service has now become only a small part of the hospital and only 20 patients are in the Maximum Security Section.*

*Since 1971 the mental retardation services offered by the hospital have grown considerably until now about 250 of our patients are mentally retarded, and they range from 13 years upward in age. We have developed some quite good educational programs for these patients, with two professional teachers coming to our school rooms on a part time basis. If you are interested you are invited to have a look at Ward 10 and particularly it's quite pleasant school room.*

*The hospital is set in pleasant surroundings on the shores of Lake Macquarie, and surrounded by bushland with a wealth of birdlife and some quite tame kangaroos, which have been a feature of the hospital. Patients and staff feed them. The 5,000 acres on which the hospital stands, has been declared a Wildlife Refuge.*

*The whole of the area is open to the public for recreation at weekends, and the waterfront has several barbeques and a boat ramp, besides the enclosed swimming area.*

*The hospital has a very successful rehabilitation program for inpatients and some who come daily from the surrounding area. The Industrial Rehabilitation Department, Occupational Therapy, and the Garden and Nursery, produce products which are of a high standard and on sale to visitors.*

*We welcome you to the hospital and hope you enjoy your visit.*

L Darcy,  
Medical Superintendent.

Copied from a circular, May 1973.



## **WORLD OF THE CRIM WARD**

A Ward opened in 1935 with 24 patients from Parramatta with a staff of four for day shift and two for night shift. In November 1957 a new ward opened and it took the place of the old A Ward, which became B Ward. This ward was closed permanently in 1973. The new A Ward had an observation room, verandah, exercise yard and swimming pool. The area was quite large being 5 acres, surrounded by a brick wall and security fence, which alone cost \$45, 000.

Photo below, an aerial view of the Crim Ward 1940's.



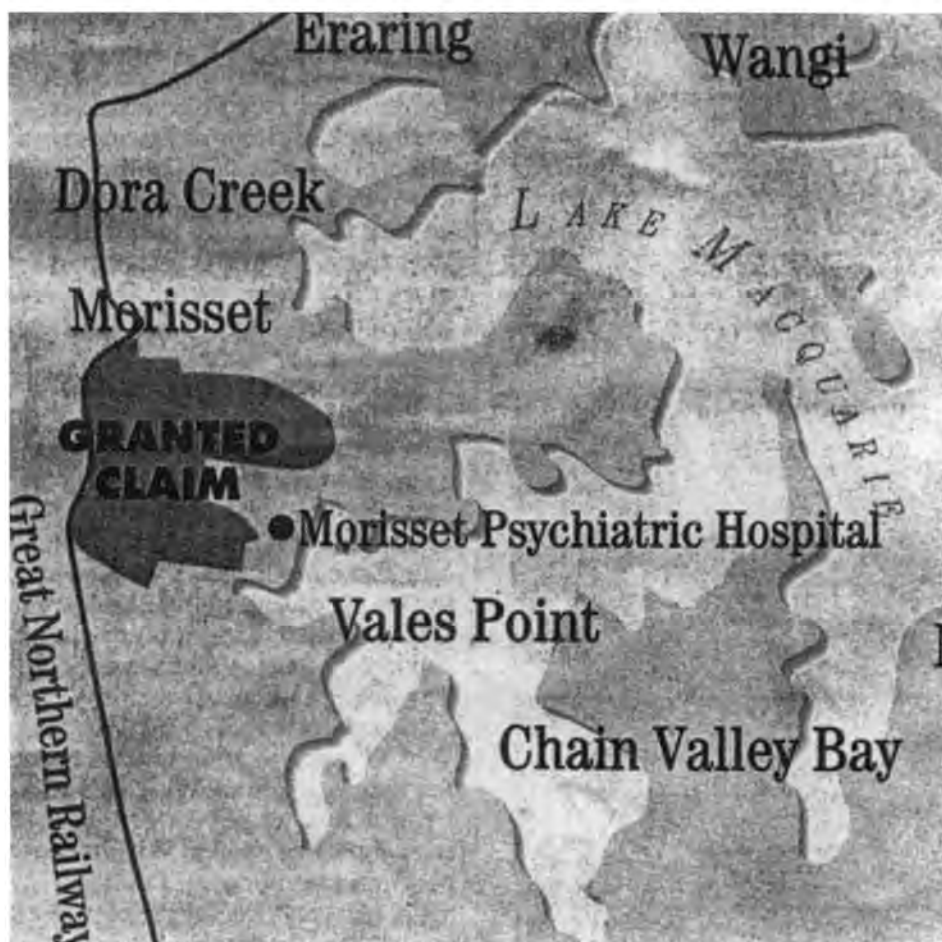
## **MORISSET HOSPITAL IN REVIEW**

Talk of plans to sell off 1200 ha. from the Morisset Hospital site in August 1988 triggered union action to fight the proposal. The future of the hospital had been one of constant discussion for many years. When will it be sold? What will become of the beautiful grounds and lake foreshore? It was not determined how much of the Morisset land was proposed to be sold or even if the land included the hospital.

The hospital health employees protested strongly as did the townspeople of Morisset with the backing of the local Chamber of Commerce. All the shops in the town closed for half a day and the business sector joined with the hospital employees in their Protest March on February 3 1988. The Department of Health Assets Selloff plans which were estimated to raise five hundred million dollars, met with strong opposition. A campaign was planned to have the site set aside as a public recreation and wildlife reserve. Some suggested the newer buildings could be used by Community Groups and Church Organisations for special events and functions and others advocated the site be used as a recreational sporting complex, with water sports in particular, and the wards converted into accommodation. These suggestions did not materialise.

## LAND CLAIM FOR MORISSET HOSPITAL

The Aboriginal Land Rights Act was introduced in 1983. Ten years later this Act allowed a land claim to be made to Lake Macquarie Council by the Koombahtoo Aboriginal Land Council, for the Morisset Hospital ground and its surrounds, approximately four thousand acres. The NSW Department of Conservation and Land Management owned the land under Crown Title. When the Koombahtoo made the Land Rights petition, the Council objected to the claim. Mr Jeff Hunter, MLA for Lake Macquarie, proposed the hospital become part of a proposed Lake Macquarie Foreshore Park, and suggested the Koombahtoo Council be involved with the future management and use of the Morisset Hospital site, if it became part of the proposed Foreshore Park.



Mr Oscar Smith, an old Morisset identity, claimed Aborigines would have come from the Watagans to collect oysters, cockles and fish and trade with the lake tribes. Shell middens are to be found in many parts of the Watagan Mountains.

The Koombahtoo Aboriginal Land Council, based at Lake Macquarie, received over 1,000 ha. of prime lakeside land adjoining Morisset Hospital in their land claim granted under the NSW Land Rights Law. This approval came through in the first week in August, 1995. The site included a swimming pool and two large wards, previously used as wards for the criminally insane, but did not include the hospital itself. It was the most valuable of the Land Council's claims in the Hunter Region, being a total of 1146 ha. valued at \$20,881,000.

## I REMEMBER

*The site of the Medical Centre, around the corner and down the hill to the white gates to the gatehouse, occupied by Mr and Mrs Vic Broadbent and family, then along the avenue of Box trees, ordinary dirt road with a bike track along side, still everyone rode a bike who didn't want to buy a bus ticket for the twelve hour shifts...Then to the next cottage trap, first building, the laundry on the right with an acre of wire clothes lines, then the tiny morgue with the lead light windows, the boiler house, all coal fired and tendered by a patient. On the other side of the road, the store for all supplies, from cleaning rags, kerosene and monkey brand soap, the only cleaning agent those days, apart from bar soap. All goods to be accounted for, shoes, clothing, all very austere indeed...food, all bulk, to be weighed each day for both kitchens, both patient's (Main) and Staff Kitchen, and better tea, sugar and jam for the wards. Alongside the Main Kitchen, steamers and old coal and wood stoves, with great double ovens, cleaned with black lead. Huge boilers to cook porridge, custards, corned beef, and boy! what a job getting the porridge off the sides of these great coppers. Even a boat oar was used to stir the pots. My sister Edna, was Charge Cook. Lots of smaller, steam supplied boilers, for some vegetables and stews etc. The next building was the Butcher shop, with the big freezer, with it's own ammonia plant out the back. Mr Gimbert was the butcher, with help from inmates. The vegetable room next to that, with great bags of potatoes to peel through. We were in heaven when the potato peeler was installed, what a bruiser it was. Down the steps past the boiler, through the pretty shrubs, past two male wards on the right, then the 'tent' ward, then No.2. Nurses Home, with the Male Attendant's Supervisor's and Chief's Office attached to the front of it, between gum trees, in front of the Bell Post, two large trees, so close together, that the Bell was supported between them, with a piece of heavy timber. The Bell was given to an outsider I believe, not known just whereabouts, but a shame to have left the property at all. The Bell was rung at each meal break and woe betide those who didn't heed. The Recreation Hall was behind the bell post, with the Staff Kitchen dining room at the left hand side, and the offices and switchboard at the other. On the wide verandah were trails of wisteria and large clumps of hydrangea and a gravel walk, with lovely lawns and the ornate lamp (still in place) a flag pole between two palms. Azalea bushes, flame trees, various shrubs and hedges, pergola walks with roses climbing over, rose gardens, orderly placed. A sunken garden with an abundance of flowers each season, and a stand with water catcher, all around the edge cannon lilies of four or more varieties, so beautiful, it was breathtaking to the staff. From the verandah, one overlooked the lake, following the road on which the boat Denby was sent away years ago, the Denby named after a long resident inmate of character. Then the baths for swimming, no pollution those days. What a shame, people today can't see what our lake looked like then. No 1 Nurses Home on the hill opposite the Manager's residence, so stately and so beautiful and immaculate in every way...then a row of newer wards. Ward 5 was then the location of the Sewing Room. My sister Joyce was Head Seamstress there and they made everything, calico chemise panties, petticoats, dresses, and aprons for the patients and uniforms for female staff, dresses, wrap-around aprons, collars and caps. Organdie veils for the Sisters and Matron, were made there also, and sheets, tablecloths, tea towels, pillow cases, pantry and bath towels and white damask table cloths.*



*The Head Seamstress had the aid of one assistant and heaps of patients, who were well enough to sew. Every machine and 'bolt' of material had to be carried to the day room and back to the storeroom every working day, as the day room was to be used for the patients, to listen to the radio for a few hours in the evening. All doors were locked those days at all time. No traversing one room to another, without supervision. Lack of staffing made life miserable for patients.*

*On top of the hill were two older wards, quite ugly and foreboding, but since modernised, and down the road, through the cattle trap, turn left and up to the first of four houses, outside the wall of the Crim. Two Wards with grill windows surrounded entirely with a brick wall, with iron gates for entrances. From the Recreation Hall going right, was the Domestic Quarters, all weatherboard with a verandah, which also had wisteria from one end to the other. Dr Cooper's cottage was next, then the football ground with tree covered shelters. Two tennis courts, tendered by the outdoor staff, was absolutely guarded by patient Micky Gatt, and there was a tennis shed, so solid and quaint and it had an oriental old world charm, but it was burnt to the ground some years ago. The stables were on a plot behind the garden sheds. Although some trucks were used to haul goods and coal from Morisset Railway Station, horse drawn drays were used to cart firewood, cut by the gang. A few patients cut the firewood out on the estate with axes. The wood was used in the stoves in the wards and the residences and the nurses quarters and for boilers that didn't use coke, and for open fire places in winter. A horse drawn buggy used to convey nurses to meals and back from the hill wards. A small roadway around the back leads to the weir, with stepping stones over the causeway, and the road leads up to Piggery Hill and the Dairy and another gatehouse. Mr Roberts lived there and the track wound around the lake to Wood's Point. Another house was also there, which was taken away. The residence where Mr Robert's lived was burnt down about 1979. The cows in the dairy supplied some of the milk that Wyong delivered. Back down the hill were gardens, vegetables, watermelons and the main requirements. Over the weir again and two more wards, the other two were more vintage type, but Mr Oscar Smith had Ward 5, beautiful with gardens. On the corner, close to the Chapel, was Ward 1. I think the oldest of the buildings was very formidable, had the oddest assortment of patients, mostly violent. The Hospital Ward next door was on more modern lines. An operating theatre was also in use. I only went there on duty when the Medical Superintendent's 18 year old son had an operation. It was fully equipped with all the amenities of the day. Most ill people were sent to Royal Prince Alfred. Hospital, as staff were actually not trained for general nursing. On another road, behind the Morgue was, and still is, the Medical Superintendent's Residence, quite like the Manager's, with a tennis court as well as a grand garden and a view to be envied.*

*Doreen Frazer.*

## ODE TO MORISSET HOSPITAL

Whether you recall Morisset Hospital being referred to as 'The Funny Farm'

'Nut House', 'Mental Home', 'Home for the Insane', 'Asylum' or the more recently respectable 'Psychiatric Hospital' or 'Psychiatric Centre', when you lived in, or near a 'Psychiatric Centre' people outside viewed you as being different, (probably a bit strange). Well, yes we were different. We were a more tolerant community, being always reminded *That there for the grace of God, go I*. Many of our earlier residents and relatives, worked sometime or other in the confines of the Morisset Hospital.

After you passed over the cattle traps, at either entrances, you were part of a different community, almost a village within a village. Self-supporting in many ways, the dairy, the piggery, vegetable gardens and flower farms.

Things were made in the sewing room, baskets were woven by lots of quiet people sitting around, and toys materialised in the back rooms.

Life *was* different.

A flash back to a more authoritarian time, when to work in the village you entered, you all wore clothes which associated you with a particular group in the village.

White coats for Doctors, stiff white veils for Matron and the Sisters, starched white aprons and black stockings for female nurses, trousers and trim shirts for the nurses that were male, green for the female outdoor staff, and good old serge for the men outdoors.

A regimented society where each knew the other more intimately than they knew themselves. Where there were petty jealousies like in 'The Town', where those in 'The Dining Room' think they are better off than those in 'The Kitchen', and those hard worked figures in 'The Laundry' took pride in their working hours, and those 'Switchboard' girls knew everything!

These special, special people looked after those with mental disabilities who were unable to cope with life for themselves. Male and female nurses- a breed apart! Day in, day out, making someone's world a better place in which to live and Hallelujah! Two or three days off, to put their own life back in order.

The Doctors and Charges...

Decisions! Decisions!

Are they right? or are they wrong?

Only time will tell...

Drugs will take care and put things right - free up the system - give more freedom to those who have been deprived - put them out into hostels.

And so it goes on and on and on until no more need for a 'Special Place', 'Funny Farm', 'Nut House', 'Mental Home', 'Home for the Insane', 'Asylum' or the more recently respectable 'Psychiatric Centre'.

Beryl Mullard.

## CHAPTER 8

# *Learning and Living*

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In 1887 when Licensed Surveyor Percy Cowley marked out 2 acres of land for a school and  $3\frac{1}{4}$  acres for a school paddock, the town of Morisset could only boast of having one public building, the Railway Station. It is fitting therefore that it was the Station Master in 1888 who made the first application for a school...which was refused on the grounds that not enough children could be enrolled.



In 1890 the Stationmaster, Mr G Manson, renewed the application. He stated that there were fourteen boys and twenty-two girls of school age, living within two miles of the proposed school. The application was approved in 1890 and tenders were called to erect a one-room school and adjoining residence, to be designed by the government architect William E Kemp. Mr Robert O'Leary tendered and was successful, but declined to proceed because of strike troubles. Tenders were again called and a Mr Thomas Smith, gained the £500 contract to erect a brick school and residence. The school was completed in July 1891, and opened in August 1891.

Mr John Roach was the first Schoolmaster at Morisset School. He was transferred from the public school at Barnsley to open the new school in August 1891 with six pupils, the enrolment rising to twenty-nine by the end of the year.

In 1894 Mr Roach reported that most of the children had suffered from influenza and the school population consisted of mostly 'new children'.

By 1897 the attendance had risen to forty children, and two years later to fifty-four.

In 1904 the school reserve of  $3\frac{1}{4}$  acres was permanently dedicated to public school purposes. Many children rode their horses to school, living sometimes five miles away, and the school reserve became a good place to contain the horses. Also in 1904 a new room was added to the school residence and the school was repainted.

In 1911 an approval was given to have a provisional school at Morisset East, to serve the children of the hospital employees and this school opened in 1912.

In 1915 came the closure of the school at Mandalong and sixteen children enrolled from there to Morisset School, taking enrolment numbers at Morisset to ninety one.

1916 a new classroom was completed. Two teachers had been sharing the one school room and it was only 25ft x 19ft, so the improvements were very welcome.

An additional classroom was added in 1928, to be used for the infant's section.

From 1952 until 1964, Morisset Primary School functioned as a Central School.

## MORISSET SCHOOL 1918



Above, one of the earliest photographs of Morisset School children taken with the young School Teacher Lala Hopper, daughter of Head Master Robert Hopper 1918.

Below, Mr Hopper's Class 1918 — Back row L-R, Mr Hopper, Bob Monchrieff, Theo Gambrill, Bert Milton, Percy Bridge, Fred Dean, Reg Brandstater, John Roach, Mort Chapman, Arthur Cramp. Middle row, Queenie Cains, May Roach, Emily Chapman, Dorothy Meredith, Hazel Elliott, Irene Meredith, ? Cramp. Third row, Hilda Gambrill, Doreen Elplick, Eva Wellings, Mary Milton, Elsie Wellings, Maggie Hawkins, Nellie Traynor, Alma Mullard, Pearle Frost, Ella Flannigan. Front row, Matt Smith, Duncan Black, Reg Frost, Laurie Dean, Bill Black, Kevin Hobble, Desmond Hobble, Bill Monchrieff, Arthur Gambrill.

Les Gambrill's photo. Names courtesy Morisset Primary School records.





## CLEMENTINA TOTTERDELL (BLACK)

Clementina Black, shortened to Ina Black, was born the first day of June, 1905, in Kingussi, Scotland and came to Australia when she was four and a bit years old in 1909. Ina's father, John Cameron Black came out to Australia earlier than his wife and children, leaving to Ina's mother the task of looking after the children on the six weeks sea journey to Australia. The family stayed for a time with an uncle who lived at 48 Bridge Street, near the Morisset Cemetery.

John Cameron had been a Stonemason in the old country. He obtained work in Mullard's Sawmill and remained there for twelve years. Ina clearly remembers the steam-box at the sawmill where they made the shafts for sulky's and carts.

Ina started at the one room school at age six when Mr Breakwell was Head Teacher. Her little friend from early days was Alma Mullard.

Mr Hopper was the next Head Teacher and Ina recalls they called him 'Daddy Hopper' and they were his 'Baby Hoppers'. Even with the fun names, he was by all accounts very strict. His daughter Lela became his Assistant Teacher in 1918 and his son Desmond also taught at the school for a time.

Ina happily remembers Arbour Day was held on the first day of September, when they all took part in tree planting. A sad memory for Ina is that of her little baby sister dying of diphtheria in 1920. These wonderful early school photos are from Ina.

## SCHOOLING IN THE EARLY DAYS



*Under a shady camphor laurel tree*

*Morisset School students with teacher Miss Lela Hopper and her father, Head Teacher Mr Robert Hopper. Names include, Nell Traynor, Art Gambrill, Muriel Gimbert, Clara Costik, Jim Frost, Jim Gambrill, Ollie Campbell, Eliza Wellings, Hazel Elphick, Maggie Hawkins, Cora Benning, D Boyd, Grace Lester, Ben Frost, Maud Cramp, Ed Burgess, O McGeek, Ella Flannagan, ? Sevil, A Brown, Win Elliott, Ada Fields.*

*Names supplied by Heather Mullard.*

## EARLY SCHOOL FEMALE STAFF

Miss Minnie Butler, 1891. Miss Lela Hopper, 1919. Miss Zella Lonsdale, 1925.  
Miss Simpson, 1926. Miss Spence, 1928. Miss McHugh, 1929. Miss Elan, 1930.  
Miss Stinson, 1931. Miss Walsh, 1932.

## EARLY SCHOOL STUDENTS

A report on early enrolments at the little Morisset School stated the thirty-three children attending came from seven local families.

7 children from the Wellings Family  
3 children from the Slater Family  
5 children from the Hocking Family  
4 children from the Gambrill Family

6 children from the Day Family  
3 children from the Stead Family  
5 children from the Parker Family



*Mr Robert Hopper's class 1918.*



*Morisset School children 1920's.*



*In 1891 a substantial brick school and residence was erected. The school was remodeled in 1913 with a new classroom added. Pen and ink drawing above, courtesy Greta Ryan.*



*The school residence as it looked in 1991 the Centenary year of the School. Later the large tree at the front was struck by lightning and had to be felled.*



1st and 2nd class, 1928. Back row, L-R...Ossie Elliott, Bernie Goodwin, Bob Gambrill, Arthur Murrell, Bruce Gambrill, Audry Dinsdale, Bill Frost, Jack Coggan, Jack Murrell, Jack Smith 2nd row..L-R...Sid Carol, Ken Mullard, Ron Gambrill, Cyril Osborne, Mick Coggan, Jack Dransfield, Alan Mullard, Ralph Mullard, Bob Frost, Billy Fengal, Ellis Frost. 2nd row front L-R, George Clack, Olga Stott, Muriel Carrol, Phyllis Trimble, Lorna Findlay, Maud Evans, Lilina Lomas, Nellie Sutton, Bell Hunter. Front row L-R...Gloria Stevenson, Gwen Teasdale, Thelma Mullard, Melva Gibson, Mavis Fennell, Cathie Croft, Nellie Gambrill, Max Reeves, Alan Gimbert...

Photo below, 1st and 2nd class 1935.





## EDUCATION AT MORISSET THE MANUEL CONNECTION

*Charles Westrock Manuel, in search of promotion, as most teachers in country areas were in those days, transferred from Urunga to Morisset in 1926. He stayed there as Headmaster for 6 years. Some of you reading this article, may know Urunga- the school residence sat on a hill overlooking the Bellinger River and the golf course, where by the way, Charles was the first President. A short walk from the residence, brought our family to the swimming lagoon, where waters lapped over the breakwater into a natural paradise; a further walk along a rickety bridge, took us to the surfing beach. Enquiries re the Morisset area, indicated that the town was on Lake Macquarie, one of the most beautiful lakes in NSW. Our family arrived at Morisset in one of the hottest summers on record! There was no sign of any 'Lake Macquarie'. The roads were a dust bowl, and the most enlightening sight was of two bullock teams that had drawn logs to Herb Mullard's Mill, lazing on the footpath outside the residence. My mother broke into tears ; the five children in our family were not impressed. Father tried to bolster our spirits by reminding us that our family cat, which we left behind, would be arriving by train, the following day. A little contingent of kids walked to the station to pick up our loved friend- it had been suffocated on the way down; such was our introduction to Morisset. No wonder in later years, when I said I was interested in teaching as a career, my mother was to say No son of mine is going to get into teaching and drag a wife around NSW as happened to me. Anyway we settled into life at Morisset and made many friends. Gwen and Marj had to travel to gain their Intermediate Certificates, Muriel, Jack and I continued at Morisset. Little did I know as a seven-year-old, that my life was to be so closely linked with Morisset School in the years ahead.*



*Charles Westrock Manuel as an air raid warden at Miranda, where he was posted during WWII.*

*When Gwen and Marj obtained their Intermediate Certificates, it was decided that there was little chance of employment in the immediate area so Father bought a house at Croydon, so that the girls could continue their education. In these days when people complain about travelling, it is interesting to note that Father 'batched' at Morisset during the week - travelled to Croydon on a Friday night and headed again for Morisset on Sunday afternoon. My Mother also travelled to Morisset on Wednesdays, to teach sewing...Keith Manuel.*

## MORISSET SCHOOL PUPILS 1930's



*3rd and 4th Classes, 1935. Back row, Malcolm Pallister, Jack Pallister, ?Wellings, -Harry Coggan, Cyril Dennis, Barry Copley, ?Wellings, Neville Frost, Jack Lomas, Alan Gambrell, Jack French, Vivian Lawless, Phillip Reeves. Second Row, —, ?-Mitchell, Linda Short, —, Heather Elliott, June Roberts, Pat O'Hara, Marcia Coggan, Norma Nutter, Betty Black, Molly Stott, Margaret Griffiths, Florence Madden, —, Marsden Roberts, Keith Mullard. Third Row, Agnes Johns, Nadine Brown, Eunice Chapman, Neva Jepson, Kathleen Chapman, and Joan Lean.*



*5th and 6th Classes, 1937-38. Back Row —, ? Litchfield, Stan Wilkinson, Dick Featherstone, Jim Sternbeck, Jack Lomas, Kevin Fennell, Ron Dennis, Vivian Lawless, Keith Rhodes, Jim Baxter. Second Row -Norman Mullard, Max Craft, Doreen Clack, Dorothy ?, Florence Madden, Eunice Chapman, Irene Parker, Malcolm Pallister, Marsden Roberts. Third Row - Kathleen Chapman, Joan Dunshea, Valerie Black, June Roberts, Linda Short, Joan Lean, Monica Rigby, Neva Jepson, and Margaret Griffiths. Fourth Row - Betty Chapman, Agnes Johns, Joyce Craft, Carmel Gilchrist, —. Photos Joan Blessington (Lean)*

*Morisset Public School 1935*

Back row, Jack Wellings, Lindsey McIntosh, Bruce Gambrell, Gordon Goodhew, Jim Featherstone, Bernie Goodwin, Henry Rhodes, Horace Madden, Hope Mullard, Sid Lawless, Bob Gambrell, Ray Lawless, Bill Croft. 2nd row, Carl Christensen, Ray Smith, Jeff Gambrell, Mavis Fennell, Ivy Frost, Nola Craft, Rose Douglas, Edna Hawkins, Edith Lloyd, Chris Rhodes. Front row, Ena Tindall, Leila Sternbeck, Cathy Sutter, Doreen Clack, Lenore Hawkins, Kitty Smith. Photo Doreen Frazer (Clack)



## MORISSET SCHOOL 1940's



1946. Top row L-R, Bill Emerton, —, Alan Aflick, Ken Gambrill, Peter Ryan, —, Ian Collins.

2nd row L-R, Carmen Doughty, Lyn Chapman, Pud Heaton, Barry Osborne, —, George Bell, Don McKinnon, Merv Villis, Ellen Belgrove. 3rd row L-R, Ted Rayfield, June Belgrove, Margaret Barnett, Jennifer Scott, —, —, Bob Johnson. Photo courtesy George Bell  
Front row L-R, Janice Gambrill, Lorraine Rostron, ? Heaton, Harold Hird, ? Hird, ? Emerton, ? Curruthers, Lorraine Emerton, —.



Kindergarten and 1st class 1947, Top row L-R, Rayfield twins, Robert Johnson, —, Ron McMullen, John Gambrill, Reg Gambrill, Peter Harper, Neville Newcombe. 2nd row L-R, Alison Clack, ?Emerton, Gladys Heaton, Delma Argent, Beverly Ackers, —, —, Barbara Barnett, Laurel Webster. 3rd row L-R, Gordon Auston, Harold Hird, Tommy Neville, —, ? Emerton, Margaret Copas, Betty Gambrill, Noel Gambrill, Roy ?, Donald Warne. Front row L-R, Bobby Fitzsimmons, Peter Hall, George Clack, Billy Styles, —. Photo courtesy Noel Gambrill.



## MORISSET CENTRAL SCHOOL 1950's



*Kindergarten 1952. Back row, Robert Holland, —, —, Neil Gambrell, Trevor Sansom, Rex Johnson, Allan Featherstone, Peter Frost, Daryl Riding. 2nd row, —, Maria Trepak, Julie Miller, Colin Lean, Phillip Gambrell, Allan Stork, Janet ?, —, —, ? Horn. Front row, Anita Lancaster, Robbie McGregor, Beatrice Barnes, —, —, —. Photo Robert Holland.*



*First Class 1957. Back row L-R Wayne Reeves, Paul Burgess, Leonard Livingston, —, Bruce Martin, Michael Dixon, —, Laurie Dewhurst, Miss McCaffery. 2nd back row John Young, Joy Mullard, Vicki Radnidge, Carlene Kildey, Leonie Ingram, Lyn Roberts, Betty Mudford, Gayle Wellings, and Allan Curry. 2nd front row ? Davies, —, Pam O'Connor, Margaret Brown, Pauline Willitson, Jenifer Davies, Pam Fiddes, Bromwyn Baker, Rosemary Tulloch. Front row John Ward, David Mullard, —, Barry Brown, Kevin Webster, Greg Brown, John Westacott, Graham Brown photo Betty Monchrieff*

## WHAT A DIFFERENCE A YEAR MAKES



*Hardly a smile in the kindergarten class of 1958! A year later...all smiles.*



*Back row L-R Gary Peters, Wendy Douglass, —, Robyn Johns, Joan Stettaford, Cheryl Boyd, —, Ian Mullard. Second row back Daryl Turner, Wally Young, Ken Brown, Brian Henry, John Auston, Greg Nicholls, Cliff Mudford, Roger Wilson. Third row Margaret Francis, Denise Morgan, —, —Denise Sharp, Susan Curtiss, Pam Young, Cheryl Gambrill, Rosemary Lyndon, Sandra Robbins, Jenny Roberts, Elaine —. Front row, ValerieWilkinson, Lorraine Davies, Marylyn Ward, Denise Hunter, Diane Hunter, John Mullard, Michael Mullard, Linda Gambrill, Photos Cliff Mudford.*

## MORISSET SCHOOL 1960



Back L-R Maria Dixon, Mark Reeves, Eric Roberts, Stephen O'Henly, Robert Finney, Phillip Neville, Wendy Baker. 2nd row Robyn Johns, Beverly Wellings, Pam Young, Sandra Robbins, Denise Hunter, Dianne Hunter, Marie Brown, Kay Curtiss. 3rd row Max Gambrill, Robert Gumbleton, Gary Peters, Michael Mullard, Phillip Manuel, John Mullard, Michael —, —, Brian Wellings. Front row Ruth Gambrill, Robyn Goodwin, Linda Gambrill, Jenny Hull, Elaine ?, Lyn Mullard, Yvonne Johnson.



Back row L-R .Mr Hallet, Cheryl Gore, Sue Robbins, Colleen Smith, Lyn Roberts, Leonie Ingram, Denise Turner, Betty Mudford, Denise Naylor, Robyn Whitfield, Lorraine Davies. Second row. —, Dennis Smart, ? McKenzie, —, Graham Young, Jeff Milligan, Graham Montgomery, Wayne Graham, Michael Jary, —, Wayne Reeves, Third row, Paul Burgess, David Mullard, Greg Brown, Michael Dixon, John Westacott, Laurie Dewhurst, Leonard Livingstone, Graham Brown. Front row, Cathy Hall, Carlene Kildey, Rosemary Tullock, Pam O'Connor, Pam Fiddes, Vicki Radnidge, Joy Mullard. Names recalled by Betty Moncrieff.



### MRS LORRAINE LUSTMAN'S CLASS



Kindergarten 1969. One of the most popular and much loved teachers at Morisset School, Mrs Lorraine Lustman (Rostron) is standing with her little group. Back row L-R, —, —, Roger Fiddes, —, —, Brett Radnidge, Paul Carter, —, Alan Hall. 2nd back row, Donna Douglas, —, Jennifer Parker, —, Shane Haines, —, Sharon Morgan, Annmarie Kells, —, ?. Dixon, First row, —, Heather Baxter, Tania Deaves, Karen Smith, ? Hampson, Colleen ?, —, —, Louise Mullard. Front row, Annette Pinkerton, ? Hampson, Sharon Pike, Julie Hart, —, Debbie Bridge.

### MRS DENISE FROST'S CLASS



Mrs Denise Frost with Fourth class, 1970. Front row, Peter Bogas, David Royal, Tony dos Remedios, Charlie Gould, Robert Lancaster, Jeffrey ?. 2nd row, Christine Mitchell, ? Deaken, Joanne ?, Kim Pritchard, Jenny Armitage, Donna Perry, Roseanne Hall, Gail Piper, Denise ?. 3rd row, —, Tammy Hall, Marion Mullard, Jennifer Hicks, Jackaline Nunn, Cathy Dixon, Debora Frost, Susan Middleton, Judy Henshaw, Robyn ?. Back row, Murray - ?, Greg Wilkinson, Doug Blackstock, Alan Jacobsen, —, Wayne Mitchell, Richard Taaffe, Michael Goodwin, Trevor ?, Timothy Roberts.



### MRS MARGO EVANS CLASS



Mrs. Margo Evans class 1971. Top row, —, Mark Piper, Jay Rich, —, —, Roger Fiddes, Brett Radnidge, Alan Hall. 2nd back, Julie Hall, Sandra Pritchard, Peter Maskell, Anthony Frost, Stephen Craven, Sidney Norman, Sonia Goninan, Jackie Dixon. 1st row, —, Rhanda Click, Jennifer Parker, —, Tracey Nicholls, Hampson twins, ? Priest, —, —. Front row, Louise Mullard, —, Heather Baxter. The new small check uniform with white collar and red tie ribbon introduced.

### FORREST HOUSE, 1953



Included in the names for Forrest Sport's House, - Alwyn Rayfield, ? Smart, ? Hines, Gladys Heaton, Barbara Barnett, Roger McCarthy, Neil Gambrill, Bruiser Curtiss, Nugget Haines, McGill twin, Alan Stork, Elenor Ryan, Robert Holland, Trevor Hawkins, Ron Stork, McGill twin, Barry Robinson. Photo Robert Holland.

**'B' FOR BARTON HOUSE**

*Morisset School was divided into four sport's houses, Barton, Deakin, Forrest, Parkes. Sport colour for Barton was blue and gold. Photo Colleen Lancaster.*



*A highlight of the School's Sport's Day, in which every pupil in sports attire, from the tiniest Kindergartener to the final year Secondary students marched through the town in Houses behind the Avondale Band, to the local Showground for Athletic Competition. They were cheered by parents from verandahs and front doors, on their way to the Ground, and calls such as 'Come on Barton, Deakin Forrest, Parks' added colour to the day S J (Jack) Pike, Headmaster 1957-1962.*

## SPORTS DAY



Front row girls in sports uniform, pale green in colour with red and white stripes and red sash, 1953. Photo Colleen Lancaster. Morisset Primary School wore all white sports uniforms for both girls and boys as shown in photo on opposite page. Photo below shows blue tunic and sash worn by Marion and Louise Mullard 1970.



### Morisset School Song

See the children standing row by row  
In our hearts there is a love you know  
For the school in which we proudly go  
Morisset's the school for us.

Here it is we learn and live  
And our best we gladly give.  
Morisset Morisset, 'Learn and live'  
The motto of our school.

Many pupils come from far and near  
On our sports day hear us cheer  
'Barton! Deakin! Forrest! Parkes!'  
All are striving for their marks.

Morisset, Morisset, white and red  
The colours of our school.

Courtesy Jenny Pryde (Hull).



## CRICKET AT MORISSET

*I can recall playing cricket when I lived at Morisset in the early 1950s. My family had a poultry farm in Government Road (later renamed Gimberts Road) and I lived there from age two until we moved to Booragul in 1957. I was then aged 10 and I guess I had been playing cricket for two or three years*

*In the early days, cricket, for me, was played in the schoolyard, in the backyard and an occasional arranged match played in the Morisset district. My father made me a cricket bat from a piece of timber which was used for all of the backyard games. We must have used a tennis ball for backyard matches but I think we occasionally had a hard cricket ball at school.*

*At Morisset Central School, I remember that I could never get out of the schoolroom quick enough prior to recess and lunch, so that I could play cricket. I recall cricket being played in two locations in the school playground. One of the locations was near some large trees adjacent to Bridge Street while the other location was in the middle of the playground near a toilet block. The cricket involved a batsman batting until dismissed while whoever fielded the ball bowled the next delivery. The fielder who took a catch, took over as the batsman, while the bowler, who bowled the batsman, then had a turn at batting. Wicket keeping was the most popular place to field because usually there were at least three wicket keepers waiting for the batsman to miss a delivery. Then there were usually at least two people fielding as long stops, waiting for all the wicket keepers to miss the ball. When a batsman hit a high catch, it was not unusual for a number of fielders to jump for the catch.*

*I can recall a fielder being hit in the face by a well hit shot near the toilet block. The fielder was hiding behind a tree, hoping not to be involved, when someone called his name. He looked around the side of the tree only to be hit flush on the cheekbone. The poor fellow ended up with a swollen black eye which took days to subside.*

*Backyard cricket was played in two of our neighbor's backyards but I cannot recall actually playing in my backyard. The first was the Dewhurst's backyard where we played on a cow paddock beyond the house. The land slopped down the hill and the bowlers always bowled up the hill. The batsmen had the easy task of hitting the ball down the slope. Charlie Dewhurst who was very keen on cricket gave us some cricket coaching. Charlie seemed to me, at the time, to be a great player who could slog the ball a long way down the paddock.*

*We also played cricket on the long concrete footpath at the front of the Piper's house. This was a good wicket because it was even and level and led to a high set of steps. There was no need for a wicket keeper which allowed one more fielder in the outfield.*

*Charlie Dewhurst would occasionally arrange cricket matches against other teams but the only opposition I can recall, were Dora Creek and Morisset Hospital. I cannot remember travelling to Dora Creek, however, I can recall playing on a concrete wicket at the now soccer field opposite the golf course. The only recollection I have at that ground were the exploits of our wicket keeper 'Bruiser' Curtis, who didn't wear wicket keeping pads whilst wicket keeping. He used to often stop the ball using his legs - hence the nickname 'Bruiser'.*

*The two best players in the district, from my recollection, were Noel Thompson from Dora Creek and my brother Bill. Noel later became a very fine first grade cricketer who had two careers with Southern Lakes District Cricket Club. Firstly he was a tear-away fast bowler and later a very stylish opening bat (the Club apparently didn't know he could bat, the first*



time around). My brother didn't pursue a cricket career due to his work but he retained an active interest in the game all his life.

I have some memory of a cricket match against Morisset Hospital at the Hospital Oval when I was about 9 or 10 years old. It was the first time I had played on a turf wicket and I managed to score about 8 runs including one four. At the time I can remember feeling very proud of my efforts because I was batting against men who were bowling spinners. I was quite amazed to see the ball turning off the wicket. I think they bowled me quite a few full tosses to enable me to score the 8 runs.

The other recollection I have of that match was of a wrestling match at the end of the game, at the side of the oval. It was between a teacher named McManus, who wore John Lennon type glasses, and the son of the Morisset Central School Headmaster named Kirby. At the time it appeared as though it was a serious wrestling match because they were trying to hurt each other. Of course, it may not have been as serious as I recall.

I certainly gained a love of the game of cricket while I lived at Morisset.

ROBERT HOLLAND.



Robert Holland with well known West Indies Cricketer Rohan Kanhai. Robert named his second son Rohan after the Test Cricketer.

# Morisset Central School

## .. Programme ..



## Farewell to Third Year 1956

MEMORIAL HALL, MORISSET

THURSDAY, 8th NOVEMBER, 1956

★  
Chairman : Mr. K. L. MANUEL

1. LOYAL TOAST

2. TOAST—"The School and Staff"

(Proposed by Ken Gambrill)

3. REPLY—Mr. S. W. Kilby

4. TOAST—"The Departing Third Year"

(Proposed by Mr. P. T. Naughton)

("The gentleness of all the gods go with thee")

Twelfth Night Act II

5. REPLY—Margaret Ward

6. TOAST—"The Parents and Visitors"

(Proposed by John Scott)

7. REPLY—Mr. J. Hendrie

MORISSET CENTRAL SCHOOL, 1956

★

Headmaster : Mr. S. W. Kilby

Deputy Headmaster : Mr. K. L. Manuel

### Assistant Masters and Mistresses :

Miss A. A. Carrall	Miss V. Morrison
Mrs. M. M. Eyles	Mr. C. J. Clark
Mrs. N. Fairfoul	Mr. M. A. Eyles
Miss M. D. Gambrill	Mr. R. W. Hallett
Mrs. E. Godfrey	Mr. K. Midgley
Miss W. Hinde	Mr. K. D. McLelland
Miss J. McCaffery	Mr. P. T. Naughton

CAPTAINS : Margaret Murchie, Ken Gambrill

VICE-CAPTAINS : Margaret Ward, John Scott

PREFECTS : Betty Horgan, Janette Middleton,  
John Kilby, Noel Gambrill

### Departing Third Year :

Beverly Akers	Margaret Turvey
Barbara Barnett	Margaret Ward
Margaret Brown	Noel Gambrill
Margaret Copas	Ken Gambrill
Betty Horgan	Robert Hendrie
Yvonne Marsland	Ray Howison
Janette Middleton	John Kilby
Margaret Murchie	Rodney Riding
Janice Peck	John Scott

## MORISSET CENTRAL SCHOOL



*Class of 1961 Front L-R. Janice Bastian, Diane Gambrell, Maria Trepac, Anita Lancaster, Elenor Ryan, Shirley Craft, Janet Harber, Carole Stokes, Dawn Graham. 2nd Row L-R Laurie Priest, Ian Sanden, Peter Frost, Peter Hull, Gai Stevens, Narelle Gumbleton, Annette Horn, Laurie Norman, Ron Jones, Mervyn Pope, Ken Frazer. Back L-R Neil Gambrell, Thomas Bunn, Charlie Argent, Greg Pike, Garry Gambrell, Paul Zikman, Charles Bunn, Neil McClintock. Courtesy Noel Gambrell.*



*Prefects of Morisset Central School, 1963. Back row L-R .Mr McDonald, Sunny Chow, Jeff Dennis, Stephen O'Donnell, Alex Arthur, Wayne Leach, Glen McDonald, Alwyn Rayfield, Mrs Fairfowl. Front row. Terryl Frazer, Kerry Davis, Julie Mustow, Bill Mullard, Mr Hopkins (Principal) Karen Street, Robyn Bastian, Louise Foo. First class to go on to the Leaving Certificate, as previously only to 3rd year. Jeff Dennis, Glenn Moncrieff, Terryl Frazer, Julie Mustow and Louise Foo in 3rd year, all the rest in 4th year... Courtesy Betty Moncrieff (Mudford)*

## SCHOOL CONTROVERSY



*Mr Kenneth Helfand, an English and Music Teacher at Morisset High School, with students in the school grounds, June 1972, after he had been dismissed from his teaching job. Mr Helfand sought permission to discuss with students the French nuclear tests that were taking place in the Pacific Islands. Some students and parents objected to his dismissal and demonstrated. The Director-General of Education said Mr. Helfand was not dismissed on account of his views, it was that his standards were not consistent with the department. (NMH 1972)*



**STARTING YOUNG**

*Young Morisset sprinters L-R, Sherida Thompson (8) and Christine Ryan (7) taken in the school grounds March 1978. Plenty of enthusiasm and space to move around.*

## MORISSET PRIMARY SCHOOL SOCCER TEAM



Ian Hodge, Coach and team July 21, 1994. Jodie Tammerkand, Goalie.  
 L-R, Cleo Stead, Hannah Bolton, Jessica Radley, —, Amanda Mullard, Emma Hughes,  
 —, Mellisa ?, —, Katrina Mullard, Megan Clarke. Morisset 'Learn and Live' badges.

## LIVE AND LEARN

*Until 1964 Morisset School, which incorporated a primary section, was known as Morisset District School. The primary section was still to be part of the general school area, but the high school would accommodate the new buildings.*

*The new buildings included a science and manual arts blocks as separate units. Other features in the new development were domestic science and needlework rooms, library, administration block, and washing and toilet facilities. Eleven classrooms were to cater from 1st to 5th form. The enrolment at this time was 310 and it was expected to rise to 340, because of an extra 1st form class.(NMH1965)*

*Again a major building program for Morisset high and primary schools was to be completed in 1978. The \$950,000 program includes a library and multi purpose centre to be shared by both schools. The multi purpose centre would be used for school assemblies, gymnasium exercises and other activities. The program provides for two classrooms, a senior study centre, a staff study, and separate rooms for woodwork, needlework, music, laboratory, technical drawing and home science in the high school. Car parking would be provided for both schools and other ground improvements, plus new lavatories would be built for the primary school.(NMH 1978)*

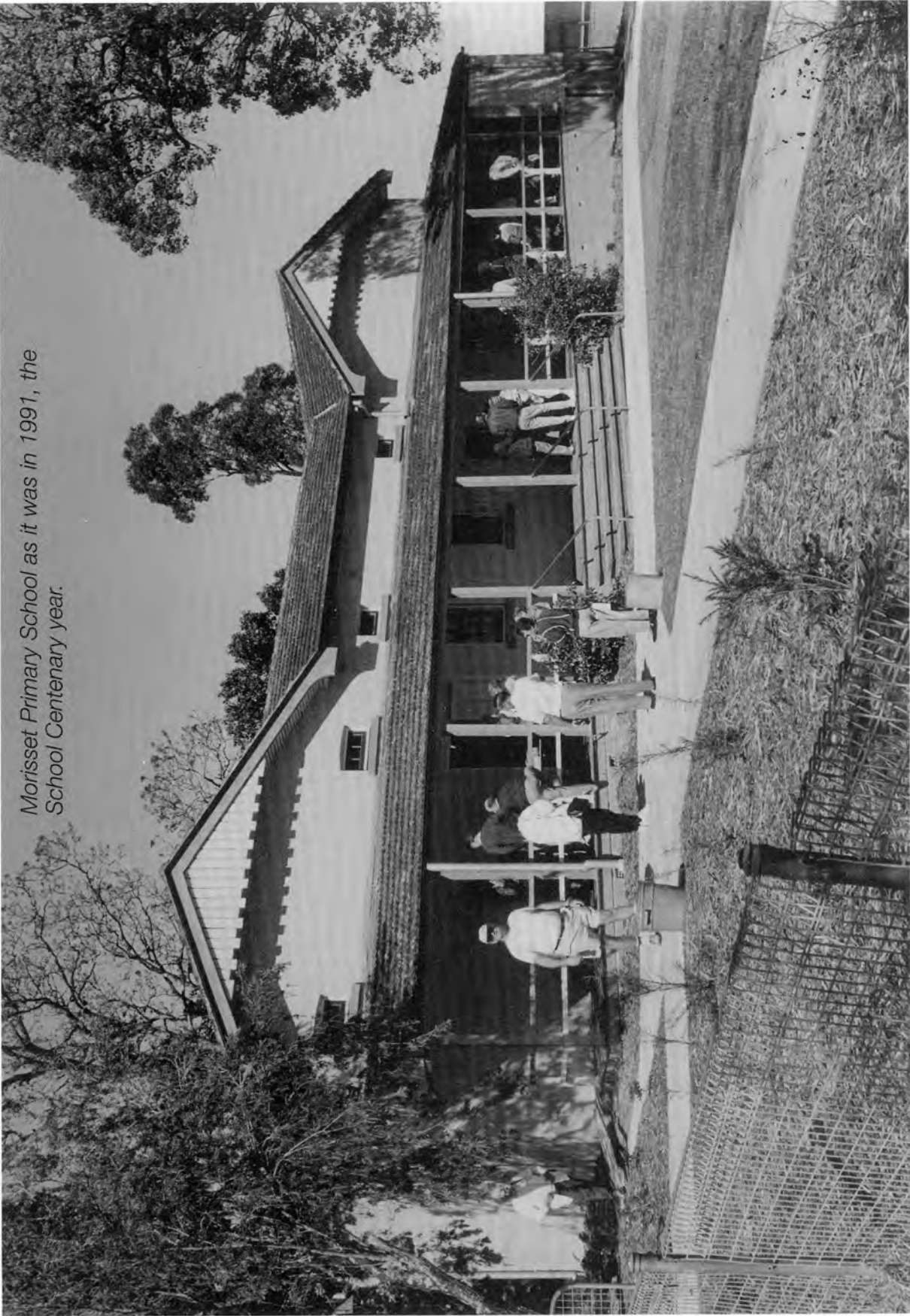
*On the 1st November, 1983 clearing of land in Terrigal Street, was to take place. Morisset was to have a new primary school. A 14 classroom school would be built and the existing primary school buildings would be converted for use as a secondary school. The Member for Lake Macquarie, Mr Merv Hunter, said the school would be an investment for the future.(NMH 1983)*



*The new Morisset Primary School opened in Terrigal Street 1984.*



THE OLD SCHOOL HOUSE



Morisset Primary School as it was in 1991, the School Centenary year.



# Morisset Public School **CENTENARY** 11th August 1991.73<sup>049</sup> 1435

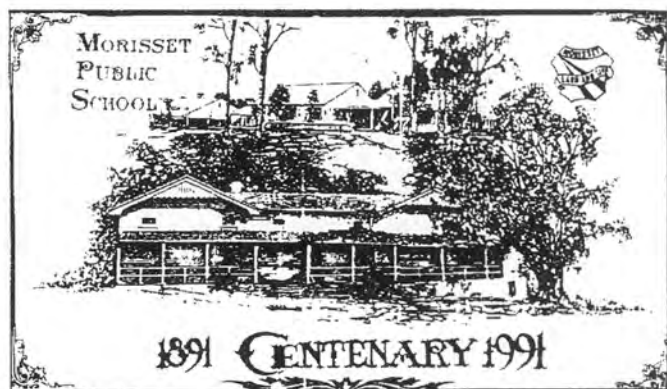
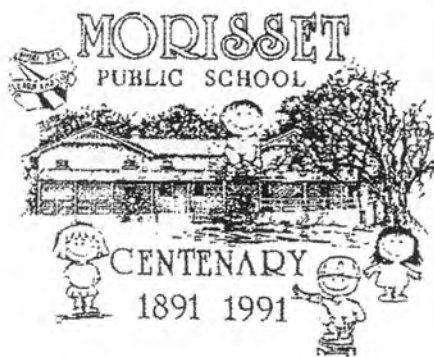


## BACK TO SCHOOL



*People, people, everywhere, and all going to the Morisset School Centenary celebrations. A weekend to reflect on 'old school days, and old school ways'. Hundreds turned out to greet friends and old school chums. Photos decked the walls of the schoolrooms, and there were old school uniforms, some the worst for wear, but lovingly displayed. A whole weekend to celebrate 100 years of schooling.*

T-Shirt design-figures may vary.



## LET'S CELEBRATE!



*More soldiers than convicts, but all ready for the big assault on Dora Street.*

*Children assembling in front of the Fire Station and then they were on their way!*



## A DAY TO REMEMBER



*Victor Cairney, Hope Mullard, Alan Mullard and Noel Goodwin, remembering the good times at Morisset School reunion.*

*Below, Doreen Frazer and Peg Regan were school pals from very early days at the school and are still the best of friends.*





## THE DINNER OF THE CENTURY



*A bit of fun! Neville Heaton, ex pupil of Morisset Primary School being earmarked by his ex school teacher Marion Eyles. Neville was MC for the Centenary Dinner and what a great time he made of it. Over one hundred guests attended. Highlights of the night were the story telling and the 'tales told out of school'.*

*Photo below right, Trevor Judd and Jack Pike cutting the Centenary Cake.*

### **Head Teachers**

John Roach	1891
Aaron Dransfield	1899
Thomas McManus	1904
Frederick Breakwell	1908
Robert Hopper	1912
Stephen Dunstan	1924
Charles Manuel	1926
Arthur Hubbard	1933
Allan Innes	1946
Selby Kilby	1950
Samuel (Jack) Pike	1957
Charles Hopkins	1962
John Brammer	1965
William Streater	1969
William Niland	1973
Trevor Judd	1986



## MORISSET SCHOOL CENTENARY BY KEITH MANUEL

*Everyone said Mr Charles Manuel was a great teacher, he must have been. At 10 years of age, I was too young to really have been in sixth class, but father took me up to Morisset for a couple of weeks before the old Primary Final Exam, and really hammered me with the consequent result that I was one, of three, from 60 in sixth class at Croydon, to go to Fort Street, one of the most select of selective High Schools.*

*The years pass, I do eventually go into teaching and then Jack and I go off to war, between us, Syria, Tobruk, Alamein, The Owen Stanley's, Lae, Finschhafen, Labiean and Beaufort, and when it is all over, the Education Department sends me back to almost where I had begun...to open the school at Mirraview, on Lake Macquarie.*

*At least this time I could see it, as we lived on the waterfront at Silverwater.*

*What wonderful friends, Joan, my wife, who was to die so suddenly in 1962, and I made, the Wards, Smiths, Mustows, Wilsons, and so on. But back we come to further cement the ties with Morisset. In 1952 I am appointed Deputy Headmaster at Morisset Central School, and encounter children whose fathers or mothers went to school with me - Mullards, Gambrells, Fennells, Frazers, Frosts, etc.*

*The Central School was expanding beyond it's seams- we had classes in the various churches in close proximity to the school, and also in the Masonic Hall. Merv Eyles gave me many a sermon on 'English' from the pulpit of the neighbouring Methodist Church, and from all reports, on one occasion, had two extra pupils in the form of 'Dugan and Mears' two of the States most famous escapes, who were sheltering beneath the church. Paul Naughton and helpers spent many hours on Fridays, carrying furniture back from the Masonic Hall, when meetings were scheduled there. Jimmy Ward, threatened to build a few classrooms himself if the Department didn't soon get started. Eventually they did, and firstly, timber classrooms, which we then considered to be 'Palaces', and included a staff room, and later, the very modern (in those days) buildings that housed the Home Science and Manual Arts classes, were constructed. Morisset Central School continued to grow, from it's 10 or so teachers, with Mr. Kilby, as Headmaster, and myself, as Deputy, until there were soon almost that many teachers on the secondary staff alone. Mr Kilby, who had laid the foundation of the Central School, moved on, and Mr Jack Pike took his place.*

*Jack was a big man, 6 ft 6 1/2 inches, in the old scale, in stature and vision, and he probably, more than any individual, launched schooling in Morisset, on a track that would lead it to it's position, as a centre of education in the area. He also had the support of the best teachers I have ever had the pleasure meeting, in my 40 years of teaching. Due to luck, or native cunning, I managed to rise with the increasing size of Morisset Central, able to fill the position of Master of B Department, and then Master of A Department, as numbers increased. However at the end of 1961 the Education Department re-classified the whole school, and both Jack Pike's and my positions, disappeared. Jack moved to Albion Park and I took over as Principal of Kanwal.*

*Luckily, I was still able to travel from our home at Silverwater, and able to continue my community involvement as President of the R.S.L. Sub Branch, and emerging Club.*

*This was not the end of the Manuel Family's association with education at Morisset, as our son Philip, continued on there, for a further year.*

*The death of his Mother, necessitated me taking him with me to Kanwal, and so ended a contact with Morisset School which had spread intermittently over 36 years. In 1964 my immediate association with Morisset, it's education and community life ended. However as I look back at my days at Narrabri and then my 10 years at Northmead with an enrolment of over 1,000 pupils, I would have to conclude that I was closer to the pupils, and parents of Morisset Central School, than anywhere in my career. Copy graciously given to Beryl Mullard 1991.*



### ***A fine tribute***

*the best teachers I have had the pleasure meeting in my 40 years of teaching*

Photo right L-R, Mr Bob Long, Mr Ross Owen, Mr Don Simmons, Mr Jack McManus, Mr Paul Naughton. Second row L-R, Mr Barrie McDonald, Mr Harold Waters, Mr Jack Pike, Mr Keith Manuel, Mr Hilary Landsdowne, Front row L-R, Miss Dawn Gambrell, Elaine Hargreaves, — Miss Amy Carroll, Hilda Waite, Pat Keft, Josie Driscoll, Dorothy McManus.



*A happy group in Keith Manuel's class 1952. Above L-R back row Mr Keith Manuel, Rodney Riding, Clarrie Answorth, Gordon Auston, Peter —, Pommie Chapman, Harold Sunstrom, Noel Gambrell, Tommy Neville. 2nd row back Barbara Smart, Dorothy Cossar, Beverly Akers, —, Frances ?, Lorraine Emerton, Janice Gambrell, —, Barbara Barnett. 3rd row Reggie Gambrell, Ray ?, Reggie Ryan, John Kilby, Blue Haines, Bobby Fitzsimmons, Megsie Armitage. Front row Anne Ridley, Laurel Webster, —, —, Beverly Ainsworth, Margaret Copas, —. Photo Noel Gambrell.*

## PROGRESS AND ACHIEVEMENTS

As written by Jack Pike, Headmaster, Morisset Central School, for the Morisset School Centenary. Copy requested of Jack, by Beryl Mullard, May 22 1991.

*The 5 years from 1957 onwards, saw rapid growth for roads and surroundings:-*

*Roads were transformed from corrugated gravel to sealed asphalt surfaces. A road bridge across Dora Creek, and sudden population increase, resulted in the need for adequate educational facilities as the local school drew students from the surrounding Primary Feeder schools. These included Wangi Wangi, Eraring, Dora Creek, Sunnywood, Martinsville, Cooranbong, Mirrview, and Bonnell's Bay.*

*Thanks to a superb teaching staff, an active P and C Association, local support and a spending policy by the Education Department, many necessary things were achieved. A building program included a new Technical Training Block and a Science Block. Other buildings eventually permitted classes from local church buildings and the Masonic Hall, to be relocated. A much needed septic system was constructed, which meant that classes were no longer affected by the Sanitary Carters strikes. An oval was carved out of the side of the hill, thanks to the local Sawmiller and his machinery. School finance, which had been previously funded by an Annual Fete, was replaced by the institution of a canteen in a closed section of the weathershed. A rostered group of 60 enthusiastic ladies resulted in \$1,000 per term, which supplied textbooks, library books, and other needs.*

*Secondry courses were extended to include subjects necessary for Matriculation to University, and included French 1 and 2. A junior rugby league team was formed and entered in a Saturday morning competition. Inter school visits were arranged between Scone Central School and Morisset, in which the schools participated in football, cricket, netball, basketball, debating. Teams were housed in local homes.*

*Final year students were formally farewelled with a dinner party and dance. The school residence was thoroughly renovated and connected to the septic system. The Teaching Staff were not only efficient at school but organised social activities, some of which were a ladies netball competition, night tennis in summer months, prawn parties at Buff Point and Canton Beach, golf at Wyong Golf Club, and bowls at Morisset Hospital. In all these ways, and probably others, I feel the local school kept pace with the progress of the District. Dot and I enjoyed the many personal friends and the many supporters of the school, during our 5 years in Morisset.*



Photo L-R, Warren and David Auston, Dot and Jack Pike, School Centenary 1991.



## **Morisset Public School Centenary Celebrations**

*Official Ceremony 2.30 p.m 10th August 1991*

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### **Programme**

- Introductions and Welcomes - Mrs. Elaine Cox, Centenary Chairperson
- Apologies
- School Choir
- Mr. Ivan Welsh - Mayor, City of Lake Macquarie
- Mr. Jeff Hunter M.L.A., Member for Lake Macquarie
- Presentation by Chamber of Commerce - Mrs. Beryl Mullard
- Item by the Combined Schools Band - Conductor: Mr. Bob Bodilly
- Introduction of Mr. Alan Beard, Assistant Director General of School Education - Hunter Region. Mr. T. Judd, Principal, Morisset Public School.
- Mr. Alan Beard
- Unveiling of Plaque
- Balloon Release
- Item - Infants Massed Drill
- Item - Year 5 Rock and Roll
- Vote of Thanks - School Captain, Amber Davey
- National Anthem
- Move to Tree Planting Area

## MORISSET HIGH SCHOOL STAFF



*A happy grouping of 71 Staff Members of Morisset High School 1984.*

*Below, Morisset High School Ancillary Staff 1989. L-R back row, Melba Auston, Ken Fennell, Brenda ?. Front row, Cheryl Auston, Heather Knight, Janice Deaves, Chris Hodgson, Maralyn ?, Kay March, Heather Phillips, Betty Gambrill. Courtesy Ken Fennell.*



## MORISSET HIGH SCHOOL OFFICIALLY OPENED

The Hon Mrs Virginia Chadwick, Minister of Youth Affairs and School Education, officially opened Morisset High School, Monday 16 September, 1991. Principal Warren Evans, Mr Jeff Hunter, MP for Lake Macquarie, and Mr Michael Lee, Member for Dobell, led the official party into the Assembly Hall.

It had been 100 years since a school was first established on the site of Morisset High School. In 1952 increasing numbers of students, particularly of post-primary years, resulted in the establishment of a Central School. A High School was then proposed and opened in 1965 with the site being shared by the existing Primary School. 1985 saw the separation of the two schools when Morisset Primary School was relocated to Terrigal Street. At this time, planning began for the construction of new buildings for the Bridge Street site. Work began in 1986 with the new Industrial Arts, Home Economics, Art and PE facilities being occupied in 1987.

Work continued with the Administration area being refurbished and new buildings for Agriculture and English/History being erected and further refurbishment of the Science, Maths, Music and Social Sciences Departments. Finally in term two, 1991 all buildings had been completed and all demountables removed from the school site.

The original 100-year old school building would be a future Music Faculty.

This latest project cost \$2 million, which included 14 classrooms, study, store and staff areas, interview rooms and toilet facilities offering accommodation to the ten feeder primary schools within the district. At the time of the opening of the new school, student population was over 1,000 staffed by 70 teachers.



*Principal Morisset High School, Mr Warren Evans, who retired 1995.*

## YOUNG ATHLETES



*Morisset High School 1992. Year 7 athletes, — 12 year olds, Corissa Schneider, Angie Sharp, Carley McIntosh. Jessica Roper, Melinda Owens.*

### ***Sporting Achievements in 2000***

In the Westlakes Zone, Morisset High School was the Champion School in cross-country, running, swimming and athletics in 2000. The girl's volleyball team was first in the Hunter Region and went on to the State Finals and participated in the Australian Championships. The boy's softball team was runner-up in the State finals. The Turner Cup Soccer team had a great win in the Regional State Cup final. Melanie Locking, Year 12, was a member of the under 19 Australian Volleyball Team and Joshua Dacey was a rep in the Australian under 19 and under 21 basketball teams. Evan James was a NSW Combined High School under 14 volleyball representative. Tara McMinn was a member of the under 19 Australian Soccer Team. Rachell Bunn of Year 11 was the gold, silver and bronze medallist in the NSW Surf Lifesaving Championships. Great effort and performance by all!



**THE RIGHT NOTE!**

*Morisset High School musicians taking part in the Abermain Eisteddfod at Cessnock Town Hall. Top row L-R, Shandri Sontor, Scott Davy, Clare Barrett. Front, Ben Hurst and Katishe Grudnoff. Looking good — 1995.*

*The school band played at the opening of Morisset Ambulance Station in 2000.*



## MORISSET HIGH SCHOOL

*Morisset High School is a large, comprehensive, co-educational high school located on the western side of Lake Macquarie. The school's statement of purpose is for successful learning and responsible living. The school's mission is to create a learning environment, which enjoys total student, staff and school community support. A place of learning, where all students and staff want to be, and where parents and caregivers want to send their children. A place where the school community recognises and supports the school's efforts and achievements.*

*The School believes that learning is the central role of the school and all people can learn well.*

*Achievements must be valued and recognised and everyone has the right to feel safe. We believe in honouring diversity, equality of access, opportunity and outcomes for students. We also believe that all of the school community must have a genuine voice in decisions that affect them, caring for others, and ourselves our school and the environment. Importantly, self-motivation, self-discipline and taking responsibility for our own personal growth and our own behaviour means continuous improvement. We are catering for different learning styles, and creating needs satisfying environments, which are non-coercive and fear free.*

Mrs M. Gibbs

Relieving Principal Morisset High School — 2001.

## MORISSET HIGH SCHOOL — LEARN AND LIVE

Morisset High School is made up of many brick buildings set in between large gum trees. It is close to the centre of the township and has a sporting oval and swimming pool close by. The school had a total enrolment of 1149 at the commencement of 2000, consisting of 529 female and 620 male students.

The School has a teaching staff of 78, including the principal, deputy principal, deputy principal (curriculum) and twelve head teachers. This number includes the librarian, careers education teacher, support teacher learning difficulties, one teacher for support class and the services of a school counsellor five days per week.

Teaching staff are supported by an administration staff of fourteen, who perform a variety of clerical, administrative and maintenance duties. In addition, the school has a full time Aboriginal Education Assistant.

Students with disabilities have access to the full curriculum and all facilities

A Drug Education program is clearly defined and integrated across Years 7–12 and the school prepares and distributes support literature for students and parents.

Morisset High School has a Cultural Exchange Program and has had school links with Hakata Girl's High School in Fukuoka, Japan, for over ten years. Students across the whole school have been involved in billeting, as caterers, tour guides, entertainers and hosts during these visits. In 2000 eight students spent two months on exchange at Hakata Girls High School and in Tokyo. These exchange visits contribute to the school and the local community.

Constant aims are to improve academic results and achievements for all students.

Photo below showing the Bridge Street entrance, 2002



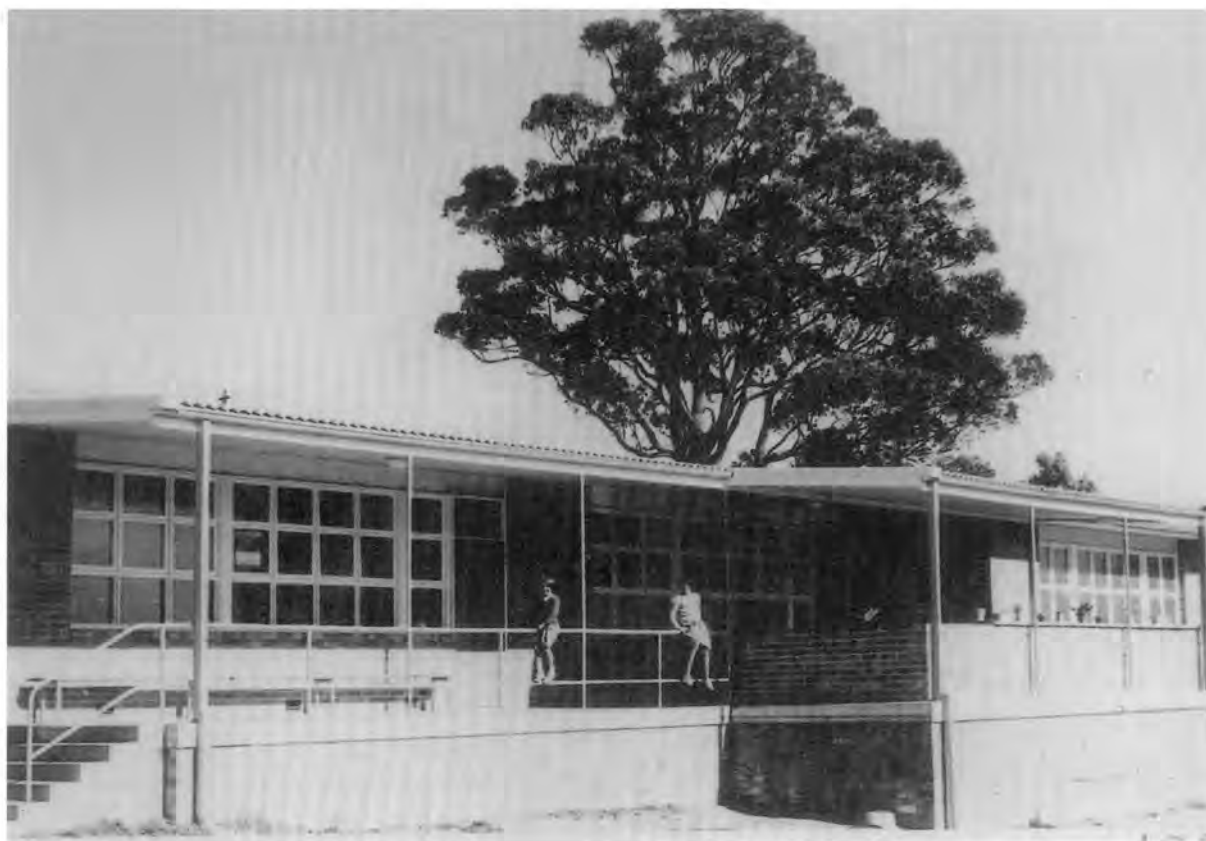
## ST JOHN VIANNEY CATHOLIC SCHOOL MORISSET

In 1948 Father Dominic O'Gorman became the second Parish Priest of St John Vianney Parish Morisset-Cooranbong. He was also Chaplain to the St John of God Brothers at Kendall Grange. In the 1950's Father Dominic could see the need for a Catholic School to cater for the children in the fast growing area of Morisset and District. With small amounts of money coming from collections, 'Housie' etc., and a small work force, the dream came true. Local builder Mr Charlie Lonergan, won the contract for building the School, near the Church. Unfortunately Father Dominic became ill before the project was completed.

Father Shade was sent from Sydney to take up the appointment as Parish Priest. Morisset was in the Sydney Diocese then, but changed to Maitland in 1966. The School was finally completed in 1961. It was Officially blessed by Rev James Freeman, Auxiliary Bishop of Sydney December 1961.

In January 1962 a Convent was ready in Kent Street, Morisset, to house the three St Joseph Nuns from Lochinvar, who were to run the School. Sister Basil was the first Principal and taught senior pupils. Sister Hilda, was the first Infants Teacher and Sister Gonzaga, the first Music Teacher, also teaching 3rd and 4th classes.

The School opened with 60 pupils. In 2001 the school has 160 pupils.



*St John Vianney Primary School, Morisset. Two of the first pupils to attend the school, Rosemary Oakley (France) and Margaret Cawthorne (France) 1961. Photo and information courtesy Mary France.*



## CHAPTER 9

# Commemorative

MEMORIAL HALL  
BERNIE GOODWIN PARK  
MEMORIAL SWIMMING POOL  
TOWN CELEBRATIONS  
TOWN CENTENARY  
CENTENARY TOWN CLOCK

LAKE MACQUARIE SHIRE COUNCIL  
PARISH OF MORISSET

SCALE: 1:400



## MORISSET MEMORIAL HALL AND LITERARY INSTITUTE



*Opening of the Morisset Memorial Hall and Institute November 11, 1927.  
Official Guests back row L-R, J Dyett, H B Mullard, J Lower, A O Browne,  
Second row, J Frost, J Elliott. Front row, T Clements, C Lean, Dignitary, G Edwards.  
Photo courtesy Ralph Mullard.*

The Morisset Memorial Hall and Literary Institute was built on Crown Land which had initially formed part of the Morisset Police Paddock. The Title Deed was presented to the Trustees February 12, 1927. The contract for the building was awarded to George Grace and sons with Robert Wilkins as Architect. The Official Opening of the hall took place nine months later on Armistice Day 11 11 1927, at a total cost of £1,305. The Memorial Hall was built to commemorate the fallen in WWI. It was from this hall that farewells were given to departing servicemen from Morisset during WWII.

The rear of the hall was The Literary Institute being the town Library. In later years it became a venue for the Country Women's Association and the Morisset RSL Womens Auxiliary. From the very first day it opened the hall was a Community Centre. It was used for wedding receptions, balls, parties, card evenings, flower shows, school presentations and as a movie theatre.

Hard to believe it was also a roller skating rink! Later years has seen market days, dance, drama and craft groups take advantage of the hall's central location.

Ralph Mullard was secretary of the hall for twenty years with Alan Mullard and Eddie Wilson as Auditors. The early Trustees were, Edward Lyndon, Arthur Brown, Herb and Clarrie Mullard, Joseph Stork and Ronald Osborne.

## COMMEMORATIVE



Morisset Memorial Hall and Institute has been the living heart of the community of Morisset and District for many decades. It has served us well. Pat and Roger McCarthy's photo shows the hall in its original form, probably early 1930's. The buildings at the rear left were the stables for the Dora Street shops.

The hall itself has had a checkered life. When the framework was first in place a huge windstorm caused the sides to collapse and it had to be rebuilt. In 1953 a fierce fire demolished a considerable part of the building. The townspeople rallied to the rebuilding project and many citizens gave their time to restoring the hall. Herb and Clarrie Mullard donated timber and equipment from their sawmills and the mill workers helped in the restoration. The womenfolk of the town supplied lunches and refreshments for many weeks. The Master Builder at Avondale College came with apprentices and formed the brickwork at the front of the building, and after about six weeks the hall was completely restored. It was a community effort well done, and the townspeople were proud.

Prior to 1961 a church service was held for Anzac Day, but when Sub-Branch member Bill Bracken introduced the Anzac Day March, the Memorial Hall was the centre of all the activities. Mr Bracken organised with Dr Maine, Medical Superintendent of Morisset Hospital and Mr John Henderson, Hospital Manager, for Returned Service Personnel Patients to take part in the proposed Anzac Day March. Mrs Anne Bracken wrote to the wives of RSL members to help with the Anzac Day luncheon to be held in the hall and it was a resounding success. Morisset and Dora Creek Sub-Branches amalgamated in 1961 and for their meetings used the lower portion of the hall. They purchased a billiard table from St John of God at Kendall Grange, and later introduced dart and card games. This was the nucleus of the Morisset and Dora Creek RSL and Citizen's Club. The billiard table is still in use at the Morisset Country Club. An Honour Roll takes pride of place in the Memorial Hall and holds the names of the those from Morisset who served their country.

ROBERT WILKINS  
ARCHITECT

TELEPHONES:  
NEWCASTLE 1150  
STOCKTON 24  
P.O. BOX 225

COMMERCIAL BANK OF AUSTRALIA CHAMBERS  
HUNTER STREET  
NEWCASTLE

March 4th. 1927.

Mr. A.C. Lean,

MORISSET.

Dear Sir,

Under separate registered cover, per this mail, I am forwarding you, one set of plans and specifications, of proposed Moriset Memorial Hall & Literary Institute, to be erected, in Dora St., Morisset.

The dimensions of the building are in accordance with the sketch plan, handed by you to myself, and I have gone carefully into the construction and design of the building, as regards cost. Nothing has been shown on the plans, or specified, that is absolutely required. No provision has been made in the specification, for the lighting system, as this, I understand, will be supplied and installed by your committee.

My approximate estimate for the erection and completion of the proposed building, in accordance with plans and specifications, submitted for your committee's approval, is £1175 - (Eleven Hundred & Seventy-Five Pounds).

Trusting that the plans meet with general approval, and if so, on receipt of your committee's instructions, I am prepared to call tenders immediately, in which case, I would thank you to please return plans and specifications for tendering purposes.

Yours faithfully,

*Robert Wilkins*

Architect.



## A SPECIAL WEDDING RECEPTION



*Ten weeks after the opening, Bertha Clack and Jim Anderson held their wedding reception at the Memorial Hall. Bertha's sisters Edna and Joyce were bridesmaid and junior bridesmaid at the wedding on January 21, 1928.*



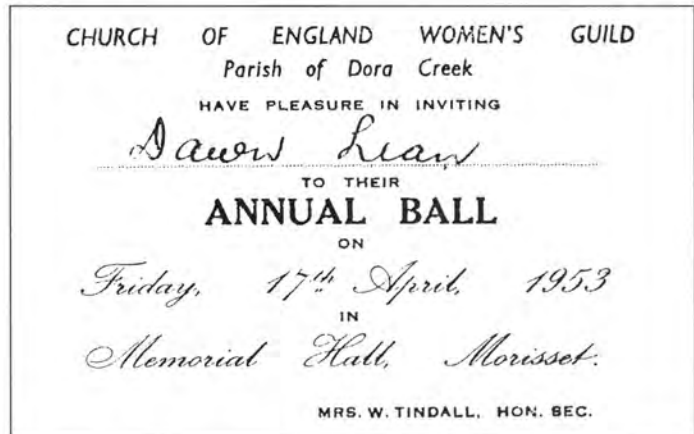
*Sheila Middleton, Dawn Lean, Barbara Bell and Margaret Dunshea, young foursome attending one of the many balls at the Morisset Memorial Hall 1950's.*



The Anglican Church Debutante Ball at the Memorial Hall 1949. The balls were the highlights of the community for decades. Much preparation took place to make each night a night to remember. Photo Miriam Mullard and names recalled by Heather Goodwin. Debutantes front L-R, Elaine Clack, Pauline Armitage, Del Wilcock, Joy Smith, Heather Goodwin, Nancy Ryan, June Copas, Margaret Lawless, Norma Stettaford, Shirley Swanson, Pam Harris. 2nd row, John Cairney, Bruce Gambrill, Kelvin Mullard, Bobby

Lean, Noel Goodwin, Brian Frost, Ron Osborne, ? Douglas, Dennis Dunshea, Ron Goodwin, Stanton Murrell. Matrons of Honour, steps F-B, Clare Browne, Val Frost, Miriam Mullard, Jenny Gambrill, Val Mullard, Rita Gambrill, Mary Barnes, Doreen Bower, Grace Haggerty, Elaine Black, Thelma Gambrill. Dignitaries, back right, Mrs Tindall, Mrs Brooks, —, Ralph Mullard. Left, Mr. George Browne, Mrs. Murrell, Mrs. Browne, —, Rev. Brooks, Bishop Battey, Mrs. Battey.

## INVITATION TO THE BALL



During the Second World War many farewell functions were held at the Morisset Memorial Hall, to wish our local lads a safe return. After the war there were joyous Welcome Home parties, and for many decades the balls continued to be the highlight of Morisset's social life. As many as ten balls have been recorded in one year.

Ralph and Heather Mullard were 'trainers' for the balls at that time. The Church of England Women's Guild was responsible for the organising and decorating of the hall for the big nights. Mrs Queenie Tindall was Guild Secretary for many years. The seating skirted the dance floor around the wall of the hall. Ladies 'brought a plate' and tea and coffee was served from the hall kitchen. In later years a liquor permit was granted for each big event and the tables were set out cabaret style and different organisations 'did the catering'.



*Debutante Ball at Morisset Memorial Hall 1955.*

*Looking beautiful, five debutantes, L-R, Valmai Peck, Janice Pursehouse, Joan Gallimore, Gail Pursehouse and Janice Gambrill. Photo Rita Gambrill.*

## SMILE YOUR ON CANDID CAMERA



*Mr O C Watts of Candid Camera Snaps, Morisset Road, Cooranbong took both these photographs at the Morisset Memorial Hall. He must have had a very busy business as his stamp shows up on the back of so many photographs of social events over many years. Above, Mr and Mrs Herb Mullard with Mrs W Tindall, secretary of the Church of England Women's Guild. Below, in later years sipping tea from what look to be the same teacups L-R, Ronald Osborne, a young Neil Gilbert, June Osborne and a pretty Grace Dunshea. Photo courtesy Jean Gilbert.*





## RESTORING THE MEMORIAL HALL

The hall was the centre of all social activities in town from the year it was built in 1927. But it mysteriously burnt down. Volunteer work began immediately after the fire and most of the adult males of the town helped restore the building. The number of days and nights worked by so many had the hall finished within two months. Herb and Clarrie Mullard donated trucks, equipment and building materials to help restore the hall before the Christmas of 1953.

From the 17th October 1953 to the 24th November 1953, working bees were organised by Alan Mullard every day from 8.30 am to 5.30 pm. Measuring up, sketches and specifications were carried out by Ralph and Alan Mullard. Discussions were had with DWA and Council and contact established with bricklayers.

**Saturday 17 Oct, 1953...** *Demolition of Hall...remove roof and floor.*

*4 loads taken away by International truck, 4 loads by Chevy Blitz.*

*Present on Saturday morning — Ted Wilson, Bert Gambrill, Felix Auston, D.Dunlop, W Kilday, Arthur Brown, Alan Chapman, Jack Dixon, Griff Fraser, Len Milligan, Peter Fitzpatrick, Herb, Alan, Hope, Keith and Ralph Mullard.*

**Saturday 7th Nov, 1953...** *Measure up and trenching for foundations...Dig trenches, bend, reinforcement and lay. Present - Felix Auston, Ray Baker, Herb, Alan, Hope, Norm and Kelvin Mullard, Ron Goodwin, A. Chapman, Merv Eyles and J. Wilcock.*

**Sunday 8th Nov, 1953...** *Pour foundations, set out levels, place formwork for steps, bend reinforcing. Present- Ron Osborne, A.McGregor, L.Cotterell, Herb, Alan and Hope.*

**Monday 9th Nov, 1953...** *Pour South East foundations, complete reinforcement for 9" wall. Present ...Ralph, Alan and Herb Mullard, Ron Osborne, Darrell McKell, A. McGregor.*

**Wednesday 11th Nov, 1953...** *Finish concrete, wheel filling away, and dig holes for foundations. Present, Ralph Mullard, R.Osborne, D McKell, A.Chapman,Mr.Bruce. Wednesday Night. Start Trusses- present Herb, Hope Mullard and Bill Black.*

**Thursday 12th Nov 1953,...** *Layout and assemble and make templates of roof truss. Present- Herb, Alan ,Hope Mullard, C Barnes, A. Sternbeck, W Black, Jack Tait.*

**Friday 13th Nov, 1953...** *Construct 3 roof trusses, make ready lifting tackle and hoist 2 trusses into position...Present for the afternoon rigging..Ron Osborne, Reg Douglas, Ted Lyndon, Hope, Keith and Herb Mullard. Truss building....Frank Osborne. Alan Mullard, Bern Milner, and Cliff Barnes.*

**Saturday 14th Nov, 1953...** *Construct 2 roof trusses, hoist 3 trusses into position Foundations for piers under hall, Present, W Black, Alf Hawkins, Hope, Herb, Keith Alan, Kelvin Mullard, Len Milligan, G Frazer, Jack Tait, Felix Auston,Ted Lyndon.*

**Sunday 15th Nov, 1953...** *Hoist trusses into position, stay front of sidewalls of building. Remove and demolish front portion. Present..Herb, Hope and Alan Mullard, Bernie Goodwin, Tom Green, Joe Stork, Ted Wilson, Bill Black, Ron Osborne, and Frank Osbourne, Alf Hawkins and Jack Tait.*

**Monday 16th Nov, 1953...** *Further demolish front of building with Clarrie Mullard's truck. Present in morning...Bern Milner, Ralph Mullard, Ron and Frank Osborne. Afternoon...Hope, Herb, Alan and Keith Mullard, W. Black.*

**Tuesday 17th Nov, 1953.** .. clear away old timbers and rubbish. Load of local sand. H. Mullard's truck driven by Doug. Hendie..Present..Ron Osborne, Ralph Mullard, Arthur McGregor and Bernie Goodwin.

**Wednesday 18th Nov, 1953.** ..AMC Bricklayers start on front.

After 5 pm work on gable end..Present. D. McKell, Ron Osborne, Bernie Goodwin, Herb, Hope, Alan and Keith Mullard, W. Black and Sam Horne.

**Thursday 19th Nov, 1953**...AMC Bricklayers work on Piers underneath.

After 5pm. work on gable end..Present..Ron Osborne, Ralph Mullard, Alan Mc Greggor, W. Black, Alf Hawkins and Keith Mullard.

**Friday 20th Nov, 1953**...Felix Auston cut pole and rig for hoisting parlins..line up and commence placing parlins. Afternoon,Ron Osborne, J Jacobsen, Alan ,Hope and Herb Mullard, F Osborne, F Auston, D Auston, Alan Bennetts, Alan Barnett.

**Saturday 21st Nov, 1953**...Hoist and splice parlins, frame up South West existing door, cut in support beams and strip and paint chairs. Present...Felix Auston, Derek Auston, Hope, Herb and Alan Mullard, Ron Osborne, Frank Osborne, Ron Goodwin, Joe Stork, Peter Fitzpatrick, Spencer Fitzpatrick, W Black, Alan McGregor, W Kildey, Fred Hick, Leon Stork, Cliff Barnes, Alan Chapman.

**Sunday 22nd Nov, 1953**...Herb Mullard and Jack Tait, load bricks for hall.

**Monday 23rd Nov, 1953**...Work on dummy rafters and work on gable ends.

Present Ralph Mullard, Ron Osbourne, George Wilson, Herb and Hope Mullard.

**Tuesday 24th Nov, 1953.**..Bricklayers start...Present...Ralph Mullard, Ron Osborne, D. McGregor, afternoon, George Wilson, Herb, Hope and Alan Mullard.

**Wednesday 25th Nov, 1953**...Bricklayers and dummy rafters. Make frame for main entrance. Present, Ralph Mullard, R. Osborne, D.McKell and Allan Barnett.

**Thursday 26th Nov, 1953**... Bricklayers, dummy rafters cut in diagonal braces...

Herb, Hope, Ralph,Keith Mullard, R.Osborne, W. Black, Bill Green, G.Wilson.

**Friday 27th Nov, 1953**...Bricklayers finish diagonal bracing, fix large boards and fascia boards and Henry Thompson to lay guttering, dig trench ramp foundation. Present..Ron Osborne, Frank Osborne, Ralph, Keith, Hope, Herb Mullard, George Wilson, Bill Black, Alf Hawkins, Allan Barnett, Harold Hird.

**Saturday 28th Nov, 1953**... Fix roofing iron, lay reinforcement and pour ramp (south-west) foundations. Cut poles and erect for scaffolding. Make window frames and commence covering seats. Present...Ron Osborne, Peter Fitzpatrick, Hope and Keith Mullard, Merv Eyles, Bill Black, Harold Heard, Billy Kildey, Alf Hawkins, Ron Hallett, Hugh Cossar, Alan, Herb Mullard, Joe Stork, Frank Osborne, Bill Green, Arch McKinnon, Fred Hicks

**Saturday 29th Nov, 1953.**..Complete roofing, pour internal pier foundations, complete scaffolding for bricklayers, make window frames and cover seats. Present...Herb, Hope, Alan and Keith Mullard, Ron Osborne, Bill Black, Alf. Hawkins, Harold Heard, Arch and Dulcie McKinnon, Bill Green.

Diary of Alan Mullard...October–November...1953.

## TALKING PICTURES

If you remember going to the 'Pictures', 'Picture Show', 'Picture Theatre', 'Talkies' or just the plain 'Old Flicks' I am sure you remember having a wonderful time. As a child I waited all week to enter that magical world of make believe. It became a ritual...couldn't miss the serial...or the comic...the laughing kookaburras heralded in *Movietone News* and when the *Big Picture* came on it was **magic**.

In Morisset silent films were shown in the little hall on the corner of Yambo and Short Street, until the hall burnt down. They were then shown at the back of Mullard's Chambers. One of the Elliott girls and Miss Hutchison, the Postmistress, played the music to suit the films. When the Talkies came they were shown at the Morisset Memorial Hall. Mr Royal had the lease in the 1940's. In 1953 the premises were extensively damaged by fire and rebuilt that same year by local volunteers.



Hope Mullard acquired the lease and had a two by four-year option. The granting of the license was for Wednesday and Friday nights 7 pm–12.00 midnight, and Saturday 12.00 noon–12.00 midnight. These hours were for each week 'save and except' the Wednesday of each year nearest to Anzac Day and Armistice Day.

My introduction to the serious side of the 'Picture Show World' came when I married Hope in 1959. Hope had been running the shows for six years by then and also managing his Service Station. He would order the films in block, about four times a year. Hope picked up the cylinders from the Railway Station a few days before screening and ran the film through the projector to pick up any faults. Advertising posters came in advance and my favourite task was to paste them up at designated spots between Wyee and Dora Creek, travelling in the floorless old Fargo Truck. Western Films were always winners. *Goodbye Mr. Chips* and *Gone With the Wind* were record breakers. Nelson Eddie and Jeanette McDonald's film *Rose Marie* was special...Hope gave me a private screening when I couldn't attend the allotted night, just Hope and me in the back seats of the huge empty hall!

Patients from Morisset Hospital had a permanent booking and came by bus and Station Master Percy Clack had a goods train and box car stop at midnight on Saturday nights, to take Dora Creek folk back home.

The seats were not a fixture, if there was a break in a film the audience would shout, clap, throw 'jaffas' and push the seats forward, utter chaos! Dave Chilcott, our Police Constable for about fifteen years, knew all the culprits. Bodies would go flying out the front door without warning and no complaints from any parents were ever made. Bunny Morgan was doorman, Merv Eyles a sometimes ticket seller, and Bobby Johnson, Noel Gambrill, Bill Holland, and so many others loved helping Hope in the projection room.

With the introduction of television the movies lost their appeal and sadly, we had lost forever the excitement of grouping together and being one with the community.

Beryl Mullard.



### HAPPY TRIO

'Cross my heart' Ron Osborne seems to be saying to Pat O'Hara, seated next to him, and Heather Mullard, at a ball in the Morisset Memorial Hall.

Photo below, 'Time takes it's toll'. The hall in much need of repair showing the scaffolding in place for big renovations in 1990. At that time the hall was used by the Drama Group, fetes, youth groups, childcare centre and for local meetings. Fund raising and donations all helped with the installation of a new roof and paintwork. Since then the Hall Committee have ensured the building is fire proofed, the walls have been weatherboarded and recently the beautiful timber floor has been stripped and polished.





## STREET REHEARSAL, 1965



*A happy group of Morisset High School students on their way to the Morisset Memorial Hall for their final rehearsal for 'HMS Pinafore'. L-R Peter Masters, 16, Winnie Kremer, 15, Joy Mullard, 14, and Graham Mashman, 16.*

Peter Masters joined the Police Force, Winnie Kremer went into Advertising and entered the TAFE System teaching Pottery and has three children. Joy Mullard is a Teacher-Librarian and has two children, Luke and Georgia. Graham became known as Graham Jones-Mashman and became a teacher and Assistant Principal at Bonnells Bay School. In 1992 he published his first book *The Brush- Memories of Martinsville*. Graham also published a book on the history of Martinsville Union Church. His children are Cordelia, Lachlan and Hamilton. Sadly he is deceased.

Charming photo courtesy Joy Neeson and Miriam Mullard.

## HEROISM HONOURED

John Bernard Goodwin, Bernie to all who knew him, gave his life saving school children from drowning on a school excursion at Moonie Beach, March 15, 1973.

His heroism was honoured in the dedication of a park in his name which incorporates a swimming pool and a sports oval, adjacent to Morisset High School.



## BERNIE GOODWIN MEMORIAL PARK

A Memorial Service was held April 14 1973 conducted by the Rev Garry Parker to dedicate the Bernie Goodwin Memorial Park at Morisset.



## BERNIE GOODWIN MEMORIAL GATEWAY



*Official Opening, 15 3 1977*

Jean Goodwin, widow of Bernie Goodwin, photo left, unveiling a memorial plaque on the gateway, and the Rev N Schofield, Church of England Minister opening the gates to Bernie Goodwin Park. Margaret Auston, secretary of the Bernie Goodwin Memorial Committee, also unveiled a plaque, photo right. The gates were designed by Mr Carl Ross and built by the Committee. Wreaths were placed on the gates by Mr J Barnett, Leanda Ross on behalf of Morisset High School, and Toni Chapman and David Gates for Morisset Primary School. Bernie Goodwin Park was envisaged as becoming a sporting centre for the area with facilities for soccer, cricket and swimming. A fitting tribute to Bernie, himself, a true sportsman.

Bernie lived across the road from the Morisset Primary School which he attended and then furthered his education at Gosford High School. He joined the Australian Army and served overseas in WWII.

On his return to civilian life he established a taxi service with his wife Jean and a bus service, meeting the many trains and delivering passengers to Cooranbong and the lake areas. He also contracted for the school bus service. It was on one of these school excursions that the day went terribly wrong. In a strong surf Bernie saved four school children from drowning and then disappeared in the foaming waters. The whole town was devastated. His heroism will always be acknowledged.



*The Auston children at  
Bernie Goodwin Memorial Gateway.*



## MORISSET SWIMMING POOL



In November 1978 five years after Bernie Goodwin drowned, a fund was established at a meeting of the Bernie Goodwin Park Care Control. In April 1979 the Morisset and District Swimming Pool Fund was registered as a charity and a steering committee was formed, it's aim to build a pool in Bernie Goodwin Park.

Mrs Margaret Auston and her husband David were close friends of Bernie and they headed the newly formed Steering Committee. The first official fund raising function was a door knock appeal and in that first year raised \$5,500.

In 1982 a public meeting was held at the Morisset Memorial Hall where it was decided to apply for a grant to build a 25 metre outdoor pool with provision for heating in stage two. The Commonwealth Government at this time was funding grants to help unemployed persons under the Commonwealth Employment Program (CEP). In 1984 a grant of \$280,000 was allocated to the pool project, Lake Macquarie Council donated a further \$50,000 and the Morisset community were to raise a further \$80,000. This cause became a community effort with monies raised from raffles, debutante balls, concerts, carnivals and donations.

Work began on the pool May 4 1985 that would eventually cost \$410,000.

On December 20, 1986 the Morisset and District Swimming Pool was officially opened.

Photo right L-R...**Pool Committee**, Carl Ross, Warren Auston, Margaret Auston, David Auston, June Chapman and Brett Batchelor. Photo's Margaret Auston.





2-4978 The Lake Macquarie Herald:

## Mr Morisset in celebrations

Mr Chris Morisset will arrive in Morisset today to take part in Back to Morisset celebrations on the weekend.

Mr Morisset is the great grandson of Major J. T. Morisset, who camped near the present township of Morisset on the first overland journey from Newcastle to Sydney.

Mr Morisset will be taken on a tour of Morisset before addressing students at Morisset Primary and Morisset High schools.

A dedication ceremony on Saturday will declare a tree, under which Major Morisset camped on his journey, a historic place. Mr Morisset will unveil a plaque at the ceremony. He will then be available to talk with townspeople.

A highlight of the celebrations will be a Back to Morisset cabaret at Morisset Memorial Hall on Saturday night.

On Sunday the town will gather for the Back to Morisset procession due to start at 9am. Lake Macquarie Municipal Library's mobile units will take part in the march.

Medals gained by Maj Morisset during his military career will be on display at the Morisset branch of the Commonwealth Bank today and tomorrow.

Horse - shoeing, shingle-splitting and sleeper-cutting demonstrations will be performed throughout the celebrations which begin officially tomorrow and end on October 30.

# MORISSET CELEBRATES 100TH BIRTHDAY





To Avoid Delay when  
Replying or Telephoning

Please Quote:

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## CITY OF LAKE MACQUARIE

ADMINISTRATIVE CENTRE — SPEERS POINT, N.S.W.

All Communications to be Addressed  
to The Town Clerk.

OFFICE HOURS:  
MON. TO FRI.: 8.30 a.m. - 4.30 p.m.

PHONE: (STD 049) 58-5333  
EXT. 344

3rd March 1988

### MESSAGE FROM HIS WORSHIP THE MAYOR OF THE CITY OF LAKE MACQUARIE

It is with great pleasure that I take this opportunity of being involved in such an historic and important occasion as that of the Centenary of Morisset.

The importance of this event is added to in this year of 1988, being Australia's year of Bicentennial celebrations.

Morisset has always been, and I am sure will always be, an important and focal part of the City of Lake Macquarie. A great deal of history surrounds the township of Morisset and this occasion provides an ideal avenue to thank all those, over the past 100 years, who have assisted in developing Morisset to what it is today.

No doubt the next 100 years will see even more substantial expansion and development of this unique area.

On behalf of myself and the Council of the City of Lake Macquarie I would extend sincere congratulations and best wishes to the people of Morisset on achieving their 100th birthday.

ALDERMAN IVAN J WELSH  
MAYOR





## ALL JOIN IN



*Rachael Frost leading the Pony Club into Dora Street for the Centenary March. Horses, buggies and sulkies mingled with the community floats.*



*Scout Leader Paul Donaghue assembling his Scout Group for the Centenary March.*

**CELEBRATE TOGETHER**

## TIMBER, SYNONYMOUS WITH MORISSET

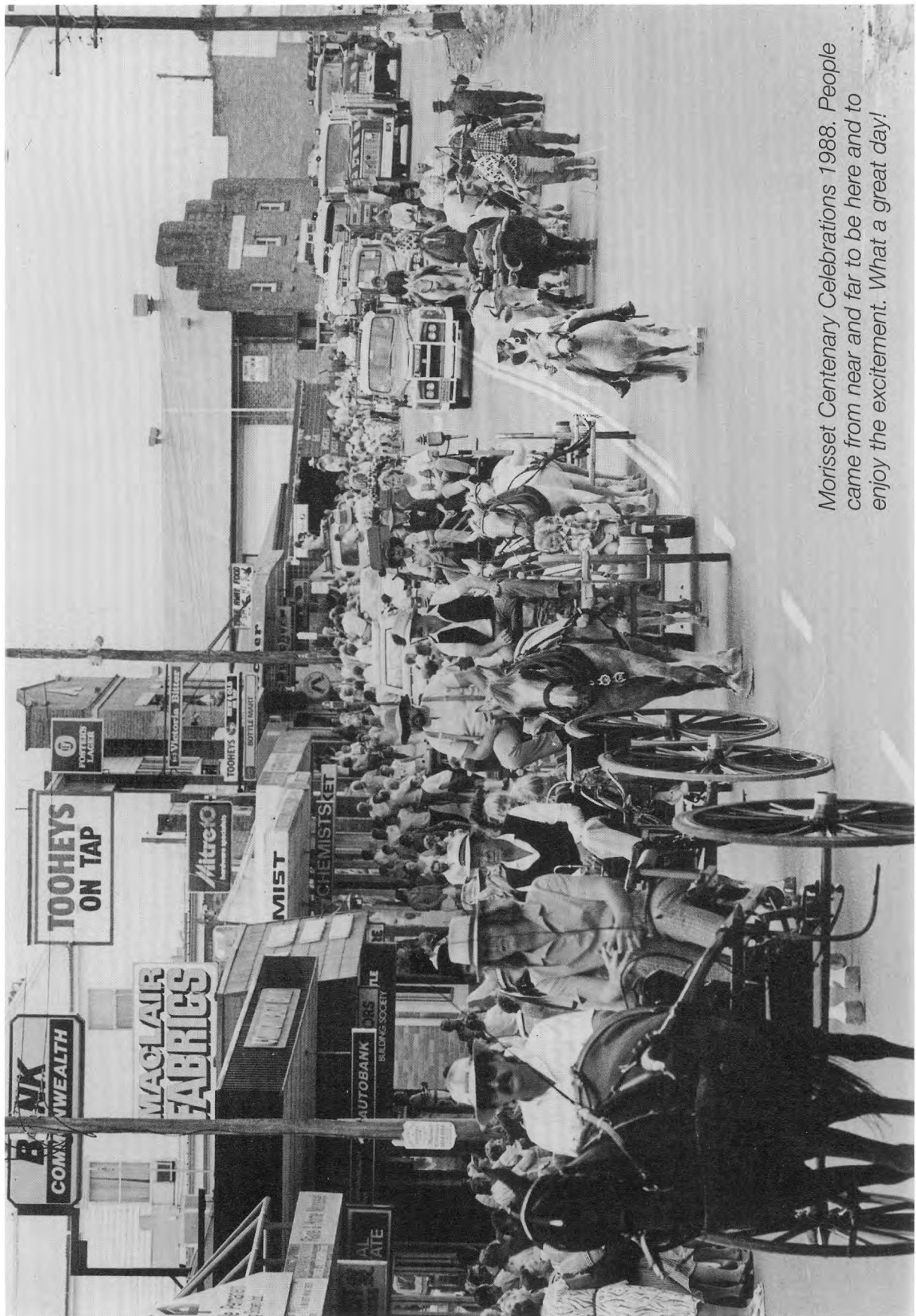


*As a tribute to H. B. Mullard - a loaded log jigger gets ready for the parade. L-R, Jim McDougal, Mark Baldwin, David Mullard, Glen and John Williams.*



*When Cobb and Co came to Morisset Town! Marilyn Collins (Morisset Courier) waves from the famous coach drawn by white horses on our Centenary-a day to remember!*

## MORISSET CENTENARY PARADE



*Morisset Centenary Celebrations 1988. People came from near and far to be here and to enjoy the excitement. What a great day!*



## A HAPPY DAY



*Procession winding it's way to Morisset Showground. Marion and Beryl are walking behind two landed gentry. Nostalgia for days gone by rekindled on this happy day.*



*The end of a perfect day along the long and winding road from the Showground. And it's all over! Mark Baldwin and Marion Mullard (now Mr and Mrs)*

## CLOCK ON TIME FOR CELEBRATIONS

There had been a delay in the delivery of the Centenary Clock to Morisset for more than five months as a result of industrial disputes on the Sydney waterfront. The Centenary Committee were relieved when the clock arrived as *time* was running out for the clock and the time capsule to be installed for the Centenary Year. The townspeople were invited to donate items to be secured in the time capsule which was enclosed in the base of the clock. The capsule was made by Mr Tom Woods.



*The unveiling of Morisset Centenary Clock. Mayor Ald Ivan Welsh, dignitaries, townspeople and Convenor of Morisset Centenary Committee, Les Norris at the Official ceremony — 3 pm. Sunday December 18th 1988.*



*Morisset town in the Centenary year.*

## ONE OF A KIND

Barbara King was for many years the only female Funeral Director in the area and possibly in the State of NSW. Barbara lives and works in the town where she grew up, attended school and started her working life. That the town of Morisset is lucky to have Barbara working in her profession in the Funeral Industry is beyond doubt. Thoughtfulness and compassion come naturally to Barbara, and she helps bereaved families beyond what is expected.

School photographs show a trendy little girl with lots of curly hair, fun loving and willing to take part in any games or pranks. Fond of music and dancing, Barbara later started teaching little children to dance and encouraged them to participate in local shows at the Memorial Hall. A Hall report of the time by Les Norris stated 'The most memorable version of the *Push Bike Song* was rendered by Barbara and her troupe'. The act I remember the most was of Barbara and her troupe stomping around in boots to the tune of Nancy Sinatra's *Boots Were Made for Walking*. Dressing up for the town's centenary events were Barbara and little daughter Chusey, and in the school centenary with son Paul. She has always been in demand to model for fashion parades with her natural flair for clothes and colour. For her 50th Birthday almost all the town turned out to celebrate in the Recreational Hall at the Morisset Hospital. It was a night to remember. All these fun loving activities over the years have been a balance to her serious position as Funeral Director. Barbara loves people and without this balance could not have lasted the distance in this emotionally draining profession.

Barbara and her son Paul have joined forces to manage their family business



Morisset Primary School Centenary Parade 1991. L-R, Margaret, Christine, Dawn, and Barbara King on the extreme right, with a well preserved vintage hearse.

## AUTOMOTIVE SERVICES EARLY DAYS



LYAL F FENNELL

Motor Engineering and Welding

Newcastle Street, Morisset.

Taxi Service — Phone 39

Business started in the late 1940's.



HOPE MULLARD opened his Service Station in 1953. Above, Hope, John and David on the driveway. Additions were made in 1965.



CHARLIE CROOK in 1960 started a smash repair workshop in old garage. In 1970 he became an NRMA agent with 24 hour road service. 1986 saw huge renovations. This was a family business with wife Mavis in the office and sons participating. Charlie and Mavis retired 1998 selling the business with a workforce of 19 persons.



CHAPTER 10

# *Power for the People*

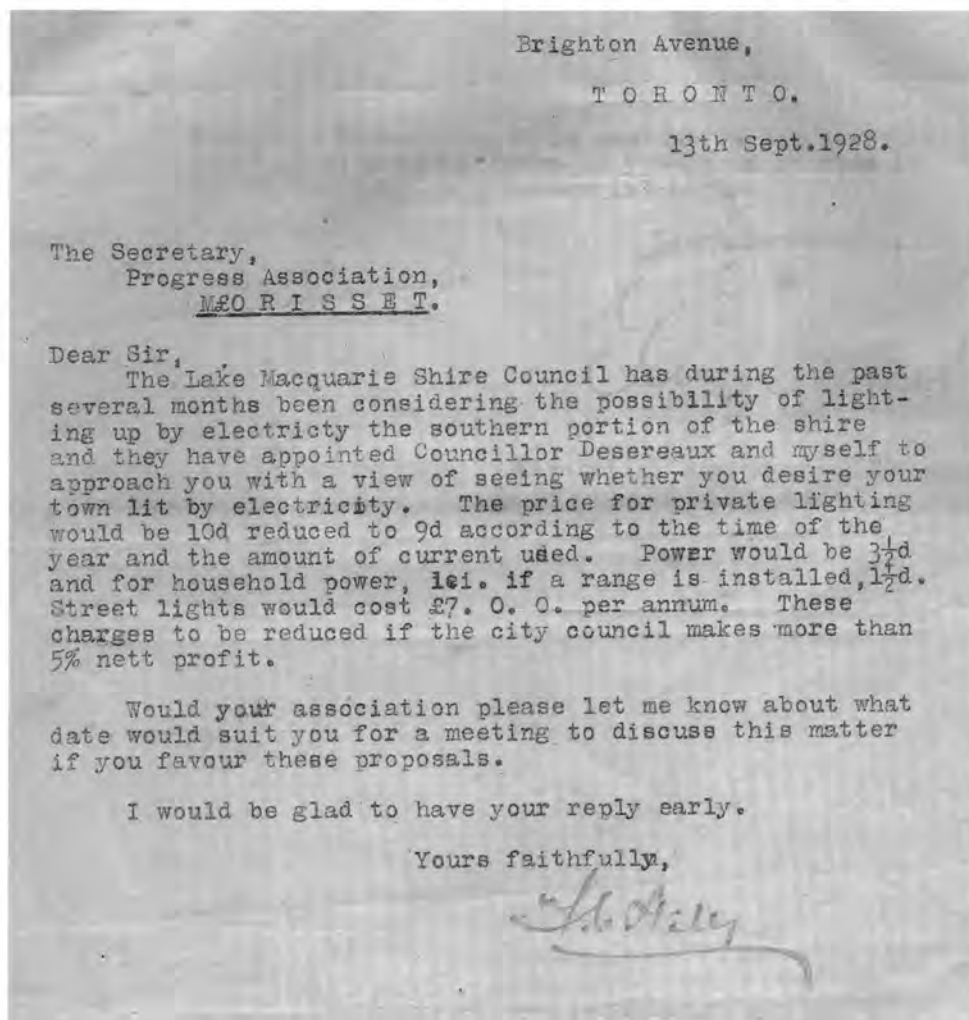


*now privileged to enjoy the convenience of electricity*

*...the official ceremony when you were done the honour of illuminating your town with  
artificial light*

*The benefit derived by the inhabitants of Morisset*

## A PROPOSAL OF PROMINENCE



*Letter to  
Morisset  
Progress  
Association  
September 13  
1928, with a  
proposal of  
delivering elec-  
tric lighting for  
Morisset,  
including  
detailed cost-  
ing.*

## ELECTRIC LIGHT EXTENSION TO MORISSET

The formal switching on of the electric light supply to Morisset February 3 1930 was a most celebrated occasion. A large gathering of residents and members of the Morisset Progress Association assembled in the Morisset Memorial Hall.

Cr. D T Johnston, President of Lake Macquarie Shire congratulated the Association for their efforts in securing electric light for the town. The Newcastle City Council had provided the supply.

Cr. J Desreaux moved a vote of thanks to the Newcastle Electric Light Supply Department and their Officers for making the supply available.

Mr J O'Neil and Mr J Clarke replied on behalf of the Department.

Mr Elliott local businessman proposed a toast to the visitors and Dr Edwards and Mr Hudson replied. Mr J Lower proposed the toast to the oldest resident Mr H B Mullard and Mr Mullard responded.

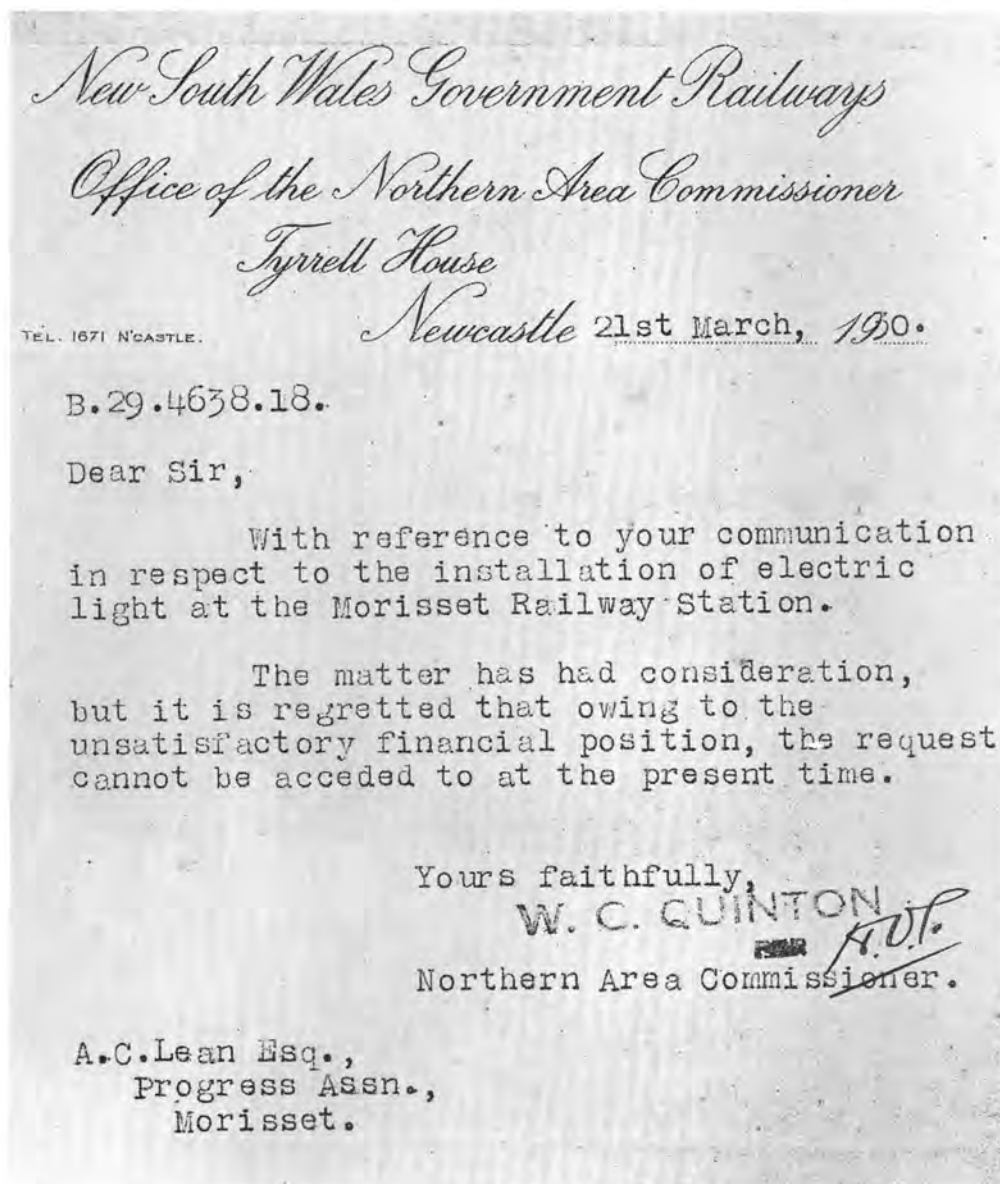
**Fifteen streetlights in addition to private lighting were switched on.**

A momentous occasion for the township of Morisset.

## LET THERE BE LIGHT

Allan Gambrill was a small boy in 1930 when the electric light was switched on for the first time. The street light came on and all the children danced with him underneath its glow. From candles, paraffin and kerosene lamps to electricity was a major comfort change for all the householders. Reading and sewing by electric light relieved a huge strain on people's eyesight.

Morisset Railway Station was yet to have electricity. In a letter from Avondale Industries to Morisset Progress Association the Manager wrote *I sincerely trust that it will not be long before we shall see our Railway Station discarding lamp wicks and glass chimneys and adopting modern methods, thus completing the lighting scheme so that the thousands of people who pass through your town may be led to realize that Morisset is a town of importance.*



The reply from New South Wales Government Railways to a letter from Clive Lean, Secretary Morisset Progress Association, requesting electric lighting for Morisset Railway Station. Electricity was eventually connected eight long years later in 1938.

## ELECTRICITY IN NEW SOUTH WALES

In the early days of the colony, timber was the main source of heating, with wind and water mills used almost exclusively to provide power. Up to the 1840's electricity was by no means unknown in NSW but it was almost twenty years before Sydneysiders saw their first demonstration of electricity. Arc lighting was again used in 1878 in Sydney to enable workers to complete construction of the Sydney Exhibition Building by working at night. Sydney Arcade was electrically lit in 1882 and in that year a small power station was opened in Regent Street by the Department of Railways to lighten up Redfern railway terminus. By 1888 Tamworth had adopted electric street lighting.

The advent of the new filament lamp revolutionised lighting everywhere.

In 1904 many of Sydney's principal streets, long illuminated by gas, were finally changed to electricity. In the same year the Sydney Municipal Council opened it's own power station at Pyrmont. By the late 1930's there were four authorities supplying some 95% of NSW energy. When the 1939–1945 conflict broke out, electricity supply in NSW exceeded demand, but the war years placed undue strain on the overburdened generators.

In 1950 The Electricity Commission of NSW was set up to regulate available supplies of electricity and the Commission took over almost all the electricity generating resources in NSW. Major power stations being built at Tallawarra, Wangi and Wallerawang. Demand for electricity grew strongly in the 1960's and well into the 1970's. In response to this demand power stations grew bigger with generating units moving rapidly up to 200 MW in size. These were soon followed by 350 MW units at Munmorah and in the early 1970's by 500 MW units at Liddell. In 1978 the first of Australia's biggest generators, 660 MW, was commissioned at Vales Point. It was nearly three decades before power shortages re-emerged in 1981. Repairs to generators were complex, costly and protracted so that two further periods of restrictions totaling 46 days were necessary before the NSW system returned to it's usual standard of reliability in April, 1982.

On the January 1, 1992, The Electricity Commission of NSW adopted a new business name, Pacific Power, to reflect the efficiency restructuring of the organisation in preparation for the introduction of a National Electricity Market.

Between 1992 and 1996 the NSW government implemented significant reforms in the NSW electricity industry including the creation of two additional generating utilities Delta Electricity and Macquarie Generation. Delta owns the Mt Piper and Wallerawang (Near Lithgow) and Vales Point and Munmorah Power Stations (Central Coast). With a total capacity of 4,242 MW, Delta Electricity is one of Australia's largest electricity generators. Information courtesy Roy Cavanagh, Delta Electricity.

Pacific Power changed to Eraring Energy on August 2 2000 when a new State Corporation formed. Eraring Energy is completely separate with it's own new logo.



## WANGI POWER STATION



Wangi Power Station situated at Wangi Wangi on the shores of Lake Macquarie, south of the city of Newcastle, before being named, was referred to in reports as 'Lake Macquarie'. In 1952 it was estimated the station would have a total capacity of 300,000 kW in six generating units of 50,000 kW each.

The station was to draw its coal from the Awaba Mine, which had been opened for this purpose. A railway line connecting the mine and the Power Station was built and construction of the boiler and turbine houses and civil engineering works for the first two units was well advanced by 1954. The boiler plant comprised six 250,000 lb. per hr. units and three 550,000 lb. per hr. units.

In 1957 two 50,000 kW units were brought into service. The third turbo-alternator and associated boilers increased the station's installed capacity to 150,000 kW.

Wangi Power Station was brought into service in 1957. Its building and installation provided many much needed jobs for the local workforce for many years. Wangi Power Station ceased operating in mid 1986. In 2000 Wangi Power Station was sold to a Queensland Property Developer.

Information and photo Michael Platt, Eraring Energy.

## VALES POINT POWER STATION



Vales Point Power station is located at the southern end of Lake Macquarie and is surrounded by the vast fuel resources of the northern coalfields. Construction began in 1959 and the first generating unit came into operation in 1963. From 200,000 kW it was followed by two more units and a larger 275,000 kW generating unit in 1966. Completed capacity of the station was to become 875,000 kW. The Power Station and associated works, principally for coal handling, circulating water, ash disposal and high voltage switching, cover an area about 350 acres

The main station building is 735 feet long and two concrete chimney stacks are 450 feet high. The commissioning of the station was one of the major objectives sought by the Electricity Commission in 1950. The first task was to overcome serious power deficiency. Long term objective was for a power network to serve the State, including building new power stations to provide

low cost electricity. It is essential for sites to be close to coal resources, with adequate cooling water and close to the load centre. Information, Delta Electricity per Roy Cavanagh.

## MUNMORAH POWER STATION



Situated between Budgewoi and Munmorah Lakes in the Tuggerah Lakes District, Munmorah Power Station, on completion in 1970 was the largest of the NSW Electricity Commission's Power Stations in service. Four 350,000 kW English Electric turbine-generators make up its generating capacity. The four high-pressure boilers were designed to supply steam at the temperature of 1055 degrees Fahrenheit and a pressure of 2400 pounds per inch. Each boiler produce 2,450,000 pounds of steam per hour. Munmorah burns up to three and a half million tons of coal a year to convert water to steam for the boilers. Circulating water for steam condensing is drawn from Lake Munmorah and discharged into Lake Budgewoi.

A total circulation of about 720,000 gallons of cooling water a minute is required for full operation of the station. The circulating water flows to the station through a 6,150 feet long, unlined earth channel and is discharged through a 6,000 feet long canal. Distance between intake and discharge is approximately 6 miles measured along the shoreline, with seven cleansing screens located at the intake canal.

Station construction authorised, Feb. 1961. Construction on site, Dec. 1961. Generation of power, Feb. 1967. No. 2 -3 units, 1968-69. No. 4 unit, end 1969.

Information and photo Roy Cavanagh — Delta Electricity.

## ERARING POWER STATION



*Then Premier of NSW, Mr Neville Wran, opening Eraring Power Station in 1984.*

In 1960 land was being sought for a Power Station site and Eraring, on Lake Macquarie, was chosen for the availability of a large water supply for cooling purposes and the proximity of coal resources. The decision was made in 1973 and work started in 1975. The total workforce in 1981 was 2,300.

The Eraring Power Station was completed in 1984 at a cost of \$1653 million. Operating at full capacity the station would consume 6.5 million tons of coal per year, supplied by four collieries, Cooranbong, Myuna, Awaba and Newstand.

The 600 MW Eraring unit was synchronised on the NSW grid after an intensive overhaul in February 1995 and came out of service nearly two years later on December 31, 1996. Eraring No 4 Unit established the world record on that day after running for 673 days, 20 hours and 52 minutes. It set a new world record for performance and reliability after the No 4 Unit ran continuously for almost two years. It broke the previous American record by 67 days. Eraring Power Station provides many hundreds of workers with employment, and the need for coal sustains many more in the mining industry. Information and photo courtesy Michael Platt, Pacific Power now Eraring Energy.



## THE IMPORTANCE OF COAL

According to records, coal was found in Lake Macquarie as early as 1799.

Oscar Smith recorded a Morisset attempt at early coal mining when Messrs Mullard, Russell and Myles sank a shaft, several hundred feet deep on the Cooranbong side of Stockton Creek. An 8ft. thick seam of Borehole coal was found, but water seepage and inadequate transport caused the enterprise to be abandoned.

### POWERCOAL MINES

NEWSTAN COLLIERY is located near Toronto, on the Western shores of Lake Macquarie. By rail the Colliery is 25km south of the Port of Newcastle. Coal mining at the Newstan site dates back to 1887. Since then, five major seams have been developed. The Great Northern Seam formed the bulk of production for almost 100 years. Exploration has indicated that 68 million tonnes of coal are still recoverable.

AWABA COLLIERY is located 30km south of the Port of Newcastle and 130km north of Sydney, via the F3 Freeway. Awaba Colliery began operations in 1947, supplying coal to Wangi Power Station for the Electricity Commission of NSW. Mine operations and equipment were upgraded to continuous mining in 1978. Coal has been sold to Eraring Power Station since 1982 and more recently to expanding export markets.

MYUNA COLLIERY is located at Wangi Wangi on the western shores of Lake Macquarie, about 125km north of Sydney and 5km east of Eraring Power Station. This innovative mine was commissioned in 1982. It was developed as a major source of coal supply for Eraring Power Station.

COORANBONG COLLIERY is located at Dora Creek, 125km north of Sydney and west of Eraring Power Station. Development of the mine began in 1979, with coal production commencing two years later, coinciding with the commissioning of Eraring Power Station. Cooranbong produces steaming coal that is transported directly to the power station by overland conveyor.

WYEE COLLIERY is located on the southern shores of Lake Macquarie, near the township of Mannering Park. By road the coalmine is 50km south of the Port of Newcastle and 110km north of Sydney. Development of the mine began in 1960, in conjunction with the construction of Vales Point Power Station. Production commenced in 1962, with bord and pillar, as well as pillar-extraction methods used in the Great Northern Seam. Development of the Lower Fassifern Seam began in 1981, followed by longwall production in 1986. Coal is transported directly to the Vales Point Power Station via an overland conveyor system.

MUNMORAH COLLIERY is located at Doyalson on the Central Coast, approximately 110km north of Sydney and 50km south of the Port of Newcastle. Development of Munmorah Colliery began in February 1964, with the first coal produced in June 1966. Since that time Munmorah Colliery has produced 33.5 million tonnes of coal from the Great Northern Seam, conveyed directly to the Vales Point and Munmorah Power Stations. Information supplied by Powercoal courtesy Mandy Holt.

## MORISSET MASONIC LODGE

In 1922 the Masonic members of the district gathered together to discuss the possibility of forming a local Lodge. Under guidance, No 10 District was formed, covering Mayfield in the north and Gosford in the south, west to Wallsend, Weston and Toronto. Morisset Lodge was sponsored by Wyong No 247 and on July 21 1923 Lodge Morisset came into being, the fees being set at three shillings per month.

Within a year the space to accommodate members became acute as the membership had doubled. The Methodist Church was used as a Lodge Room until local pioneer businessman H B Mullard donated two blocks of ground in Yambo Street, Morisset, opposite Lean's Bakery, for the purpose of building a Temple. He sold a third block for twenty pounds with a proviso that ten pounds would be given towards the building costs. Social functions were held at the corner of Newcastle and Station Streets, known as 'Dan Ryan's Corner' and happy times were associated with the 'Hay shed' or South Lodge as it was known.

In the City of Lake Macquarie there are five Temples and thirteen Lodges. Westlakes Daylight Masonic Lodge No 997 was consecrated in the Toronto Community Centre May 1988, with forty-one foundation members. Women became involved and formed their own Auxiliary. Freemasonry has been described as a code for living based on the highest spiritual, ethical and moral standards, promoting brotherhood of man and rendering aid to less fortunate members of the community. Lodge information courtesy Eddie Jayne.

## A DAY TO CELEBRATE



*The planting of trees in Lean Park, part of the Masonic Widows and Brethren Remembrance Grove, was to celebrate 100 years of Freemasonry in the area of Westlakes, March 1997. L-R. John Kilpatrick Mayor of Lake Macquarie, Phil Hurley, Kevin Sixsmith and Eddie Jayne plant a white Jacaranda tree as a major Masonic Awareness project.*

## CHAPTER 11

# Reserved For Public Use

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### LEAN MEMORIAL PARK

*The site notified in 1888 as a Public Reserve is bounded by Dora, Wharf and Yambo Streets, Morisset. The park was named after Mr Clive Lean, an active and dedicated member of the Morisset community who served on Lake Macquarie Council 1931–1937.*

*Mr Lean was born in Dungog in 1886. From 1913 he lived in Yambo Street, operating a Bakery Business, his bread carts making deliveries throughout the district. Clive was a Master Baker. He also had a Confectionery Shop in Dora Street. Clive was Superintendent of the local Methodist Sunday School and was a very active Secretary of Morisset Progress Association for many years. During his time as Secretary many amenities were provided for the town; electric lighting, postal facilities and road improvements.*

*Clive Lean died in 1957 leaving his wife Elsie and a family of four children, Joan, Joy, Warwick and Thelma.*

*Photo & copy Joan Blessington (Lean)*



Mr Clive Lean.

## MORISSET SHOWGROUND

Morisset Showground, in a lovely rural setting on the outskirts of town, is within a short distance of the Watagan Mountains. It has always been a focus for important activities such as Agricultural Shows, Dog Shows, Fairs and Equestrian Events.

The area was gazetted in 1936 and the first show was held in 1951. It was a huge success with the judging of flowers, vegetables, birds, poultry, and dairy cattle. The dog and horse events proved very popular as did the arts and craft sections. Needlework and judging of the cakes and bread were well patronised.



*Above, Quinton Limond and friends at the Morisset Showground, early days.*

*Stalls in the background were set up to house and shelter the animals. It took a lot of hard work to clear the land and prepare the site of the showground and as usual it was all done by a dedicated band of volunteers. Below, an early Miss Showgirl with Quinton and his prize bull.*

*Photos Quinton Limond.*





## A VERSATILE SHOWGROUND



*Original competitors at the first Morisset Show in 1953. L-R John France, Bob Kildey, Peter, Kevin and Neville Frost, all outstanding riders.*



*In 1972 The Morisset Showground became a popular speedway track. David Mullard's red-hot Ford with hotted up motor and roller bars.*

## IMPROVEMENTS ALONG THE WAY

In 1965 many improvements were carried out by volunteer labour. A big boost for the Showground Trust came in a grant of \$10,000, presented by Jeff Hunter, Member for Lake Macquarie in 1996. This enabled repairs and the updating of facilities.

The show is truly a 'Country Show' and involves many people in it's activities. Morisset's retired Police Sergeant, Les Norris, is a trustee and works incessantly on upkeep and on never ending upgrading of the buildings and management of the Morisset Showground.

## WORK BEGINS



*A dedicated band of Rotarians begin work at Rotary Park 1971. L-R Len Bradshaw, Geoff Browne, Tom Day, Jim Meletios, Jack Henderson, Hope Mullard.*



*Rotarian and Salvation Officer Ken Sanz, and Anglican Minister Rev Robert Tate performed the official dedication of the Morisset Rotary Park in 1988. At the dedication were many local pioneer families who contributed to the cost of the project by sponsoring a tree in their family name. A plaque was placed at each tree to commemorate this historic event.*

## ROTARY CLUB OF MORISSET

### *'Service above self'*

In August 1966, an inaugural meeting was held in the Morisset RSL Country Club sponsored by the Toronto Rotary Club to evaluate the interest of local businessmen in forming a Rotary Club in Morisset. About four months later on December 19, the Rotary Club of Morisset held it's Charter meeting with twenty members. The Charter Presentation was held at the Morisset Hospital Recreation Hall on Saturday night, February 18, 1967.

The first Club President, Hank Van Acterberg; Vice President, Bill Wilson; Secretary, Bill Parkinson; Treasurer, Tom Day; Directors- Neville Frost, Bill Gibson, Jim Meletios, Bill Vandenberg; Sergeant at Arms, Peter Harper; Other members Charles Crook, Ron Hawk, Jack Henderson, John McConnell, Ray Rouse, Hope Mullard, Arthur Street, Joe Treybells, Frank Wainman and Jim Ward.

Five new members were inducted into the Club on the evening, Harry Westcott, Lyal Lee, Alan Mullard, Keith Brown and Ron Goodwin. It is reported 370 Rotarians and guests attended this special evening.

Early in the service of the Club a banner was designed depicting the existence of Lake Macquarie, Watagan Mountains, Power Stations, Shingle Splitters Point and water sports associated with the lake. The colours of blue, gold, white and green are very impressive on the banner which is freely given out to exchange students and visitors.

The Rotary Youth Exchange Program began in 1969 and the first Exchange student was Dick Prince from Canada in 1970. The first exchange student from the Morisset Club to go overseas was Kim Davies who went to Denmark in 1973.

Membership of the Club has always been well maintained.

In June 1983, a Men's Probus Club was formed and has a membership of over seventy and provides an extension of Rotary friendship and activities. The Women's Probus Club has been extremely successful with almost one hundred members.

The first female member of Morisset Rotary was Kerry Morrissey, July 1990.

In 1992 to celebrate Morisset Rotary Club's twenty-five years of service to the community a Rotunda was built in Rotary Park.

Contributions to the Rotary Foundation has always been a high priority as are donations for International Appeals. Financial contributions to local organisations have been outstanding over many years. Fire Brigades, hospitals and sporting clubs have all benefited from donations by Morisset Rotary Club.

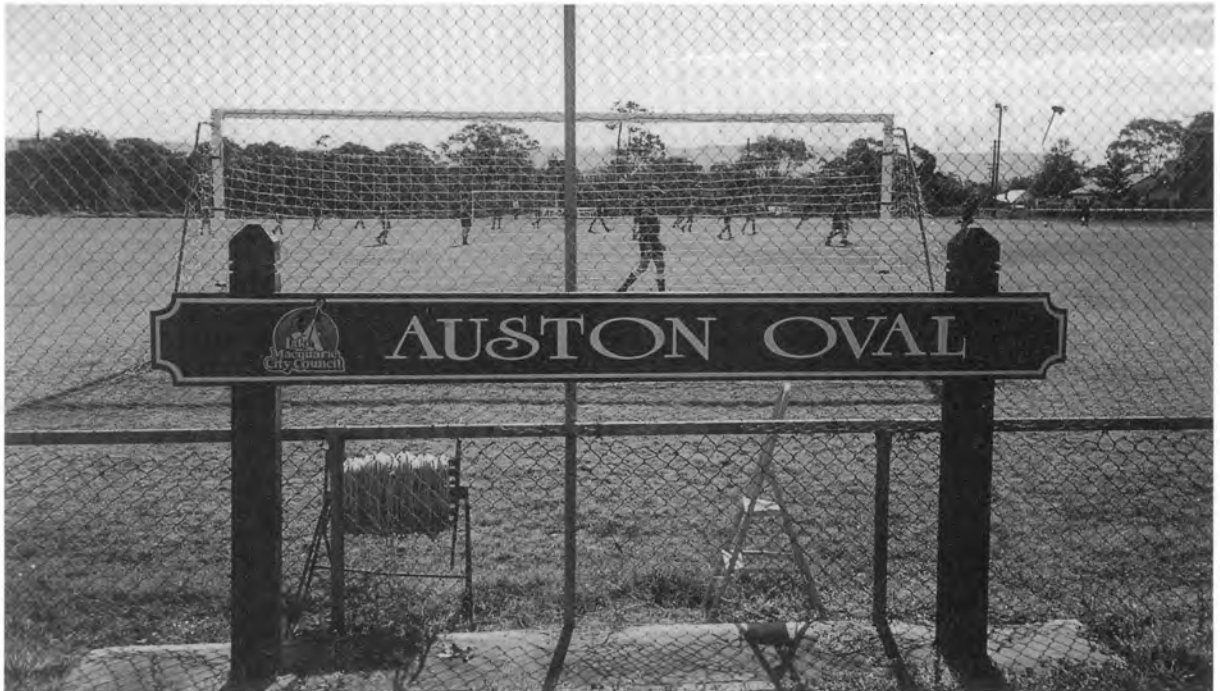
Rotary Market days each month are a great success and the Rotarians are to be congratulated for the constant effort needed in the management of these days.

Information courtesy Past President Les Norris.

## MORISSET SPORTING OVALS



*Bernie Goodwin Oval creates green open space and is conveniently situated adjacent to Morisset High School and close to Morisset Swimming Pool.*



*The land for Auston Oval was notified for Public Recreation in 1915, and named after Felix Auston, a community minded gentleman who gave much of his time to building up the oval, used for school sports and events, and now for soccer training and games.*



## LIONS CLUB OF MORISSET

The Lions Club of Morisset was sponsored by the Lions Club of Toronto and chartered on October 31, 1979 with 30 members. Over the years Morisset Lions have participated in many activities, given many donations to worthy causes and implemented many town improvements. Local schools receive donations and an annual Citizenship Award and scholarship for two pupils from Morisset High School is awarded each year.

International Youth Exchange has been a continuous project, with students from Japan, Malaysia, America, Indonesia and Canada. Morisset Lions, with the support of their members and the generosity of the community, have raised and donated back to the community large amounts of money and facilities. Playground equipment in Lions Park and a new toilet block are just some of the improvements undertaken.

A great success story for the Lions has been the Driver Reviver program of 1987. The first site was opposite the Country Club in Dora Street, Morisset and in 1988 moved to Freemans Waterhole locating at the Mobil Service Station, generously supported by the Proprietor. Hundreds stopped for a cuppa, a stretch and a chat. The value of this operation was soon realised by the Police and the Road Transport Authority. The team acquired a caravan and this became the facility for serving food and drinks, many companies generously donating the necessary items needed. In 1994 Driver Reviver moved to the end of the freeway at the intersection of Lenaghans Drive and John Renshaw Drive, operating at the beginning of the school holiday period and on long weekends for up to 100 hours continuously day and night. 200,000 customers had been served by the end of 1997 and we can only guess the number today. It is impossible to estimate how many lives have been saved by the incredible effort of this mighty band of Driver Reviver volunteers.

The Lioness Club was sponsored in 1983 and later disbanded. In 1992 female member Debbie Carr was inducted into the Lions Club and since then other previous Lioness members have joined and now make half the main body of Morisset Lions. With all this activity over the years a great rapport has emerged with the Cooranbong State Emergency Service Rescue Squad, Sanitarium Health Food Company, Police and the public. Another Success Story for volunteering in Morisset



## RED CROSS — I SERVE

*To help those in need. To keep my body healthy. To make friends with girls and boys of all nations.*



*Morisset Koala Members of the NSW Junior Red Cross 1932. Included in the group- Lilina Lomas, Ena Tindall, Betty Black, Florence Madden. Morisset School held fetes and guessing competitions to raise monies for this very worthy cause. The uniform of white had a red cross on the veil and a badge.*

*Photo below-They also serve who stay at home and wait for Daddy. Little George Wright and his sister Jean whose father served in WWI. They are the niece and nephew of Marion Mullard and Ern Goodwin. The Wright Family stayed in a cottage at Silverwater during the war and the Great Depression in the 1930's. Photo from Ern Goodwin Collection.*



*A young Dawn Gambrill with Ken Auston. Photo Enid Spence.*



## CHAPTER 12

# *A Time and Place*

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## RELIGIOUS SERVICE IN MORISSET

The first building for religious service in Morisset was the Morisset Mission Hall erected in 1902 by the Seventh Day Adventists. The building was acquired by the Church of England and did service till 1913 when it was wrecked by a cyclone storm. A new building was erected on a site near the public school.

The first services were conducted periodically by the Rev Walker of Maitland and others succeeded him. The Rev John Macarthur, then in his eighties, was the first resident minister. With wonderful energy he held three services each Sunday in different parts of his parish, necessitating a twenty-mile ride on his old white cob.

He resigned in 1917 and his successor was Rev F A Woodger from Dora Creek.

### ***R Hopper report on Morisset 1921***

St Laurence Anglican Church at Morisset was once again lifted off it's foundations in a cyclone storm in 1974. The previous Church had suffered the same fate. One report was that the *Church had been tipped into a gully by a Willy-Willy.*

The present day St Laurence Anglican Church was dedicated August 28, 1976 by the Bishop of Newcastle, the Rt. Rev. Ian Shevill. The building was made of brick and steel and the funds for the rebuilding came from insurance, fund raising by the dedicated St Laurence Women's Guild and donations from parishioners and friends.



*Church after the storm courtesy Brian Frost.*

*Below left, Mr and Mrs Tom Regan after their wedding September 30, 1950.*

*Below right, Photo of the Church on the corner of Newcastle and Bridge Street, Morisset*





## MORISSET METHODIST CHURCH

In 1912 the Methodist Church was built by Mr B G Pearce, builder, of Hamilton, financing the project and offering terms of twelve months free of interest and the rest at four percent per year. The initial idea for a church to cater also for those of Presbyterian Faith was a combined effort of the local people, such names as Black, Lean, Jackson, Newcombe, Roach and Vidler being recorded in the minute book of the first meeting in 1910. The first service was held in 1913. Ministers of the day travelled to conduct services at different locations in their parishes, with sometimes three or four sermons each Sunday. The Rev Les Wearing was the first resident minister in Morisset in 1962.

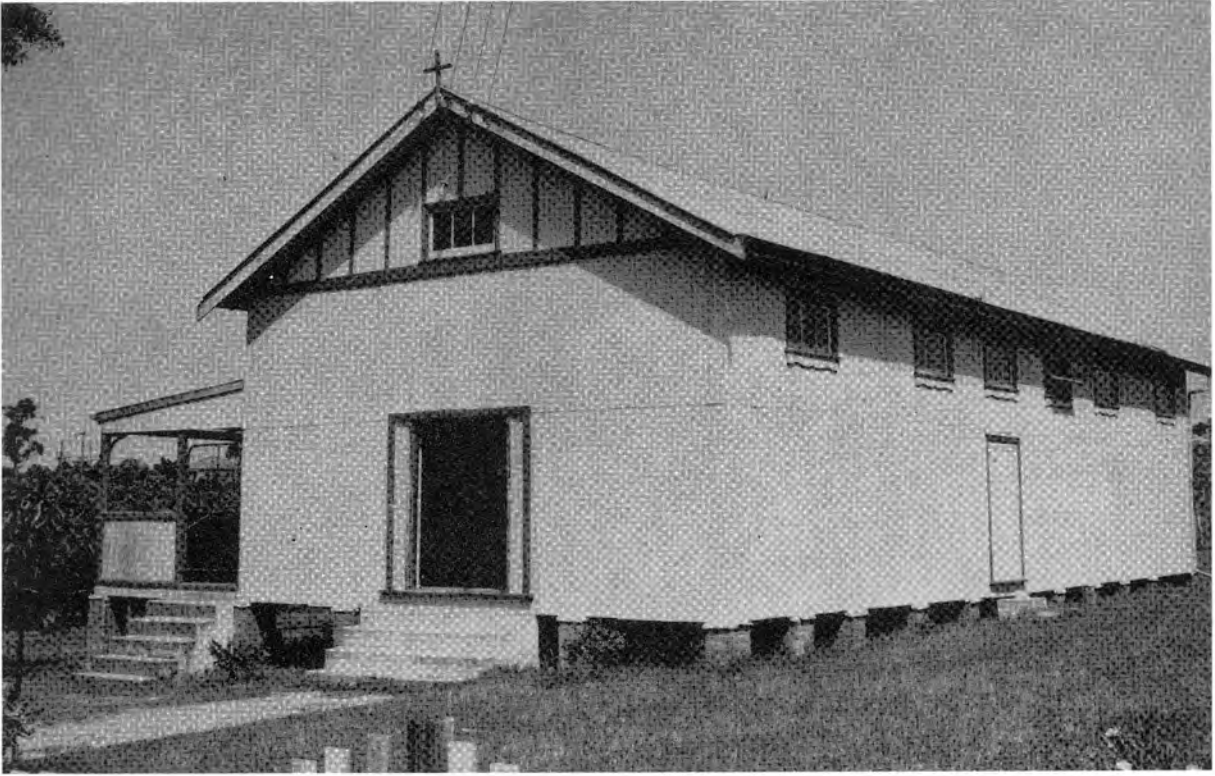


THE ROUND CHURCH was built as a Church Hall. The Official Opening and Dedication took place Saturday, June 19, 1965 at 2.30 pm Rev Les Wearing, former Minister officiating. Hon Sec was C R Forster of Morisset Park. This Church Hall was converted to a Church in 1976 and the original wooden church was used as a hall.

## MORISSET'S UNITING CHURCH AMONG THE GUM TREES

Morisset Church Committee formed a 'Self Help Fund'. Proceeds from the fund along with a grant from the Uniting Church, enabled this dedicated committee to build their 'Church among the gum trees'. They were also able to give a home to that special organisation Meals on Wheels and create activities for youth of the area.



**MORISSET CATHOLIC CHURCH HALL**

*On the steps of Morisset Catholic Church Hall on the occasion of First Communion for Keith Manuel and his brother Jack 1926–27. Photo courtesy Keith Manuel.*

## ST JOHN VIANNEY CATHOLIC CHURCH, MORISSET

In the early 1900's there was no Catholic Church in Morisset, which was in the Wyong Parish. Mass was celebrated in the Station Master's Cottage once a month by Father Marshall. The Station Master was Mr Colins, and he and his wife had five sons and one daughter. Next came Father Regan from Wyong to Morisset, travelling by train to say Mass on Saturday. He rode his pushbike to Cooranbong to hold Mass on Sunday morning. Mr Jack Wilcox walked from Eraring to Morisset via Dora Creek Railway Bridge to attend Mass. Years later when he had transport, he went to Cooranbong, as there was no road bridge over Dora Creek at that time. This arrangement continued until 1930 except for a short time in the 1920's when Mass was held in a small hall which was destroyed by fire.

In 1927 Mr Patrick O'Dwyer bought the Morisset Hotel and for a time Mass was held in the Hotel Parlour. During these years Wyong Parish Priest was Father O'Flaherty. Mr Dwyer bought land in Yambo Street on which the Church and School now stand. In 1930 he bought a small hall in Bridge Street, Morisset, which was used as a roller-skating rink. Oral history states that it was once the Masonic Hall. This 60ft x 15ft hall was clad with galvanised iron lined with fibro, and became the first Catholic Church in Morisset. The transportation of this building from Bridge Street to it's present site was a formidable task. It was put on rollers and towed to the Yambo Street site by a team of two bullocks. A verandah was added in 1931.

Father O'Byrne and others from the convalescent home at Morisst Park assisted Father O'Flaherty, from Wyong, in the increasing Parish work.

In 1947 Father William Bush was appointed first Parish Priest to the newly formed Parish of St John Vianney, Morisset - Cooranbong. In 1977 the iron and fibro hall was renovated to the lovely brick Church we see today. The present Parish Priest being ninth in line since 1947, is the popular Father Reg Callinan, here since 1986.

Photos and information courtesy Mary France (Wilcox). Photo below 2001.



## MORISSET CEMETERY

In the first subdivision of land in 1888 a general cemetery site was marked out and a portion of this land was cleared and fenced in 1911.

The first internments are thought to be Ernie Locchi aged 20 and Polly Case aged 18, both accidentally drowned at Dora Creek on 11.12.1911.

On the gravestone is the following verse:

*The pride of home, the joy of heart  
In life they played a noble part.  
Our earthy loss, their heavenly gain  
Forever crowned with Christ to reign.  
Weep not for us though called away  
Permitted not with you to stay  
We leave this world of toil and care  
A crown of righteousness to wear.*



It is believed that they were cousins visiting from Sydney who went with Miss Lily Vidler and others to bathe in the creek. Miss Vidler slipped off a rock into deep water. Young Locchi who could not swim, went to help her and Miss Case jumped in fully clothed to help Locchi. The cousins were drowned but Miss Vidler survived. Ernie Lochhi and Polly Case are buried side by side in the one grave, at Morisset Cemetery.

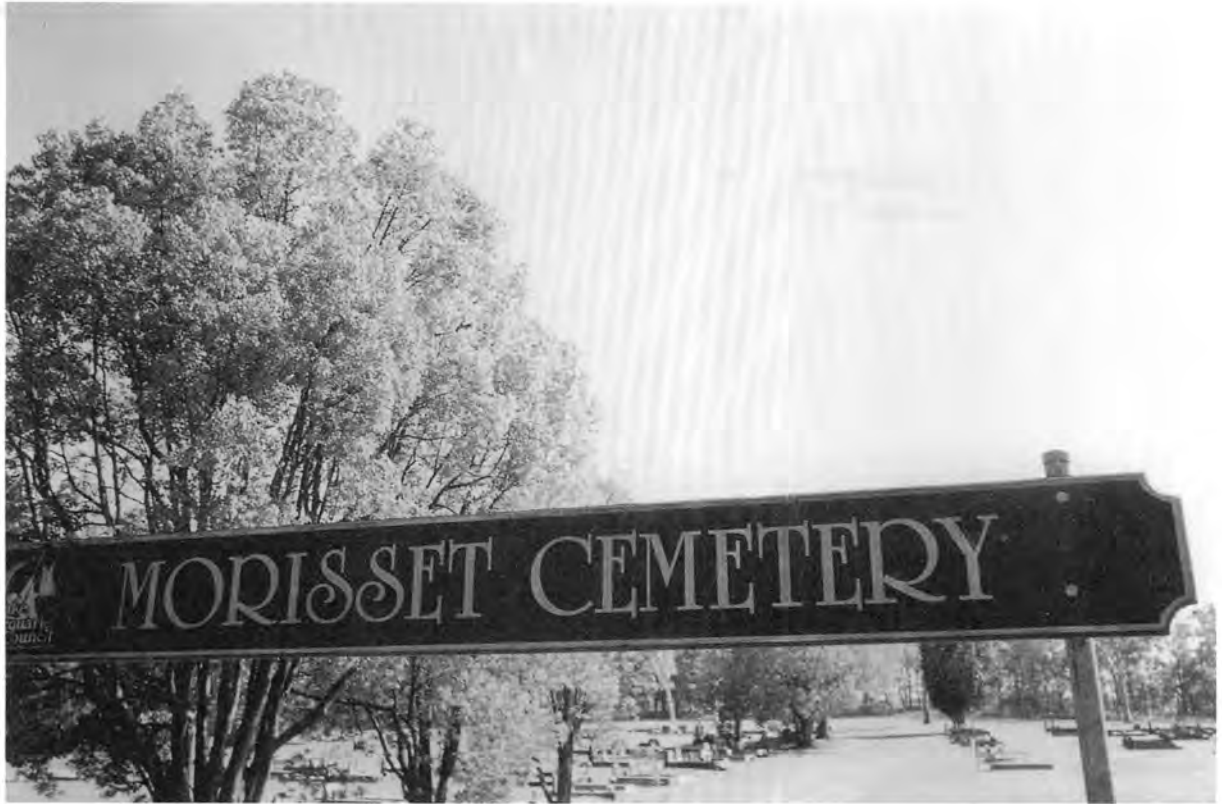
The small chapel in the background was dedicated to the memory of Monica Brooks, little daughter of local Minister Rev Wilberforce Brooks

A tragic plane crash took the lives of father and son. On their gravestone the inscription.

In Loving Memory  
Edward Charles Kildey  
aged 47 years  
Also his son  
Pilot Douglas Edward Kildey  
In his 21st year  
Both accidentally killed in plane crash  
6th July, 1952  
Sadly Missed







*The tiny grave of Mr and Mrs John Cameron Black's baby daughter who died of diphtheria in 1920. Mr Black had been a stone mason in England before coming to Australia in 1909. One can almost feel the sadness of this little headstone which he made, with the one poignant inscription*

*BABY.*

## OLD AND NEW, MORISSET CEMETERY



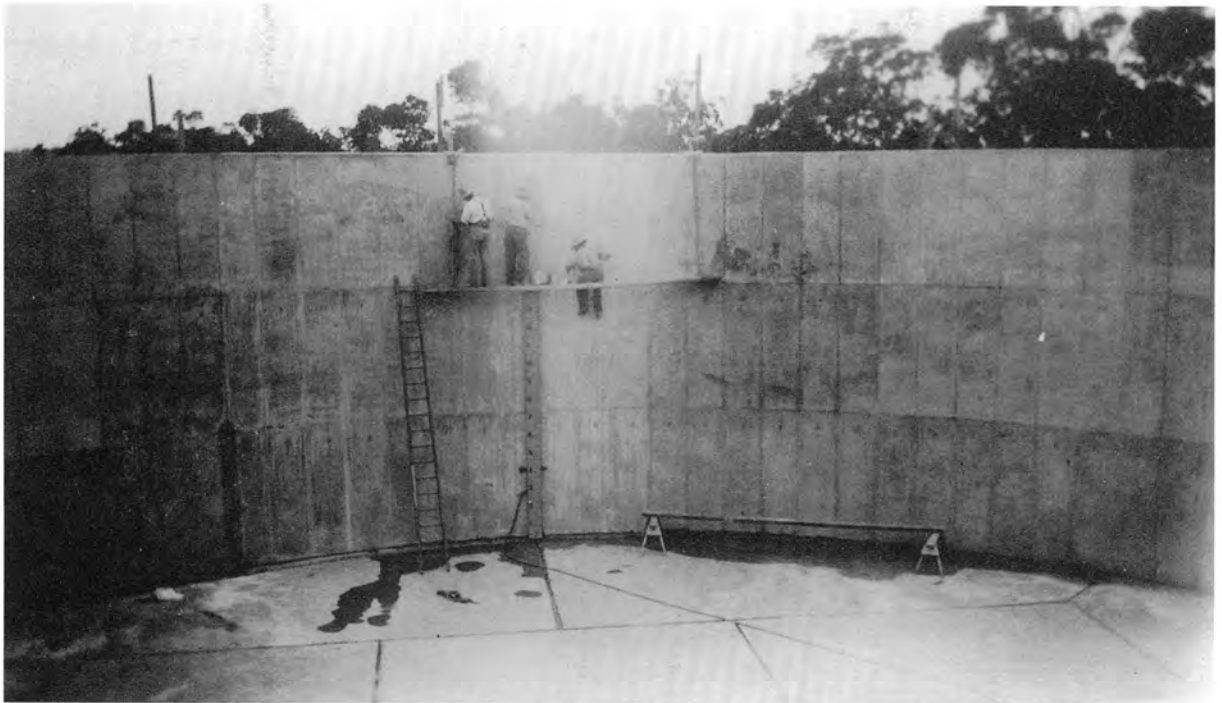
*Land for Morisset Cemetery was marked out in 1888, cleared and fenced in 1911. Above, the Old Section and below, the new Lawn Cemetery. The area is surrounded by bushland and is beautifully maintained by Lake Macquarie City Council.*



## CHAPTER 13

# *Provision of Public Need*

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*Construction of Morisset Reservoir 1940. Arnold Jayne on scaffold. Jayne Family.*

## MORISSET'S FIRST COURT HOUSE POLICE STATION AND LOCK-UP

The Police Court originally established at Cooranbong was in operation there till 1920, when it was transferred to Morisset as being more central and accessible. *It is a rented wooden building with Police residence attached, erected especially for the purpose by Mr H B Mullard, with the option of purchase in 10 years. It is visited by the Newcastle Police Magistrate and is at present in the capable charge of Constable N M Thomson.* Hopper Report 1921.

Constable Ernest Genner and family were to occupy the premises and also Constable Dowd and Constable Clark.

The Court House and Police Station opened January 1 1920 and they were to play an important role during the years after WWI and during the Great Depression.

Doreen Frazer remembers the long line of men waiting along Short Street, to collect the dole at the Police Station. Rita Gambrill (née Murrell) remembers tickets for the purchase of meat being distributed each fortnight. John Cummings was just a little lad at the time of the depression but recalls it was from this building, blankets, food and clothing were handed out. He clearly remembers getting new shoes and clothing. These were hard times.



*Premises of Morisset's First Court House and Police Station taken in 1999.  
Vi Black on the verandah of the building which was demolished in June 2000*

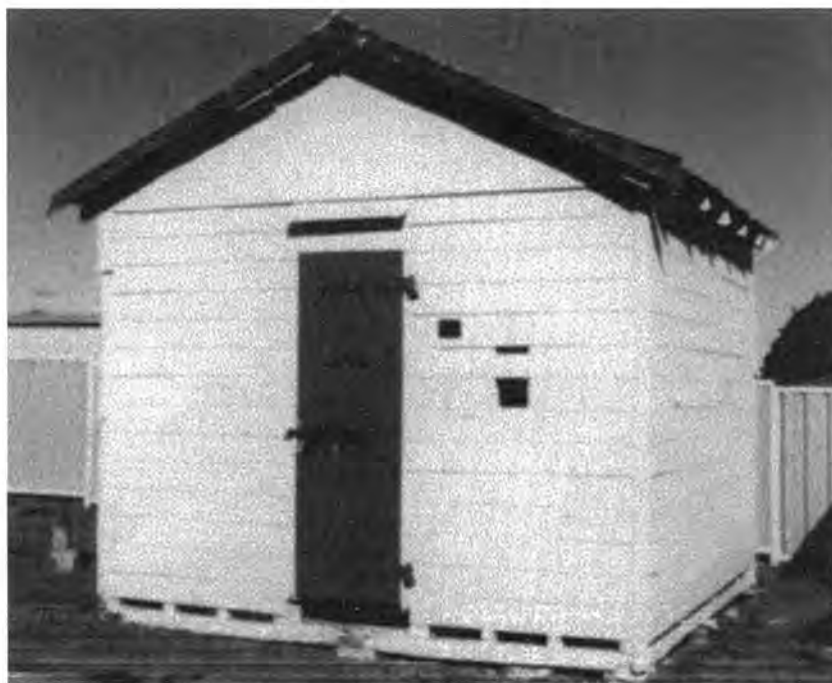


The Court House and Police Station was the portion on the left of the building and the doorway can be seen. Steps led up to this doorway, no fence at the time. The residence was attached with the verandah at the front with own entrance.

The Black Family bought the building and Mrs Violet Black lived in the premises until her death when it was sold and demolished in June, 2000.

A Police Magistrate visited the Court House once a month but most cases were heard at Wyong. Morisset's first Court House and Police Station closed in 1933.

Land designated for a Police Station was set aside in the surveying of the town and was called 'The Police Paddock'. A new Police Station and Lock-Up with horse stables at the back were built on portion of this land on the corner of Short and Dora Street, not far from the original Court House building. Constable 1st Class Thorpe was Officer in Charge, followed by Senior Constable H Scott in 1947.



*This building was the original Lock-Up at the rear of Morisset's first Police Station.*

## POLICE PERSONNEL



*Sgt. Harold Robinson, left, being awarded the Queen's Good Conduct medal for his 25 years service, 1967. Morisset Police Station to the 1950's had only one Constable in charge, 1976 a Sergeant and two Constables, 1988 a Sergeant and five Constables.*



*David Chillcott joined the Police Force in 1944 and served for sixteen years. David's father lived in Cooranbong and his maternal Grandfather was for a short time Deputy Commissioner of Police in NSW. David was a Constable at Morisset for many years, living at Yarrawonga Park. After a lucky lottery win he resigned from the Police Force in 1960's*

### MORISSET POLICE SERGEANTS

1960–2000

- Sgt. Cavanagh.
- Sgt. Harold Robinson.
- Sgt. Ken Sedgwick.
- Sgt. Peter Black
- Sgt. Greg Green.
- Sgt. Les Norris.
- Sgt. Rod O'Reagan.
- Sgt. Keith Watt.

## A FAMILIAR FACE



Les Norris received his posting to Morisset Police Station in 1971. Shortly after he was promoted to Officer in Charge of the Morisset Precinct. Living quarters were attached to the Police Station and Les and his wife Margaret settled into the life of the town. Living centrally had its good points but living more or less on the job could be a bit taxing. Police in those times were very much involved with Morisset Hospital happenings, with missing patients being reported and with the escort of patients. In the thirty years since his arrival in Morisset, Les has been involved in all aspects of community life. He is a country boy at heart, having been brought up on his parent's farm at Peak Hill, and he has all the attributes of country people, especially that of giving a helping hand whenever needed. Les has been a member of Rotary for almost thirty years, receiving the coveted Paul Harris Fellowship Award. For all the generous time and effort he has put into the Morisset Agricultural Society he received a Life Membership and remains secretary of Morisset Showground Trust. He is also a Memorial Hall Trustee and member of Morisset Chamber of Commerce. He had been since his arrival in Morisset, as one newspaper put it 'a popular law enforcer'. On his retirement from the Police Force in 1985, Les and Margaret decided to make Morisset their home, a decision that has benefited the town and its residents, in so many ways.

## A TRAGIC LOSS

Doug Eaton joined the New South Wales Police Force on August 17 1964 as a Probationary Constable at the age of 23 and graduated in 1965. He took up his duties at Regent Street Police Station in Sydney and served there for 12 months and then transferred to Hamilton in Newcastle and from there to Toronto Police Station. It was whilst serving at Toronto that he lost his life.

On the night of April 30 1977, Senior Constable Doug Eaton and his partner Constable Eddie Gill were called to answer an alarm at Toronto Country Club. As they approached the club they were fired upon by unknown assailants. Constable Doug Eaton was gunned down at point blank range and returned fire but tragically, was killed instantly. Constable Gill managed to return his fire even though he was also shot in the arm and legs and grazed on the scalp by a shotgun pellet. The assailants called off the attack and escaped. They were subsequently arrested on May 3 1977. A local father and his two sons, from Cooranbong were charged with murder, attempted murder and armed robbery.

As the valedictory read at his funeral:

*Doug displayed courage far and beyond the line of duty in upholding the highest traditions of the Police Force. He saw his duty and did not thinking for one moment the terrible price he was to pay with his life. He forfeited his life protecting the law-abiding people of this state.*

Doug Eaton married a local Morisset identity, Judy Owen. They married at Morisset Hospital Chapel on March 23 1968 and had two children Sharon and Michael. He was a loving husband and a dedicated father to his family. A well respected Police Officer who is sadly missed.

Judy Eaton.



Senior Constable Douglas Ronald Eaton



## SERGEANT WATT

Sgt. Keith Watt retired as the sector commander of the Morisset Area in June, 1998. Born in Adamstown, Keith was one of a family of six boys. He entered the Police Force at age 28 and his first posting was to Sydney as a Motorcycle Patrolman at Darlinghurst. Later postings were at Newcastle, first Charlestown, then Belmont, where marine rescue was part of the job, and then to Hamilton.

Keith took over from Sgt O'Reagan at Morisset and in his nine years gave strong leadership and a sense of purpose, at the same time reaching out to the community. In these nine years Keith saw many changes, including the removal of the Police Station demountable section which had been in use since 1972,

and then the refurbishment of the police residence into a modern Police Station. Promotion from Police Sergeant to Area Commander was another huge change to which he adapted.

On his retirement Keith had clocked up 30 years of service. Fortunately for our community, Keith and his wife Jackie decided to settle in our area. Keith's interests are his family, golf, and a lifetime love of horses. He would have been in his element in the days when Morisset Police patrolled on horseback and stabled their fine mounts at the rear of 'The Police Paddock' in the 1920's!

Sgt. Watt is held in high esteem for his police service and for his many good deeds.



## POLICE PRESENCE IN MORISSET



*Newly arrived former Police Commissioner Peter Ryan undertook his first official duty in Australia when he accompanied Premier Bob Carr and then Police Minister Paul Whelan to the opening of the upgraded Morisset Police Station, September 2 1996. Jeff Hunter with Commissioner Ryan, Bob Carr and guests.*



*Big day for Morisset when Commissioner Peter Ryan and Premier Bob Carr came to town. Talking to the locals before inspecting the guard of honour at the opening of the upgraded Morisset Police Station.*

## MORISSET BUSH FIRE BRIGADE

In 1890 the population of Morisset was estimated to be eighty. Fires that occurred in the area were attended to by whoever was in the locality at the time. Following is a report from the Education Department on January 5 1901 -

*The School, Church of England Church, Mullard's Sawmill, School of Arts and several cottages were saved from a "raging bushfire" by the heroic efforts of James, Thomas and George Wellings, Thomas Clark, Thomas Field, H B Mullard, Walter Mullard and the school teacher. The Department acknowledged the "conspicuous bravery" of these local residents in protecting property.*

*The Daily Mail of 1923 reported Local Post Office in Jeopardy.*

*Morisset Mill men prevent big fire. Operatives from Mullard's as Fire Fighters.*

These two incidents show that fires were contained by community effort with whatever manpower and facilities were available. This approach continued for many years until 1952 when a group of local residents joined together to form the Morisset Volunteer Bushfire Brigade. In 1960 they approached Council for a Fire Station to be built on the corner of Newcastle and Coorumbung Streets. With voluntary labour and at a cost of £584 the building was officially opened by the then Shire President, Cr Tom Pendlebury in October 1962. Many ex-Army vehicles were purchased after WWII and an ex-Army Blitz Tanker became invaluable. The Brigade was established in 1977. After many years of exceptional service to the community Morisset Volunteer Bushfire Brigade disbanded and from July, 1985 Morisset Fire Brigade became operational.

In 2002 NSW Fire Brigade, Morisset Branch, attends on average 360 calls per year. Two vehicles are in use, a 4wheel drive Tanker Composite and an International Pumper (truck and pump) capable of pumping 600 gallons of water every two minutes. Peter Yates has served 17 years and is an original NSW fireman from day one of the NSW Fire Brigade.

Cooranbong, Dora Creek and the Peninsula each have their own Fire Brigade.



*Community spirit of the Morisset Bushfire Brigade shows to perfection in this photo of their participation in a Christmas Street Parade 1995.*

## SCOUT MOVEMENT IN MORISSET



*Mrs Betty Masters, popular and dedicated Cub Mistress at Morisset for many years, pictured with scout members Robert Henderson and Ian Mullard 1965.*

Registration of Morisset Scout Group took place July 30 1935 at the Church of England, Morisset, with Mr H Rhodes as Scout Master.

Names of the first intake were:

Carl Christensen	11 years	Sun Hill, Morisset
Frank Fonyo	14 years	
Bernard Goodwin	12 years	Dora Street, Morisset.
Victor Jenson	12 years	Yambo Street, Morisset
William Lloyd	15 years	Dora Street, Morisset.
Ralph Mullard	15 years	Dora Street, Morisset
Reg Murrell	15 years	Bridge Street, Morisset.
Jack Lomas	10 years	Yambo Street, Morisset.
Ted O'Hara	10 years	Yambo Street, Morisset
Ted Rowe	14 years	Mandalong Road, Morisset
Henry Rhodes	14 years	Ironbarks, Morisset
Jack Walker-Smith	12 years	Wharf Street, Morisset
Ted Walker-Smith	14 years	Wharf Street, Morisset.

Crown land was leased in Macquarie Street, Morisset, prior to the purchase of land from Mr B Haines in March, 1966. A building was purchased from Rathmines Air Base in 1966 (as were the buildings for Morisset RSL Club) and transported to the site and used as a Scouts Hall for almost thirty years. The present hall is made of concrete blocks and became functional in 1995.

Originally the Scouts were a mounted group. Later the Morisset Scout Group changed to 1st Byattunga Group, (Aboriginal meaning, *Camp on the Hill*).

In 2002 the group of mixed gender has 26 Cubs, 17 Scouts, 12 Venturers.





*L-R, Corina Brown, Ian Whitehead, Scout Master Kevin Brown, Lonie Bragg, and William Brown, with the 1st Byattunga Flag. Kevin Brown has been involved in the Cubs, Scouts and Venturers for the past twenty years.*



*Group Leader Denis Doherty and Akarla Cub Leader Paul Donaghue with a serious group of cubs and scouts 1994. Photos and information courtesy Kevin Brown.*

## COUNTRY WOMEN'S ASSOCIATION OF NSW

Morisset Branch part of the Northumberland Group formed in 1957. Mannering Park Branch in 1958. Dora Creek Branch in 1964.

Currawonga Branch was formed at Morisset Hospital in 1962 - President Matron Jan Butler, Secretary Miss M Neck, Treasurer Mrs Madge Henderson.

*Motto — Honour to God, Loyalty to the Throne, Service to the Country,  
Through Country Women, For Country Women, By Country Women.*

Formed in 1921 the CWA has always been well represented by it's members in Cultural and International Days, local handicraft, cooking and fund raising events. In difficult times during the depression and war years the CWA established itself as a steadfast icon of the community. Morisset CWA members are still going strong.



*Photo above includes Matron Jan Butler, top of table, Sister Bettles and Sister Tivey, on her right and Madge and John Henderson, front right, foundation members of the Morisset Meals on Wheels organisation. Mr Charlie Cameron and Mr Oscar Smith were also founding members and stalwarts of the community.*

Many members of the CWA are involved in the Meals on Wheels program which provide meals for elderly or sick persons in the community. The meals were first assembled in the Main Kitchen of Morisset Hospital and volunteers delivered them throughout the area. Next distribution centre was the small hall in Yambo Street, and today, from the Meals on Wheels Hall in the grounds of the Uniting Church.

## INNER WHEEL CLUB OF MORISSET

There was great excitement in the formation of the Inner Wheel Club of Morisset. On the Charter Night, August 5 1972 Morisset, part of District A52 sponsored by Toukley Club, was the 99th Inner Wheel Club in Australia to receive it's Charter.

Committee elected were- President Joan Davis, Vice President Denise Frost, Secretary Beryl Mullard, Treasurer Sheila Browne, Historian Margaret Auston, Club Correspondent Regis Castell-Brown, International Officer Christine Bradshaw, Social Convenor Lorraine Lustman.

Charter Members - Mavis Crook, Gro Davies, Merle Deaves, Madge Henderson, Peg Rouse and Mary Streater.

Honorary Charter Members - Elizabeth Mullard, Mary Pryde, Lucy Middleton.

Honorary Member 1976 - J Butler, M Darcy, B King, R Hall.

As in Rotary the emphasis was on friendship and service. Inner Wheel Internationally had been formed in 1922 and it's objects were-

*To promote true friendship*

*To encourage the ideals of personal service*

*To foster international understanding.*

Morisset Inner Wheel enjoyed participation within Rotary and in projects of it's own for seven years until the decline in numbers necessitated it's closure in 1979.



*All attention seems to be centred on Mary Pryde at the Inner Wheel Charter Night Dinner 1972. L-R, Mary Pryde, Regis Castell-Brown, Marion Mullard, Peg Rouse, David and Margaret Auston.*

## FOR THE LOVE OF TENNIS

From at least the 1920's tennis played a big part in the recreational time of many residents. My husband Hope, in a speech to the Tennis Club some years ago wrote- *My earliest recollections of tennis in Morisset is when as a very small child I used to accompany my Mother, who played with the local tennis club on two clay courts, at the corner of Dora and Stockton Streets, on the site of Auston Oval.*

*Names which come to mind P J Murrell, Paddy Murrell, Eric and Mrs Gilbert, the Wellings, O'Neil, Gambrill and Broadbent Families. There was also Brown's Court on the hill in Macquarie Street. At various times there were private courts built and probably the most notable of these was Fred Kennedy's Court in Newcastle Street. Many fine players played here, including Neil Gilbert, Arthur Lambert, Reg Gambrill and Jeff Clements. A little further down Newcastle Street was Lyall Fennell's Court. During all this time there were also the courts at the Hospital. Mrs Owen had a court in Macquarie Street in 1935, and the Auston Family had two courts at Morisset Park, later the Council built two courts on the corner of Station and Newcastle Streets, Morisset.*

Dawn Thompson (née Lean) recalls: *During the late 40's and 50's, Mr Fred and Hazel Kennedy decided to have a clay tennis court built in Newcastle Street, Morisset. After the construction was completed Fred decided to teach a band of young local folk to play the game of tennis and learn all aspects of the sport.*

*This couple were to be highly commended. They really encouraged the young folk of that era and kept them engrossed in the game. Friendly tennis matches between local towns, and competitions and tournaments were organised, and at the end of the year, a picnic fun day by the beach was a big plus for all the young folk.*

*Doc Kennedy, as he was affectionately known, showed patience and tolerance, and he always will remain really special with the young people of that time.*



Enid Spence and Ev McCarthy show their style at Morisset Park 1949.



Eric Gilbert, Claude Lane, Bill Styles, Roy Collins and Keith Phillips at Morisset Hospital Courts.



## TENNIS CENTRE FOR MORISSET

A Tennis Centre for Morisset was the dream of Bruce White, and his wife Heather and family helped this dream become reality. In 1991 five acres along Moira Park Road, Morisset, were purchased from the Electricity Commission who had constructed buildings on the site to house itinerant workers in previous years. Parts of the buildings that were not vandalized were utilised in the building plan.

A year passed before plans were approved and work began in 1992. After extensive clearing, draining and fencing the construction of the eight tennis courts were completed with top of the range synthetic grass. The clubhouse, lighting and landscaping, with covered gazebo, barbeque area and children's playground, took shape on the five-acre lot. All was now completed and the Official Opening Day was August 20, 1993. The coaching talents of Professional Tennis Coach Bill Griffith and a staff of four started organising a tennis program. Junior, senior, social, mixed, day and night tennis was soon available for all enthusiasts, seven days a week. From beginners to players of all standards, coaching was available. The White Family had seen this project through and Morisset had it's first complete Tennis Centre.

The Morisset Tennis Centre Clubhouse can accommodate over one hundred children for four days of intensive coaching.

In 2001 the Tennis Centre was sold to Peter and Vikki Holt, who have big plans to expand the Morisset Sport and Tennis Club into a complete sports centre.



*Professional Tennis Coach Bill Griffith (top right) with members of the Tennis Training Squad of 1997.*

## A MALL FOR MORISSET



*From the pile of rubble above, to the photo below of the newly finished Morisset Mall, built by Bruce and Heather White in 1983. John France used the discarded bricks above, as land fill for the Catholic School grounds on a nearby site.*



## BRUCE AND HEATHER WHITE

For fifteen years Bruce and Heather White had their Pharmacy and business interests in the shopping centre of Gorokan. They started looking for a new development site, and saw the potential for a shopping centre in Morisset. The obvious signs of progress in the area were the electrification of the railway to Morisset and the Sydney to Newcastle Freeway west of Lake Macquarie. In 1982 they purchased a site in Dora Street which was at the time a used car sales yard. Bruce, an owner-builder envisaged a three-storey building and soon had the plans drawn up, and with builders Ron and Brian Burgess and Les Clark they started work on the development. The opening took place in 1983 and the three-storey block of ten shops, plus upstairs



offices were quickly filled. Bruce and Heather, both pharmacists, opened White's Pharmacy and Dr Rao had his surgery next door. A supermarket, health food shop, bakery, and hot bread shop, were also established. Robert Tapping opened Morisset Electrics and Lyal Lee opened Morisset's first take away food shop. Lower level shops were quickly filled and Joan Graham opened an Art Gallery on the third floor among the many office spaces.

Morisset now had it's first shopping Mall. Bruce and Heather's son John became a builder and also President of the Morisset Chamber of Commerce.

The next project for the White Family was the building of the Morisset Tennis Centre in Moira Park Road. A friendly genuine love of people has always been evident in the White Family and their commercial contributions have also been community ventures, for the great benefits that have flowed into the town.

## A NEW START

The move from Port Elizabeth in South Africa to Morisset was a big adjustment for the Shamley family.

They arrived in March 1981 and within three months had purchased the Scoop Grocery Store in Dora Street, previously the Four Square Store built by Jim Ward in 1964. They were well supported by the locals for their courteous and helpful service.

In August 1983 they established a supermarket and the first Hot Bread Shop in Morisset, in the newly finished Mall. In 1988 Mr Shamley became very ill and the supermarket was sold. The bakery has been managed by their son Francois for the past nineteen years.



*Mr Ignatius Shamley and Mrs Winnie Shamley*



*Mary Ward in front of the milk bar 1967. Mary and Jim Ward, their three daughters, Margaret, Dawn, Marilyn and Margaret's husband David Auston, had a variety of shops at the top end of town from 1964–1993. A grocery store, fruit shop, gift shop, clothing, haberdashery and milk bar were the many services rendered to the town.*



## MADGE HENDERSON

Quiet, with firm undertones, knowledgeable without being too pushy, an energy channeled into a powerhouse of good works and a huge capacity for loving her fellow human beings. That has been my perception of Madge over many years.

It seems like forever Madge has been involved in community work. She has been a member of the CWA for about forty years and Founding co-ordinator of the Morisset Children's Games Centre for twenty years. During these years she became a foundation member of Meals On Wheels, President of the Inner Wheel Club of Morisset and recipient of the Paul Harris Fellows Award, the highest honour from Rotary. In later years she has been President of Women's Probus in Morisset and President of Dora Creek Toastmasters, both of which she is still intensely interested. Her life has been one of total giving to others, but the receiving of pleasure comes in the form of the growing and nurturing of flowers and trees.

Madge was christened Lorna Madge Henderson in 1916, daughter to Robert William Chandler and Florance Chandler, of Sydney. Her great grandfather was Charles Chandler, botanist, and head gardener at Sydney's scenic Admiralty House. As a very little girl Madge can recall her great grandfather showing her through the gardens, itemising the different species of plants and teaching her the true botanical names. A family letter written September 1895 by her Great Grandmother Amy Wood Chandler states *We have the Admiral home and he is very pleased with the garden. He thinks it looks beautiful, there are lots of flowers in bloom.* The delight Madge found in the beauty of nature has never diminished. To this very day she is quite awed by the colours, form and fragrance of flowers, whether they be small daisies or exquisite orchids. She has no favourite flower, to her they are all beautiful. Brightwaters on the Peninsula is home for Madge Henderson where flowers are in abundance and the trees keep on growing, and that's the way this lovely lady likes it to be. After fifty years serving the Morisset community, Madge is still involved and interested in people and town events and of course, all things botanical.



*Above, lovely wedding photo of Madge on her marriage to John Henderson 1938.*

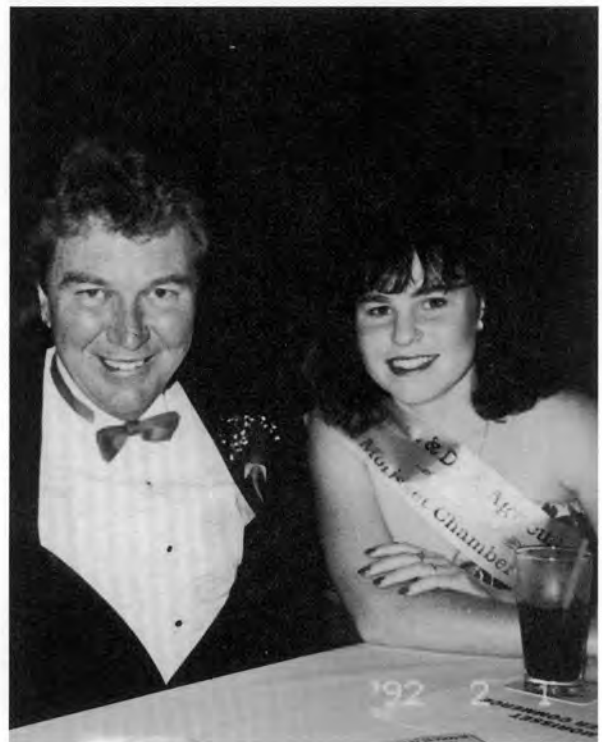
## OUR OWN LOCAL RAG!



*Founders of Morisset's first local newspaper The Courier — Phil and Marilyn Collins. Marilyn pictured above with Victor Cairney and right, Phil with Brooke Hamilton Chamber of Commerce entrant for Miss Showgirl.*

## A BIG EVENT

The first sixteen-page edition consisted of eight thousand copies and was printed February 1984. Phil and Marilyn attended functions and meetings to promote the town. Their aim was to bring together all community groups into the public arena and highlight local happenings and events. Phil and Marilyn both succeeded with their newspaper business for many years, until sadly circumstances decreed it was no longer viable.



## MORISSET CHAMBER OF COMMERCE

Morisset and District Chamber of Commerce was formed in 1984 after being sponsored by Toronto Chamber. Its function, to support local business houses, encourage local shopping and to gain improvements for our town and district.

A big roll up attended the inaugural meeting chaired by Phil Collins editor of the newly established *Courier Newspaper*. A committee was formed with Mr Kevin Goudie as President, Ellen Rae, Secretary and Paul Donaghue, Treasurer.

The Chamber applied successfully for a Commonwealth Employment Program Grant (CEP) to assist unemployed persons in the area. A cheque for \$93,400 was received from the Public Works Department. Work began in 1986 with landscaping designs carried out by C E Cadman with help from Fred Chapman and President Goudie. The CEP Grant provided work for eighteen people in 1986 and 1987. A raised garden in front of the Post Office and Memorial Hall in Dora Street was built and planted with flowers and shrubs and foot-paths paved. Many trees were also planted and the improvements were instantly visible. Paul Donaghue as Treasurer did a magnificent job managing the books and organising wages, besides working full time at a building society.

Over the years the Chamber has been instrumental in the planning of town celebrations, applying for more police staffing, and seeking extra parking facilities.

Our 'Beaut Committee' a sub-committee of the Chamber, work tirelessly to improve the overall look of our main street, with plantings of trees and flowers.

Morisset Chamber of Commerce plays as important part in supporting local businesses and promoting services to the wider community. The Chamber is also instrumental in bridging the gap between the Business Sector and Council.



## BRIDGES AND ROADS

*Stockton Creek, a tributary of Dora Creek, cut Morisset off from Cooranbong, a settlement on the Brisbane Water to Maitland main road. Mr James Wellings built the bridge for £500 over Stockton Creek. A new road was then made crossing this bridge and connecting Cooranbong and Morisset. This road became part of the Brisbane Water to Maitland Road, the old road through Cooranbong, via Mandalong, being abandoned.*

*This road is now a rather busy thoroughfare. The mail coach travels it several times daily between Morisset, Cooranbong, Avondale and Martinsville. Sawn timber, citrus and stone fruit are carted to the station from the last named places, and store goods and general supplies carried on the return journey. Many bullock teams travel it daily, bringing log timber from the Watagan Mountains to the two saw mills. Girders, railway sleepers, telegraph poles, posts and rails for fencing, pit props, caps and firewood are carried on it for transport by rail (Hopper report 1921).*

## STOCKTON CREEK BRIDGE

*Stockton Creek Bridge was an early wooden structure and as it weathered the years you could hear the rattle of the boards for miles around. Lots of families lived on the way from Morisset to Stockton Creek - Evans, Sylvesters, Burgess, Frost, Lloyd and Deaves. Goodbews had an orchard on the bank of the creek and Dennis's farm was called Canary Cottage. Horseshoe Bend was a dangerous part of the road even in horse and buggy days. The main road to all parts north to Newcastle went over Stockton Bridge. The Miles Family lived on the Cooranbong side of the creek. Their family home was beautiful with a lovely garden and orchard, mainly mandarins. They were the first family to have a septic system installed. Lovely silver leaf wattle trees grew around the cottage. This is where the notorious Bea Miles lived as a young lady. The track to the creek was used so often as it was a treat to go walking to Avondale and cross the Suspension Bridge to the Sanitarium Factory and College. Doreen Frazer.*

## THE DUG OUT

Early on the bank and creek was dug out to allow a place to work on larger boats. For decades this magical place on Stockton Creek was a favourite spot for children and teenagers. The trees hung low over the water and ropes with tyres were tied to the branches to enable participants to swing out over the creek. The water after heavy rain would be murky, even muddy, but that was no deterrent to swimming there, it made it much more fun. Logs would wash down through the "dug out" and create "snags" but I can't recall any accidents. My children and their friends all loved this special place and still recall happy times there. The dug out is where John Cummings went to swim and dive and dig for worms which he would sell for six pence a jam tin to the local keen fishermen.

Noel Gambrill recalls skinny-dipping with friends at this special place. Helping themselves to watermelons in the nearby Chinese market garden they risked life and limb when the Chinese boss made chase with a chopping mallet, shouting *I cutta your b... head's off, I cutta your b... head's off.*



**NOT AGAIN!**

The Morisset overhead railroad bridge was facilitated for the railway when the Great Northern Rail Link was being forged between Sydney and Newcastle in 1887.

If it were a person you would say it has had a hard life. For the first forty years or so it was used mostly for horse drawn vehicles and pedestrians. In a letter from the Railway Department in 1930 a concerned reference was to children 'walking along the parapet of the bridge'. Arrangements were made for the railway staff, the local constable and school authorities to put an end to this dangerous practice.

In 1967 a house being relocated from Cooranbong to Bonnells Bay got stuck on the bridge and for about a week traffic was diverted. This event prompted the widening of the bridge in that same year and was much applauded. Repairs were constantly being made in the following years and the photo above taken in 1981, shows a bridge again in need of repair! After many collapsed walls this was the ultimate.

## A BRIDGE OF NECESSITY

The need for a road crossing over Dora Creek was under notice as early as 1907. Construction of a punt was out of the question because of the heavy cost of the upkeep. In 1910 a deputation was made to Mr Lee, Minister for Works by President Talbot and Councillor Russell of Lake Macquarie Shire and Mr Delasheur representing the Combined Progress Associations of the District. They argued for direct communication of the two sections of the community living each side of the creek for direct access in the form of a road bridge. There were 1,000 residents on one side of the creek and 120 on the other side. Children of some of the residents had to be rowed across the creek to attend school. To reach a destination at Dora Creek one and a half miles from Morisset, many miles had to be travelled via Cooranbong. Application had previously been made for a footbridge on behalf of pedestrian traffic. Cost of a new bridge was estimated at two to three thousand pounds.

Before WWII considerations were being made for the bridge but were delayed for over a decade. In 1958 a new rail bridge was built and due to the initiative of Dora Creek Progress Association President Tom Hopwood and members, the old bridge was converted to a long awaited road bridge. They submitted an application to the Railways Department for the preservation of the old rail bridge and for its use as a road bridge. Considerations were made by the Department regarding cost of demolition with a little return for the salvage of steel components etc., that culminated in the Progress Association paying one hundred pounds for payment of the bridge and donating it to the Lake Macquarie Shire Council who in turn paid the two thousand pounds for the laying of a cement surface. Dick Marshall, who with his father was in the Progress Association, provided this information.

The importance of this road bridge cannot be underestimated for commerce, business, communication and tourism. It also opened up the district for land sales when the coalmines and power stations were being established.



*Photo showing gap between the old bridge on the left, built in 1887, which converted to a road bridge in 1958 after the new rail bridge opened alongside upstream.*

## NATIONAL HIGHWAY WEST OF THE LAKE

In June 1978 Lake Macquarie City Council, then known as Lake Macquarie Municipal Council, discussed plans for 31 km of dual carriageway in the Newcastle corridor of the Sydney to Newcastle National Highway at a special meeting of Council. Discussions with land holders followed and of course an environmental impact statement was made. It was thought the 31 km of highway would cost \$50 million plus.

Mr Peter Duncan, Minister for Transport, advised that a start had been made with the Ourimbah section, Wyee to Main Road 217. He said the natural gas pipeline would run also on the western side of the lake and it would go in before the freeway.

It was proposed to have traffic join or leave the freeway at four interchanges.

The first was at Mandalong Road, west of Morisset, the second at Main Road 392, the third crossed Main Road 220 between Freeman's Water Hole and Toronto and the fourth at Barnsley. There were to be bridges or underpasses where roads were crossed. The Freeway would be dual carriageway with 90m-road reserve width between boundaries, and carriageways would be 30m apart.

What a huge undertaking this was. It cannot be underestimated the importance of the F3 Freeway to the township. The opening of the F3 Sydney to Newcastle Freeway linked Morisset to Hornsby within less than an hours driving time.



### F3 SYDNEY-NEWCASTLE FREEWAY WALLARAH CREEK TO MORISSET

OPENED BY

THE HON L.J. BRERETON, M.P.,  
N.S.W. MINISTER FOR PUBLIC WORKS  
& PORTS & MINISTER FOR ROADS.

AND THE HON PETER DUNCAN, M.P.,  
AUSTRALIAN MINISTER FOR LAND  
TRANSPORT & INFRASTRUCTURE SUPPORT.



ON

20 SEPTEMBER 1987







## THEY SERVED THEIR COUNTRY



Local names of those who served in WWI, WWII, Vietnam and Korea are enshrined on a plaque outside Morisset Country Club. Photo David Quick.



During the Second World War patriotism was as strong as in World War One. Photo above shows a group of Morisset Red Cross Members at the Morisset Memorial Hall 1940. They met regularly to pack parcels for the boys' abroad and for the needy in Britain. Photo Enid Spence.

## MORISSET REMEMBERS



Three smiling faces of Horace William Madden. Clockwise, with friend Jimmy Sternbeck, at home, and in uniform. Horace was known to friends and family as 'Joe' or 'Heck' and to his army mates as 'Slim'. As a lad his family had a dairy farm at Mandalong but Horace mainly lived with his Grandmother in Bridge Street near Morisset School. Classmates were Bernie Goodwin, Geoff Gambrill, Henry Rhodes, Hope Mullard and Jim Featherstone.

Horace was a happy carefree boy, full of fun, with a strong character that was to come to the fore during his cruel internment in a Prisoner of War Camp. Morisset remembers Horace with pride

Horace Madden received the highest honour awarded to any Australian Serviceman during the Korean War. The George Cross was awarded 1956



**AWARD OF THE GEORGE CROSS**  
**TO**  
**PRIVATE HORACE WILLIAM MADDEN**

Private Horace William Madden enlisted for services in World War II on 3rd July, 1942, at the age of 18 years and served in New Guinea, Bougainville, Morotai, and with the Occupation Force in Japan until May 1947. On 19th August, 1950 he re-enlisted for service with the Special Force in Korea and joined the 3rd Battalion, The Royal Australian Regiment in Korea in November 1950.

He was captured by Chinese Communist Forces on 24th April, 1951 during the action for which the President of the United States of America awarded the 3rd Battalion, The Royal Australian Regiment, and the Distinguished Unit Citation for extraordinary heroism and outstanding performance of duties in action near Kapyong. He was a signaller attached to Battalion Headquarters at the time and received concussion prior to capture.

Private Madden was held prisoner by the enemy until 6th November, 1951, when he died of malnutrition and the result of ill-treatment. During this period he openly resisted all enemy efforts to force him to collaborate, to such a degree that his name and example were widely known through the various groups of prisoners. Testimonials have been provided by officers and men from many units of the Commonwealth and Allied Forces which show that the heroism he displayed was quite outstanding.

Despite repeated beatings and many other forms of ill-treatment inflicted because of defiance to his captors, Private Madden remained cheerful and optimistic. Although deprived of food because of his behaviour, resulting in severe malnutrition, he was known to share his meagre supplies purchased from Koreans with other prisoners who were sick.

It would have been apparent to Private Madden that to pursue this course must eventually result in his death. This did not deter him, and for over six months, although becoming progressively weaker, he remained undaunted in his resistance. He would in no way co-operate with the enemy.

This gallant soldier's outstanding heroism was an inspiration  
to all his fellow prisoners.

## WE WILL REMEMBER

Slim Madden was captured on April 24, 1951 at the Battle of Kapyong, in Korea.



For his bravery the Queen awarded him posthumously the George Cross which was presented to his sister Peg Regan by the Governor Sir John Northcott in 1956.

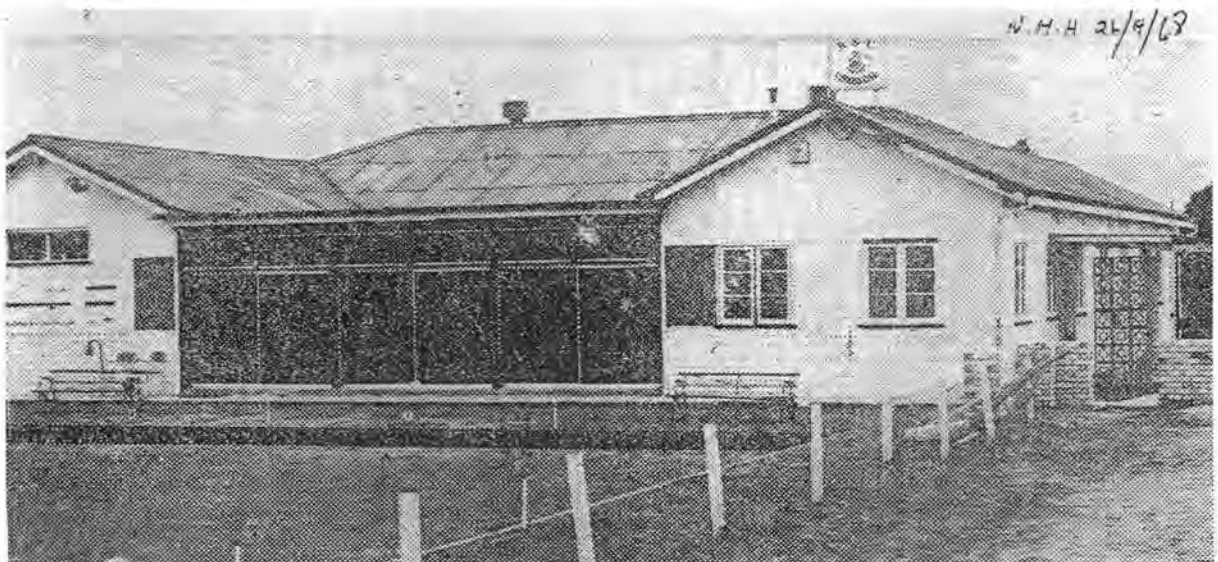


## EX-SERVICEMEN JOIN TOGETHER

After WWII Morisset Sub-Branch members gathered together and opened a clubroom at the rear of the Morisset Memorial Hall. It was here they played darts, cards and billiards, and from this group the Morisset RSL Memorial Club was formed with one hundred and twenty members. The atmosphere was congenial, beer was served, bought from the local hotel in keg form, and the comradeship grew, but local police put a stop to this practice as 'being outside the law'. As there was no liquor license the club closed in 1962. The need for a club for the ex-servicemen was still an issue and the Morisset RSL Club was formed with many of the members from the Morisset RSL Memorial Club. Dora Creek had an RSL Sub-Branch which became defunct in 1961 and their assets, and some of their members joined the Morisset Club which became known as the Morisset-Dora Creek RSL and Citizen's Club in October 1965. Land for a clubhouse and sporting complex was needed and the RSL Sub-Branch negotiated with the Department of Lands on behalf of the club, for a site in Dora Street, opposite Auston Oval, close to the Railway Line.

In about twelve months the Sub-Branch bought the site of about two acres, for one hundred and fifty pounds. Buildings at the Rathmines Air Base were available for sale and the Sub-Branch was able to buy three suitable buildings and they were transported to this site.

**AMALGAMATION OF CLUBS** — In 1964 Morisset Golf club was negotiating for 226 acres of land adjoining land now owned by Morisset RSL Club. At this point the two Clubs amalgamated. The RSL Club applied for a liquor license but the application was rejected on the grounds that Dora Creek already had a licensed club. An appeal was lodged and at the hearing before a full bench the license was granted on the condition the proposed bowling green be in playable condition before full registration would be granted. The granting of the license was tinged with bitterness because of the conditions imposed on the new club for a six year period, which was variously estimated to have cost the new club about one hundred and twenty thousand pounds over that six years. With voluntary labour ex-Rathmines Air Base buildings were erected within nine months to form the first clubhouse which was officially opened December, 1966



## THE BIG MOVE



*Two of the three buildings from Rathmines Air Base being transported through Dora Street in 1963. The three buildings became the first RSL clubhouse. Photo Doreen Frazer.*



*A happy day is celebrated! Bob Baker, Hope Mullard, David Ellis and Allan Wagstaff taste the beer at the opening of Morisset-Dora Creek RSL and Citizen's Club, Friday December 2 1966. Photo courtesy Ted Whyte.*

Greetings from the President and Committee of

## THE MORISSET R.S.L. & CITIZENS' CLUB



Scene at the Official Opening of Morisset R.S.L. Club, December, 1966.  
The Club now has a 6796 yard, 18 hole golf course and a first class bowling green.

### Club Board of Management

**President:** G. FRAZER.  
**Vice-Presidents:** E. SMITH  
W. BRACKEN  
**Secretary:** E. LYNDON.  
**Treasurer:** G. CRAPP

**Committee:** Messrs G. NAYLOR, W. IRWIN, C. LONERGAN,  
J. LENDON, E. WHYTE.

**Citizens' Representatives:** Messrs. W. CULLEN, D. WALPOLE  
J. JOHANSEN, G. MITCHELL.

*Photo above- the 14th Field Squad of the Royal Australian Engineers Catafalque Party of Four Sentries, Flag Raiser and NCO in charge. Included in the group of six are locals Merv Villis and Bob Baker.*

## GOOD MATES



*Griff Frazer and Sid (Dollar) Nash, drinking milk? Griff took over from Keith Manuel as President in 1962. He was heavily involved in the early foundation days. Sid was a well liked member and expert at 'playing the spoons'!*



*Elsie Hawkins, Jack Henderson, Enid Spence and Doreen Thompson enjoying a Friday night at the friendly little Morisset RSL Club 1969. Photo Enid Spence.*



# *Greetings* From the President and Committee of the *Morisset R-S-L And Citizens Club*



EXECUTIVE AND COMMITTEE..... 1971. PATRONS - MESSRS. H.JENSEN M.L.A.; R.KEMP, F. BASSETT, H.SIMS.... PRESIDENT - G.FRASER J.P.; VICE PRESIDENTS - E.SMITH (SENIOR), C. LONERGAN, J.P.; SECRETARY - E.LYNDON; TREASURER - G.DIXON; COMMITTEE - SUB-BRANCH REPRESENTATIVES - J.NAYLOR, E.WHYTE, J.LENDON, C.CROOKS. CITIZENS REPRESENTATIVES - D.WALPOLE, G.MITCHELL, A.WILLIAMS, W.CULLEN.....



THE CLUB THAT CATERS FOR SOCIAL ACTIVITIES, GOLF, BOWLS, SNOOKER, DARTS, INDOOR BOWLS AND SPONSORS LOCAL JUNIOR SOCCER. PICTURED ABOVE ARE (STANDING) FROM LEFT... JOHN STREATER (GOLF JUNIOR CHAMPION); EDDIE SMITH (GOLF CLUB CAPTAIN); HOPE MULLARD (GOLF CLUB PRESIDENT); GRIFF FRASER (R.S.L. CLUB PRESIDENT); TED LYNDON (R.S.L. CLUB SECRETARY); BILL FITZSIMMONS (BOWLS CLUB PRESIDENT); CHARLIE LONG (BOWLS CLUB SECRETARY)... SEATED, SECOND ROW FAR LEFT... B.SEDGWICK (JUNIOR GOLF CHAMPION RUNNER-UP); SEATED SECOND ROW FAR RIGHT... CARL ROSS (JUNIOR SOCCER CLUB PRESIDENT); SEATED FRONT ROW FAR LEFT... NEVILLE STEWART (JUNIOR SOCCER CLUB MANAGER-COACH); SEATED FRONT ROW FAR RIGHT... JIM REEVES (JUNIOR SOCCER CLUB COACH). ALSO MEMBERS OF THE SOUTHLAKES UNITED (NOW MORISSET UNITED) UNDER 13 SOCCER TEAM, UNDEFEATED PREMIERS AND FINAL WINNERS, (BACK ROW)... DANIEL FRADGLEY, MATHEW STEWART, NEIL STANMORE, GRAHAM BENNETTS, PETER GILBERT, WAYNE WILKINSON. (FRONT ROW)... TOM HENSHAW, WAYNE WILCOCK, ALFRED PLANT, LLOYD CROOK, WAYNE COOPER, GARY CURTIS.....

1971

Calendars courtesy Charlie Lonergan.

## ANZAC DAY MARCH TO THE RSL CLUB 1970.



*R-L, Commander Moore leading the march. David Jones, Eddie Smith and Hope Mullard with the flags. Victor Cairney, Griff Frazer, Bill Gray, Charlie Lonergan, John Lendon, Ted Whyte, Charlie Fitzsimmons.*

## ANZAC DAY COMRADESHIP



*L-R back row, Fred Bassett, Griff Frazer, Bob Kemp, Dick Armstrong, Mr Pringle, Commander Moore, Vance Drummond. L-R front row, Ted Lyndon, Jack Naylor, Chas Bowen, Ted Whyte, at the old clubhouse, early 1970's.*



Anzac Day 1965. A crowd gathers in Dora Street, Morisset for the Anzac Day Service. Previously commemorations were held on a Sunday night delivered by Ministers of the local Churches. When Keith Manuel became President of the Morisset RSL Sub-Branch he organised services to be held on Anzac Day itself. Sub-Branch member, Bill Bracken organised the Anzac Day march. The first of these marches started at the Shell Garage with David Chillcott, local Police Constable acting as Marshall. The Avondale Band always lead the march to the RSL Club. With the passing of time the Diggers have been given a shorter march which now starts at Morisset Railway Station.

Below, 101 year old Albert Tull, one of Australia's last surviving WWI veterans leading the Anzac Day March, assisted by Robert Villis 1998. Photo Harry Buckley.



## SPECIAL OCCASION FOR AN OLD DIGGER



Albert Thomas Tull celebrating his birthday of 101 years, with committee members of Morisset RSL Sub- Branch. L-R, Treasurer Len Denton, Vice President Jack Thornley, President Harry Buckley, Vice President Ted Whyte, 1998.

Albert Tull, son of a bush carpenter, was born in the Hunter Region of New South Wales in 1896. He enlisted in WWI into the 3rd Battalion, 1st Division of the Australian Army, serving in the battlefields of France, in the Battle of the Somme and also at Polygon Wood where over 7,000 Australians lost their lives. He believed himself very lucky to have survived and spoke out about the absolute futility of war.

Albert was an Honorary Life Member of Morisset and Dora Creek RSL Sub-Branch.

Albert Thomas Tull died in 1998 and was honoured by Morisset RSL Sub-Branch in a Military escorted funeral from Bethsham Church to Wyee Cemetery.

Below, A crowd gathers for the Anzac Day Service at Morisset Country Club 2002.





## LONG TIME SERVICE

Harry Buckley was born in New Britain, Rabaul, 1926. He attended St Theresa School in Chinatown and later St Josephs School in Rabaul. Influenced and helped by Sister Berenice Twohill, a Sacred Heart Teacher of Australia, he gained his leaving certificate at age 14 and then joined the Merchant Navy. In 1942 during WWII his ship was badly straffed and became unseaworthy. Harry was discharged in Australia and served two years in Government Services in the Civilian Construction Corp. After the war he joined the Australian Regular Army and on retirement had 30 years continuous Military Service and 16 medals and badges to his credit.

Harry became an active member of Morisset and Dora Creek RSL Sub-Branch in 1979. He was on committee for four years and President for eleven years. He became a Life Member in 1991 and was Vice President of the RSL Hunter Valley District Council for eight years serving two years as President in the mid 1990's. Director of Morisset RSL Country Club for eight years and Chairman for two years, Harry, ably supported by his wife Myra, is a very dedicated Sub-Branch identity.



*Kelly Hoare MP presenting Harry Buckley, President Morisset RSL Sub-Branch with three special certificates of Service for WWII, Malaya and South Vietnam.*

## MORISSET AND DORA CREEK RSL WOMEN'S AUXILIARY

November 6, 1961 was the date of the inaugural meeting for the Auxiliary.

Names that come to mind in those early days, Mesdames Faulkner, Rhodes, Kemp, Riding, Bowen, Bracken, Armstrong, Seip, Ashwin and Owen.

Meetings were held in the annex of the Morisset Memorial Hall. Mrs Anne Bracken was a foundation member and Hon Secretary for seventeen years. I myself am now the only foundation member of the Auxiliary and although no longer a working member, I am proud to be associated with all the dedicated members. They work tirelessly on Anzac Day and throughout the year, organising bus trips, fashion shows and raising monies for the Morisset RSL League and other worthy causes. Photo below, long time member and Vice President Phyl Armstrong, Treasurer Rae Evans, President Dulcie Martin, Secretary Edith Craven, Shirley Smith, and Trish Brodie Patroness (now deceased) 1999.



*Morisset Women's Auxiliary members and Committee, 2000. Back row L-R, Denise Illic, Edith Craven, Dulcie Martin, Shirley Foley. Front, Pam Thornley, June Drew, Val Fitzpatrick, Phyl Armstrong, and Rae Evans. Certificates of Appreciation were given to Val Fitzpatrick and June Drew from State Headquarters and for Pam Thornley, a certificate of Appreciation from Morisset Sub-Branch. Photos E Craven.*

## A NEW HOME FOR THE SUB-BRANCH



*The Uniting Church and Church Hall building in Bridge Street, Morisset 2002.*



*The Uniting Church and Church Hall were purchased by Morisset RSL Sub-Branch 1999. Group Photo- L-R, Hunter Valley District Council President, Cliff Savage (OAM) Secretary Joe Holmes, RSL State President Rusty Priest, Morisset Sub-Branch President Harry Buckley, Hunter Valley Sub-Branch President, Darren Macmanus Smith, Hon Sub-Branch Secretary Lee Bates, Womens Auxiliary State Councilor for Newcastle and Morisset Sub-Branch Treasurer Cynthia Slade, Photo taken in the round building, now the home of the Sub-Branch which displays Life Member's photos and memorabilia.*

## MORISSET RSL WOMEN'S BOWLING CLUB

Mrs Daphne Lambert was approached by the late Denny Pursehouse and Ted McMullen to form a Ladies Bowling Club in 1962. The RSL Club President at the time was Griff Frazer and along with Ted Lyndon and Bill Gray they all agreed with the proposal. Proceedings were started with the Secretary of Newcastle District Bowling Association, Mrs Bloss Dwyer. With her help and the support of the President, Mrs A Young and Treasurer Miss C Warhurst, registration at Sydney R B Association was secured.

Twelve was the number required to obtain affiliation and these ladies had gathered twenty-seven interested members. The first meeting was held in the annex of the Morisset Memorial Hall. The Inaugural Meeting was held in March 1963 with twenty-one ladies attending.

Foundation members were Mesdames M Steel, M Ryan, D Thompson, H Fitzsimmons, D Bell, D Goodwin, B Young, R Marvel, A Bracken, E Bell, P Bowen, E Quill, J Henshaw, P Armstrong, D Hill, K Malone, K Foreman, D Williams, C Brazel, D Armstrong, D Lambert, D Heaton.

The meeting was addressed by Club President Griff Frazer re the rules and constitution of the RSL which were adopted and the election of officers took place. President D Lambert, Secretary M Ryan, Treasurer M Steel.

Affiliation was granted by the RNSWWB Association in December 1963, this group then being proud members of the Morisset-Dora Creek RSL and Citizens Club. (Morisset RSL Country Club, and now Morisset Country Club). The Bowling Section hold many special days and have had high praise for the continuing hospitality shown to visitors. Photo and information courtesy Foundation President and Life Member Daphne Lambert, courtesy Barbara Wagstaff.



*Life Members L-R, Muriel Ryan, Marie Dewhurst, Daphne Heaton, Daphne Lambert with Gloria Pritchard, District Singles Champion for 1987.*

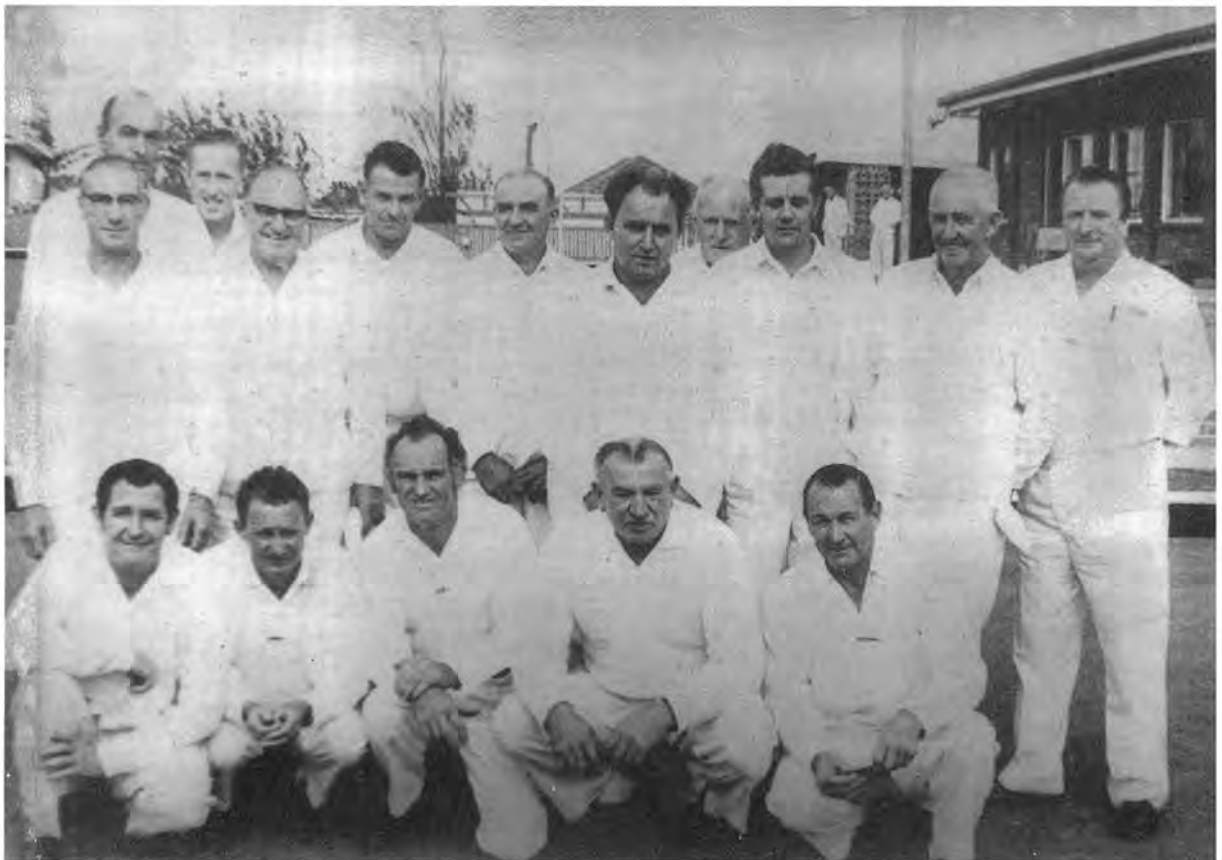


## LIFE MEMBER CHARLIE LONERGAN

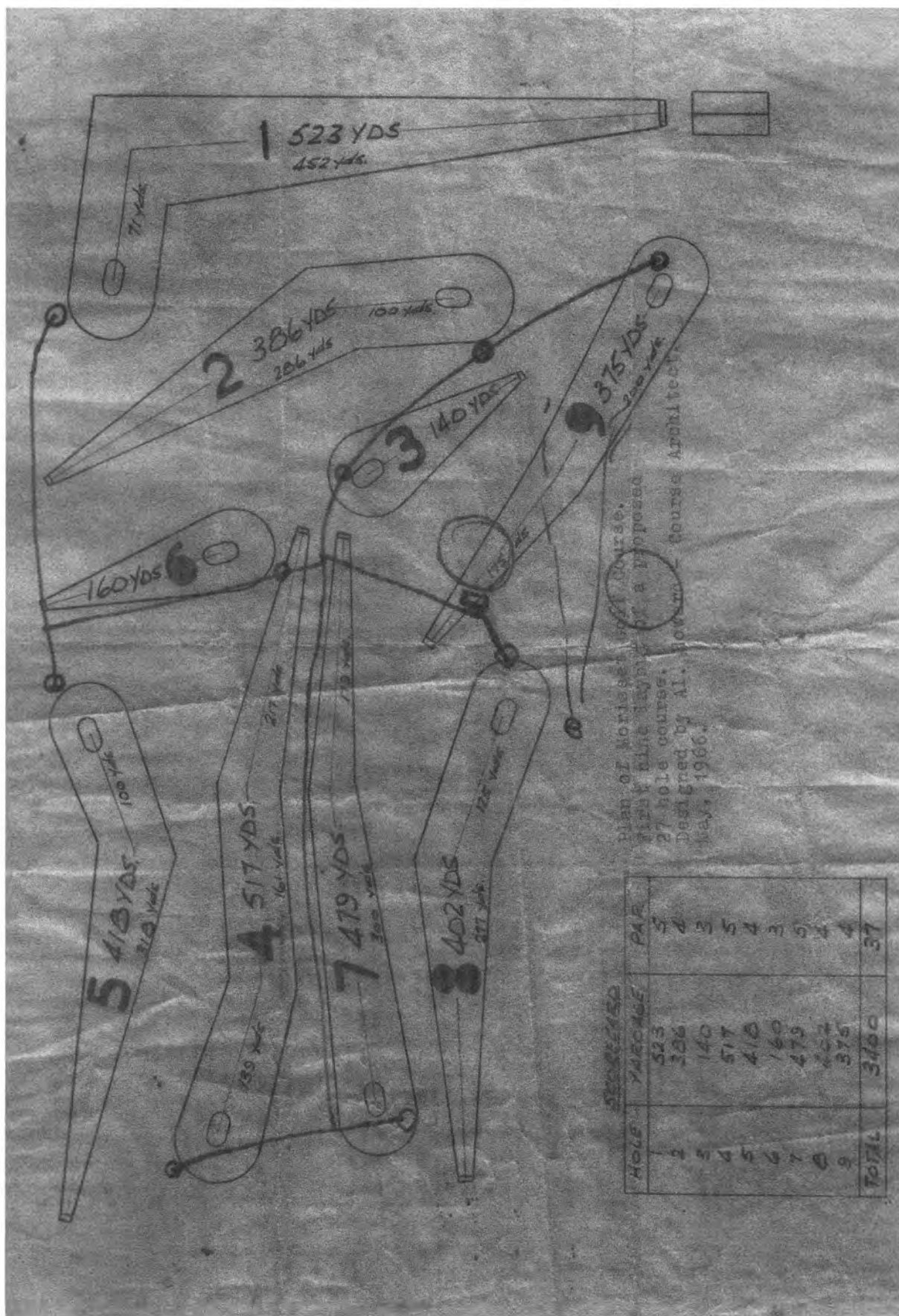
Charlie Lonergan served in the 2/7th Commando Squadron in WWII from July 1942 to the end of the war in 1945. New Guinea was the area chosen for this special unit, the first to be outfitted in jungle greens and the first complete unit to fly out to New Guinea after three months intensive training. Charlie was in the Engineer Section and in dense wild country they built bridges and repaired and prepared lines of communication under intense fighting conditions. Charlie became a full member of Morisset RSL Sub-Branch in 1962. He served as President of Morisset RSL Country Club for fourteen years and a member of the Board of Directors for nineteen years. For the many years he devoted to Morisset Bowling Club he received Life Membership.



## WINNERS BOWLS NO 6 PENNANT TEAM 1970-71



*Back Row L-R, L Hillier, A Stewart, N Way, C Rowland, C Berginey, C Deaves, R Deaves, G McMullen, G Powers, A Hawkins, E Mepstead. Front, G Dixon, C Long, R Fitzsimmons, E Heaton, W Fitsimmons. Country Club Photo.*



Plan of Morisset 9 hole Golf Course by Architect Al Howard, May 1966.

## MORISSET RSL GOLF CLUB AND GOLF COURSE

*At the Morisset Hospital about 1932, doctors formed up a few holes within the grounds but interest in the project lapsed. A few sporadic attempts were made over the years until 1962 when a group was formed exclusively of hospital employees. They were successful in obtaining the transfer from the Hospital to the Lands Board of an area Section 481 consisting of 226 acres, which is the site of the present golf course. This group struggled to raise a license and in 1964 they approached the RSL Sub-Branch to seek amalgamation. It was decided after some discussion, for the RSL Sub-Branch to take over the land and form a golf club which would be a sub-section of the RSL Club. This was done and the constitution of the new section adopted in December, 1964. Approval for the transfer of the land came through in 1965 and clearing of the land began. Six temporary holes were brought into play prior to the RSL Club appeal for a license late in 1965. The effort to get the license failed as the golf section had not been part of the original application. Golf course architect Al Howard was approached by Hope Mullard to design the layout. The present course bears witness to the excellent job done by Mr Howard. With the help of a host of volunteers and the usual hard-working core, play on the temporary greens on the first nine holes took place 10.3.1968.*

*An Official Opening in 1970 was performed by the President of the NSW Golf Association and President of the Australian Golf Union, Mr Les Graham. Present, Harry Jensen, MLA, Keith Smith, Shire President, Arthur Mollett, President, BWDGA.*

*During 1972 underscrubbing of the land for the second nine holes was started and the plan for the layout again produced by Al Howard. At this stage it was proposed to bring the holes into play, three at a time to match our purse. However just as the clearing of the nine holes was completed a 'Red Scheme' grant of almost \$91,000 was obtained. Supervised by Frank Ryan, this grant allowed play to start on the full eighteen holes. From Hope Mullard's Golf Records.(President for nineteen years.).*

AUSTRALIAN POST OFFICE		Office Date Stamp
<b>TELEGRAM</b>		
TX 42. 0 NCAB299 72-1	1276	
1. NCAB299 CANBERRA ACT 54/52 4P		
MR R RYAN SECTY MORISSET DORA CK RSL MORISSET NSW.		
HAPPY TO ADVISE YOU AND MEMBERS THAT PROJECT NUMBER 3204 EXTENDS YOUR GOLF COURSE FROM 9 TO 18 HOLES ESTIMATED TOTAL COST \$99058 <del>IN</del> AMOUNT OF AUSTRALIAN GOVERNMENT ASSISTANCE \$90678 TO EMPLOY 16 UNEMPLOYED WORKERS FOR 26 WEEKS REGARDS		
BERT JAMES MEMBER FOR HUNTER		
4.35P JB		

## A DAM NEARS COMPLETION



*Eddie Smith Treasurer of Morisset Golf Club, with President Hope Mullard and Hope's daughter Louise, inspecting the construction of the third dam 1974.*



## GOLF COURSE AERIAL VIEW 1966



Late 1968 saw the building of the first dam, and Golf Architect Al Howard was called in to give guidance to shaping the greens. Members and their wives were busy laying the pipes for the drainage and shovelling the soil to a depth of 12" over the pipes. Such was the enthusiasm engendered that by October 1969 the Club employed Paul Sharp as greenkeeper, and the first competition on grass greens was held just seven weeks later. A second dam was constructed in late 1970 and multiple draining systems were installed, rough cleaned out, fairways topdressed, trees planted, all with a most heartening result. 1971 saw the appointment of an apprentice greenkeeper and a considerable increase in playing members. Paul Sharp and Gary Jones looked after the greens and course, and members who had previously been mowing fairways and doing a multitude of tasks, now found time to play. During these three years membership increased by over 400% and our first club professional, Bruce Donaldson was installed. Credit must be given to the RSL Club, League, Golf Committee, and to the Members and Associates for such solid growth to have occurred.

## MORISSET GOLF ASSOCIATES

Charter President was Alice Redwin and the first serving committee members were Ellen Rae, Mary Pryde, Beryl Mullard, Mel Knight, Jan Meletios, Miriam Mullard and Peg Mascord. Foundation members, Peg Rouse, Joan Livingstone, Joan Gough, M Black, and Norma Smith. First Ladies Golf Day July 11, 1968. First competition October 21, 1969.

In an interview with NSW Golf following the opening of the Golf Club February 22, 1970 Hope Mullard paid tribute to the work of the Associates. *Without their backing this project could never have proceeded.* Golf Associates numbered 45 at the time. Thirty-two years on, they have gone from strength to strength. The membership numbers and first class management by the Associates Golf Committee, assures a good future for women's golf at Morisset.

Photo below, Ellen Rae has been part of the Morisset Golf Associate's history since it's inception. She is a Life Member of the Golf Associates and Morisset Country Club, it's President, and is on the Board of Directors. Ellen is also Manager of Morisset Pharmacy and a keen golfer and past Club Champion. Ellen, born in Dora Creek, attended Dora Creek and Morisset Schools and has spent all her working life in Morisset. She has devoted many years to her chosen avenues of expertise, to the benefit of all. Photo Morisset Country Club.



Photo above, Marion Baldwin (Mullard) Golf Champion of Champions winner in 1993 and 1994. Marion has over the years won many Club Championships and district events.

### ***Do you remember?***

When the water diviners came with wire rods and willow sticks and found a bore on the 18th and springs on the 1st and 9th fairways? Remember Alf Norman ? Alf, with his bushy beard and cap and his trusty old blue cattle dog was a fixture in his little humpy where the 9th fairway is today. He sorely needed a bath, but his water was strictly for drinking. It is said he used the tops of gumboots over his sandshoes to prevent snake bites.

## LIFE MEMBERS

To be awarded a Life Membership one has to earn that privilege and to all the Life Members listed below, great deeds have been done to receive the honours bestowed.

LIFE MEMBERS OF MORISSET RSL SUB-BRANCH — G Frazer, R J Armstrong, E Whyte, C Lonergan, H Mullard, E Lyndon, M Evans, J Thornley, H Buckley.

LIFE MEMBERS RSL WOMENS AUXILIARY — May Bentley, Anne Bracken, Maizie Ashwin, Edith Craven.

LIFE MEMBERS MORISSET RSL COUNTRY CLUB — G Frazer, E Lyndon, E Smith, A (Dan) Ryan, H Mullard, A Hawkins, J Lendon, C Lonergan, J Naylor, N Stevens, K Gavenlock, Mrs E Rae.

LIFE MEMBERS MORISSET GOLF CLUB — Hope Mullard, Eddie Smith, Jim Meletios, Keith Gavenlock, Leo Naylor, Neil Gilbert, Mick Styles, Robert Semmens, Lawrence Sansom, Raymond Short, Bob Robards, Alan Walker, Barry Ewert.

LIFE MEMBERS MORISSET GOLF ASSOCIATES — Ellen Rae, Rita Sansom, Adella Wilcock, Jane Milne.

LIFE MEMBERS MORISSET BOWLING CLUB — C Lonergan, J Pearson, F Young, K Blay.

LIFE MEMBERS MORISSET WOMENS BOWLING CLUB — Muriel Ryan, Marie Dewhurst, Daphne Heaton, Daphne Lambert.

## A UNIQUE ACHIEVEMENT

A total of four life memberships were awarded to Hope Mullard. Hope became an active member of Morisset RSL Sub-Branch in 1946 and served on many of the club's committees. A grove of nineteen trees were planted on the ninth fairway to commemorate his time as president.

President of Morisset Golf Club 1965–1984.

Life Member RSL Sub-Branch 1970.

Life Member Morisset RSL Golf Club 1971.

Life Member Morisset RSL Country Club 1974.

Life Member Brisbane Water District Golf Ass. 1982.



## A NEW CLUBHOUSE

The population of Morisset in the 1970's continued to grow, and the membership of Morisset RSL Club grew also at a strong pace. The need for a larger clubhouse to keep pace with the growing population of the district was considered and plans were drawn up for the colonial style two storey building which would become the new Morisset RSL Country Club. The impressive clubhouse premises were opened in 1983, built on about one hectare of land, surrounded by more than one hundred hectares of property. The magnificent golf course and the two bowling greens fulfilled the role of a sporting club as well as a social club, and all members were catered for. Snooker, billiards and darts were well patronised by members as were the dining areas, auditorium and other facilities.

A shock announcement in 1989 seemed unbelievable, with the newspaper headline 'Receivers in at Morisset RSL'. The club had been able to pay the interest on the loan of \$1.6 million. The new random breath testing laws along with huge bank interest rates of 22% on loans at the time, plus added overhead expenses contributed to financial problems. It was said after the event that the State Bank should have let the club trade out of it's financial difficulties, which is what sometimes happened in these situations. It was argued that due consideration should be given to the fact that local volunteer work contributed greatly in the formation of the club, golf course and bowling greens. The grant from the RED Scheme had helped construct the second nine holes of the eighteen-hole golf course and this also should have been taken in to legal consideration. A third question was why there was only one tenderer, when the RSL Country Club was highly advertised for sale.

In March 1989 a developer, Barwar Holdings Pty Ltd, paid \$3.5 million for the property. An offer had been received to allow the Club and it's sub-sections to operate as normal for at least three years. Mr Charlie Lonergan, Board Chairman at the time, said the main consideration was to keep the Club operational for it's members and that all future dealings would be controlled by the RSL Headquarters of NSW. Five months later it was up for sale again and Mr George Drysdale made the successful bid of \$6.25 million for the Morisset RSL Country Club.

A huge price difference indeed. Information showed Mr Drysdale was Scottish born, and an ex Air Force Squadron Leader, who came to Australia in 1951. He was semi retired and his business was in Minerals and Metals. Mr Drysdale came to an agreement with the Directors of the Club regarding the lease. He was quoted as being solely independent, and the acquisition was a business proposition and with the lease the name of the Club could remain the same.

In 2000 Morisset Country Club relinquished the RSL connection in the Club name.

Photo below, the clubhouse on completion in 1983.





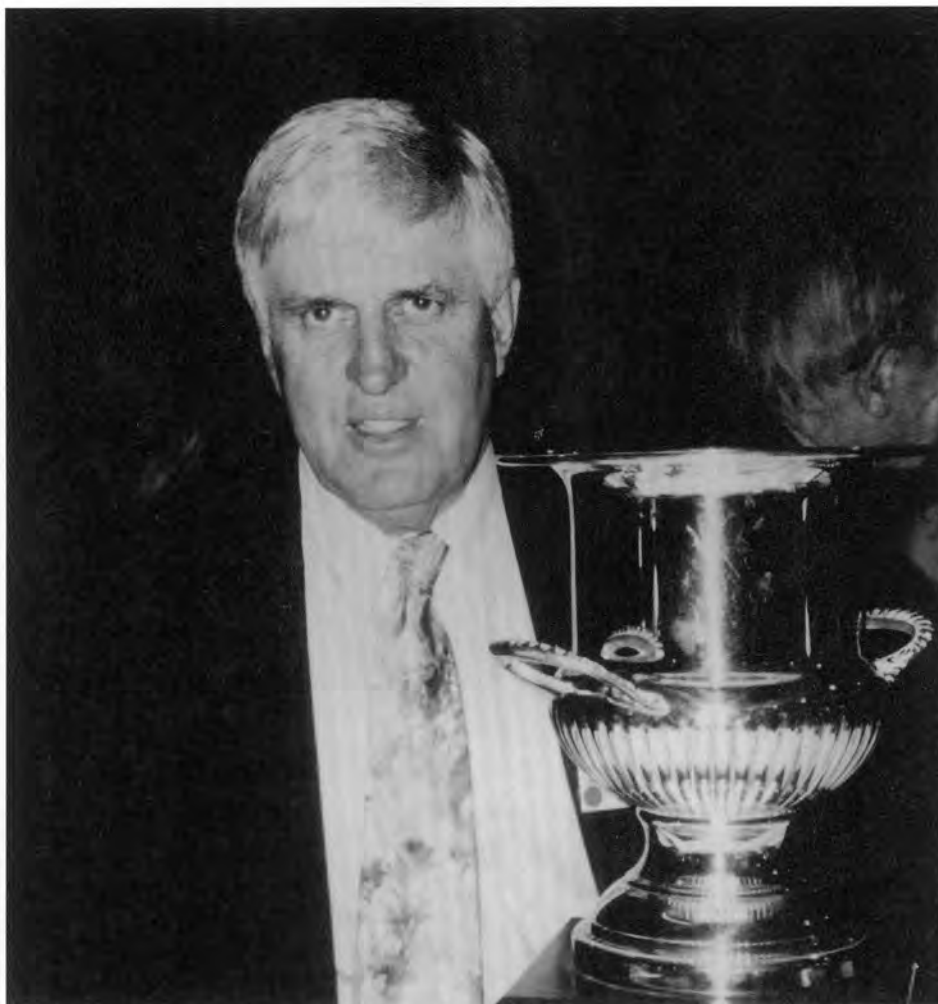
## EVENTS IN REVIEW

- 1946 Morisset RSL Sub-Branch active after the end of WWII.
- 1952 Application for Clubhouse land rejected.
- 1956 Proposed 21/4 acres between Dora Street and Railway.
- 1955 Discussions on forming an RSL Club.
- 1959 Land considered at the rear of Morisset Police Station.
- 1959 Formation of Morisset RSL Memorial Club.
- 1961 Formation of Morisset RSL Women's Auxiliary.
- 1962 Closure Morisset RSL Memorial Club.
- 1963 Formation of Morisset RSL Women's Bowling Club.
- 1964 Amalgamation of Morisset Golf Club and Morisset RSL Club.
- 1964 Golf Club Constitution formed.
- 1964 Formation Morisset RSL Bowling Club.
- 1965 Formation of Morisset and Dora Creek RSL and Citizens Club.
- 1965 RSL Sub-Branch obtains 2 acres of land near railway.
- 1965 Clearing of land begins.
- 1965 RSL Sub-Branch buys buildings from Rathmines Air Base.
- 1966 Opening Morisset and Dora Creek RSL and Citizens Clubhouse.
- 1968 Golf Course opens play on first nine holes.
- 1968 Formation of Morisset RSL Golf Associates.
- 1970 Official opening of Morisset Golf Course.
- 1972 Morisset RSL and Country Club incorporated.
- 1975 Application successful for RED Scheme grant.
- 1976 First competition on completed 18 holes.
- 1983 New Morisset RSL Country Clubhouse opened.
- 1983 Old Clubhouse transferred to Wyong Tennis Club.
- 1989 Trading problems at Morisset Club - receivers brought in.
- 1989 Barwar Holdings buys Club and property - allows leasing agreement.
- 1989 Club and property resold to Mr George Drysdale - leasing agreement.
- 2000 Name change to Morisset Country Club.
- 2001 Morisset Country Club leasing from Mr G. Drysdale.
- 2002 Members total 2,905.



*Clubhouse with additions and landscaping*

## CHAMPION LEFT HANDER



### *Achievements of Golf Champion Barry Ewert in Left Handed Championships*

Australian Open Winner 1976, 1996. Runner up 1975, 1977.

Australian Seniors Winner 1995, 1996, 1997. Runner up 1998.

New Zealand Seniors Winner 1997, 1998. Runner up 1999.

World Seniors Winner 1997. Runner up 1998

Barry Ewert was born in 1936 at Bairnsdale, Victoria and commenced school at Bruthen where his father was Postmaster. He attended Queanbeyan Primary School, Goulburn High School and then Wagga Wagga Teachers College. Barry commenced his teaching career in 1955 at Barham Central, then Teacher in Charge at Maude, Mundiwa North, Carrathool and then Assistant Principal at Trangie Central. He became Principal at Burren Junction, Stockinbingal, Myuna Bay Sport and Recreation Centre and Fassifern. He retired in 1993 and became a casual teacher at various schools in the district after building a home in Dora Creek.

Barry is married with four daughters and has a love of all sports and athletics.

## A GOLDEN SWING



Louise Mullard represented Australia in Great Britain 1984.  
Represented NSW Juniors at age 14–16 years and NSW Seniors at age 16–20 years.  
Represented NSW in New Zealand for six years.  
Winner of the Queensland Open Ladies Golf Championship 1983.  
Australian Junior Champion winning the title in 1983 and 1985.  
Professional from 1985–1995 touring Great Britain, Europe and Japan.  
Louise is now happily married to Lochlan Walker, with a two-year-old son Jacob.

## ALL ROUND ATHLETE

Anthony France an outstanding local athlete. He attended St John Vianney Primary School 1971–77 and Morisset High 1978–84. He was age Champion every year from 5–17 years. A member of Morisset District and Wallsend Athletic Clubs, he specialised in Decathlon, which includes 10 events. The 100m sprint, long jump, short put, high jump, 400m, 110m hurdles, discus, pole vault, javelin and 1500m.

In 1985 Anthony won the gold medal in U/18 Australian Decathlon Championships.

He continued in Open Division for many years, doing well and winning medals. He toured Canada and New Zealand on behalf of the Wallsend Athletic Club and was also an excellent soccer player. Anthony had to take a break from athletics due to injury. He is now married with two sons and hopes to compete later in Veteran's Athletics. Great action shots of Anthony, an all round athlete.





## CRICKET CAREER FOR ROBERT (DUTCHY) HOLLAND

Right Arm Leg Spinner and Right Hand Batsman

### FIRST CLASS CRICKET

Robert Holland was first selected for the NSW Sheffield Shield Team in 1978/79 at the age of 32. In 1984/85 he became the season's leading wicket-taker and gained selection in the Australian Test Team to play the mighty West Indies Team. In the final match of the series at the SCG, he returned figures of 6/54 and 4/90 to help Australia win the Test. Selection in the 1985 Ashes Tour of England followed and a haul of 5/68 at Lords helped Australia win the Second Test. Back home in Australia in 1985/86 he secured another 10 wicket haul against New Zealand in the third test.

Holland retired from the NSW Team in 1986/87. At the age of 40 he played the next season with Wellington in New Zealand before retiring from First Class Cricket.



#### **First Class Record**

95 Matches 706 runs at 9.67 with one score of 50.

316 wickets at 31.16.

Best 9/83 v South Australia.

54 catches.

Tests: 11 Matches, 35 runs at 3.18. 34 wickets at 39.76. Best 6/54 v West Indies. 5 catches.

One Day Internationals: 2 matches. Did not bat. 2 wickets at 49.50. Best 2/49 v England.

Holland is remembered for scoring five consecutive Test ducks. This feat remained a record to 2001. It was recently equalled by an Indian Test player.

*His bowling harnesses the arts of wrist-spin with seductive flight, disciplined length and variety of leg spin, top spin and an under used wrong'un. He reminded Australian cricket of a heritage it was in danger of losing.* A-Z of Australian Test Cricketers.

## A WINNING TEAM



*Gail Hunter (Powell) Australian Junior Show Jumping Champion 1982.*

Gail went on to win two other Australian Championships and was the recipient of the Queen Elizabeth Silver Jubilee Award. Represented Australia in 1996 and 1999 winning both events with her beloved horse Yabba Dabba Doo.

Gail set up a small equestrian centre at Morisset where she has been training and selling International and World Cup Competitors. She has been on the Olympic Training Squads for LA and Atlanta and also Sydney.

Gail has won world cups and recently was presented with a Silver Medal from the Federation Equestre Internationale for her achievement in World Cup Showjumping. Quite a record to be proud of and for Morisset to acknowledge! Photo David Quick.



### “THE CHAMPIONS”



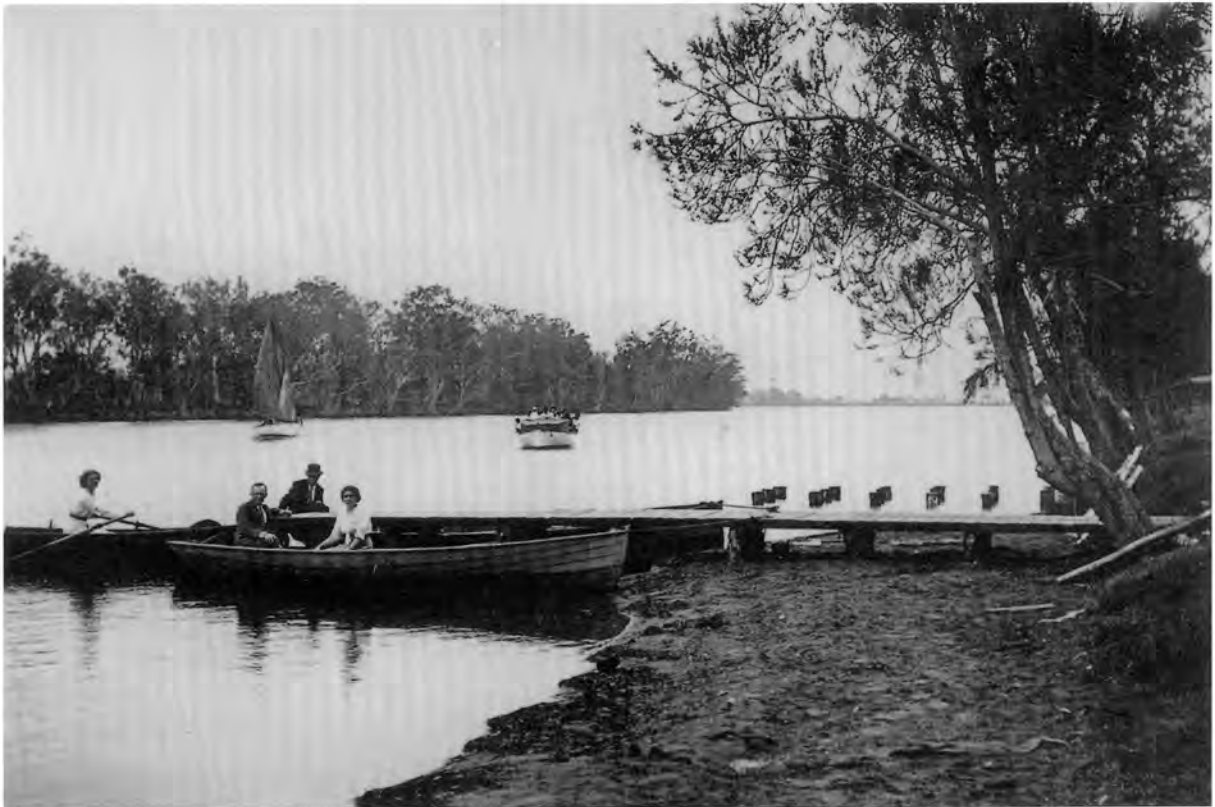
This talented group of seven spinners and knitters, and one shearer, won the International Back to Back Wool Challenge 2000. Back row L-R, Yvonne Pye, Mark Burnard, Gillian Mould, Geraldine McCulloch, Helene Taylor, Annette Stuckey. Front row - Jean Piddington, Noni Marsden. They are Morisset Crafty Crafters.

The team's challenge — from a live sheep, the shearer starts to clip with blade shears and the second the fleece is cut, it is transformed into wool by the spinners and then knitted into a jumper to specific specifications and has to be finished within 8 hours. This team completed this task in 6 hours, 17 minutes, 19 seconds. A mighty effort!

It was the first time the Silver Shears Trophy had left Britain in the 200-year event.



*A flock of fleecy sheep in their Holeproof red socks, making their way to the 'Festival of the Fleeces' at Merriwa 10.6.2000. The winning of the Back to Back Challenge was a great promotion for Australian wool and for Cancer Research.*

**DORA CREEK**

*Thick trees line the banks of the waterway in this tranquil scene of Dora Creek around 1900.*

*Photo below, an early form of dredging, a sand pump on the creek in 1910.*





## CHAPTER 14

# Across the Creek

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*People rowed their boats up Dora Creek  
to attend Mass at Cooranbong, in the early days.*



Dora Creek has always had an assortment of boats on it's waterway.

This photo taken in the early 1900's captures a steam ferry ploughing it's way to the mouth of the creek as it flows into Lake Macquarie.

## BRIDGING THE DIVIDE



*The Bridge across Dora Creek is perhaps the finest on the section between Gosford and Hamilton and Mr Henry the sub-contractor is just on the eve of completing his anxious task and practical experts in iron bridgework affirm that Mr Henry is a man who thoroughly knows his business. Dora Creek Bridge is built on cylinders and precisely similar in pattern to the one at Cockle Creek. Mr Lynch had the contract for sinking the cylinders here and met with some difficulties on account of the quicksand to get through. There were innumerable threatened lawsuits over this bridge, which like so many factors in civilisation have been frequently denounced by a few, although the majority are the gainers. The alleged fault attached to the Dora Creek Bridge is that the space between the water and the girders is not sufficient to allow timber laden schooners to pass down the creek into Lake Macquarie and hence to the open sea. (NMH 6.4.1887)*

## IRON HORSE



Looking proud and important, rail personnel aboard the Amos and Co locomotive *Murrumbidgee* near Dora Creek Bridge March 14 1887. The single line section of the line from Wyong to Awaba was constructed by Amos and Co. using the *Murrumbidgee* and the tank engine *Terrible*.

*This bridge is undoubtedly one of the best of it's kind in the colony. This is a magnificent structure. The work throughout is both substantial and elegant. The roadway contains a double line of rail and nine months were occupied in sinking the cylinders and about five months in erecting the superstructure. (NMH. 1887).*

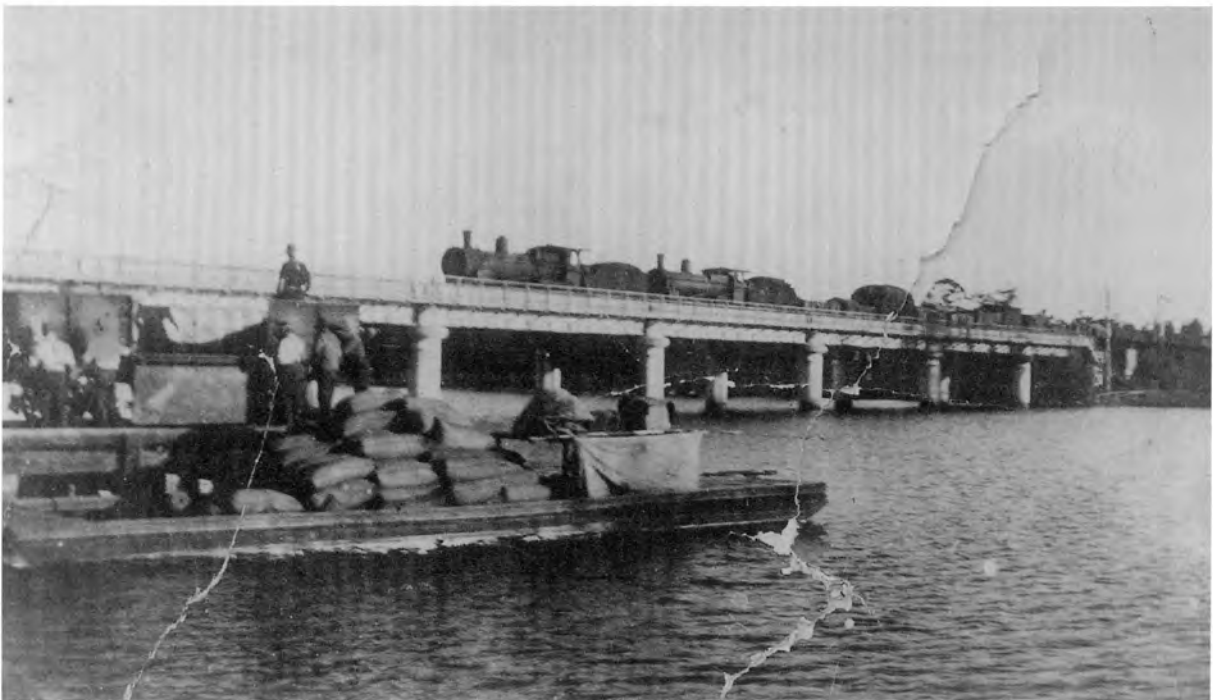
The event of the railway brought stability to the village of Newport. Timber could be transported by rail and it created an outlet for the fishing industry. Some of the workers who helped build the rail link stayed and settled with their families.

## A SPECIAL DAY



*The opening of Dora Creek Railway Bridge, August 15 1889 was a great cause for excitement and celebrations. The bridge consisted of seven 60ft-plate iron spans.*

*A busy waterway has railway connections. A barge off-loading on the Dora Creek wharf. Two locomotives heading a freight train on the bridge c1910.*





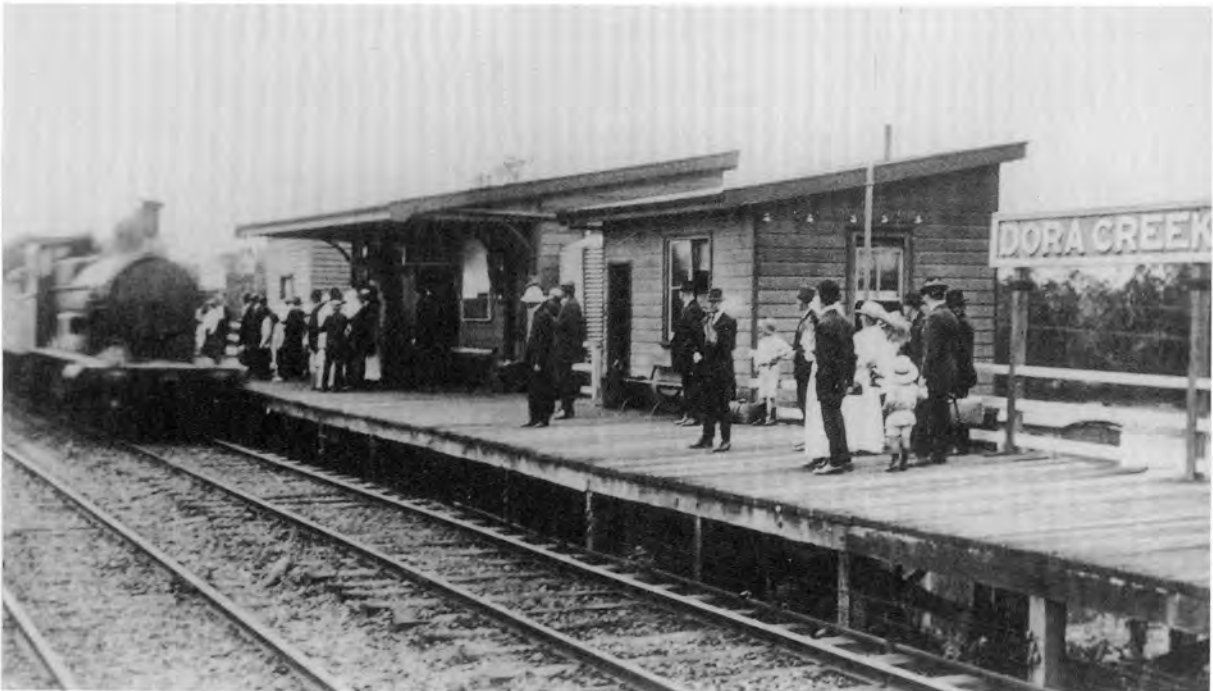
## NEWPORT — DORA CREEK

Newport was one of the earliest towns in the district, being established in 1840. Percy Simpson had been granted land at Cooranbong in 1826, but he mistakenly thought that part of the grant included land near Dora Creek. The boundary error was not realised until a Mr Tincombe purchased 1,280 acres adjoining the boundary line of the land grant of Percy Simpson. These were two of the earliest landholders in the area. To stave off bankruptcy, Percy Simpson sold his land and later his and Mr Tincombe's property, were subdivided as the town of Newport. Today this town would have the area of Dora Creek and Eraring.

By 1870 there were a scattering of homes in the area, early settlers at this time were the Worley, Mills, Denny, Penfold, Culla, Smith, Douglass, Boyed, McGuinness, Hely, Cullagh, Caleen, Goodman, Ryan and Fuller families.

Later families to become established were, Parker, Wynn, Rayfield, Mullard, Emerton, Cameron, and Heaton, to name a few. Timber cutting and fishing were the main source of income for the families. Up to six mills were operating at different times. In 1884 Mr Thomas Hely built a large sawmill on the upstream side of Dora Creek and ketches trading in the timber and shingle would ply between Newport and Newcastle, the creek being an important outlet for the raw and finished products. Vast amounts of timber needed in Sydney, were sent on the larger schooners, returning with much needed provisions for the local settlers. 1870 was the year the little Newport School opened, and in 1886 the bridge over the creek was being built. Market gardens started up on the fertile soil, and some Chinese settlers were pioneers. Fruit trees, apple orchards and vegetable farms flourished. In 1889 the railway opened and the platform was called Dora Creek, even though the town, the school and the post office, were all called Newport. In 1890 depression hit the timber industry and Newport, the town expected to become a thriving community, slowed down. Part of the decline was that the road, which was to connect Maitland and Gosford via Newport, did not eventuate.





*All dressed up with somewhere to go! Dora Creek Railway Station 1912.*

*Photo below courtesy Norm Barney- looking across the railway yard 1910.*



*Dora Creek Land report- The village of Dora Creek spreads along both banks of Dora Creek. The main part of the village is on the northern bank where it stretches from the mouth of the creek to Kalang Road to the west. It is centred around the railway station. The land on which the village has been developed is very low and flat and subject to flooding. Water surrounds the village on all sides except the west.*

## DORA CREEK RAILWAY STATION

Dora is believed to be Aboriginal word for 'Sleep'.

*Dora Creek was opened on August 16, 1889 as an unattended platform, situated high on an embankment carrying the line at the Newcastle end of the bridge over the waterway.*

*A goods siding was provided at the rear of the platform in 1900, on the low lying land near the creek bank.* Australian Railway Historical Society.

### ***Dora Creek Railway Station Staff 1903–1939***

1903	Clerk in Charge	Adrian H Smith
1905	Clerk in Charge	Walter P J Smith
1909	Station Master	William Brown
1912	Station Master	Arthur H E Roach.
	Night Officer	Hilton S J Fulton
1915	Night Officer	Charles R W Ogg
	Night Officer	Arthur L G Steele
1918	Station Master	Frederick W Thomson
	Night Officer	Herbert J Douglas
1921	Station Master	Frederick W Thomson
	Night Officer	Herbert J Douglas
	Night Officer	Louis Raymond
1924	Station Master	Frederick W Thomson
	Night Officer	Herbert J Douglas
	Night Officer	Louis F Raymond
1927	Station Master	Frederick W Thomson
	Night Officer	Samuel Kennedy
1930	Station Master	Frederick W Thomson
	Night Officer	Anthony Hofman
	Night Officer	Harold S Edmond
1933	Station Master	Frederick W Thomson
	Night Officer	Peter J Dunne
	Night Officer	Edwin J G Watkins
1936	Guard's Ass	Albert Cramp
	Porter	Arthur A Stewart
	Porter	Edward R Thomas
1939	Station Master	Frederick W Thomson
	Station Master Ass	Edison J G Watkins
	Station Master Ass	Victor C Andren
	Guard's Ass	Albert Cramp
	Guard's Ass	Francis J Creighton
	Guard's Ass	Arthur A Stewart
	Guard's Ass	Colin W Ferguson
	Porter's Ass	Frank Comyus

## THIS WONDERFUL BRIDGE



*A pretty trio wearing the latest in summer hats, Annie and Madelaine Leach with Nellie Murphy on an outing in a horse and sulky near Dora Creek Bridge around 1920.*

*Below, traveller's hanging out the carriage windows, to get a better view of the creek. Horse drawn vehicles and a family group wait near the bridge. Photos Jenny Hill.*





## EDUCATION COMES TO NEWPORT

As early as 1870, the Church of England Pastor, The Rev John Shaw, wrote to the Council of Education, with an official application for a Provisional School. On May 1 of the same year, consent was to be considered if 20 children could be enrolled. The school to be called Newport, was to be conducted by Mr John Douglas, in a room set aside at his home on the Newport-Wolombi Road. The first school committee members were, Henry Worley (farmer) James Mill (bootmaker) Henry Denny (farmer) Dennis Cullagh (carpenter). The application was granted, with 27 children enrolled. The teacher, Mr Douglas, opened a general store in the 1860's. Besides teaching and having the little store, the Douglas family had to supplement their wages even further by growing and selling vegetables, as most families in the area could not afford to pay towards their children's education. In 1882 Mr Douglas applied for permission to close the school, to allow for renovations and the addition of a new schoolroom. In 1883 Mr Douglas resigned from teaching. The school reopened two years later, still in the home of Mr Douglas, but with a new schoolmaster Mr Peter Gardiner. Anglican Church Services were held at the Douglas's home until a church was built in 1885, the year Newport Provisional School was granted Public School status.

In 1898 a new school opened next to the Anglican Church, with one room and a verandah. In 1902 the Newport School changed its name to Dora Creek.

Information courtesy popular retired School Principal Malcolm Harber.



## DORA CREEK SCHOOL

School Motto *Truth and Honour.*

During the early years of the 1900's school enrolment at Dora Creek kept growing and in 1912 there were sixty-three enrolments. In 1913, a new room was added and by 1914 the school had a library, manual training equipment, a tennis court, and flower and vegetable gardens. A fire destroyed the school building in 1916, and a replacement school opened in 1917, with two classrooms, two hatrooms, and a verandah. Until enough furniture was supplied, Mr A Lean, Secretary of the Parents and Citizens' Association, complained *Fully half the pupils in one room are seated on makeshift seats made from flooring boards, old palings, wood blocks and such like.* Courtesy Malcom Harber.



Fifth and sixth classes 1918. Teachers, Mr Adams and Miss Lockren. L-R, Mary Mullard, Kath Healy, Heather Parker, Rene Turner, Doris Healy, Zolna Parker, Hilda Rayfield, Zelma Parker, Chris Denny. Boys back row, Albert Emerton, Milton Parker, Bill Cameron, Clyde Parker, Walter Turner, Arthur Wynn. Centre row, Jack Mills, Karl Parker, Arthur Rayfield, Dick Heaton, Hector Cooper, Dave Emerton. Front row - Charlie Cameron, Edward Nangle, Will Graham, Harry Worley. Photo courtesy Lavinia Mitchell (Wynn).

## DORA CREEK PUBLIC SCHOOL 1920



## DORA CREEK PUBLIC SCHOOL 1938



Top row L-R. Jean Parker, Una Turner, Elsie Robinson, Gloria Williams, Beryl Pike, Muriel Rayfield, Celia Brittan, Molly Stott, Betty Parker, Jean Burley, Hilda Binns, Renee Heaton, Lavinia Wynn, Wilma Wynn, Molly Heaton.

2nd row girls. Mary Pocock, Yvonne Deaves, Shirley Klein, Dorothy Rayfield, Irene Fitzsimmons, Gloria Parker, Joan Lacey. 2nd row boys. John Holmes, Fred Heaton, Billy Johnson, —, girls. Ethel Binns, ? Williams, Molly Heaton.

1st row boys. Allan Burley, —, Gordon Holmes, Bill and Pat Robinson, Harold Wilson, Bruce Lean, Allan Wynn, Jim Stephenson, Reg Fitzsimmons, George Lacey, Ted Holmes. 2nd row boys Robert Watkins, Bob Lean, Frank Stott, Ted Piddington, Phillip Wynn, David Wright, Ray Deaves, Herb Pocock, George Williams, Phillip Brooke, Clarrie Fitzsimmons, Ron Johnson, Tom Watkins.

Front row. Arthur Stewart, David Watkins, Micky Brown. Photos Lavinia Mitchell.

**HELY'S TIMBER MILL**

*Bullock team waits patiently in front of Heley's Timber Mill, Dora Creek 1910.*



*General Store left of top photo and the Post Office were important meeting places for the locals. Heley's Mill was huge as shown in these photos.*





### LIFEBLOOD OF A TOWN

Edward William Hely, sometimes spelt Healy, was a distinguished looking man, a Justice of the Peace, a surveyor and a sawmill. In the year 1884 he built his mill upstream on Dora Creek, on the western shores of Lake Macquarie. When the Sydney to Newcastle Railway was completed in 1887 the bridge across Dora Creek was too low to allow the sailing ships to pass underneath. This resulted in the sawmill being relocated downstream, adjacent to Dora Creek Railway Station and connected by a siding to the rail link. In 1892 the business was taken over by Edward Hely's sons, F C Hely and E W J Hely. The business was floated into a company in 1912 and became Hely Brothers Limited. Sawmilling and the manufacturing of wheelwright and coachbuilder's woodware was undertaken on a large scale. They were exported to New Zealand, South Africa and the Pacific areas and were used extensively in Australia. In 1914 machinery was imported for the manufacture of tool handles, which up to this time were mostly imported from America. In 1919 the factory and sawmill were destroyed by fire, but they were both rebuilt in the very same year. The company continued their operations in the small town of Dora Creek until 1922, when the plant and equipment were transferred to a site at Hamilton, near Newcastle. The company had provided work for local forestry workers who felled the trees in early days with axes and cross cut saws and the many mill workers and bullock team drivers. This link between the Hely Family, the history of the timber industry and the town of Dora Creek will always be strong.

**A FAMILY AFFAIR**

*The Wynn Family bringing in their nets, Lake Macquarie 1928.*

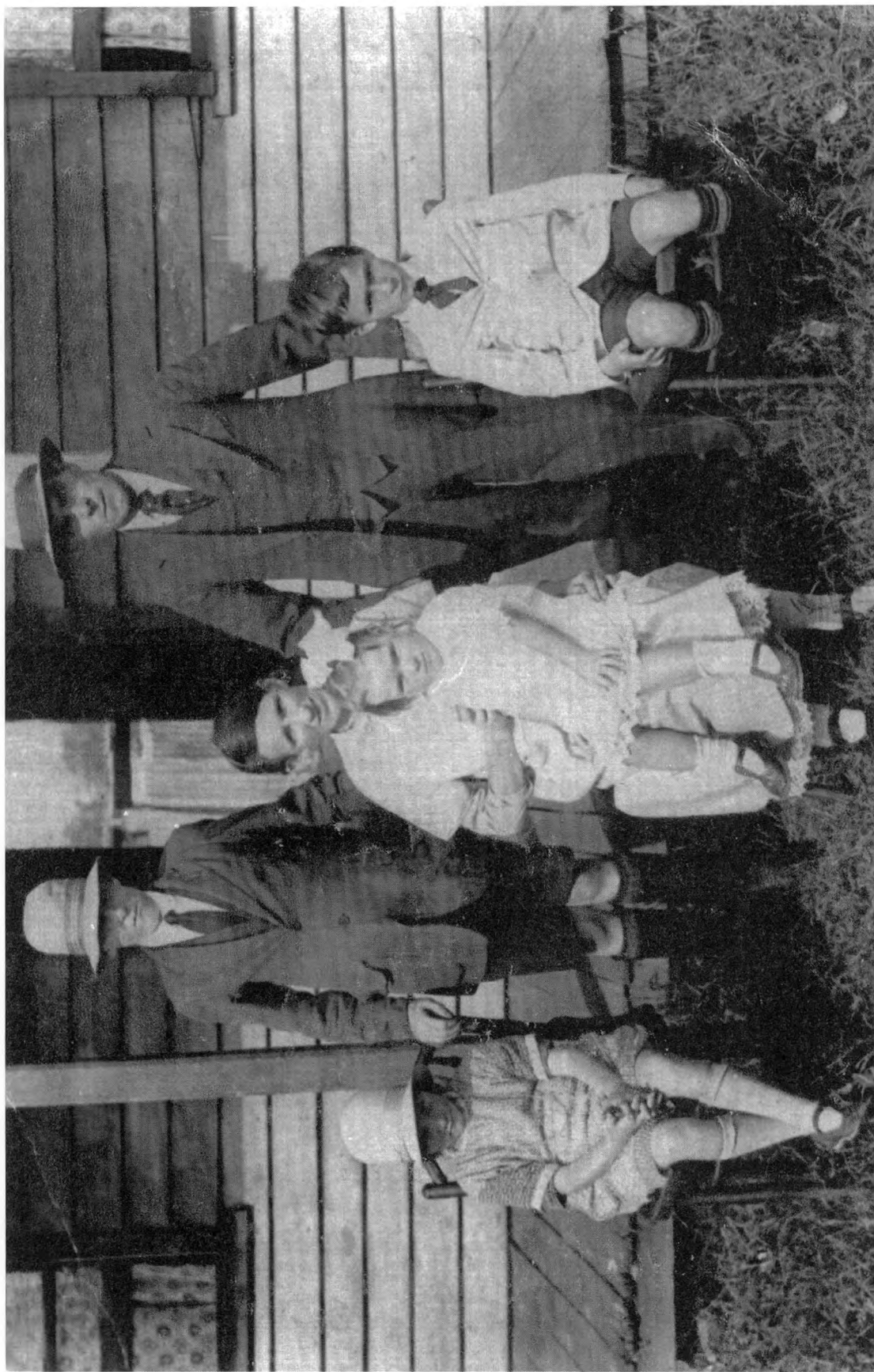


*The Parker Brothers were pioneers of the fishing industry. Fishing boats and crew on Dora Creek 1910.*

*Photo below, hanging out the nets to repair and dry.*







Clarrie Heaton's mother, Roselyn Mary Hill as a young girl, extreme left. Roselyn was later to marry Clarence James Heaton and they had four children, Neville, Trevor, Clarrie and Francis. Their grandparents Florence and William are seen here with Roselyn's brothers Christopher and Albert and baby sister Clarice, who was born in Mills Road, Dora Creek. Photo and information Clarrie Heaton.



## THE HEATON STORY

It is doubtful if the twenty one-year-old Richard Howarth Heaton had remained in his home county of Lancashire, England, that a street, lookout and state forest would bear the name of Heaton., these events were unforeseen in the life of young Richard Heaton. He was not a very big person, at 5ft  $\frac{3}{4}$ " in height with brown hair and brown eyes, skin fair to ruddy with broad features. He was single, protestant, and could read and write. His trade or calling was listed as a 'bleacher and farm labourer' and from this detailed information one can deduce that the above named was guilty of a crime and ready to be sentenced, for the year was 1832. In Manchester on April 9 a fourteen-year sentence was the outcome of the Highway Robbery of which Richard was accused and found guilty. It was his first offence. He was sentenced to transportation and travelled to the colony per Ships Master Gilbert, on the *Parmelia*. On arrival in Sydney, Richard was assigned to R C Pritchard in Sydney. By 1841 he held a Ticket of Leave and was then employed by William Todhunter in the Paterson District and he was to remain in the district on the recommendation of the Cassilis Bench.

In 1845 the Governor of the day, granted Richard Howarth Heaton permission to marry Jane Dawson and they married September 9 at St Mary's, West Maitland.

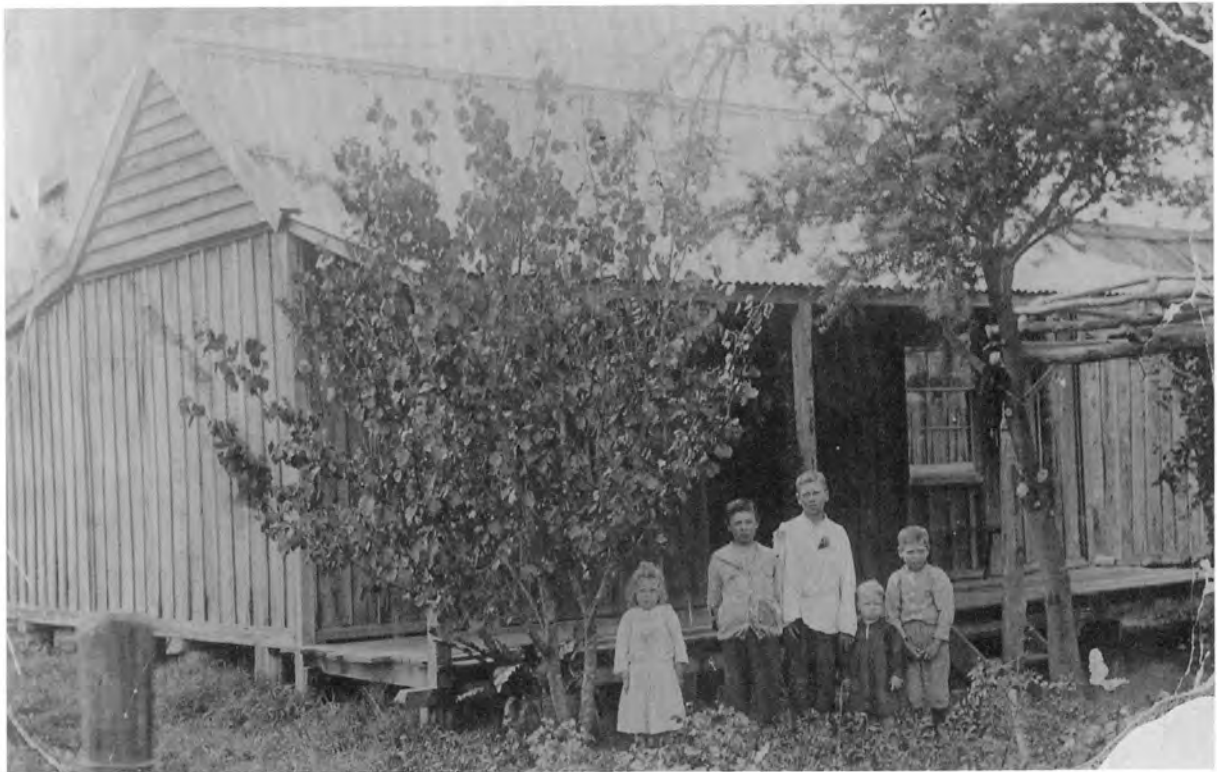
From this marriage there were thirteen children, John, Richard, Joseph, Sarah, Levi, Rachael, Thomas, Elizabeth and Louisa. (3 males, 1 female deceased ).

Heaton Lookout, in the Watagan Mountains is a popular scenic area which was set aside for it's spectacular panoramic view and was named after Joseph James Heaton, born 1859, third son of Richard and Jane Heaton. He lived on this spot in a mountain hut, around which he built a large size vegetable garden. At times his sons stayed there too, when they were all timber getting and sleeper cutting. Joseph's wife and other members of the family lived at Dora Creek. If there was a need to see Joseph or the boys, they would light a huge fire to create a lot of smoke to signal that there was an emergency at home. From Heaton Lookout one can clearly see the whole area down to the coastline. Clarence James Heaton married Roselyn Mary Hill and their children are Neville, Trevor, Clarrie and Francis.

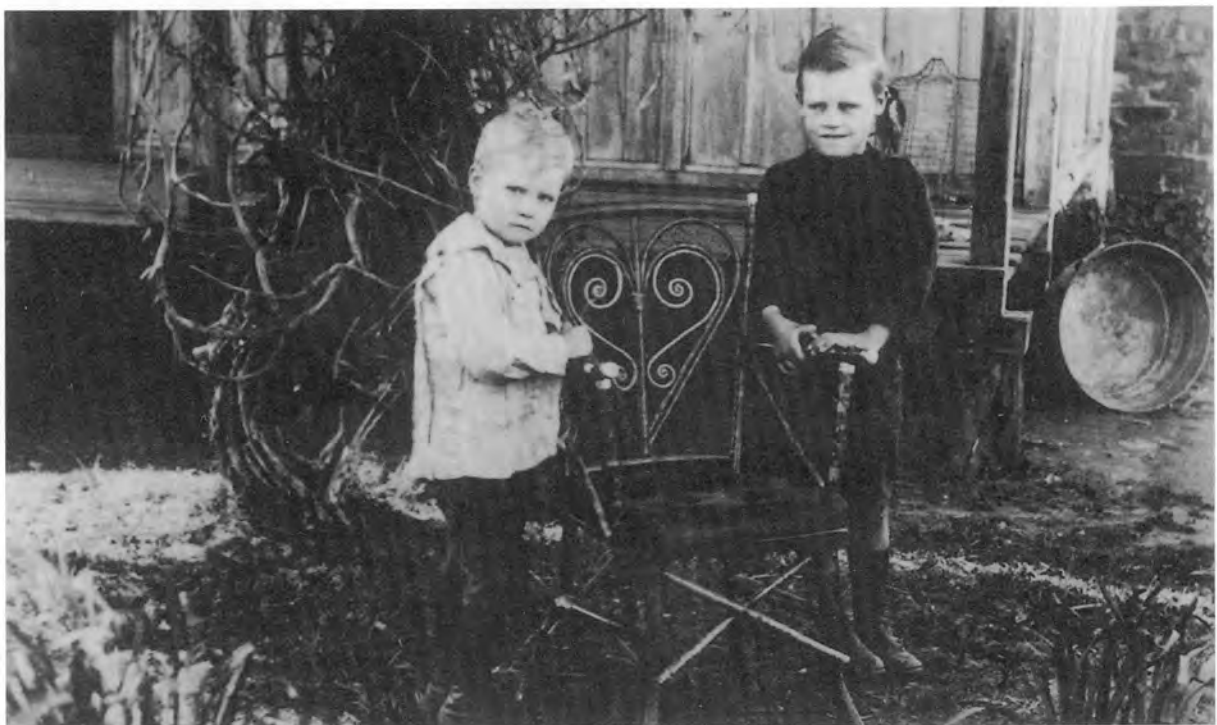
Heaton Lookout is included on this Watagan Mountain sign indicating directions to this scenic spot named in honour of the Heaton Family.



## A COTTAGE AT THE CREEK



*A charming photo of the Heaton children in front of their little timber cottage at Dora Creek. L-R, Louise, Richard, Herbert David (Monty) and Albert c 1898.*



*L-R, David (Monty) Heaton and Albert Heaton at the cottage. The round tin washing tub at the rear was also used for bathing. A number of the Heaton children were given nick-names as with 'Monty' c 1900. Photos Clarrie Heaton and Jenny. Hill.*

## THE EARLY MILLS FAMILY

James Mills was a member of the first School Committee in 1870 who made application to the then Council of Education for a Provisional School for Newport, now Dora Creek. James was a community spirited man, bootmaker by trade, who had two sons James and Alexander and three daughters, all to be enrolled at the little school.

## SCHOOL CENTENARY REUNION 1970



*L-R. Herbert Heaton, brothers- Jack, Alvin and Clyde Mills three grandsons of James Mills enjoying the special centenary celebrations. They all attended the Public School between 1903-1911 when Mr Peter Gardiner was teacher. Herbert Heaton, photo above, is also in the middle of the top photo opposite page with members of his family, wearing the light jacket.*



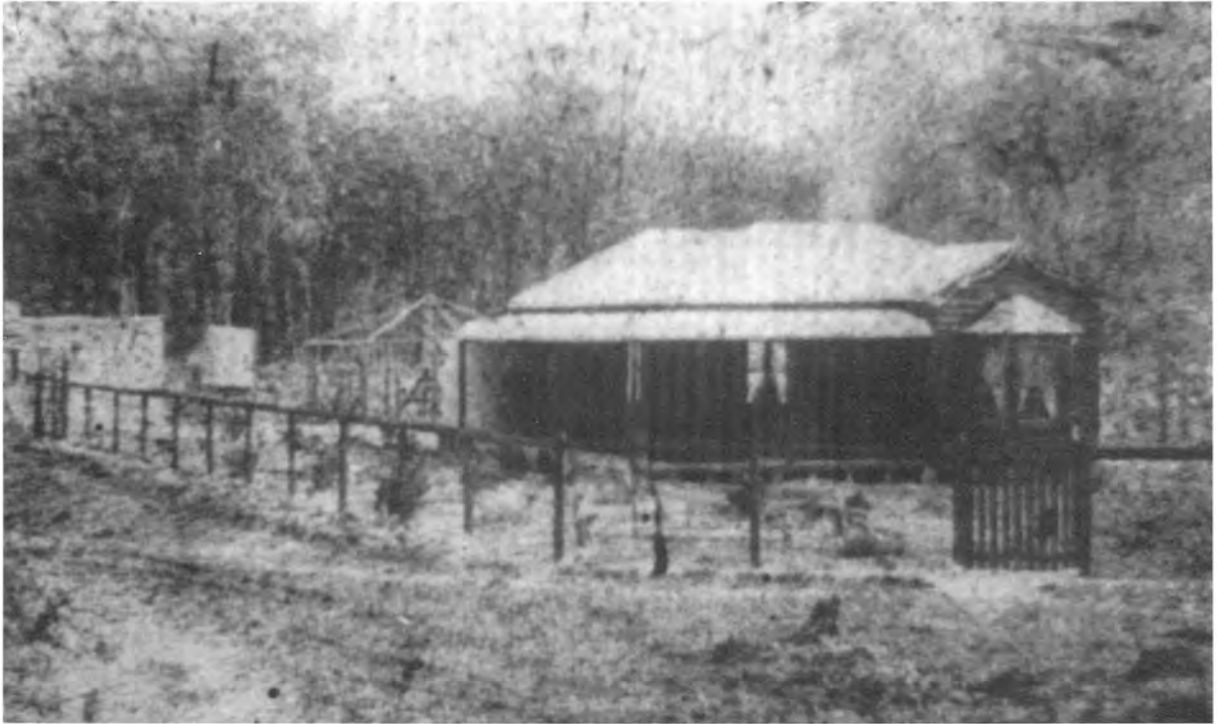
*Mary Mills at right, one of the three daughters of James and Catherine Mills married Herbert Bradley Mullard at Newport August 1885. Her brother Alexander married Clara Emily Mullard, sister of H B Mullard. Mills Road, Dora Creek is named after the Mills Family.*



*Lovely photo of Thomas and Annie Wynn, taken on their wedding day December 31 1887. As a child, at the tender age of nine years, Thomas was sent to work in the coalmines in England. A better life awaited him in Australia, but also sadness, when in December, 1947 his oldest son William, missed his footing and hit his head on a jetty on the hospital wharf, and drowned. Another son fished the lake at Mannering Park for many years. Lavinia Mitchell (Wynn).*



## DORA CREEK STATE BOY'S HOME



*The boys' home at Dora Creek was in Gradwells Road, and it operated from the years 1910–1920, with Mr and Mrs Delashaur, in charge. The huts on the left of the photo was where the boys slept, and the gazebo near the cottage is where locals gathered for dancing and singing on a Saturday night.*

*Gus Williams was a State Ward at the home, who came to live with Thomas and Annie Wynn. L–R..Alan Wynn and Gus Williams, using hand winch for the nets.*



## MOLLY'S ROCK BLOWN UP!

### *A safety precaution.*

George Wynn and Don Robinson at Dora Creek, 1920, standing near the spot of the tragic drowning in 1911 of teenage cousins Ernie Locchi and Polly Case who drowned whilst giving assistance to a friend who had slipped of a rock into deep water. It was decided to blow the rock up to prevent further mishap. Don Robinson married Ooner Wepler whose mother owned the corner shop at the time of the tragedy. Don Robinson's son Max, joined the ACT Police, retiring as Police Commissioner of Tasmania. Photo Lavinia Mitchell.

The inscription on the grave records the name Polly Case but the rock was known locally as *Molly's Rock*.





*Everyman's home is his castle. Eighty year old Mr S Randell in front of his home in Dora Creek -1910. The deck chair would catch the afternoon sun.*

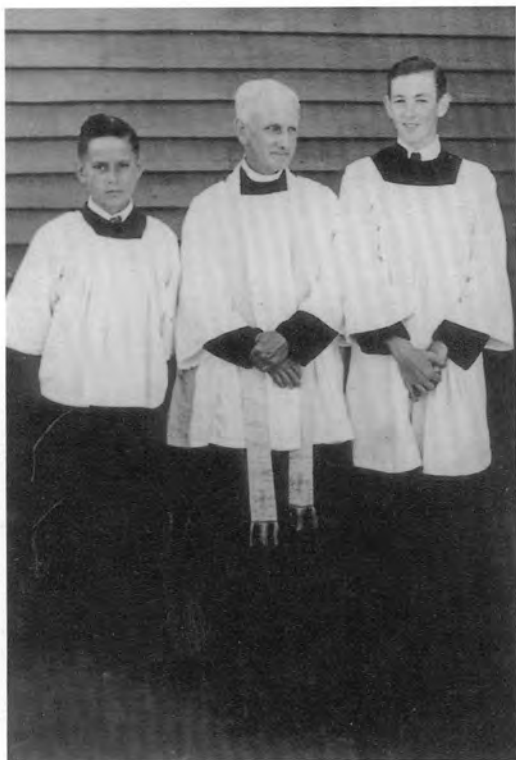
*Dora Creek Railway Station c 1912. An improvement on the unattended railway platform at the opening in August, 1889.*



## A PLACE OF WORSHIP



*Oh happy days that stir my soul. Interior of Dora Creek Church of England, 1910.*



*Photo above Jim Parker, Rev Brooks, and young Mr Lean. Right, Sunday School and Sunday clothes, a charming group of children outside the church 1946. Jenny Hill.*



## METHODIST CHURCH WEDDING

*A lovely wedding at the Dora Creek Methodist Church 1927.*

*Sid Heaton and his bride Laurel (Britt) stroll arm in arm along the grassy path with family and friends.*



*Photo below, a view of St Pauls Anglican Church in the Parish of Southlakes, taken from the corner of Minnie Minnie and Cooranbong Streets, Dora Creek. 2002.*



## A GOOD CATCH AT THE CREEK 1977



*Phillip (Casey) and George Wynn after a good day fishing.*

The Wynn family were fishermen on the lake since the early 1920's. It was routine to pull the nets on their boats early Sunday morning, ready to claim a 'dig' on the lake for the next morning. A dig was a specified area, an unofficial agreement between licensed fishermen on the lake, and there were about fifty 'digs'. The fishermen stayed on the job from Monday to Thursday, food being sent out to them by a 'runner'. After working the nets, the fish were packed and sent to the railway station, where a shed was provided for storage until the arrival of the train.

In April 2002 commercial fishing in Lake Macquarie was banned.

**WATER! WATER! EVERYWHERE**

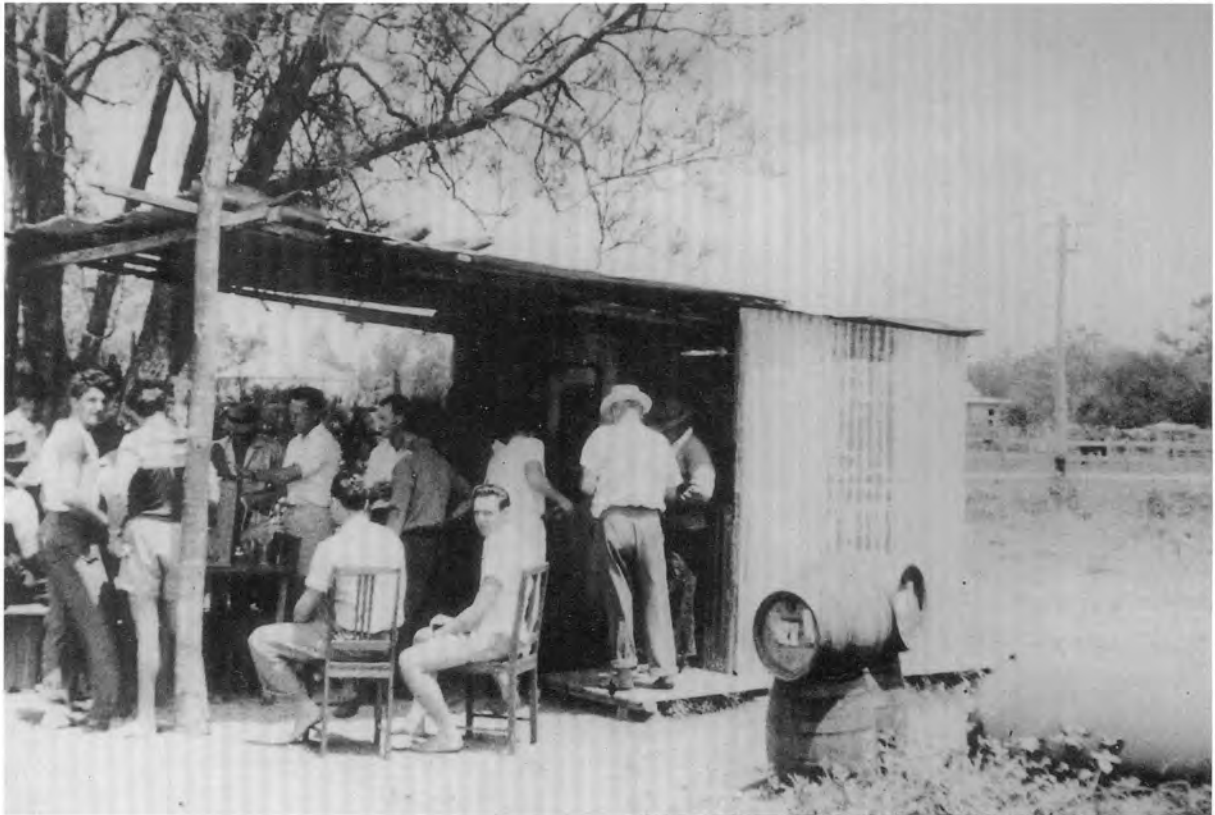
*Horse and riders make it to safety!*

Dora Creek was always prone to flooding. I can remember talk of minor flooding in nearby Lake Macquarie in the 1940's. Heavy rains and high tides created problems, and the 1954 and 1978 floods were severe. 1981 was the year of the last flood, as later the Creek was dredged and floodways constructed to divert floodwaters to the lake in the building of the Eraring Power Station.

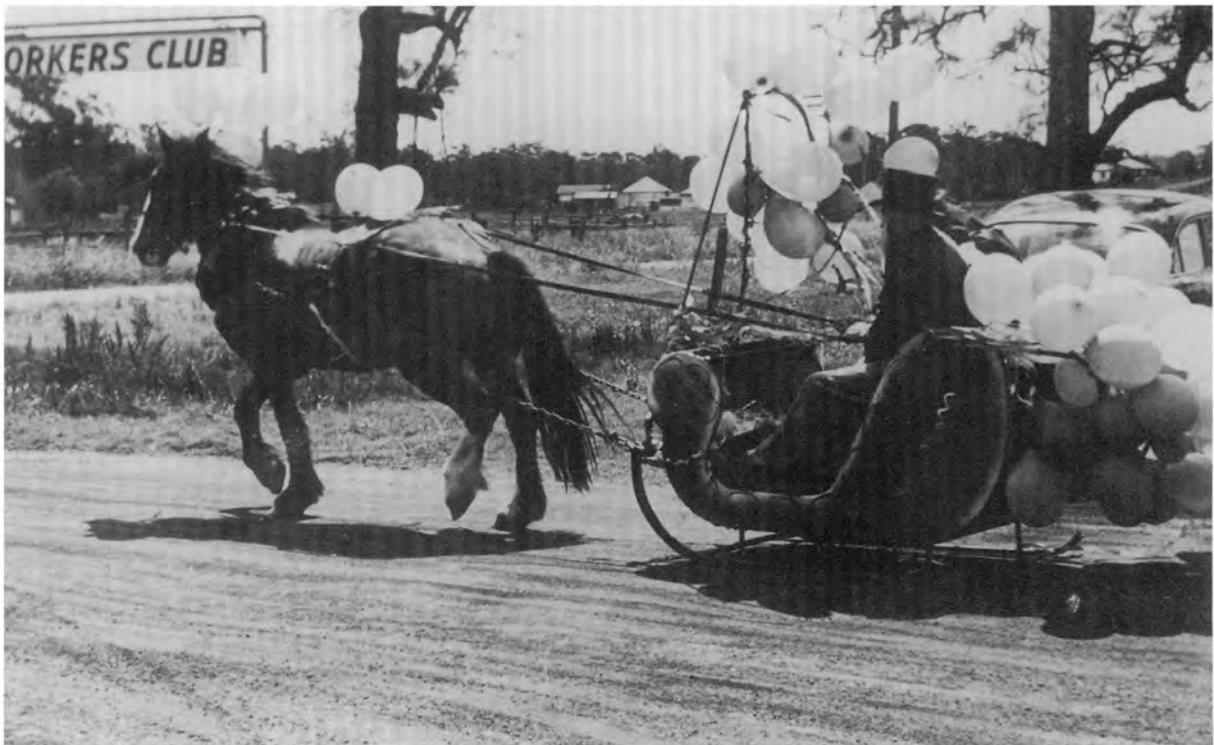


*Pulling into the shore from the swollen creek, looking more like a lake.*

## FROM SMALL BEGINNINGS



*Dora Creek and District Worker's Clubhouse, aptly named 'Ti-Tree Inn', 1956.*



*Santa Clause arrives Dora Creek Worker's Club style. Aussie humour at it's best, c 1970.*



## **DORA CREEK WORKERS CLUB**

The Club was formed in 1955 and the Workers Club building opened 1959.

The Official Opening was performed by Mr R O'Hara.

Patron — Mr T Bembrick.

President — Mr S Belgrove

Vice President — Mr P Wilkinson

Vice President — Mr G Wynn

Secretary — Mr N Thompson

Assistant Secretary — Mr C Lane

Treasurer — Mr G Rooney.

Committee Members — J Driscoll, C Fitzsimmons, J Martin, P Parker, C Parker, D Falk.

Trustees — K Marvin, R Parker, and G Fitzsimmons.

There were also many more club stalwarts. including Jim Ward, who joined the club in the late 1950's and took an avid interest in club activities. Late in 1960 Jim organised a team of workers to help build the original bowling green. In 1973 the green was destroyed by vandals. The rebuilding of the green took over twelve months to the stage of it being playable. It was officially opened in 1975 by NDBA President Bill Carson and named 'The Jim Ward Green'.

In 1978 Jim became President of Dora Creek Workers Club and served a term of three years giving it his very best and with the support of his wife Mary, Patron and Life Member of the Ladies Bowls Section.

In 1986 Jim was awarded a life membership of the bowling club and became President for the seasons of 1988 and 1989. Jim passed away on Anzac Day 1999.



*Jim Ward standing near the sign of the green named in his honour 1975.*



*Bob Parker of the pioneering fishing family at the old hall at Dora Creek with a friend after the game. Them good old days! 1940's. Photo courtesy Pat Parker.*

## TEAM EFFORTS



*Local lads play in 1st Grade R.ugby League for Wyong 1951- 52*

*Back Row L-R, W Graham, Manager, A Walmsley, —, K Mowbry, Neil Gilbert, R Buck, W Broadfoot, Jack Arkel. 2nd Row, H Byles, L Buckwell.*

*Front Row, S Broadfoot, E Ayers, Pom Fitzsimmons, and Charlie Fitzsimmons.*

*Photo Neil Gilbert.*



*Southlakes Under 12 Minor Premiers 1964.*

*Back Row L-R, Wayne Flanagan, Robert Gumbleton, Greg Curruthers, John Tommerup, Steve Jackson, Ian Mullard, —, Phill Robinson, —, Front Row, —, —, Michael Bateup, Robbie McDonald, —, Jeff Gumbleton, Gilbert Bunn. Coach Les Gumbleton. Photo Phill Robinson.*

## DORA CREEK OR NEWPORT

In the 1830's timber made New Town a very busy little port. The boats that carried the timber were only 30 tons, as only small boats could cross the Bar with any safety. A large fleet of these small boats was kept busy carrying timber, shingles and cedar. Types of cedar growing in the area were white cedar, red and yellow, all expensive, and this encouraged a lot of illegal timber cutters into the area. Most of this group was made up of escaped convicts, run-aways (convicts from assigned farms) ticket-of-leave men, out of work bushrangers and anyone else who thought it in their own interest to keep out of sight from the police for awhile.

In 1840 land sales were booming in Lake Macquarie and the developers went to great lengths with their advertisements. *Salubrious climate, wonderful views, bracing sea airs...Your aches and pains shall disappear, your skin will improve* and so on. It was rumoured that a new route from Gosford to Maitland had been discovered and it would pass the Lofty Mountains near Wyee. The press immediately began calling New Port the port of the future. The Newport Hotel was built and Boye's had a store. Despite all this highly impressive description of Newport by the press, the police held a vastly different opinion of the place. Some of the settlers were involved in cattle and horse stealing, the assigned convict behavior was bad, and the conduct of some timber cutters was dreadful, with killings and bashings. Robbery, timber stealing (night fireflies) and sly grog selling in the area was rife. Account of early Newport 1830–1840 from the Jayne Family.



*Dora Creek, 2002. A tranquil haven for residents, boaties and wildlife.*

*Photo courtesy of Peter McIntyre*



## ERARING

### *All that glistens*

*Mr Jack Wilcock walked from Eraring to Morisset via Dora Creek Railway Bridge walkway, to attend Mass in Morisset in early days. Years later when he had transport, he travelled direct to Cooranbong, there being no road bridge over Dora Creek at that time.*





## ERARING A WELL KEPT SECRET

When you turn off the road to Toronto from Morisset into the sleepy, leafy little village of Eraring, you feel at peace with the world. Thanks to the building of the Eraring Power Station, not too far away, a buffer zone was created for environmental purposes, and has helped protect Eraring from commercial exploitation. It remains a tranquil part of our beautiful Lake Macquarie, with its wetlands still well protected, thanks to the residents.

The land grant to Percy Simpson in 1822 and the promised land grant in 1825, which was not notified, and was only upheld and officially granted in 1838, has been well documented. This later land grant of 2,000 acres was no sooner granted to him in April of 1838, than he sold it, presumably for much less than it was worth. This area encompassed Eraring. Mr Smart, a Sydney land developer, bought the land and subdivided it in 1840 into the town of Newport (Dora Creek ) starting at the northern lakeside area of Eraring. It was referred to as Percy Simpson's old E-ra-ring grant. In 1885 The Excelsior Land and Investment Company bought up estates near Dora Creek and one of these estates was at Eraring. Early settlers were into timbergetting and subsistence farming.

After a subdivision in 1910, conducted also by The Excelsior Land Company, small farms and orchards developed, but the population growth was very slow.

## NEARLY ALL THE RESIDENTS OF ERARING IN 1913



*Back Row L-R, Miss G Latham, visitor, William Jayne, Richard Heaton Jnr, Lewis Mobbs, John Parkinson, William Parkinson, Richard Heaton Snr, G Heaton. Front Row L-R, Mrs W Payne, Arnold Jayne, Mrs Heaton Jnr, Stewart and Stanley Heaton, Mrs J Parkinson, Mrs Scott, visitor, Mrs R Heaton.*

*Photo Jenny Hill.*

## SCHOOL DAYS



*Eraring Public School 1923. Girls in pretty dresses and even the boys look happy. Twenty children in all. In 1957 children number twenty-three.*





## ERARING PRIMARY SCHOOL 1966



## 75TH YEAR REUNION ERARING PUBLIC SCHOOL 1999



*L–R, attending the reunion - Michael Wilcock, Margaret Stanmore (nee Wilcock), Mary France (nee Wilcock), and Peter Wilcock. They attended the 30 pupil Eraring School, 1933–52. Other members of the family, Patrick, Jim, Kevin and Therese also attended. They were taught by popular teacher Mr Joe Lyons, teacher from 1930–54, whose son Dennis was also a teacher. Mary France.*

## WORLD FAMOUS DR LEIGHTON JONES

*Dr Jones lived at Eraring from the 1920's to the 1940's. I remember as a child, going to Simpson's Beach with my brothers and sisters from time to time, for a swim.*

*The Doctor and his wife Betty, son John, and daughter Elizabeth, lived right on this beach. We would always look at the monkeys in their large cages as we walked by, hoping they did not escape. There were two that did escape over a period of time. One came to our home, 3km away and peered through the window, scaring the daylights out of everyone, and another was caught on the verandah of a nearby home, having a beno of cream. The Doctor's qualifications were very high, having Doctorates in Dentistry, Medicine and Surgery. He was also a licensed plumber!*

*My Mum would often get Dad to take some of the younger siblings for medical treatment to "Doc", when no other doctor was available, especially during the war years. I remember one of my brothers, Jim, having an infected tooth extracted without any painkiller. Whatever the problem, "Doc" could fix it in his tiny surgery and charge very little, or no charge at all!*

*Doctor Jones was a very unique man, who was often referred to as "The Monkey Doctor". Wonderful recollections from Mary France (nee Wilcock)*

## ERARING'S GPO



Eraring's second Post Office in 1940 operated by the Robert's Family. This incredible little building is now a museum piece at Eraring School. Hard to imagine the mail being sorted and stored in such a tiny space. The first Post Office was owned by the Johnson Family from 1925–40. Mail was delivered from Dora Creek to Eraring by horse and sulky. Mary France.

## TRAVELLING IN STYLE



*Wilcox family truck— Transport to Cooranbong Mass 1940's.*



*Large Redgum tree on private property at Eraring has a girth of 37ft. It is pleasing to know that trees of the stature are still standing. Photo from Niki Burgess 2001.*



*Aerial photo showing the large expanse of water and Pantaloon Point, Eraring 1950. The orchard was owned by Bon and Gwen Horn, and the Wynn family lived in the house near the point. Land was slow to sell before the Power Station was built. On the left is the outlet for Eraring Power Station. Photo Lavinia Mitchell (Wynn).*

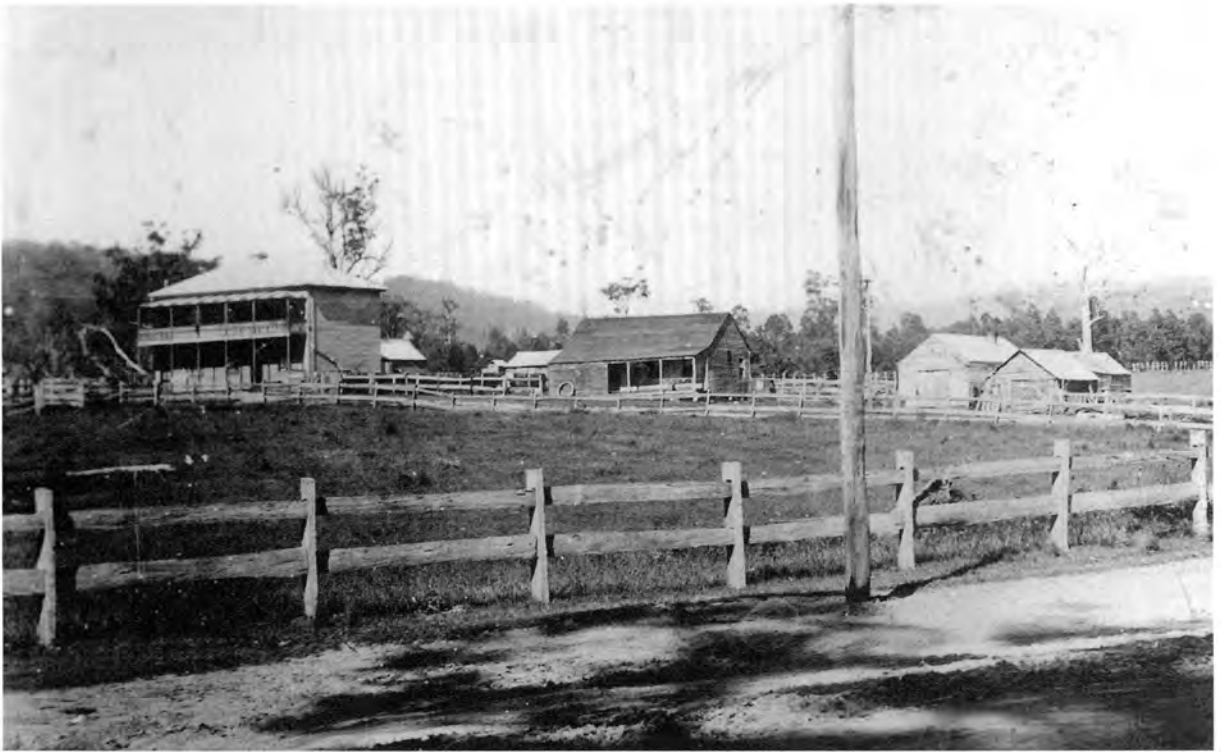


CHAPTER 15

# *Our Neighbours*

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COORANBONG  
MARTINSVILLE  
MANDALONG  
WYEE



*Healy's Hotel on the left and Craft's blacksmith's shop on the right, Cooranbong c 1900.  
Note the solid slip rail fencing.*

## COURUMBUNG COORUNBUNG COORANBUNG?

Settlement was pioneered by Lieutenant Percy Simpson who started a farm in 1826 on 2,000 acres at Kourumbung along the southern bank of Dora Creek, in the vicinity of the village of Cooranbong.

Bushranging, robberies, attacks by Aborigines, cattle stealing and illegal timber cutting were prevalent in those early days. By 1861 Cooranbong was an established town, situated at the first fordable crossing of Dora Creek.

Small boats transporting people, supplies, produce and timber, regularly plied between Cooranbong, Sydney and Newcastle.

In 1894 the Seventh Day Adventists bought a 600 hectare property near Cooranbong, which they christened 'Avondale' and within a year or two a college had been established. A short time later the Sanitarium Health Food Company established a factory adjacent to the college. By 1884 the town's population had grown to 700 but this was to decline in 1891 to 1906 due to the Great Northern Railway by-passing the town and taking away its importance as a trading port.

The district continued to grow slowly, maintaining a dependence on timber getting and agriculture up to 1947 when the population was 3,326. By then the growth of the Seventh Day Adventist Colony had brought about the increase in the population of Cooranbong to 764 which was about the population level in its pre-railway 'hey-day'. Below, the roadway leading to the imposing buildings of Avondale College in January 1910 was called Central Avenue.



## COORANBONG

The name of Cooranbong, like Morisset, was spelt in many different forms.

Kuringbong, Corumbong, Kourumbung and eventually Cooranbong, from the Aboriginal word meaning 'rocky bottom creek' or 'water over rocks'.

### Early Land Grants

1826	Percy Simpson
1830	John Tingcombe
1851	Patrick Campbell
1870	Patrick Campbell

The surrounding land was mostly used for dairy and cattle farms. Timber was exported as early as 1860. Cooranbong was a prosperous, bustling town in the early days. Bushrangers, sailors from the ketches, and timber cutters, all gathered at 'The Cricketers Arms' and 'The Welcome Inn' two of the overnight stops for the Cobb and Co Coaches. They provided a meeting place to gather news and drink ale. An interlude for communication. As early as 1835 Cooranbong had a Police Station and lockup. Police Constable Gamble was in charge of prisoners until they were sent for trial at the Brisbane Waters Court.

1861	Land subdivision and Land Sale.
1861	First School opened.
1886	First Post Office.
1896	Seventh Day Adventist College opening.
1898	Sanitarium Health Food Co opened for business.

*A fine navigable inlet called Coorumbong, or Dorah Creek, near the head of which is the small township of Coorumbong. The country immediately around this settlement, and for many miles inland, is remarkably well timbered. No sawmill but a large quantity of timber, sawn by hand- shingles, etc., is exported. The trade of the place employs altogether about half a dozen small craft of from, fifteen to thirty tons burden. Near the Heads are two small fisheries, carried on by parties of Chinese. (Sydney Mail 1870)*

About 1874 there were three sawmills and Coorumbong was experiencing prosperous times. Thirteen years later, when Cooranbong was by-passed by the Waratah to Homebush Railway line in 1887, it seemed to herald the end of the boom period. In the 1890's depression, slow demand for railway sleepers saw railway contracts dry up, and this greatly affected the timber industry. At this time the fishing industry and boat building became established.

With transport needs being met with the railway station at Morisset, which at first was called Cooranbong, and thought to be their town's railway station, the population dwindled from seven hundred in 1884 to two hundred and six in 1891.

## COORANBONG SCHOOL HOUSE



### A MOMENT IN TIME

Cooranbong Public School pupils and their teacher Mary Jane Butler posing at the school house buildings in February, 1896. The sixteen boys and fourteen girls have been beautifully captured in this century old photograph. The boys all seem to have ties and a couple of smart collars can also be seen.



**AVONDALE SCHOOL HOUSE**

*The original Avondale Primary School at the right of photo, the structure with a verandah, similar to a small cottage. Children are gathered in the vacant paddock opposite, probably the school playground. Sawmill and factory buildings at the rear, 1919.*

*Photo below, a group inspecting the college orchard, east of the main buildings c 1910.*



## ELLEN WHITE

Ellen White was one of the founders of the Seventh-day Adventist Church. Mr Glynn Litster has kindly provided the following information on her life.

Mrs White arrived in Cooranbong in July 1895 to commence the building of her home at Sunnyside, on what was known then as Great North Road, later renamed Avondale Road by this same lady. Today many people think of Ellen White as aloof, impractical and over-religious. Nothing could be further from the truth. Those who lived with her knew her to be practical, friendly and interested in the health and well being of the many poor and destitute in the district around Cooranbong.

She often bought rolls of material so her staff could make up plain but warm clothes to give to the many poor families in the district suffering from the deep depression and drought of the 1890's. Because the nearest medical help was in Newcastle, Ellen White instructed one of her writing assistants, Sara McEnterfer, to visit the homes of sick neighbours and give simple treatments to both children and adults. At her urging the Adventists erected the Health Retreat just inside the Avondale College Gates, where Kressville Village now stands, so people could be given better health care.



*'Sunnyside' the lovely well preserved home of Ellen White — 2002.*



*Photo above shows the orchard plantings in the grounds of the early Avondale Missionary College, courtesy Glynn Litster.*

Ellen White knew the importance of providing simple, wholesome food, so she organised the planting of two acres of fruit trees and vegetables before building her own house. During the cold months of July, August and September 1895 she and her helpers lived in three tents near Sunnyside while work was pushed to clear the large trees, plant the orchard, and dig a well to provide clean water.

Ellen was not a rich person but she did use the royalties from her published works and took loans from the banks so she could give liberally to needy families and provide better facilities at the Avondale School and Health Retreat. In every way possible she put into practice the advice found in her extensive writings. In the 1880's, the township of Cooranbong, the first in Lake Macquarie Shire, was in deep decline after the erection of the rail bridge at Dora Creek prevented trading ships from making their way up the Creek. Ellen White's vision in the early 1890's for a training school at Cooranbong halted this decline. By the erection of her own home at Sunnyside she gave a practical demonstration of how hard work and a belief in one's own future can make a difference to our lives. Her example left this district a better place for her five-year stay here.



*One of the beautiful original buildings erected during Ellen Whites's stay 1895-1900.*

## THE POCOCK FAMILY

### *Early Settlers of Cooranbong*

John Pocock arrived in Sydney from England in 1889. A coachbuilder, cabinetmaker and wheelwright by trade, John and his growing family soon fell on hard times. The 1890's had more than their share of strikes, droughts and economic depression. There had been little enough work for Pocock, an earnest Baptist who kept Sunday. A few years after his arrival in Sydney, John attended a sermon at Parramatta, the speaker being, Adventist evangelist and poet Robert Hare. This influenced John to believe the Bible taught Saturday as the seventh day Sabbath. His meeting with Ellen White, furthered his belief in the Seventh Day Adventist Church. She moved to her home 'Sunnyside' in Avondale Road in 1895 to help foster the progress of the Avondale College. Ellen White needed a small staff of literary assistants, and John Pocock worked on some of these college projects, travelling up from his home in the Galston area. More than once Ellen White helped the family through tough times. In 1899 the Pocock family moved to Cooranbong and were the first to settle in the northern end of Avondale Road. Sadness came that year when John's young son Albert died, his grave being the first in the then new Avondale Cemetery. John built a home for his wife Charlotte and family called 'The Haven'. Information and photo courtesy Herb Pocock.



*A young Bert Pocock, clearing the land with his horse and hand held plough, 1920.*



## NURSE ANNIE CHARLOTTE CONLEY



Annie Charlotte Pocock was born on January 18, 1891 at Arcadia, near Sydney, the eldest daughter of John and Charlotte Pocock, one of eight children. Her family arrived in Cooranbong in 1899, befriended by Mrs Ellen White.

Annie chose nursing as her profession and in 1911 she commenced her training at the Sydney Adventist Sanitarium and Hospital at Wahroonga. She qualified in both general nursing and midwifery. She returned to Cooranbong and became District Nurse. Later she set up and operated the Pine Hill Private Hospital, the only registered general and private hospital in the area at that time. She always took a deep and personal interest in the well being of mother and child and over one thousand births were recorded in Annie's Nurses Registry. Money was hard to come by, for many prospective patients used the bartering system...goods in exchange for services rendered, and many times Nurse Conley received no payment. She would travel by horse and sulky to attend patients as far afield as Mulbring, Wyee, Mandalong and Eraring. Many times her faithful horse brought her safely home, when being so fatigued, she'd fallen asleep in the sulky. Later the hospital was sold and Annie and her daughter Ruth attended to women in the Cooranbong and Martinsville area. Her nursing career lasted until her seventy eighth year.

She had married in 1926, Robert Daniel Conley, a farmer and horseman of Martinsville. They had five children, George, Ruth, Helen, Daphne, and Colin. Nurse Conley lived to be the great age of ninety-nine years.

*Annie came from stock where hard work was deemed a virtue. The tireless endeavours of this great pioneer have become legendary in her own lifetime. She was a woman of extraordinary courage and compassion.*

Eulogy by Arthur Patrick, Avondale Cemetery. Stories from our past, Herb Pocock.

## EARLY AVONDALE INDUSTRIES



The Avondale Factory showing a barge loading or unloading at the factory wharf with horse and dray standing by, also a row boat and launch.


In 1899 a sawmill was purchased in connection with the college operation and converted into a food factory by installing bake house machinery and an oven.

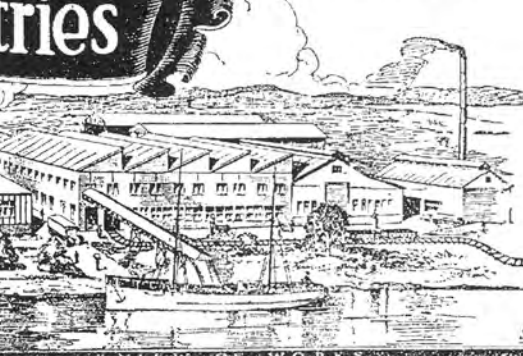
The college at the time had a brick plant and 65,000 bricks were made, credit was obtained to purchase the oven and furnace. The depression years of the 1890's still loomed over the local economy and the pioneers of the project actually worked for six months without wages. The convenience of having Dora Creek Railway Station allowed supplies for the factory to come on barges up the creek from the rail link. In the very first year of operation the factory was producing peanut butter and granola. From this small and unusual beginning the Sanitarium Health Food Company now sell their health food products nationwide. The most popular food item would have to be the breakfast cereal "Weet-Bix". The aroma around the district when these biscuits are being processed is something to be enjoyed. The Sanitarium Company has employed thousands of people over the years and is a proud Australian Company.

ADDRESS ALL COMMUNICATIONS  
TO THE MANAGER

# The Avondale Industries

INCORPORATING  
**SANITARIUM  
 HEALTH FOOD CO  
 THE AVONDALE PRESS  
 SAW MILLS &  
 ENGINEERING WORKS**  
 AND THE FOLLOWING DEPTS.  
 BLACKSMITHING, CARPENTRY  
 and JOINERY, ELECTRICAL,  
 PAINTING, PLUMBING,  
 BOX MAKING.





**Anstrolasian Conference  
 Association Limited  
 • Proprietors •**

TELEPHONE:  
 No. 8 COORANBONG

POSTAL ADDRESS: COORANBONG N.S.W.  
 RAILWAY STATION DORA CREEK N.S.W.  
 January 30, 1930



The work begins for the landscape gardeners in the grounds of the new factory after the completion of the buildings in 1936.

## THE SEVENTH-DAY ADVENTIST SETTLEMENT AND INDUSTRIAL COLLEGE

In February 1899 the Agricultural Gazette of NSW reported on a visit to Cooranbong by a member of Parliament and a representative of the Minister of Agriculture. The following excerpts come from the six-page report written by Mr W S Campbell.

*Some time in the year 1894 three gentlemen called upon me for advice as to where they could find a suitable tract of land to establish a small colony of persons who belonged to a denomination of which I had never heard the name. I felt much interested and surprised at the information they gave me with their intentions and the work that had been effected by members of the denomination in the USA.*

*The village of Cooranbong situated 3 miles to the west of Morisset lies in a sort of valley or extensive flat surrounded by high hills. There is good timber to be found on the ranges surrounding the valley, iron bark, spotted gum, tallow wood, blackbutt and the sweet noted bell birds abound in beautiful brushes.*

*The property of the Seventh-Day Adventist is distant about a mile north of the village of Cooranbong which is intersected by the road to Maitland. After crossing a fresh water creek which flows through the valley the first clearings and houses appeared. A few trees- oranges, peaches etc. have been planted and are thriving with several kinds of vegetables. We drove through thickly timbered country, through a slip rail, up a gentle rise and to my surprise appeared a number of large wooden buildings arranged in a crescent form fronting an open space termed by the Adventist a 'Campus'. Partly around this elevated knoll meanders Dora Creek. This clear salt water creek is exceedingly pretty under the shade of overhanging trees. On the eastern side originally a te tree swamp lies a 10-acre orchard. The task of clearing the heavily timbered land and draining the swamp was heavy work performed by students and staff. Each pupil is required to perform some sort of manual work for 2½ hours each day, both boys and girls. There is no staff or servants or domestics. The girls and teachers perform all the washing, cooking etc. Examinations are required in the science of house-keeping through to laundry work and all aspects of sewing. The school has large grazing land and can provide for a good dairy herd. In conclusion the writer commented: There seems every reason to expect that this establishment will turn out good, useful men and women, well able to hold their own in the various callings of life to which their inclinations may lead them. Stories from our Past, Herb Pocock.*





## BUILT TO LAST



*This beautiful sandstone building was the Cooranbong Post Office 1881–1950's. From 1866–1869 postal business was conducted in the home of the schoolmaster and from 1869–1881 in the general store belonging to Thomas Russell.*

## STILL LOOKING GOOD



*Present day side view of the solid sandstone building which was Cooranbong Post Office, over one hundred and twenty years ago, now a well kept private residence.*



The Catholic Church of St Patrick and Bridgit, was known as *The Church of the Pioneers* and was the first Church in the District. Built in 1861, it was a small wooden building, used also as a school. In the 1800's there was also a Convent at Cooranbong, once visited by Mary MacKillop. In 1906 a new Church was built (above), and years later in 1971, was renovated. This lovely old Church was given a face lift in 1994. Photo at right, shows the amount of care and attention paid. It is now on the Heritage List together with the Cemetery. The oldest known marked grave is that of Annie Malone, aged 13, buried 1862. Jeremiah Martin, aged 21 was buried in 1866. Photo's and information courtesy Mary France.



## COORANBONG CONVENT SCHOOL



*From 1880–1887 this two-storey building was the Cooranbong Convent School conducted by the Sisters of St Joseph.*

## IN MARTINSVILLE ROAD

The timber and shingle roofed church of St Johns Church of England was built in 1870 and remained there for over 80 years. It was sold in the early 1950's for £100 and transported to Alton Road to become part of a private residence.



## EARLY DAYS



*Avondale Seventh Day Adventist Church 1908.*

## WHILTSHIRE SADDLERS SHOP

*Ernest Whiltshire in his horse and cart outside the first shop in Avondale. It was located opposite the original Seventh-day Adventist Church, built in 1897 and known as the Village Church. On the shop sign 'E Whiltshire, Saddler' 'Saddlery and Boots neatly repaired'. Photo Jenny Hill.*





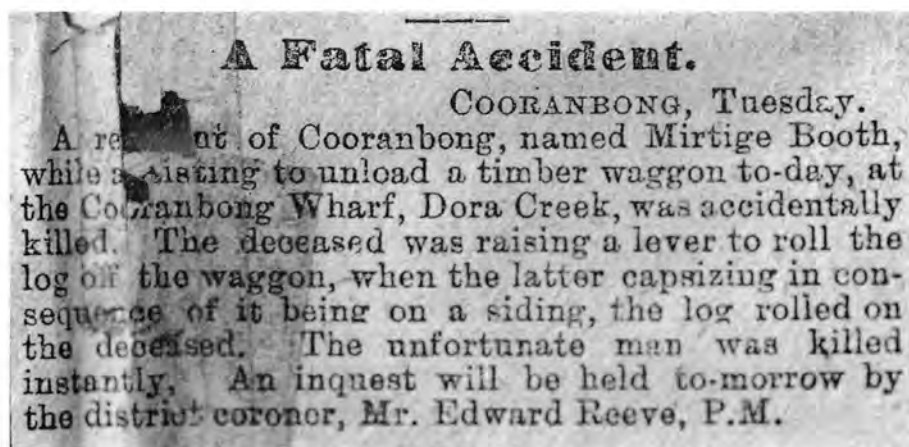
## SANDY CREEK CROSSING



*Henry Joseph Frost with his horse drawn wagon near Sandy Creek Crossing.*

This timber was used for the building of the Fenton house in Jones Road, Cooranbong, 1920's. Horses played an important roll in the working life and leisure time of our early residents. From ploughing the land and as a means of transport they were essential to the community. With so many good horses and riders around it's easy to visualize a racetrack in Cooranbong. From early reports it was past the Fell Timber Creek Bridge at the end of Alton Road. A rough-hewn grandstand was built and the race meetings were held every few months and became special social occasions. An advertisement as early as 1875 in the Newcastle Morning Herald, detailed the coming events for the October Races at Cooranbong.

*A fatal accident reported in the Evening News of November 24, 1885. Photo J Hill.*



## SOUND OF MUSIC



Avondale Students Brass Band. The names of the nineteen members are listed on the post card. Over the years Avondale Brass Band has often been involved with special occasions, not only in Cooranbong but also in Morisset. Mr Jack Pike, Headmaster from 1957, recalled in a speech at the Morisset School



Centenary On sports days students marched through the town in "Houses" behind the Avondale Band. Significantly one could not image Anzac Day in Morisset without the Avondale Brass Band leading the Parade. Mr Keith Manuel, Deputy Principal of Morisset School and President of Morisset RSL Sub-Branch in the 1950's in delivering his Anzac Day speech said *I would in particular like to thank the Avondale Band members, especially Mr Harris, their leader; Mr Clark the drum major and Mr Wainman the stage manager. These people give their service year after year and to them we are extremely grateful.*

## THAT'S CRICKET!



Cooranbong Cricket Team, Cooranbong Oval 1943.  
 Standing L-R: Alf Kemp, Walter Kilroy, Alwyn Kemp, Joe Thomson, Wilber Mitchell,  
 Glendon (Bunny) Mitchell, Jim Young, Albert Fairfoul, Bill Wilson. Sitting L-R: Glen Radley,  
 Elwyn (Slim) Radley, Ray Britten, and Jim Cherry.

*The Cooranbong Champions*  
 The Cooranbong team that loved to play cricket,  
 They batted, they fielded, they hit the wicket.  
 They all got together way back in the past  
 And the memory of them will forever last.  
 There was Kilroy and Kemp and also his son,  
 Glen Mitchell and Wilbur both loved to have fun.  
 Fairfoul I remember, he was the captain  
 The Radleys and Cherry I'm sure were batsmen.  
 Jim Young, a bowler and champion spinner,  
 The Cooranbong team was mostly a winner  
 Ray Britten, a bowler could bowl a straight shot  
 And Bill Wilson, the big boy could manage the lot.  
 Lanky Joe Thomson, now give him a mention,  
 Cause the opposite side, he caused their tension.  
 His bowl was so fast the eye could not follow  
 And, if it hit you, would sure make you holler.  
 Jim Wilson I know he can always recall  
 The day he was playing and he copped the ball.  
 The Cooranbong Champs, well, so I have been told  
 If they'd entered Olympics would have won gold.

*Daphne Thomson.*

## SCHOOL DAYS



*Cooranbong Public School 1947*

*Front row: Ronnie Oakey, Nita Strong, Bobby Craft, Janice Ball, Suzie Craft, Glenda Ball, Kevin Strong, Colin Booth. 2nd row: Desmond Thompson, Cedric Booth, Darrell Ball, —, Noel Lindsay, Rodney McGowan, Michael Craft. 3rd row: Allison Murray, Valda Savige, Daphne McGowan, Norma Peterson, Lynette Thompson, Roma Peterson, Shirley Ball, Wilfred Murray, Kenneth Roweth, —, —. Back row: —, —, Trevor Ball, Pepper Stead, Lionel Lindsay, Cliff Deaves, Norman Dwyer, Robert Baker, Robin Duffy, Eric Baker. Teacher Mr. Sternbeck.*



*The first Cooranbong Public School, opened in 1861. The school opened on the present site in 1880. In 1990 it had a name change to Cooranbong Community School.*

*Photos Jenny Hill*



## EARLY AVONDALE SHOPPING VILLAGE



*A very busy corner! A stream of cars outside Frank Wainman's Garage in the 1940's. Mr H P Searle operated the Garage and Produce Store until Frank Wainman took over the garage section. Frank was a very industrious likable man, intensely interested in flying and it is to him we are indebted for the many aerial photos the area. Lots of locals knew him as 'Friday Wainman'.*



*Avondale Shopping Village was officially opened in 1989 by the Mayor of Lake Macquarie Alderman Ivan J Welsh, MP. The builders were A and J Greeve. The proprietors of the modern shopping centre are Bob and Angie Kalaf. Bob has won many business awards for his commercial and community developments in the area.*

**COORANBONG TREE**

*According to Niki Burgess this tree is probably the oldest and largest Blackbutt in New South Wales. It has a girth of 43ft and it would certainly have been taller today, if not for a lightning strike about fifty years ago. Below, Niki at the base of the Blackbutt, growing on private property.*



## MARTINSVILLE



*Through Martinsville to the Watagan Mountains, magnificent lookouts, state forests, walkways, and sub tropical rain forest. Jean Mercer at the "Wishing-well".*



## MARTINSVILLE

Originally known as 'The Brush' (Timbered Country). Earliest land grants were to Thomas Moore, 60 acres 1834, and Owen Beardmore, 100 acres 1854.

William and Sarah Martin are reputed to be the first settlers in the valley, arriving with their eight children in the early 1850's. They purchased land at Gap Creek and built their first small home there. In 1894 the little settlement was named Martinsville in honour of the Martin Family. Paddy's Shelf, the sandstone outcrop on Watagan Road, was named after Patrick (Paddy) Martin, fourth son of William and Sarah. Jeremiah was three years younger and died in 1866. His was one of the earliest graves in the Roman Catholic Cemetery at Cooranbong. William Martin died in 1873 and his sons continued the work on the property. Early timber mills included Espley's at Blarney Grove Creek, Barnier's Mill on the top of Mount Faulk and Mullard's Mill at the base of Watagan Road.

## SCHOOLING IN MARTINSVILLE

The first school to open was Deep Creek Provisional School in 1878. It became Deep Creek Public School 1879–1883 and in 1894 the name changed to Martinsville School and a new building was erected in 1895. A school residence was built in 1920 and extensions to the little school were carried out in 1922. The school which had served the community for so many years closed in 1974.

Photo below taken in October 2001. The 107-year old school looking pretty good seeing it has been closed for so many years. One can almost hear the laughter of the girls and boys and imagine them running down the front steps at hometime.





## MARTINSVILLE UNION CHURCH



*The Walker wedding in the  
restored Union Church, 1999.  
Photo Nada Babic.*

The simple line and structure of the Union Church is evident in this photo. The building seems to nestle into the mountain, hiding in the forest of tall trees.

Services were held in the first Union Church in 1893, which burnt down in 1912 and work began on the present Union Church in 1924 to be completed in 1940.

Imagine the happy memories of marriages, baptisms and Sunday School afternoons that residents of early Martinsville would associate with this Church. The different sermons and the sadness attached to loved ones funerals are all a part of the history of the Union Church. Sadly, because of dwindling numbers in the early 1960's it closed its doors. In recent years, interest in the old building rekindled when a Church Committee formed and became involved with restoration. Although the Church is very small, it can seat up to forty persons in the lovely old timber pews, donated by descendants of early pioneer families of the area.

Today this lovely church is the very heart of the Village of Martinsville.

## DORA CREEK? THE BRUSH? MARTINSVILLE!



### THE OLD POST OFFICE

The first Post Office to open at Martinsville in 1889 was called Dora Creek and was located in Gap Creek Road in a room converted in a private residence.

The name changed to Brush in 1892 and became Martinsville Post Office 1894.

Post Offices in early years were often in small shops or part of a residence, as were Morisset, Mirrerview and Wyee. In 1910 Martinsville Post Office moved into another private residence on the corner of Watagan and Martinsville Roads. In 1934 Postal business was conducted in an adjacent building and the photo above shows how the Post Office looked in 1949. It was a Post and Telegraph Office and an agency for the Commonwealth Savings Bank of Australia. Many a telephone call would have been made at the red wooden telephone box. Nellie O'Brien (Martin) was Post Mistress at the time and until the closure of the Post Office in 1965.

House to the right — Jim McMullens. Photo Gordon William Browne.



Lionel Geering's General Store at Martinsville opened in 1903 and was built almost on the site of the disbanded small fellow mill built by H B Mullard and William Stevenson in 1890. The store stocked everything! Photo above taken in 1949 six years before the store closed in 1955. Only the storeroom of the old building survived, portion shown on extreme right of petrol bowser. The old ute in the foreground belonged to Ray Owen after whose father Owens Road was named. Photo Gordon Browne. Photo below is the other portion of Geering's storeroom and is now the *Watagan Inn*, a lovely natural sanctuary and restaurant run by Mark Peck and Ishbell. Telephone box probably a survivor from the old Post Office building, burnt down in 1969.



## EARLY MARTINSVILLE FAMILY NAMES

Baker, Browne, Burgess, Clouten, Douglass, Faulkner, Foo, Frost, Kemp, Geering, Gorman, Horgan, Kildey, Lean, Martin, Mashman, Mathews, Mills, Owens, Payne, Pope, Pringle, Rayfield, Rutledge, Stevensen, Sylvester, Tierney, Wilkinson, Worley.

Many roads, lanes and landmarks were named after families — Martinsville Road, Owens Road, Pringles Road, Wilkinson Road, Conley Road, Geerings Road, Kildey Road, Horgans Lane, Kemp Lane, Browne's Waterfall, Rutleys Ridge.



*Jim Sylvester and Ray Rouse with the Sylvester's bullock team at Martinsville 1951.*

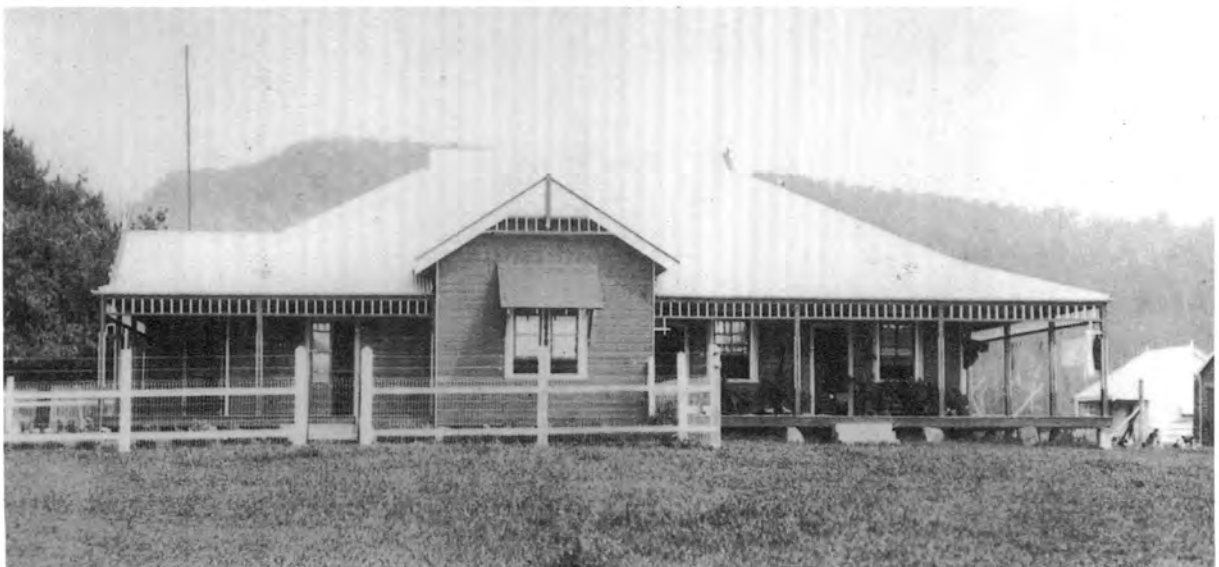
*Photo below, George Bowman, Alex Roach and Fred Wilkins with a large log at Stump and Tree Point, Watagan Mountains 1949. Photo Jim Sylvester.*





**SELINA AND ALBERT BROWNE**

A lovely photo of Selina and Albert Owen Browne on their wedding day July 6 1892. They were married in the Methodist Church at Parading Ground, which later became the township of Williamtown. Photo below is their home 'Wonga Hill' built in 1918 and named after the Wonga pigeons that were plentiful. The white building to the right is the original dairy built in 1903. Geoff and Sheila Browne live in this lovely old home which has been modernised over the years.



## BROWNE'S ORCHARD ESTATE



An abundance of citrus trees, 3,500 in all and 100 persimmon trees planted when this aerial photo was taken by Frank Wainman in 1951. This was the year A O Browne died and before the subdivision in 1966. The uneven patch of cleared ground in the centre was called '108'. Plantings were made up of 100 trees per acre but somehow 108 trees grew there and distinguished it from the rest. A O Browne and his wife Selina moved to this property in 1901. They built their homestead, shown in the clearing near the old English Oak tree in 1918. Over the years their five sons played a big part establishing the orchard, farm and dairy. In 1947 when electricity was connected to Martinsville they built their sawmill. Imagine the isolation of the farm early days, with limited transport and roads almost non-existent. Even those that were passable were like corrugated iron. Gordon Browne recalls in the family history his Grandmother Selina dreading the trip to Morisset a week before the birth of her eleventh child. *the jolting over the corduroy logging when the sulky slipped into deep wheel ruts*, needs no more explanation. With better roads and car springs, that isolation is now what everyone craves as anyone who has been to Martinsville, knows. What a magical place it is, for the valley has an enveloping beauty and charm of it's own

## BROWNE WITH AN "E"



*Browne Family picnic day L-R first four, Madge Wooley, Grandma Selina Browne rear, Hazel Browne, Melba Browne and other family members, George Browne sitting, A O (Bert) Browne standing. The 1920 Model-T Ford Truck was transport and work horse for the farm. AO's 1925 Dodge car was his pride and joy.*



*A magic place for Sunday walks, Gap Creek Falls, known locally as Browne's Falls. Bullock wagons passed through Browne's property to reach the bullock tracks at the creek. Group in the centre of photo L-R Nellie Browne, Hazel Browne, Tom Woolley and Etty (Ethol) Browne 1920.*

## MARTINSVILLE SCHOOL PHOTO 1938



*Back L-R, Norman Browne, Darcy Horgan, Reg Douglas, Don Russell, Marcel Prentice, Colin Douglas, Gordon Browne. Centre Neil Mashman, Bill Pringle, Frank Kjeldsen, Norman Morgan, Len Douglas. Front-Geoffrey Browne, Norma Douglas, Daphne Morgan, Gwen Morgan, Eva Douglas, Jean Morgan, Audree Browne.*



*Water overflowing along Owen's Road, Martinsville 1950's. Area known as Hunters Flat between Deep Creek and Cesspot Hill. Over the hill Wilkinson Road joins up with Owens Road. Mashman's Family home can be seen on extreme right. Heavy rains can cause flash flooding which usually recedes in 2-3 days.*



## REPLACING THE MIGHTY BULLOCKS



Norm Browne helping Reg Sweetman's truckload of logs up Prickly Point Ridge, Watagan Mountains 1953. Browne Bros purchased the bulldozer in 1947 to replace the bullock team. It was fitted with a winch on the rear to haul logs, usually around 6–8 thousand super feet, which at 3 ton per thousand super-feet, was quite a load to bring up the steep sides to the Forestry Road. Browne Bros was a firm formed by A O Browne's three eldest sons, Mac, Ralph and George, when they started the sawmill in 1947. The mountain to the rear of the Browne's homestead was known locally as 'Peter Hickey's' but officially is Ropes Point. Peter Hickey was a sleeper cutter and hermit who lived in a bark hut below the cliffs at the end of the ridge. His hut remained there until the early 1950's when it was destroyed by bush fire. The sleepers cut by Peter and other cutters were lowered over the cliff in the southern side of the ridge and it was these ropes that gave the ridge point it's official name of Ropes Point. The citrus growing business traded as A O Browne & sons and was managed by Ralph. The girls of the family all did their fair share.

Bert and Selina had twelve children, Ruth, Stewart (Mac), Ralph, George, Ethel, Nellie, Elsie, Melba, Olive, Albert, Amy, and Leslie. Five sons and seven daughters.

Thanks for the Browne's family history from A O Browne's grandson Gordon William Browne.

## THE HORGAN'S OF HORGAN'S LANE



*James Horgan Junior on his farm at Martinsville*

James Horgan Senior was born in 1805 in Ireland in the County of Cork. The land of the shamrock was not the happiest place to live at the turn of that century, but James was later to become a painter, glazier and soldier. Listed in that order, he is described as being 5ft 7inches tall, dark sallow complexion, dark brown hair and grey eyes. Numerous scars, with vivid detailing were on record, so we can presume he was a fighter for his Irish rights. His destiny was to be banished for seven years to the colonies. He arrived Sydney 1835 and gained his pardon 1842. Five years later James married Mary Jane McKee, from Belfast, Ireland. In 1916 James Junior married Jane Baird in St Mary's Church, West Maitland. They selected land at Martinsville and made a home there and were to have fourteen children. Photo right, Jane Horgan (sitting) with her convict maidservant. Horgan's Lane is named after the family.



## JOSEPH AND LILY HORGAN



Joseph Horgan was the 8th child in a family of 14 children, born in Martinsville. Joseph married Lily Lawrence in the Catholic Church at Cooranbong in 1911. He joined the A.I.F. in 1914 and four months later embarked on the 'Suvic' for France. Wounded in action in 1917, he was also gassed in the trenches. Joseph returned to Australia with severe lung damage and was discharged on medical grounds. Medals - 1914/15 Star, British War Medal, and Victory Medal. Joseph's fortnightly war pension was the princely sum of eleven shillings and seven pence. Joseph died in 1930 aged 48.

*Lily Horgan with baby Jean, Aileen and Joseph, 1920*

## BORN AT 'SUNNYSIDE' MARTINSVILLE

Jean, 2nd daughter of Lilly and Joseph Horgan was born February 1919 at 'Sunnyside' the home of her grandparents James and Jane Horgan of Martinsville. Jean was an accomplished pianist and an A grade tennis player. When nursing at Morisset Hospital she met her future husband Bert Gambrill and their love of tennis cemented a lasting relationship. They married in 1938 and were married for over sixty years.



*Jean Bernice Gambrill (Horgan)  
Courtesy Noel Gambrill.*



One of the earliest gravestones in Martinsville Pioneer Cemetery was dedicated to Sarah Ann Barnes, June 1886 and the next name on the stone was Pheobie Morris.

Henry Worley died in July 1887 and Mary Ann wife of James Capper, March 1898.

Many familiar local family names are recorded, Kildey, Webster, Frost, Rayfield, Horgan and Pope to name a few. Many died at an early age- Jane Wellings age 25, Fergus Frost age 30, Lily Mavin age 33, Ivy Lean age 32. Tragedy too, Harry Horgan accidentally killed by a falling tree, September 1918 aged 30.



*Martinsville 1956. McConnoley's old place looking to Sylvesters homestead. Jim Sylvester's mill is still operating in 2002. Photo courtesy Jean Gilbert.*



## EARLY SETTLERS OF THE VALLEY

Travel along Wilkinson Road through the leafy green canopy of trees, with Forestry on the left and a National Park on the right, and nestled in the folds of the Watagan Mountain Range is the homestead and sawmill of Jim Sylvester. The view from the home is breathtaking and it is easy to see why the Sylvesters are still in the valley.

Charles Alfred Sylvester (Charlie) married Nora Cagney of Wollombi in the late 1890's. Charlie was a bullock driver and work was plentiful in Wollombi and Martinsville. He and Nora were to have eight children, Agnes, Clare, Reg, Marie, Sheila, Pat, James and one deceased. All the children could ride horses and most rode their ponies to school. Charlie Sylvester and Bert Burgess were well-known local horse trainers and Charlie's son Jim was to become a jockey and horse trainer. To carry on this love of horses were Jim's sons Malcolm and Paul who became successful professional jockeys. They started riding at a very early age, winning picnic races at Martinsville, gaining top apprenticeships, then it was hard work all the way to the big time. Success does not come easy. Racing was popular, with a racecourse at Martinsville, Cooranbong and Wyee.

Many members of the Sylvester Family live in the area close to Jim Sylvester, whose sawmill is still processing good building timbers. Blackbutt, Bluegum, White Mahogany, Turpentine and Tallowood are in good supply. Jim's 1940 Nuffield Tractor and his Ford Blitz Ex Army Vehicle are still in constant use, as is his 1955 Ferguson 35 Tractor, which he fondly calls his *Little Iron Horse*.

Photo below, Jim Sylvester and Madge (Deaves) with the three vehicles and their trusty dogs Caesar and Ben, at the mountaintop home, opposite the sawmill.



*Devrell's Fire Tower, 18metre high with an observation room of 2.4 metre square was built after the devastating bush fires that destroyed the pine forest in 1939-40. Instigated by Head Ranger Devrell in charge of Wyong Forestry District, it had three hundred and sixty-degree views of the forest, lookouts, valleys and lakes. Due to white ant infection in the 1970's the structure was demolished. Gordon Browne and family at the tower base 1961.*

*True Survivor! This mighty Tallowwood Tree at Martinsville has a girth of 36ft. Growing on private property it is a wonderful specimen with unusual branch formation. Niki Burgess's photo is of his friend Lee McMinn. Both these young men are intensely interested in recording the growth and formation of forest trees. 2001.*



## MANDALONG



## FORTUITOUS MEETING

Sarah Jane Wellings came from South Australia to Morisset to stay with her Godmother who owned the Railway Hotel. She met and later married David Joseph Wellings in the Catholic Hall Church in Morisset on October 7 1895.

They settled in town for a short time and then came a fortuitous meeting and the trading of a saddle for a house. David Joseph Wellings had his eye on a house for some time but did not have the cash to buy it. Incredibly the owner traded the house for a saddle and David and Sarah had themselves a home. They settled in and William Michael Wellings was born 1899 and Eliza Wellings was born in the house in 1910. Sarah Jane and David Joseph had eleven children. Apart from the two who were born in the house the other nine were born in Newcastle Hospital.



*Marie and Monica Wellings with their cousin Myree stand proudly with their pony in front of the house which was traded for a saddle. The home is still in good condition and one of the oldest in Mandalong.*



*L-R Arthur Wellings, Mr Deaves, Norman Eric Frost, David Joseph Wellings and Keith Wellings-1920. Horses were an integral part of family and working life.  
Photo and information — Sarah Jane's granddaughter Monica Muller (Wellings).*



## AN INTERESTING CHILDHOOD

Monica Muller (Wellings) recalls having many childhood illnesses, tonsillitis, pollupus in the ears, chronic bronchitis to name a few. She fell out of a sulky and badly broke her arm and it took 18 weeks to heal. The doctor was at Wyong and it was hard to get to the surgery when the creek, back of Mandalong was in flood.

From her earliest days she could ride a horse and drive the bullocks in the Watagan Mountains. On one occasion she wagged school, jumped on her horse and rode up the mountain trail to where her father was working. She found he'd had an accident and had broken his leg. They put her dad, William Michael Wellings, in the log lorry and drove him lower down the mountain to where an ambulance waited. His leg was packed in sandbags for weeks. Accidents were a regular occurrence, working with timber in the mountain. Her Uncle Art Wellings drove an axe into his arm and rode back to camp for assistance with the axe still embedded! He survived complications from blood poisoning resulting from the sap of the timber.

Times were tough and the men had to be tough to rough it, but they all took care of each other. Monica's Uncle David was a sleeper cutter and blacksmith, making bullock yokes, bows and keys. He worked the timber off Percy Mullard's property, off Sauls Road at Mandalong. Her cousin Ken Ellis also worked with timber, so the Wellings were deeply involved in the Watagan Mountains and the timber industry. Monica recalls the depression years of the early 1930's and how her mother milked cows and made butter from the cream, to sell in Morisset.

Family and friends supported each other, that's how things were in the valley.



*Sarah Jane Wellings born 1876, married David Joseph Wellings, Catholic Church, Morisset 1895.*



*Sarah Jane Wellings with her daughter Eliza Gladys Lock.*

## CLEMSON'S FARM MANDALONG



*Photo's clockwise L-R, Mr and Mrs Clemson.  
Mr Clemson and granddaughter Florence with friends in  
1931.*

*Florence collecting milk from Mr Limond's milkcart, 1942.  
Clemson's cows on the farm at Mandalong. 1930's.*

Clemson's Farm at Mandalong was close to the old slaughterhouse. Sixty cows were milked morning and night and everything had to be spotless. At Clemson's the cream was separated from the milk and sent to Raymond Terrace Butter Factory and the skimmed milk fed to the pigs. Mr Clemson would load the cream pails onto his horse and cart and deliver them to the Morisset Railway Station three times a week. Florence Regan nee Madden, Mr Clemson's granddaughter, remembers Jack Kildey helped out on the farm, as did most of her family. Florence walked the three miles to school and back and to the Railway Station when she attended Gosford High. Their neighbours were the Havilland, Nutter, Douglas and Mullard families.

Mr Clemson was chasing Dave Welling's cattle near the Morisset Cemetery when he died after a fall off his horse. He was sixty two years of age. The farm was sold in the late 1940's. Information and photos courtesy Florence (Peg) Regan.

## MULLARD'S ORCHARD AND DAIRY FARM



H B Mullard's orchard and dairy farm was on the western boundary of Morisset Farms Subdivision Estate of which he purchased 640 acres (1sq mile) in 1919. The estate was in the Parish of Mandalong in the County of Northumberland.

A huge amount of work was done in developing the property, building the home, fencing and planting the orchard, along with building up the dairy. H B's daughter Ruby and her husband, Lester Litchfield, managed the orchard for many years. William and Maud France, and sons Arthur and Jack, farmed there during the 1930's. The property was sold after the death of H B and his wife Mary, in 1939.

The whole of the Morisset Farms Subdivision Estate was 4,000 acres and was bounded by Dora Creek to the north, town of Morisset to the east, south by Mandalong and west from Morisset town boundary up to Cooranbong.

The land was originally a Government grant to John Manning and Percy Simpson.

Photo from an estate catalogue courtesy Jack Walker-Smith, Wyong.

**AERIAL VIEW OF MANDALONG**

The farm on the topside of the road was owned by Art Wellings. The cottage to the right belonged to the forestry and was home to such forestry rangers as George Mudford. The cottage was bought from the bank for £100. The Limmond's Farm is in the centre showing the silo, cow bale, cattle stalls and piggery. The Martian like circles on the inner paddocks were made by young poddy calves going round in circles as they were tied to a pole to subdue them. This method helped teach them to lead. Quinton Limond.



## MANDALONG AYRSHIRE STUD FARM

Mention the Limond Family to old time residents and immediately they think milk. Quinton Limond was born in Mandalong in 1924. Years before the Limond brothers came to this area and started up their dairy farm, Quinton's father David and his brother worked on farms around the Murray River area and throughout Victoria and New South Wales. Then came World War One to change their lives.

William joined the Light Horse Infantry and David joined the Newcastle 30th Battalion and they both served in France. Back in civilian life they decided to come to Sydney. On seeing land advertised in the Mandalong area David acquired 48 acres and William 100 acres which had belonged to the Stinson Family. In 1920 David married Doris Dodd. They built their home at Mandalong, with a shingle roof, using beautiful rosewood timber throughout, which was milled, from Archer's Sawmill at Wyee. Work on the farm progressed to where they were milking 70 cows twice daily. The working day began at 3am with the milking and harnessing of the horse and cart for the milk delivery at 5am. They delivered to most homes in Morisset and out to Beauty Point Road. The family had three horses that they rotated for the delivery work, Doll, Peter and *Horse*. *Doll* knew her run so well she knew at which house to stop.

David and William's parents lived in Ayrshire, Scotland, and never made the trip to Australia. When the brothers decided to start a stud farm they settled on the Ayrshire breed which they purchased from Camden Park.

They would have like to have named the Stud Farm 'Greenhills' but the name was already taken so they settled on Mandalong Ayrshire Stud Farm.

Showtime was special and thirty head of stock were shown in different classes. For over thirty years Quinton's Ayrshires took out Champion of the Show. A mighty tribute indeed to his ability as a breeder of fine stock.

Quinton remembers the Mounted Police at Morisset and the wonderful horses they rode. Plenty for them to do chasing the cattle thieves and rustlers through the bush. Thieving stock was commonplace.

Horace Madden worked on the farm before he enlisted and Jeff Gambrill was a special mate. Sadly his father and uncle died within two weeks of each other, a big loss indeed.

With all the intensive work on the farm and the acclaim bestowed upon him for his farming skills, Quinton also worked for thirteen years at the Avondale Factory and his wife Ruth, to her credit, clocked up forty-one years at the factory also.

They say behind every successful man is a good woman and I am sure that is true of the relationship between Quinton and Ruth Limond. Recently Quinton was awarded a prestigious Community Award for his voluntary work.

## DOWN ON THE FARM



*Left clockwise. Quinton Limond and prize bull.*

*Mrs Doris Limond with horse and sulky.*

*Limond brothers, David standing and William.*

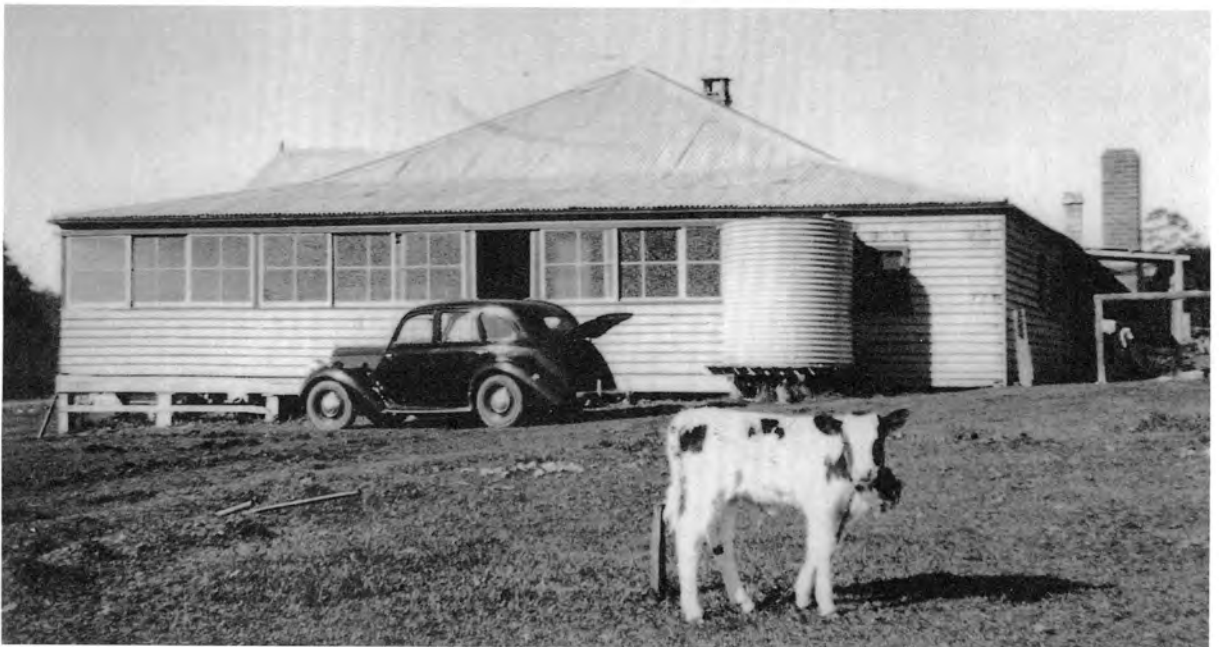
*Doris and David Limond with friend, c 1920.*



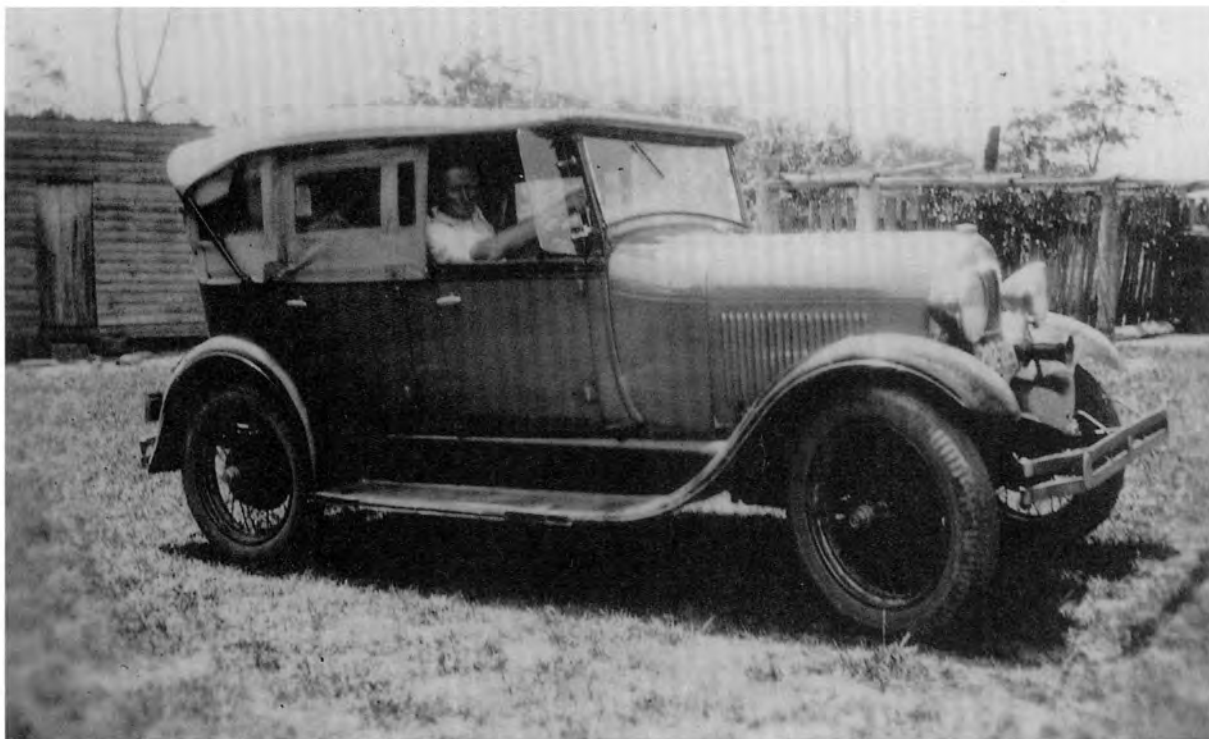
## CHAMPION OF CHAMPIONS



*One of thirty Champion of the Show cups and trophies won by Quinton Limond.*



*The Limond's homestead, built of rosewood timber, was home to the family for many years. The latest in cars at the time awaits at the door and a fine little poddy calf poses for the camera. In recent years the home was sold.*



*David Limond looking happy in his new Ford. c1930.*



*Doug Limond on the farm with milk pail and quart pot 1945. Doug married Elaine Clack in her family home in Macquarie Street, Morisset. They had eight children.*



## WYEE

As in many small settlements along the route of the Great Northern Rail link some gangers and construction workers decided not to move on but settle in an area that appealed to them, thus sowing the seeds of future towns.



*Working together at Wyee Railway Station L-R, Gundy Bateup, Lindsay Deaves, Walter Deaves, Ellis Deaves and Vic Deaves 1932. Courtesy Vic and Lyn Deaves.*

## WYEE SCHOOL



*In 1878 the residents of the little village of Wyee built a school and paid for a teacher at their own expense. In October 1892 the Provisional School was raised to Public School Status. Photo above is of a section of the school complex 2002. Below, the Wyee Union Church still in use today, and part of Wyee's history.*



## WYEE

Proclaimed a town 1891

Spelt Whyee in the early days, Aboriginal word for 'Fire', Wyee Point was an Aboriginal site. In 1839 a land grant was made out to Thomas Walker but he failed to settle on the property and so it reverted back to the Crown.

John Moore constructed a stockyard in the late 1830's to contain wild cattle. Previous to 1860 William Foster owned a dairy farm and at this time only James Freeman and his son were actual residents, living in a hut alongside a stockyard.

Timber was the early industry and a large steam sawmill and wharf were built on Wyee Point and sleepers were shipped out to the lake. Joseph Henry Lancaster operated this mill employing up to sixty men turning out huge amounts of timber.

Travel from Wyong to Dora Creek meant passing through Wyee but very little settlement had taken place until the coming of the Great Northern Railway.

Wyee, North Main between Warnervale and Morisset Station construction contract was let to G and F Harrison, construction name being Uee Uee Creek.

The line opened August 1887, the station name being Norahville. Fassifern Station was called Wyee. Norahville changed to Wyee in 1888. Wyee opened as a loop in August 1892 and as a passenger platform February 1896. In 1912 provision was made for a Night Officer and in 1913, a dam constructed on Wyee Creek and a pump house erected a year later. Both electric light at the station and a level crossing were connected in 1952. (State Rail Authority of NSW).

A report of 1970 stated: *The village of Wyee developed along the Main Road to Morisset, east of where the road crosses the railway. The land is almost flat, sloping gently towards Mannering Creek, which drains the area. The Bethsham Mission establishment, just outside Wyee, on the Morisset Road, formed it's own little settlement. The Wyee neighbourhood embraces an area of 2,780 hectares in the southern part of the District. The neighbourhood embraces the village of Wyee and Wyee Point and Ramsgate Estates. The District borders approximately 40km of western shore of Lake Macquarie.*

### WYEE STATION MASTERS 1909–39

1909–1915	Thomas Grace.
1918	Harold J V Williams.
1921	Thomas A Hammond.
1924	John J Culhane.
1927–1933	James A Sheehan.
1939	Alan Peacock.

(State Rail Authority of NSW)



*Joseph Henry Lancaster 1832-1919*



## THE LANCASTERS

The first of the Lancaster family to arrive in Australia was Joseph Henry Lancaster (opposite), born in the Parish of St Dunstan, Stepney, Middlesex, England in 1832. He came out to New South Wales when a boy, as a ship's apprentice and his life of adventure soon began. When his ship was in Sydney Harbour, he ran away and hid amongst the huge rocks until he saw it leave port. Search was made for him without avail and when the vessel arrived in England his parents were notified. Eventually his father set sail for New South Wales in search of his son, finding him in Sydney, a married man, for he had married Mary Anne Eaton. Joseph and Mary Anne had fourteen children though sadly eight of the children died.

Joseph Henry was in Sydney when the first sod of the Railway Line was turned.

He found his way to the goldfields at Lambing Flats, now the town of Young, where he looked for gold and also became a pit sawyer. Next he went to Maitland where he undertook extensive timber contracts in connection with various railway lines being built in the new colony. Next to Cessnock and Clarence Town, then to Wyee. Here he erected a sawmill and had a large timber trade. He built the steamer *Agnes* and the sailing vessel *Hetty* named after one of his daughters, and these vessels traded between Lake Macquarie and Newcastle. He bought a sailing vessel named *Uncle Tom* but had bad luck with her. With 700 pounds worth of timber on board, she was wrecked near Lake Macquarie, everything being lost. The vessel had been insured, but the insurance ran out three days previously.

Joseph Henry worked the sawmill at Wyee for seven years and employed many hands and teams, in the cutting and hauling of timber. He also conducted a grocery shop and butchery, being a very industrious man. He decided to move on to Gunnedah, where he erected another sawmill on the Namoi River, cutting sleepers for the railway from Gunnedah to Narroabri. When he left the area, the residents of Wyee sorely missed him. He died in 1919 at the age of 87 years, a very fulfilled life indeed.

## LANCASTER FAMILY LINE

Thomas Henry Lancaster was born on February 4, 1859 at East Bargo, the fifth child of Joseph Henry and Mary Ann Lancaster. His occupation was classed as that of the Timber Industry and Bullock Teams. He married Anna Mary Solzenbach, whose place of birth was Blue Gum Flat, July 1860. Thomas and Anna were parents to fifteen children. Thomas took up his 300 acre holding at Hue Hue, Wyee, when his father left the district, continuing in the timber trade and fat bullocks, and supplying the Great Northern Railway with timber, and eventually the Sydney trade. The timber bound for Sydney was loaded onto a small vessel at Wyee Point, going out through Lake Macquarie and the Swansea Inlet. Thomas Henry died in 1939, Anna Mary died in 1941.

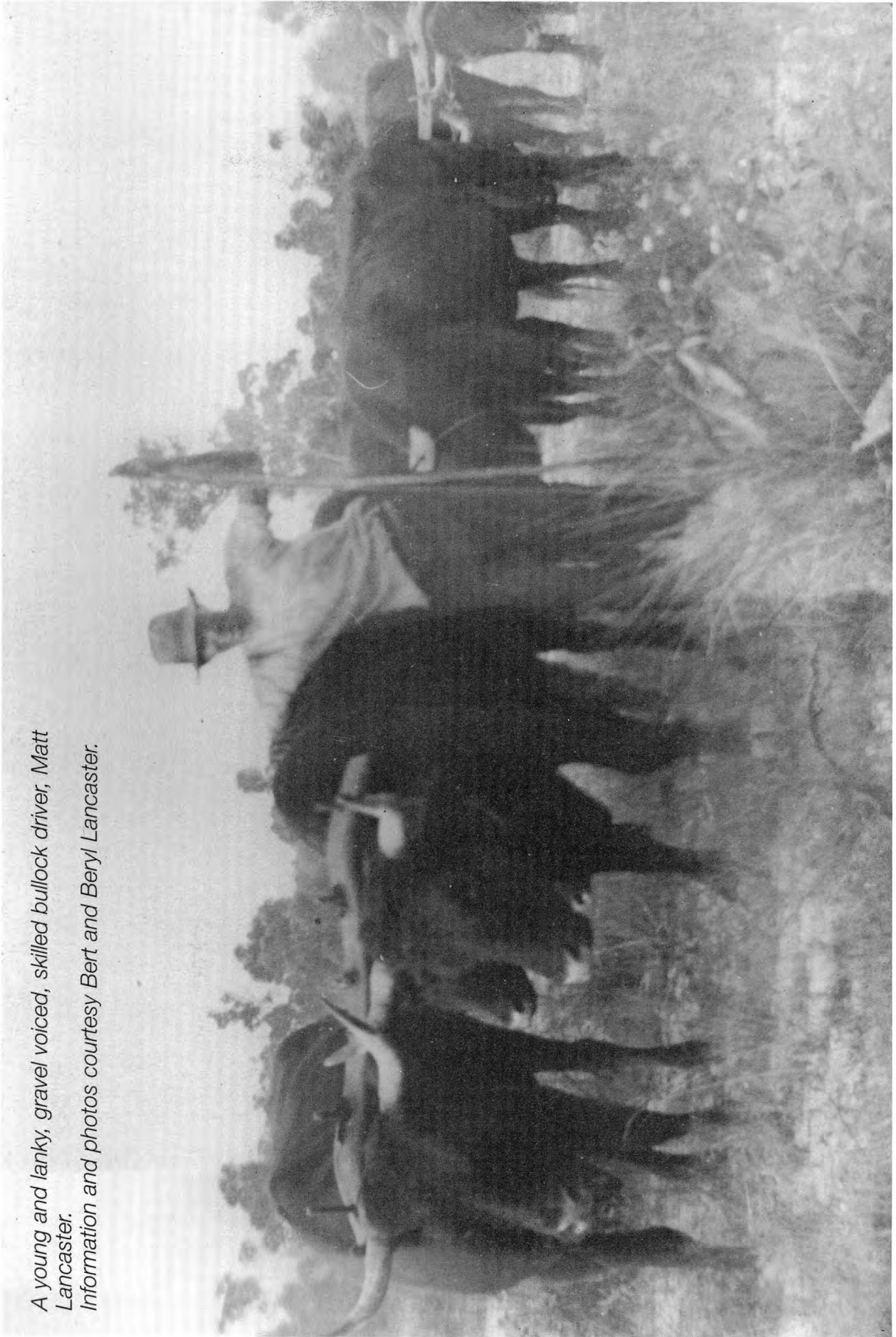
Their resting-place is at Bethshan Mission, Wyee.

Mathew James Lancaster was born at Hue Hue, Wyee, in 1897 and he was the tenth child of Thomas Henry and Anna Mary Lancaster. He married Amy Malvera Mary Ann Boyd, born at Mandalong in 1902. Mathew was a blacksmith by trade and also a farmer.



Charming photograph of Thomas Henry Lancaster born 1859 and his wife Anna Mary born 1860 with Elsie Scully (Lancaster) and a very young Daphne Dewhurst

*A young and lanky, gravel voiced, skilled bullock driver, Matt Lancaster.  
Information and photos courtesy Bert and Beryl Lancaster.*





**THE FARMERS OF WYEE**

*A lovely photo of Les Farmer's grandparents, George and Margaret Farmer, 1920.*



*A later photo of Farmer's Store on the left, and a clear view of the houses and the rough surrounds of unformed road.*



## EVERYONE CATERED FOR

*Farmer Bros., Wyee*



Farmer's Store surely must have been the most popular spot in Wyee in horse and buggy days. Photo above shows a patient horse, driver and dog all having a rest. Signs advertising *The Daily Telegraph* and all the goodness of 'Bournville Cocoa' suggest everyone's needs were catered for. A calm picture of days gone by.

The Wyee Railway platform was opened in 1887 and within two years postal services were located at the platform station. Later postal services were moved to a store owned by brothers Harry and Art Farmer. Next to run the business was George and his wife Margaret, who became the Postmistress.

Besides all the postal work, imagine the assortment of goods for sale. Timber getters, railway workers and local families would have to be provided for with daily provisions, tools and clothing. It's safe to say Mrs Farmer would have known everyone in her community, and bought in goods anticipating their needs. She became an exceptional business lady, who as she prospered, bought up land. It is believed she built the local hall on one block which was used for many years by the community. The hall was later demolished by a violent windstorm. Horace Reid built a new Post Office building and sold it to Reg and Sadie Rosa in 1948. Dorothy Mead (Farmer) granddaughter of Margaret Farmer was the next owner and became Postmistress, also operating the new telephone service. The Mead Family sold the business in 1986.

The Farmer Family was for many years an important part of the Wyee business community. Photos and information courtesy Rita Sansom (Farmer).

## TO BE A TEAMSTER

It was grand to be a teamster  
With two young ones in the lead  
If they started to ring up then  
It was very nice indeed.

They would twist among the saplings  
Till their yolk turned upside down  
That's a job might suit those toffy blokes  
Those chaps that live in town.

To try and get them right again  
From such a blooming fix  
I fancy they might use some words  
Not found in Webster's dix.

We didn't swear because  
T'was wrong to swear at bullocks so  
But it was marvellous if you got bogged  
How a swear would make them go.

It was grand to watch the old ones though  
Who knew the way to guide  
Down in the scrubby gullies  
Where the tracks were not too wide.

If your truck kept bumping boulders  
And there was barely room to squeeze  
They would show you a bit of crochet work  
Among the rocks and trees.

There was Crown and Rowdy in the lead  
Dot and Sailor at the back  
And Bonny, Star and Bender  
They would make the oak yokes crack

And when they all stood up to pull  
And quickly bent their back  
You'd see the loads start moving off  
When we gave the whip a crack.

It was grand to be a teacher too  
To teach these bloomin' ox  
Because they seemed to learn the most  
Down amongst the trees and rocks.

We did not teach them like children  
We did not begin with "A"  
We mostly tied them to a post  
And loudly roared "Who, Way".

They seemed the best at geography  
And knew their way about  
And if they chanced to stray away  
You'd quickly find that out.

Of course we taught them grammar  
If they stuck us in a bog, we'd shout  
"Stand up you bold face blackguard"  
and "hang on you lazy dog".

So we taught them "To stand up there"  
as we made the green hide crack  
And learned them to "wop back then"  
"Come hither" and "gee back".

With a good rig out of tackling  
And team filled with grass  
For ease and pride and comfort  
There were few could us surpass.

It was nice to be a teamster  
If the bullocks got all bogged  
With twith sticks fastened underneath  
On the spokes with mud were clogged.

Now if your wagon got a lazy fit  
And tried to ride the road  
You would need a bit of interluct  
To keep her on the road.

But someone had to do this work  
Or those railways soon would stop  
Those mills would cease to rattle  
And take trade from many a shop.

We were some use to the country  
And the people where we live  
While we earned an honest living  
We could spare a bit to give.

So now we'll turn the bullocks loose  
And let them go and rest  
And no matter what the future brings  
Those old times were the best.

**WILLIAM GEORGE ARTHUR ARMITAGE**

Bill Armitage had a lifetime association with bullocks and the bush. He was born in Wyee, July 15, 1900. His grandfather was James Freeman, an early settler. Freeman's Waterhole was named after him. Grandfather James owned bullocks and Bill remembered working them from an early age. Bill became a bullock team driver. *Many an hour I've spent talking to the bullocks in the bush. They're wonderful, intelligent animals.* Bill was quoted in an article. On his retirement he took up the hobby of whittling, and out of offcuts of timber and using a Stanley knife and tools, he handcrafted teams of bullocks and drays. *By the time I have completed a team I've given them names and they are old friends* he was to say. Into his eighties, he was still creating prize-winning models of his teams. Bill and wife Bertha, raised a family of eight children and were married fifty years. Bill proved that bush life was a good life living to be ninety-five years of age. Photo above, courtesy Bill's daughter Pauline Robinson of Dora Creek. A face full of character with the knowledge of a life well spent.

Poem opposite page given to Miriam Mullard by Bill, who carved for her a bullock team and wagon, showing his unique skills working with wood.



*Hungry Point with Shallow Bay on the right and the large expanse of Bonnells Bay with power stations in the distance.*

*Great photo (below) of the peninsular 2002. Forested hospital land creating a balance to the continuous developments on the shoreline. Photos, Peter McIntyre.*





## CHAPTER 16

# On the Peninsula

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*Within recent years residents of Maitland and others have built weekend houses with such significant names as The Rest and I Linger Longer on the Lake Macquarie. They arrive by train at Morisset. Local delivery stables provide buggies and sulkies in which they complete their 3-mile run out to Brightwater. Families go out on Saturday, home late Sunday in the warm weather, and spend a month or two at Christmas time, swimming, fishing, boating, picnicking, enjoying and renewing life (R Hopper 1921)*



## THE SCHOOL ON THE HILL

SCHOOL	MIRRAVIEW. 4 <sup>th</sup>		Post
POST TOWN	<del>Morisset</del> Morisset		R. Res.
DISTRICT	Newcastle South West		7/4/36
Opened 1934			
TEACHER	DATE OF APPOINTMENT	REMOVED TO	DATE OF TRANSFER
Irwin / 1's for 1-4-30			
Jeffrey, Louisa	11.7.34	to Neilson	31.12.37
White, Annie	23.12.37	to Hurstville G.	20.6.39
McDonald, William	20.6.39	enlisted-discharged	20.5.41
Goodwin, Arthur G.	9.6.41	enlisted to Earlwood	27.3.42
Kelownood, A.D.	17.11.41	to Maraylya	7.1.42
King, George S.	27.11.41	to Bankstown	26.4.46
Boyd, Leslie E.	7.4.42	to Glendon Brook	1.10.43
Constable, John (m)	21.2.44	to Morisset East	3.11.46
School closed 21/5/46			
Re-opening approved 16/6/47			
Manuel, Keith (m)	22.3.46	Morisset Cents	29.1.62
Ayers, Geoffrey (m)			
Tappin, John	30.1.62		
Boyd, Terrence	27.1.70	PTO	
School closed 1.2.72			
Re-opening approved 8/5/73 - FC			

Mirraview School c 1955. List of School Teachers from 1934-1972.



At left of the photo above, is Dawn Gambrell (Ward) with her baby sister Marilyn and brother John, attending a school fete. The old school is now the home of Carmel and Michael Cowan and their two daughters Jasmin and Hannah. The building is rather special to Carmel, as this is the school her mother Dawn attended.

Photo and information courtesy Carmel Cowan and Dawn Gambrell.

## POSTMISTRESS OF MIRRAVIEW

Emily Jane Hampson migrated from England in 1911, travelling alone on the White Star ship *Wymina*, which doubled as a passenger ship on the way out, and a cattle boat on the way back. Soon after her arrival she met a ship's pilot from Port Pirie, later they married and in 1918 moved to Wyalla, then to Melbourne, and in 1927 to Newcastle. In 1944, Mrs Hampson came to Lake Macquarie with her family and opened her store on the corner of Fishery Point Road and Hillcrest Road in the little hamlet of Mirraview, now known as Mirrabooka. Her store became known as Mirraview Post Office, and she was its first Postmistress. Each morning she would travel by horse and sulky to collect mail from Morisset Railway Station and deliver it around the Peninsula. Travelling in all weathers, even dodging bush fires that were prevalent in summer months. On one trip the sulky overturned and she suffered severe jaw fractures. She delivered telegrams by foot up to one mile radius and operated the forty line telephone service to 10pm daily and one hour on Sundays and handled money orders and stamp sales, along with the sale of goods from the shop. At Christmas times she would handle 800 letters a day.

Emily Jane raised five children during these years. She was a very small lady with incredible energy. At 83 years of age she decided to retire as Postmistress and the Mirraview Post Office closed. She had a very full life, having five children, fifteen grandchildren and seven great grandchildren. She was awarded the Imperial Service Medal for services rendered to the Public Service, a very dedicated and well-loved lady.

Information and photo courtesy Georgina Fiddes (Hampson).



*Emily Jane Hampson, a familiar sight in her horse and sulky outside the Railway Hotel. She collected mail daily from Morisset Railway Station till 1960.*

## THE GREAT LAND SALE

The Great Land Sale at Scarborough was advertised in January 1887.

*I dedicate the Scarborough chapter to Mary, Mitch and John.*

*They loved the place.*

### Scarborough Land Sale.

The best-attended of all the excursions provided for the public was the trip to Scarborough, on Lake Macquarie, where Messrs. J. Creer and Son were offering for sale about 600 allotments of the best-situated land at the beautiful lake. Scarborough is only about one and a half miles from the principal railway station of the Sydney and Waratah line, and will, therefore, upon the opening of that line be of considerably greater value. The subdivision which was offered for sale is situated in perhaps the most beautiful part of Lake Macquarie, commanding a view that can hardly be equalled in the colony. A special train left Newcastle at 10 a.m., calling at various places en route; it consisted of about 16 carriages and carried nearly 1000 persons. The weather, unfortunately, was anything but fine, and in consequence of the rain making the rails slippery, the journey took a very long time. Scarborough was reached at 1 p.m., and after luncheon, which was provided by Mr. C. Webber, the well-known caterer, the sale of the land commenced. Mr. J. Creer, of the firm of Messrs. J. Creer and Son, was the presiding genius, and commented upon the varied beauties of the Lake, pointing out that the land was of so good a quality, so well situated, and so convenient to the railway, that it ought to command a large portion of the attention of investors. During the sale it rained heavily, but notwithstanding this bidding was rapid, and in a short time a quantity of land, worth between £2000 and £3000, was disposed of, in lots of the value of £4 to £20 each. After a certain number of allotments had been disposed of the balance was withdrawn, the auctioneer considering that, as the people present were drenched to the skin, it would be better to postpone the sale of the remaining lots. We have no doubt that had the weather been finer a greater number of people would have availed themselves of this opportunity of not only witnessing the beauties of the Lake, but also of obtaining some land in one of its prettiest spots. Despite the heavy rains the sale was undoubtedly very successful, and we understand the auctioneers will place the remaining allotments in the market at an early date. The return train left Scarborough shortly after 6 p.m.,

at the sale to and from Cooranbong.

### Scarborough

SPECIAL FREE TRAIN  
ON  
EASTER MONDAY  
TO THE  
Great Land Sale  
OF  
SCARBOROUGH

On the ground, where everybody can see what they are buying.

FREE TICKETS on application to the auctioneers.

600 GRAND ALLOTMENTS. 600

### SCARBOROUGH

Is undoubtedly the prettiest place on Lake Macquarie.

### SCARBOROUGH

Is only 1½ miles from the Principal Railway Station on the Sydney and Waratah Railway.

### SCARBOROUGH

Is the nearest point on Lake Macquarie to the Sydney and Waratah Railway, and close to the main station.

### SCARBOROUGH

Has miles of water frontage, and commands a magnificent view of the grand and charming scenery of Lake Macquarie.

Everyone who has seen

### SCARBOROUGH

Says it is the prettiest place on the Lake.

### SCARBOROUGH

Is the place to invest your savings. Remember land is the source of all wealth.

### SCARBOROUGH

Is certainly the grandest subdivision on the Lake. Lithos can be had at the Auctioneers. Call or send for one, and show them to your friends.

TERMS TO SUIT EVERYONE.

J. CREER AND SON have received instructions to sell by auction, on the ground,



## SCARBOROUGH

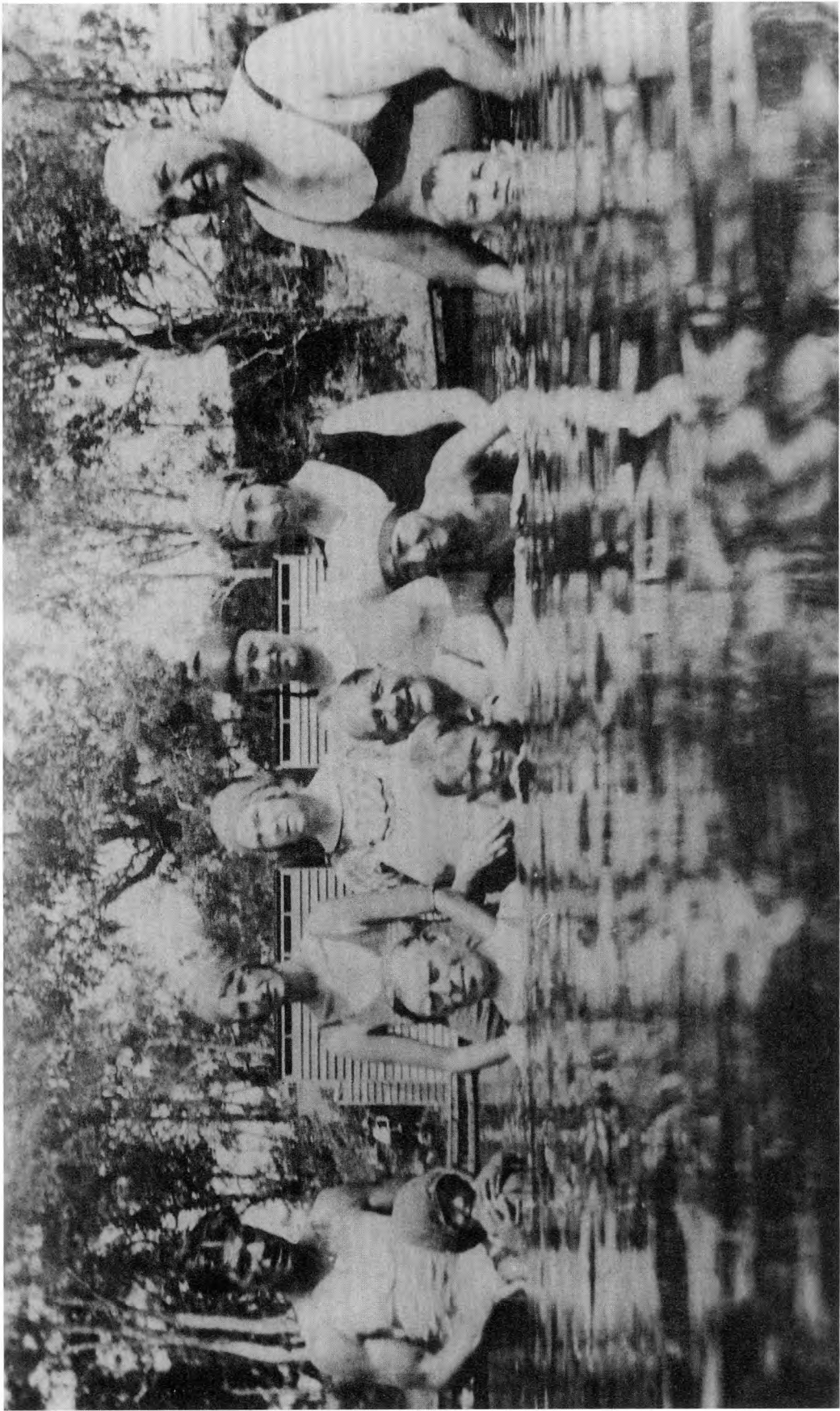
Now known as Bonnell's Bay. William F Bonnell was granted 80 acres of land near Woods Point in 1878. Other early land grants were to William Laing, Thomas Brooks, and Charles Sweetland. Land subdivided on June 5 1884 was hugely advertised, and the sale took place in January 1887. The price of a block of land was then ten pounds. The first train trip on the newly constructed Newcastle to Sydney rail link was to carry passengers to this massive sale of land, but even with this enticement the day was failure. It was to be many years before land sales improved. A provisional school opened in January 1912 and five months later became a Public School. A notable event was the building of the Public Swimming Baths in the 1920's, dimensions being 148ft x 59ft. After a few years the baths were extended and improvements were made. Local labour was used and the cost of the materials needed was guaranteed by Storekeeper Arthur Brown and Hotel Owner P J Dwyer. Morisset and Martinsville Progress Associations held social evenings to raise monies. On one such evening September 29, 1929 the Secretary of the Martinsville Progress Association, Mr Frank W Judd reported *Friday night we realised two pounds five shillings for the Scarborough Baths Extention Fund. Very satisfactory considering it rained and the musicians did not arrive.* Later the baths fell into disrepair so the lease was transferred to Council, who accepted care and control of the baths.

The Secretary of Morisset Progress Association Mr Clive Lean, wrote to Mr George Booth MLA, in October 1929 -*Scarborough is a coming lakeside holiday resort so people of the district and also tourists will engage to the full the benefits the lake offers.* It is thought that Scarborough was named after the seaside holiday town in England. Early families to live in the area were the Coggan family who built their home and small orchard on a steep grassy slope the locals called *Coggans Hill*. Wilsons were another family further around the bay and the Parkers were professional fishermen. In the early 1950's Mr Ron Hawke and his wife Hilda opened Hawke's General Store. This venture was much appreciated by the residents who previously had to travel to Morisset for necessities. With their family they extended the business into building materials at the right time, with the increase in land sales as a result of the Power Stations becoming a reality. Ron was an asset to the community being involved with the Volunteer Fire Brigade to the point of lending his grocery trucks to help fight fires. The Hawke Family later expanded the business and opened a large modern hardware store in Morisset.

The Geographical Names Board of NSW advised the Works Committee in 1967 that the name of the area known as Scarborough would be changed to Bonnell's Bay. There was apparently some confusion with the mail going to another Scarborough on the South Coast. The Scarborough land that had once been Mill's Dairy Farm and open paddocks was subdivided and became prime Bonnell's Bay building blocks, much sought after. The Bay Village Shopping Complex development comprised of a hotel-motel and, as its name suggests, has every amenity a village requires. The *Boatshed Restaurant* at the hotel recaptures a part of the past in it's very name. This special atmosphere seems secure.

Today the village boasts of curb and guttering, landscaped gardens, beautiful homes and lake views unsurpassed. A very desirable place in which to live.

KEEPING COOL



Escaping a heat wave! The baths were on the point between Scarborough and Shallow Bay, as we knew it. This photo was taken about 1930 as the baths were newly renovated. The bathing sheds were divided into Ladies and Gentlemen. The floorboards of the dressing sheds in later years shrank and at high tide the water would swoosh up through the gaps and make huge waves. Everyone went into the water regardless of seaweed or the inability to swim. Family photo, my Aunt, Mary Anne Jones 3rd left back and Uncle David Jones, 2nd left front with Mr and Mrs Mitchell and son Alwyn of Kurri Kurri.

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## Five Children Die After Flare Bomb Explosion

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### LUCKY TO BE ALIVE

As Don Rowe reminisces he knows he is blessed. He was with a group of children, who, in 1943, were bathing on the foreshore of Lake Macquarie, at the little village known then as Scarborough, now Bonnell's Bay. The children found a strange looking object, described later as *looking like a cardboard box, with what looked like jam tins on each end*. They tied some wire around it and dragged it up a steep incline and along to one of the cottages.

The father of two of the boys told them to put it in the backyard and leave it there.

A few minutes later there was a violent explosion and he heard screams and rushed out to find the children with their clothes alight. Five of them were given first aid by Mr J Hicks, a former superintendent of Maitland Ambulances, they were then wrapped in blankets and placed on a lorry, thought to belong to George Gambrell, and taken to Morisset Hospital. On arrival Dr Fraser and his staff gave them preliminary medical treatment. Two Lake Macquarie Ambulance cars then took the children to Newcastle Hospital, where they were admitted about 8pm. Three of the boys and one little girl died within an hour of each other and the fifth boy died early next morning. The newspaper report explained that a flare bomb is dropped by aircraft to light up targets for photographing or bombing. A timing device sets off the bomb after it has fallen a certain distance. Its composition is chiefly magnesium, and it also contains phosphorus and other chemicals. Its flare lasts for a minute or more. Catalina seaplanes were based at Rathmines Air Base during the war years. This was a very sad event for the families of the children and also for the little village of Scarborough. Three other children who had been playing with the group left a little time before the accident and went blackberrying, and Don Rowe's sister left the others, to pull in her canoe. Don himself had heard his father calling him home to go fishing. He was only about one hundred yards away from home, when the flare bomb exploded. He turned around and saw the children with their clothes on fire, and screaming with pain. All this happened fifty-nine years ago and Don Rowe was nine years old at the time, but remembers it as if it was yesterday. The call from his father to go fishing saved his life.

The children were buried together in Sandgate Cemetery. Information courtesy NMH 1.3.1943, and Don Rowe. This sad event happened near the dressing sheds, which are photographed, on the opposite page

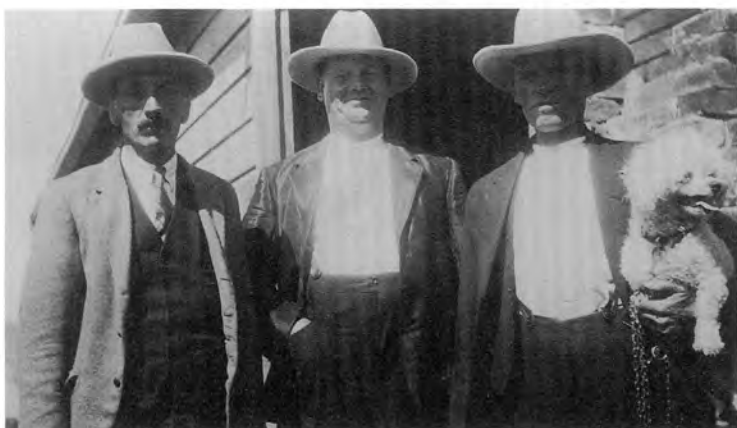


## DOWN AT THE LAKE, 1920'S STYLE

A collage of family photos clockwise top left, 1. Lakeside picnic Aunt and Uncle on right with young Alwyn Mitchell. 2. My Mother, May Arundale holding the dog, Aunt sitting. 3. Unknown friends plus Alwyn Mitchell at boatshed door. 4. Friends, Uncle David Jones, right. 5. On the jetty with that dog again.



right. 5. On the jetty with that dog again.





## AS IT REALLY WAS!!!



*Scarborough 1957. Sue Pryde, John and Michael Mullard, Denis Pryde, David Mullard, Daryl Turner and sister? Dunnies a bus stop away and the tree at the back left was actually The Bus Stop. Only a few houses Parkers, Dixons, Butlers and Ritchies. Dick Madge lived in a bark hut on the hill and was the 'Village Barber' the 'Basin Cut' being the norm and the barber's chair a well-worn bush log.*



*Behind the children, a view of some of the many boatsheds. Nearly everyone had a boat of some size or other and fish were plentiful. John and Michael Mullard with Sue Pryde (Armstrong) on a jetty. It was an ideal place for children with fishing, swimming, boating and lots of freedom.*

From 1887–1920 the land sales at Scarborough were few and far between. An enticement to buy was a boatshed site on the foreshore for every block sold. Many people from the coalfields bought land but with the lockout at the mines and the 1930's depression, were unable to build houses, instead they built boatsheds and these became home to those many families experiencing hardships. This lifestyle afforded them a bountiful supply of fish and free bush timber for their fuel stoves.

A camaraderie developed among this group mainly made up of English and Welsh miner's families and continued long after the depression and WWII, well into the late 1950's. Their work and homes were in the Kurri, Cessnock area but their holiday homes were on the lake where they headed for Christmas, school and public holidays and many weekends. But it was too good to last.

In the early 1960's Council decided the boatsheds had to go to make way for recreational purposes. Sadly the boatsheds were demolished and years later the area became Pendlebury Park, named after a Shire Councillor, Tom Pendlebury.



## **BONNELLS BAY SCHOOL 2002**

The first school to open on the present site was Morisset East Provisional School, opened in January 1912 when Bonnell's Bay was the village of Scarborough. It became a Public School from June 1912–1938. The school provided education for children on the Peninsula and Morisset Hospital employees. From Sunshine, the Bowdens, Cooks, Kings, Bracht and Ward children met up with Leila Haling and the three Blessington children on their daily trek to school along Morisset Park Road in the late 1920's. Mr O'Hara, the teacher, rode his bike from Morisset. An increase in enrolments at this time was due to the miner's strike in the coalfields.

The school reverted to a Provisional School from May 1942 to April 1955 when it again opened as a Public School. The influence of population increase between 1947–1961 in the area, was the result of the building of the Wangi Power Station and the Awaba State Mine. Employees of both these large installations bought land and settled with their families. Population also increased with the construction of the Vales Point Power Station which began in 1959 with the first unit operating in 1963 and two more units in 1966.

A planning report of 1976 recommended consideration for a new Primary School for Bonnell's Bay on the Morisset East Peninsula, which in that year had a total of 46 enrolments. The proposal was based on a further population increase with the Awaba Colliery upgrading to continuous mining in 1978 and the building of Eraring Power Station which had commenced in 1975 and opened in 1984.

September 2 1994 saw the Official Opening of the new Bonnell's Bay Public School.

A total of 18 classes and 530 pupils in 2001 shows this school completely able to cater for education well into the 21st century.

A part of the original little school was relocated to Blacksmith School.

**SUNSHINE**

*Sunshine, south of Silverwater covers the whole of Gorricks Point and extends to Fishery Point where the intrusion into bushland has been extensive (Land Report, 1970). Aerial view of Sunshine in 1950, a sleepy little village on a prime spot. A ferry service operated early days to Silverwater and Sunshine from Toronto, and once a week the launch *Cyrene* ran an excursion around the lake. Photo Margaret Auston (Ward).*

## SUNSHINE

Sunshine is a very beautiful part of our Lake Macquarie. It was the descriptive name given to the sub-division, earlier the area was known as Gorrick's Point, named after Mr Joseph Gorrick, an early settler. An early land grant was portions 30A and 31A, both forty acres owned by Thomas Hanson. Early sub-divisions were declared in 1925 on portion 31A, which included Sunshine Parade, Cessnock Road and Waterside Avenue. The southern section along Waterside Avenue was called Sunshine Extended. The Hanson Family lived at Hanson Bay at the end of the Avenue. Mr Hanson was a sheep farmer who came to the area to retire. His son Thomas became a boat builder and his daughter Lizzie, born 1885 married Darcy Gambrill in 1906. Their son Bert was born in the cottage called *Mountain Home* at Sunshine Extended in 1912. The remaining area to the south of Hanson's land, south of Maitland Avenue, remained untouched until after WWII. The Mather Family acquired it and built a small cottage on portion of the land.

The property was purchased by Lake Macquarie Council as open space in 1984, and the cottage was demolished.



*The Hanson Family L-R, Young Lizzie Hanson, her Grandmother, little Bill, Grandfather, Aunt Jane, Ada, Tom and Amy at their home in Hanson Bay c 1890.*



## A BEAUTY OF HER TIME

Lizzie Hanson was born at Sunshine in 1885. She married Darcy Gambrill in 1906. Lizzie is also in the photo, opposite page at extreme left, age 5. Photo below, the years roll on! Lizzie with Darcy and son Les 1960

Courtesy Noel Gambrill.





## **SOUTH LAKE MACQUARIE AMATEUR SAILING CLUB**

From a very small beginning, to hosting the State, National and World Championships, the South Lakes Amateur Sailing Club can be immensely proud of its Club Officials and members, who have worked tirelessly to bring recognition to sailing in our region.

Prior to 1948, there was only social sailing around Dora Creek and Lake Macquarie and it was then that the Southern Districts Sailing Club was formed at Sunshine, on the Peninsula at beautiful Lake Macquarie. It was decided that the club should sail at Sunshine because there was plenty of wind, and a minimum amount of swell.

Names that are associated with sailing in 1948 are, Eric and Colin Gould, Boyd Chaddick and Arthur Rayfield, Peter and Ron Jacobson, Phil Wynn, Ron Goodwin, Derrick Auston, Robert Watkins, Don and Allan Wynn and 'Gunna' Fitsimmons, Felix and Alan Auston.

Social events were camp outs on Sunshine Point, but Regattas became popular, with free lunches for crews and officials, and became part of the South Lakes tradition. Presentation nights were significant events, and were alternated between Morisset and Dora Creek with a fully rigged VJ near the stage with the trophies displayed on its deck. In 1957 the club decided that it needed a clubhouse, and negotiations began. The members rallied round and built the foundations and piers, and none did more than Felix Auston and his family. The old Boy Scout's hall at Kogarah had been previously pulled down and the building was delivered to Sunshine and erected on the foundations. During these years, Felix Auston made available his launch for setting courses and for rescues.

The Official opening of the South Lake Macquarie VJ Sailing Club took place on Sunday December 7 1958. Extensions were opened in 1970, 1980, and 1993.

Information Bill and Alma Breakwell per Bob Foster.

## SAILING CLUB'S FIRST COMMODORE

Albert Lewis was Sunshine's self-appointed ranger and Commodore. He built himself a little dwelling near the sailing club when the building he was renting was sold. Albert was well known for his boats, they were all brightly decorated with flags and he wore a navy uniform. He took the responsibility of keeping an eye on the property of the locals and gained their respect. At Christmas he bought toys and distributed them to children as Santa's helper and attended many functions.

During the Queen's visit in 1954 Albert anchored his decorated boats at Dora Creek Railbridge, he saluted and the royals waved back. Albert was famous! Information, M Auston.



*Early swimmers at Sunshine. Seems like the costumes were one design suits all!*

## EARLY MEMORIES OF SUNSHINE

Jack and Esther Ward started coming to Sunshine in the Christmas of 1924–25.

The area was known then as Sunshine Extended. They camped in a tent near the Band Rotunda which had a water tank they used for their water supply. In 1929 they decided to settle and Jack leased Mr Gray's land for agriculture and started off with the purpose of raising ducks. His duck numbers grew to 150 but sadly all died in one day due to problems with their food. Most of the land was cultivated and on the hillside they grew strawberries, as did their neighbour Mr Baker.

In 1929 Jack and Jim Ward transported the home of Albert Brookes by hauling it up the hill on wooden poles to its present site. Families at this time were the Lords, Malhonies, Brunkers, Kolas, Allans, Mitchells, Caves and O'Connors. Mrs Rose had the shop next to the Sunshine Baths and Petes and O'Keefes had boatsheds that they used during holidays. Mr Gambrell had a boat and made a living out of fishing the lake.

Jim Ward worked for Jimmy Armstrong who purchased John Haling's cows. He received food and four shillings a week to deliver milk to Mirrabooka, Sunshine and Silverwater. Jack and Jim used to row the boat or motor around to the Sanitarium Factory at Cooranbong, to buy bags of broken biscuits for one shilling a bag. Mr Heapes sold prawns for bait, keeping them alive in a metal cage attached to the jetty. Just right of the sailing club, past Albert's humpy and the boat ramp there was a Catalina hide, that protected the Catalina Flying Boats which were mostly stationed at Rathmines Air Base during WWII. They were covered in camouflage and dug into the bank.



*Jim Ward operated the Sunshine bus service during the years 1951–1953. Standing in front of the fine looking vehicle are L–R, Margaret Auston (Ward) Carol and Dawn Gambrell (Ward) and little Johnny Ward.*



## WARD'S FIRST SHOP



### JIM, MARY, AND THE WARD FAMILY

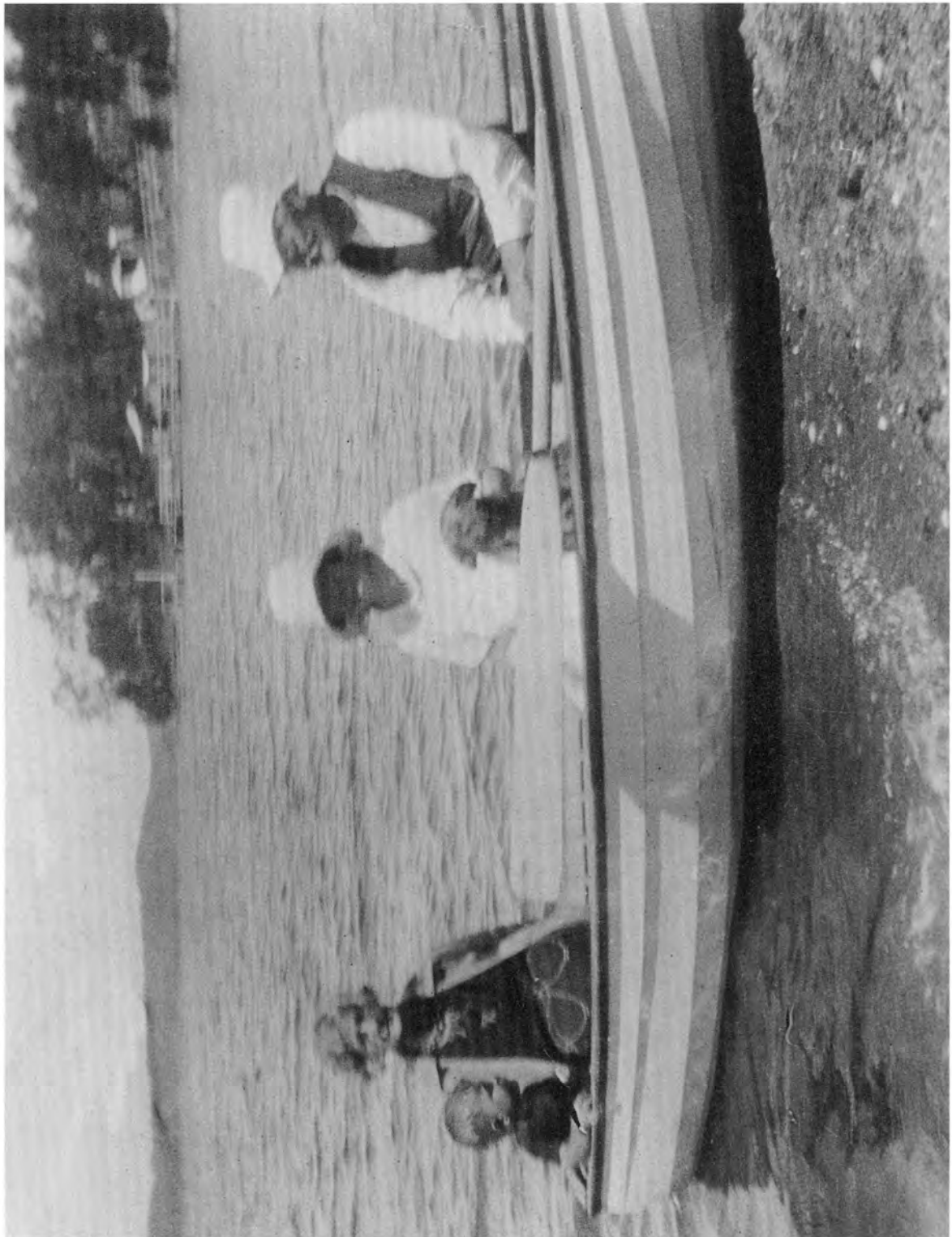
Jim and Mary and the children came to live at Sunshine permanently in 1947. They purchased two blocks of land, one with an old house, consisting of one large room and a verandah. They decided to open a shop on the verandah, which boasted an old wire frame single bed. On this they placed one box of apples, one box of oranges, potatoes and onions. On the single chair they enticingly placed two boxes of lollies, and presto, they were open for business! It wasn't too long before they built a little shop, with dirt floor and two windows as in the photo above. A new shop and house was the next project and Mary was able to employ a shop assistant, and spend more time with her little family. At this time, Jim bought a Reo Truck for general carrying. The family purchased a cow and customers soon wanted to buy milk. Jim built up a herd of twelve and daughters Margaret and Dawn delivered milk before school, ladling it out into billycans.

Things were looking up and in 1949 Jim bought a new two ton Austin Truck. The area was developing and Jim was in demand for delivering building materials, groceries, fruit and vegetables, and also 44-gallon drums of fuel, kerosene and shellite. The shop now had a hand operated petrol pump. In 1951-52 Jim purchased a bus run from Neil Chillcott, previously owned by Mr Heapes, with the following time table-

<b>Monday to Friday</b>	<b>8am to Morisset. 3pm return.</b>
<b>Saturday</b>	<b>12pm for afternoon pictures at Morisset Memorial Hall.</b>
<b>Sunday</b>	<b>3pm to meet Sydney train.</b>

In 1953 Jim and Mary sold the shop at Sunshine and Jim sold the bus run to Bernie Goodwin and the carrying run to Jim Wilcock.

Information and photos courtesy Margaret Auston (Ward).

**SILVERWATER**

*L–R, Ron Goodwin, Elizabeth Turley, Elizabeth Marion Mullard and her father in law H B in 1929. In 1970, Balcolyn, Silverwater and Yarrowonga Park had a combined population of 180 persons. The area extending from Shingle Splitters Point to Johnny's Point was considered as one settlement. Clearing of trees was minimal and development was mostly on the foreshore. Silverwater was a sleepy little village with very few houses, mostly week-enders.*

## THE COMING OF THE KINGS!



Photographs of Yarrawonga Park, 1959 courtesy Jim King. From the top, the bush has to go to make way for Yoorala Road, King Family holiday home among the gum trees. Summer days are never long enough for little sailors!





THIS ESTATE IS ON A PENINSULAR AND EVERY BLOCK IS ON THE WATERFRONT, OR OVERLOOKING

# 88 GLORIOUS LOTS IN THE MOST BEAUTIFUL PART OF LAKE MACQUARIE including 22 Genuine Water Frontages

BALCOLYN" ... the most beautiful spot in Australia! An entirely NEW Estate, with a perfect northerly aspect. BALCOLYN" ... with a wide, peaceful panorama of the State's most beautiful lake! 109 miles of foreshores, 40 square miles of water expanse, sandy reaches, fishing points, sheltered coves, abounding in fish, perfect for swimming and boating. EVERY BLOCK IS EITHER ADJACENT TO THE WATER OR WITHIN A FEW 100 YARDS!

★ FISHING ★ BOATING ★ SWIMMING ★ SAILING ★ LEVEL LOTS

**EASY TERMS FROM 2 WEEKLY**

## BUS SERVICE

BUS SERVICES run right to "BALCOLYN" from Morisset. Morisset is on the main Northern railway line from Sydney. Train services are frequent.

## Make a Picnic Day

at beautiful BALCOLYN! By car, turn off Pacific Highway at DOYALSON, proceed through WYEE to MORISSET then on to

## TORRENS TITLE

LAND is LEVEL, perfect for building. TITLE is TORRENS. Ample reserves and parks are provided. Soil is excellent.

## INSPECTIONS

TRADERS will be met all the week-end at MORISSET STATION. Motorists will be directed also from this point. Look for the BOWDEN AND SCHADEL Cars.

**EACH 70 FT FRONTAGES**

**LOTS FROM £44**

**TORRENS TITLE**



**BEAUTIFUL BALCOLYN****BEAUTIFUL****BALCOLYN****M**ONSTER SALE BY AUCTION, 9TH  
NOV. 1889.Special Train and Steamers. Band on the  
ground.Terms: One-quarter cash; balance extend-  
ing over 5 years, with 6 per cent. added.Further particulars next week.  
**EDWARDS & TIGHE,**

3817 Auctioneers.

12/10/1889 121  
"BALCOLYN" X(SHINGLE SPLITTERS' POINT),  
**LAKE MACQUARIE.****MODEL MARINE TOWNSHIP.**ALLOTMENTS FROM 1/4-ACRE TO  
FIVE ACRES.Lovely Views, Charming Situations, Rich  
Soil, Deep Water Frontages.The Choice Position on Lake  
Macquarie.Easy access to railway-station, and extensive  
views of miles of the Lake.

Allotments of land from 1/4 acre block to 5 acres were being advertised for sale in November 1889 but buyers were few and far between. Photo above shows the formation of the road at Queen Street going down to Shingle Splitters Point, 1950.

A new estate was being promoted in 1954, sixty-five years after the first attempt to entice buyers to this area. The huge tract of land for sale (see opposite page) clearly shows the many waterfront and near waterfront blocks for sale at a cost of £44 per block. Tom McRae built one of the first homes and the photo is courtesy of Tom McRae and Dale Schofield. Shingle Splitters Point was where the timber getters fashioned the roof shingles from the timber found in the area. For many years an elderly gentleman named Zara lived on the point and it is presumed he planted the Moreton Bay Figs and the Norfolk Island Pines, that grow there today. For many years it was known as Zara's Point. Mr Zara was thought to be a member of the well-known Newcastle Zara family. Rumour had it, he became a hermit, never leaving his little retreat and never welcoming strangers.

**BRIGHTWATERS**

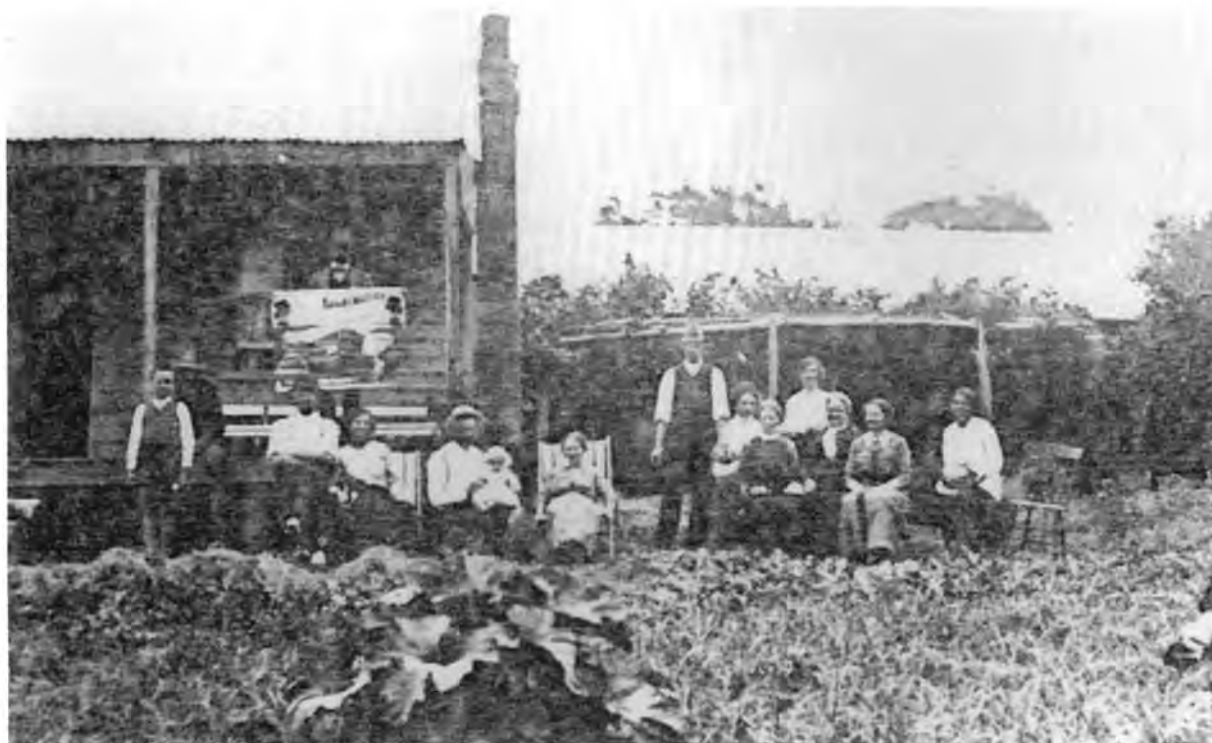
Rare aerial photo of Brightwaters on the eastern side of Morisset Peninsula, 1946. Building in the centre was part of the early sugarmill and plantation. In the middle of the clump of trees near the roadway was a waterhole and in the circle to the right was a spring. The Mill site was on the rough section at the front of the spring and it also had a well. The road wound its way to Mirrabooka, and Mill Lane to the left. Sugar Bay is clearly visible to the right. The property at the rear belonged to Jim and Dolly Armstrong and the front sections to Harry Craven and Sid Banner. Land prices after WWII were around £10 per block. Photo and information courtesy Charlie Lonergan.

## BRIGHTWATER'S LONERGAN FAMILY

Charles William Loneragan married May Banner in May 1913. A year later they bought a section of land in the area of both Brightwaters and Bulgonia. Brightwaters was divided into Brightwaters No1 and Brightwaters No2 and Bulgonia became the subdivision in the centre. Charlie was about one year old when Mr John Haling and his wife met the family at Morisset Railway Station. They were accommodated in the Haling's home at Brightwaters which was part of the original Sugar Plantation buildings, once housing the employees of the mill which operated in the late 1800's. It was a large, long building with verandahs all round and built of sawn timbers. Bricks were made from clay from around the area of Dandaraga Road and Sugar Bay, remnants of which can be seen today.

Mr Haling and his wife and two daughters were well settled into the old plantation building by 1914 and before them, the France Family had worked a dairy farm.

Mr Henry F Halloran, Manager of Halloran's Developments, subdivided 'Brightwaters Estate' in 1913. He had been a Town Planner for Wyong Council.



*Families gather at the old Sugar Plantation at Brightwaters, Christmas 1914. L-R, Harold Haling, Mr Campion (Morisset Park) Bob Powling, Winnie Powling (Loneragan), Charles Loneragan Sr. with baby Charles, May Loneragan, Mr Haling, Gertrude Loneragan, —, Grandma Loneragan, —, Winnie Loneragan.*



*Charming family photo of Arthur and Sarah Banner with children, Arthur Junior, Louise at her mother's side, Lillian sitting and May on her father's knee. May was Charlie Lonergan's Mother. Photo taken in 1896.*



## LONG TIME RESIDENT

Charlie Lonergan has called Brightwaters home for many a long year.

For a time he attended the one room Morisset East School with school chums, Lela Haling, Doris Lower, Percy Blessington and Bon Coggan, to name a few. Life was pretty carefree in those days, swimming, riding bikes, and the short distance to St John of God, to attend Mass in the small Chapel was always pleasant.

On his return to civilian life after serving in New Guinea during WWII, Charlie set up his building business. His skills were used in many building projects in and around Morisset. The Masonic Social Hall he built in 1958, Morisset Post Office Building 1960, Morisset Convent School 1961, additions and alterations to Morisset and Dora Creek Citizen's Club 1965, large implement shed at Morisset Golf Course 1970, renovations to Cooranbong Catholic Church 1971 and St John Vianney Catholic Church, Morisset 1977. During this time Charlie completed many housing projects also. He became a member of the Morisset RSL Sub-Branch in 1960 and was involved in the formation of both the old and new clubhouses, becoming President and life member of the club and life member of the Bowling club.

Charlie still lives on one of the original blocks his parents bought in 1914. The family always enjoyed the casual lifestyle near the lake. There was very little change for many decades, most changes taking place from the 1980's.

Photo below, the Lonergan's sheltered alcove, with bathers going for a dip, 1945.



**MR AND MRS ROLAND ROBINSON**

Betty Lonergan married Roland Robinson in 1951. Betty was a Schoolteacher studying art when she first met Roland. Shortly after they married, Irish born Roland was the recipient of a Commonwealth Literary Grant to study Aboriginal Mythology in the Northern Territory. Betty secured leave from the Education Department to accompany Roland and they travelled the huge distances on Roland's motor cycle. During all these months the highlight for Betty was staying with Albert Namatjira, Australia's greatest Aboriginal painter, and his family. Albert was amazed at the ease with which Betty gained the friendship and trust of the aboriginal women. With her intense interest in art, she in turn appreciated the beautiful colour and light of his watercolours. Roland produced his book *Legend & Dreaming* in 1952 with superb illustrations from paintings by his narrators. In a later book he included Namatjira's myths of his own tribe. Roland became a distinguished poet and writer and was made a Freeman of the City of Lake Macquarie in 1991. He died a year later in 1992 at the age of 79.

Lake Macquarie City Council's Prestigious Roland Robinson Literary Award has been presented each year from 1994. Photo and information courtesy Charlie Lonergan.

## EARLY SUGAR BAY RESIDENTS

Henry (Harry) Drew bought the property of John Haling, consisting of the early sugar plantation buildings which were in need of repair, in the early 1920's. Henry worked in the bush cutting pit props and railway sleepers. Sometimes his wife Olive helped him in his work where they piled the timbers in sections for the trucks to pick up and take to the railway yard. Henry later became a fisherman having two launches and fishing boats. The area around the foreshore was lined with she oaks, and native violets grew almost into the seaweed. Families, few and far between, included the Banner, Lonergan, and Bob Lilley's family.

Around the Mirrabooka side were the Rudyard and Kippling families who lived side by side near Curly Patrick and also Mrs Wigmore lived close by.

Henry and Olive had ten children and life wasn't easy. The property had natural water but it had to be carried to the house in kerosene tins with handles. Kerosene and hurricane lanterns provided lighting and cooking was done on the wood stove and oven. During the depression years in the early 1930's the family became self-sufficient growing their own vegetables and Henry supplied fish and seafood. During WWII even though they were isolated on the Peninsula, the family built an air raid shelter, blacked out the windows, and followed strict regulations.

Henry and Olive bought up more property and for some time their land holdings were considerable. Of their twelve blocks of land, one original block belongs to their daughter Edith Craven who lives there with her two sons. Edith for the last thirteen years has been a dedicated Welfare Officer and Secretary of Morisset RSL Womens Auxiliary. Photo Edith Craven (Drew).



*Henry and Olive Drew tending their vegetable garden at Brightwaters — 1940.*

## A GOOD LIFE



*Harry Hornett 1903–2001*

Harry Hornett was born in the fishing village of Somerset, England 1903, one of a family of eight children. He left his homeland in 1922 to seek a new life in Australia.

He had a railway pass to Morisset Hospital for an interview and a three weeks trial run, which lasted thirty-three years. At this time 1923, there were 1400 male patients, Mr Edwards was the manager, and the rules were very strict. Harry recalls the population of Morisset and surrounds as being 400, mostly timber workers and their families. Dora Creek was a very busy railway station as goods and equipment arrived by rail and were loaded on to barges to be delivered further up Dora Creek to the Avondale Health Food factory. The creek became a great fishing spot as wheat and grain from the sacks would spill into the water. The Parker families were the local fishermen at the time and Dora Creek was known fondly as 'Parkerville'. Transport those days was by horse, horse and sulky, or buggy, and to anyone owning these it was like owning a Rolls Royce. Mr Dunshea charged two shillings for the trip from Morisset Railway Station to the hospital and wages were three pounds a week. Entertainment was mostly football, cricket and fishing. Sometimes a group would get together and catch the train to Newcastle to see a show. Newcastle Railway Station had bed and breakfast accommodation for two shillings a night, and 'Jerry's' fish and chip shop on the corner of the railway station, was a favourite place. Harry and friends looked forward to a day in Sydney and a show in the evening, catching the midnight train back to start work at 6am.

In the 1930's, the hospital admitted female patients, increasing the number of wards. Later rehabilitation for the patients in the form of gardening and carpentry was introduced. Harry with Don McKinnon and Billy Green were three of the five males put in charge of the project. The vegetable and flower gardens created wonderful therapy for patients, but after many years these projects were to end abruptly, when the Labor Unions decreed these practices were taking jobs away from the regular labour force. Harry's life was a long and happy one. He married, had two daughters, and built his own home at Morisset Park, along a road named after him, and with a view unsurpassed on the shores of beautiful Lake Macquarie.



## ENID SPENCE

Enid's father John Auston became caretaker for actor Bert Bailey's property. He had been a merchant seaman but settled well into his new position, buying 40 acres of his own close by, which he called 'Springfield'. When John's daughter Enid left the one room school she attended at Scarborough (Bonnells Bay) in 1920, she started work caring for the Bailey Family and helping out with their busy social life. Because of his acting commitments Bert and family were away from home many months at a time. Six months of each year they spent in Melbourne and Enid went with them. It was an exciting time for a young girl to be among show business people. She had been with the family for twelve years when in 1932 Ivy Bailey suffered a heart from which she did not recover. A sad Bert Bailey and daughter sold their home near the lake and moved to Beaufort Court in Darlinghurst. Shortly after, Enid met George Spence, an Englishman who had arrived in Sydney in 1928 and in that same year started work as a male nurse at Morisset Hospital. Enid and George were married in 1932 at St Andrews Cathedral in Sydney.

When George was away in the Middle East during WWII Enid started up a milk run, 15 heifers in all would roam the bush but always 3 or 4 with milk. She had a cart made in which she would deliver milk at 3 pence a pint, and sometimes she delivered on horse-back. She always had the choice of three horses to ride.

George resumed work at Morisset Hospital on his return to civilian life and later Enid started work at the hospital. Enid became charge of the huge Laundry Section, recording 30 years service to George's 40 years.

In this year of 2002, they have celebrated their 70th Wedding Anniversary.

Photo below, a young Enid Spence delivering milk at Morisset Park 1940's.



## FAMOUS ACTOR BERT BAILEY

Photo of a younger surprisingly handsome Bert Bailey, entirely different from the bearded country bumpkin image of Dad in the popular *Dad and Dave* series of stage, radio and film in the 1920's to 1940's. Bert married Ivy Isabel Gorrick, daughter of an early landholder in 1902 and in 1918 they built a large home at Kembla Grange now known as Kendall Grange. Bert's acting role typified the country farmer and all his woes. Bert lived a long life into his 90's.



**THE BAILEY FAMILY**

Lovely photos of Ivy and Doreen, wife and daughter of Bert Bailey. Ivy was the daughter of J A Gorrick, a solicitor and State Member of Parliament. Photo below, this building is on the site of the Bailey's home at Kendall Grange built in 1918, consisting of about twenty rooms. Photos of Bert, Ivy and Doreen given to Enid Spence, who worked for them and became part of the family for twelve years.





*Large aerial view of St John of God, or Lewisham Hospital's Convalescent Home as it was known at the time of this photograph of 1946. Extensive buildings covered a good portion of 'The Bluff' and trees and an orchard had been planted. A good stretch of Barden Bay can be seen, also a few boat jetty's at Morisset Park. 'The Gap' can be seen in the distant range of mountains. Photo Charlie Lonergan.*



## ST JOHN OF GOD BROTHERS, KENDALL GRANGE

*In 1942 the Nursing Order of Nuns from Lewisham Hospital, known as the 'Little Company of Mary' or the 'Blue Nuns', bought the 55 acre property, formerly the home of old time actor Bert Bailey, at Morisset Park. It was to be used as a long stay convalescent home.*

*In 1948 the Society of St Vincent de Paul took over the home from the Nuns and installed the 'Brothers of St John of God', to be a Novitiate for their Brothers, and to commence an educational project for retarded boys. With the Brothers came their Chaplain Fr Dominic O'Gorman.*

*In 1985 there was another change which catered not for retarded boys, but for boys who were emotionally disturbed from child abuse, broken homes and severe behavioral problems. Again this special educational program closed down in 2000, because funds from the government toward helping run the establishment, ceased. Girls were also being introduced for help, not long before closure.*

*This beautiful complex on Bluff Point, up to the year 2000, was still a Novitiate as well as being used for weddings, conferences, and people looking for a quiet holiday venue.*

Mary France.



*Another view of St. John of God, Kendall Grange. The future for this exclusive property is uncertain, but it seems the 54-acre site could be sold for development.*

## IMPORTANT EVENTS

1887	Town surveyed.
1887	Morisset Railway Station opens.
1887	Postal Services at Railway Station.
1887	Morisset Proclaimed a Town.
1888	Subdivision of Crown Land.
1889	Morisset Railway Hotel opens.
1891	Morisset School Officially opens.
1909	Morisset Hospital Officially opens.
1911	Postal Services transferred to Dora Street.
1920	Morisset Police Station opens.
1927	Morisset Memorial Hall Officially opens.
1930	Electricity connected to Morisset.
1936	Land gazetted for Morisset Showground.
1941	Town water connected to Morisset.
1946	RSL League regroups.
1952	Establishment of Morisset Central School.
1958	Road Bridge over Dora Creek opens.
1960	First Government Post Office.
1961	Morisset Library Officially opens.
1965	Morisset High School opens.
1966	Morisset and Dora Creek RSL and Citizen's Club opens.
1967	Formation of Morisset Rotary Club
1970	Official opening of Morisset Golf Course.
1973	Dedication Bernie Goodwin Park.
1979	Formation of Morisset Lion's Club.
1982	Morisset Mall officially opens.
1983	Morisset RSL Country Club opens.
1984	<i>Morisset Courier</i> newspaper 1st edition.
1984	Electrification of Railway to Morisset.
1984	Formation of Morisset Chamber of Commerce.
1986	Morisset Pool Officially opens.
1987	F3 Freeway link to Morisset opens.
1988	Morisset Centenary Celebrations.
1988	Dedication of Morisset Centenary Clock.
1988	Dedication of Morisset Rotary Park.
1988	Morisset Centenary Centre opens.
1991	Morisset Primary School Centenary.
1991	Official opening of Morisset High School.
1995	Sewer connection to Morisset.
1996	Million dollar upgrade of Railway Station.
2000	Opening of Morisset Ambulance Station.
2002	Dedication of the site of Morisset Multi Purpose Centre.

## CHAPTER 17

# *Morisset*

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*View of Morisset Railway Station from Dora Street. 2002.*

*Looking North from Lion's Park near the Centennial Centre on a quiet Sunday morning.*



## THEY SURVEYED IT WELL



*Aerial views of Morisset 1998 from the Ultra Light Centre courtesy Sid Brown. Above, taken from the railway side of Dora Street looking down Short Street. The red roof of the Police Station is clearly defined. Below, Railway Station in foreground, looking down Station Street to Bernie Goodwin Park.*





## MORISSET'S MODERN RAILWAY STATION



In April 1996 Morisset celebrated the Official Opening of the \$1.3m upgrade of Morisset Railway Station by State Member for Lake Macquarie Jeff Hunter. Morisset commuters welcomed the lifts and clock tower and the 24-hour surveillance of both lifts and platforms. The NSW and Federal Governments funded the cost. A great day was had by all including Senior Citizen Ron Stewart and his wife Grace who lobbied hard for the installation of the lifts.

### ***Morisset Railway Station — Construction name Coorumbung***

- 1887 Station Opened.
- 1889 Linked to Sydney with the opening of the Hawkesbury River Bridge.
- 1937 New Brick Station Building. Enclosed signal box.
- 1938 Electricity connected.
- 1957 Automatic signals.
- 1984 Electric Train Service.
- 1991 Refurbishment costing \$180,000.
- 1996 Million dollar upgrade.
- 1997 Mosaic addition to clock tower.
- 2001 New green colourbond roof replacement. 84 passenger trains stop each 24 hour period at Morisset and the station caters for approximately 3,000 passengers a day.

Morisset Railway Station is now one of the finest on the line.

## A TOUCH OF ART



*The intricate mosaic artwork on the clock tower of Morisset Railway Station lift well was installed March 1997. It features the Great Northern Railway in the letters GNR and two figures of sawyers using a cross cut saw representing the Timber Industry. Local flora and fauna are also included in this colourful scene. Six planter boxes also in mosaic were positioned on the railway platform.*

*The Station Master's Cottage, almost unchanged since it's construction in 1887. This heritage building is home to Station Master Peter Goodhew and his wife Caroline. Peter has been Station Master at Morisset for nearly thirty years.*



## TOWN FACILITIES



Morisset Library facilities became available January 1953 in the Community Hall. The Library building in Station Street opened February 1961 and also incorporated the popular Baby Health Centre, each providing a wonderful service for the town. Below, view of Morgan's Court, named for Harold and Jean Morgan who bought H B's home Clairville and developed shops there in the 1960's.



## BUILDINGS OF YESTERYEAR



**1913.** Lean's Bakery, with its huge ovens was used until 1965. It was next an antique shop owned by Mrs Nita Sublet. Toni and Jim McLean acquired the building and in 1988 opened Auntie Molly's Olde Bakehouse Restaurant and Tea Shoppe. Toni is a singer and entertainer and has won many Tourism Awards and attracts busloads of patrons to her Theatre Restaurant. Town water tower at left was built in 1964.

**1928.** When Beryl Mullard closed her Boutique in the old vine covered Post Office building in June 1998 it was the end of over 100 years of continuous trading for the Mullard Family in Morisset.





## BUILT TO LAST



**1922.** One of the oldest business building in Morisset, Mullard Chambers stands solid on the corner of Dora and Short Street. For many decades a grocery store, then a dry-cleaning business and now a real estate office.

**1891.** Morisset Primary School is now used as the Music Department for Morisset School. One hundred and eleven years old, it is still a fine looking building.



## 1980's



*'Top of the Town' area of seven shops on the corner of Dora and Bridge Street, Morisset. Built by David Melrose and Lyal Lee in 1985. Previously on this corner block was the home of Clarrie Mullard before it became a real estate office which burnt down one night in a spectacular fire under suspicious circumstances.*

*Photo below is the Centennial Centre in Dora Street, built by Chasla and Clarrie Deaves in the town Centenary year 1988*



## 1990'S



*Parkside Plaza, looks over the park to Station Street, and to the front into Newcastle Street, Morisset. Built by Greg Smith in 1993, Australia Post occupies three of the six shops in the group.*

*Below, Morisset Square built by John Minto in 1998.*



## NEW AMBULANCE STATION



*Inspection of Morisset Ambulance Station site March 3 1999. L-R Dr Mark Peterson, Ken Logan and daughter Jessica, Jeff Hunter MP, Dr Andrew Refshauge, Deputy Premier and Minister for Health, Elaine Cox, Malcolm Voyzey, Julie Sugden and Beryl Mullard. Plans unveiled previous to inspection.*



*Morisset Ambulance Station officially opened by Jeff Hunter MP October 30 2000.*



## MORISSET OVERVIEW

The town of Morisset owes its formation to the advent of the Great Northern Rail linking the cities of Newcastle and Sydney. The Railway Station and Cottage were built in 1887 and the Railway Hotel opened two years later. Up to 1910 the business section of the town was quite adequate for a population of 147, consisting of Sawmill, Hotel, Butcher, Baker, Blacksmith and Coach Builder and three General Stores.

In 1914 still only nine business's, Coach Builder replaced by Contractor.

WWI still no change, but a population of about 600 in the 1920's, and the two storey buildings of Mullard's Chambers in 1922 and Brown's Store in 1929.

Depression Years and then WWII, which accounts for business instability during these times. In 1950 twenty businesses were listed catering for 29 services. At that time Herb Mullard, son of H B, built the Service Station, Chemist Shop and the building for the Bank of NSW. Previously doctor's prescriptions were sent to Wyong by train to be processed and the nearest banks were in Toronto and Wyong.

A report for Town Planning Services in 1970 offers the following information; *Morisset, an area in the south western part of Lake Macquarie, wholly within C Riding has been called the Morisset Planning district. The District embraces the villages of Morisset, Wyee, Dora Creek, Cooranbong and the settlements on the Morisset East Peninsula. It lies partly within each of the Parishes of Cooranbong, Morisset and Dora and Mandalong. The overall area of the District is 8320 hectares.*

*The district was sub-divided into three neighbourhoods, Morisset, Wyee and Cooranbong- Dora Creek. The Morisset neighbourhood lies in the centre of the District covering an area of 3350 hectares. The Neighbourhood embraces the estates on the Morisset Peninsula. The Morisset Hospital lies within the Neighbourhood.*

*Morisset's population in 1970 is 1788 (including the Hospital) and is located on the top of a ridge which runs out along Morisset East Peninsula. The land in the village has been cleared with only a few clusters of trees left. Morisset is the largest and main village in the District, and could be considered a small country town. It is approximately 3km south of Dora Creek where the main roads from Newcastle and Maitland join together and continue to Wyee and Doyaldson. The district lies within the drainage basin of Lake Macquarie and borders an extensive length of foreshore. The Great Northern Railway and the Main Roads system cuts through the District, linking it with Toronto and Newcastle. Being part of the Shire of Lake Macquarie, local government is administered from the Council Chambers at Speers Point.*

In a survey of 1975 Morisset lists a total of 31 business outlets, only 11 extra business's in 25 years. At this time the focus of the business area moved from 'Top of the Town' to the area closer to the Railway Station. Sunlake Real Estate, Kenny's General Store, and Jim Meletios's Pharmacy were already established. The Hawk Family built a large hardware store and in 1983 Bruce and Heather White built the Morisset Mall. Clarrie and Chasla Deaves in 1988 built the Centennial Centre.

Real Estate, Legal Offices, Building Societies, Specialty Food and Service Shops now number well over 100. The changes over the past five years have been incredible.

Today's new Market Square, Mega Market, Industrial Estate and the planned new Multi Purpose Centre, speaks well for our community and our business future.

## BIRD'S EYE VIEW



*Aerial photo taken of Morisset from above Sky Street, clearly shows the spaciousness of the desired 1/4 acre building block. The roads are clearly defined and the railway station in the centre of the town, makes transport easily accessible.*

Mr Robert Hopper's final page in his report on Morisset in 1921 (opposite page) seemed apprehensive for the future of the natural beauty of the area. I personally think he would be mildly pleased that in the eighty years since he penned his feelings, progress has not brought with it unsightly factories, dense housing or the lack of open space. We must not become complacent in thinking these problems will not come our way. A vigilant check on the environment, land conservation and the quality of the water in our beautiful Lake Macquarie should be a priority. Thanks to good planning, and the dedication of members of our community over the years, we have open parklands, spacious hospital grounds and foreshore, sporting ovals, and a golf course, all of which we should be proud.

Morisset began as a convenience town for the railway. To save costs it took a shorter route and our town emerged. It is ironic that today the railway is a convenience for the town of Morisset and our busy modern railway station our biggest asset.

Thanks to the *Iron Horse* forging the rail link of the Great Northern Railway, and *Iron Bark* symbolic of the timber industry, the pioneers and settlers have left us a proud legacy. Their gift enables us to enjoy a town with all the amenities we need, and a semi rural lifestyle, which hopefully we can maintain for future years.

Morisset has a reputation for its native flowers including Christmas Bell and Wavetall but by wasteful collection they are becoming an annually diminishing quantity.

Sportsmen - with gun and dog spend their holiday in the surrounding 'bush', bagging hares, phalaranges, wallabies, etc. and scanning the birds.

Snagpicks, peewits, gackasses, butches, budo, leatherheads, crows and countless honey-suckers and insectivorous birds make the most delightful harmony in the early morning and throughout the whole day.

The clear pure air, free from dust & smoke, laden with the odour of the gum leaves, makes Morisset a natural sanatorium, and perhaps it was on account of the above that the first settlement in the vicinity, at the junction of Stockton & Dora Creeks - long before the railway materialized was named Paradise.

'Where every prospect-pleases,  
And only. -- "  
Better left unfinished.

Public School  
Morisset }

R. Hopper,  
Teacher.

29. 11. 21



Commandant's Office,  
Newcastle, 24<sup>th</sup> June 1823.

---

The Dwelling House and Garden  
situate N<sup>o</sup> 13 George Street in the Town of Newcastle, is  
duly Registered in possession of Mr David Morrison,  
a freeholder.

J. A. M. M. M.  
Commandant



W.C. C. MI

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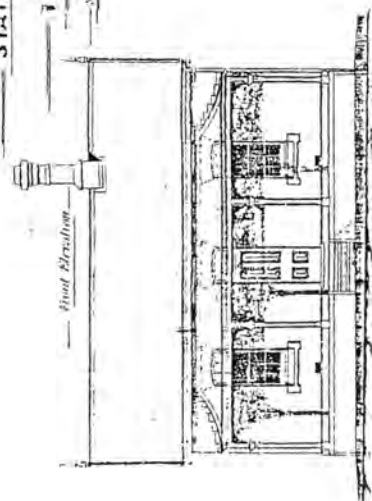
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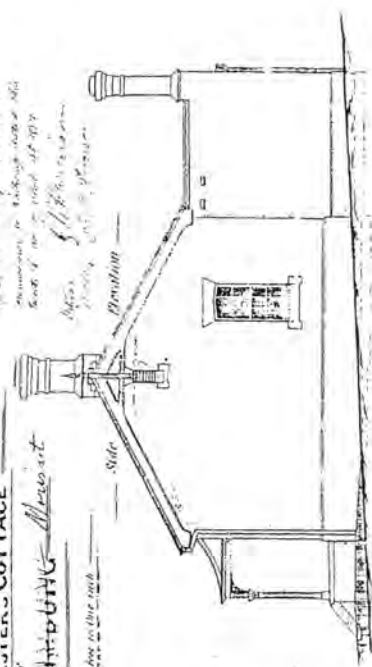
Philip Morris Inc. Parent

Philip Morris Inc. Parent

*Scale - Five-hundred to one inch*

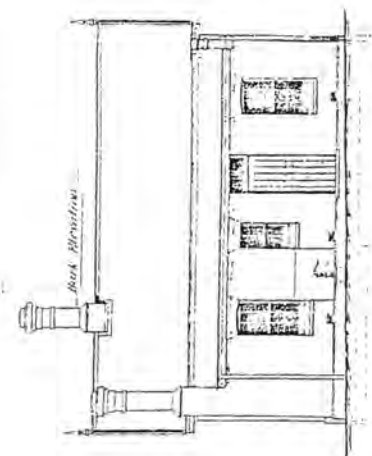


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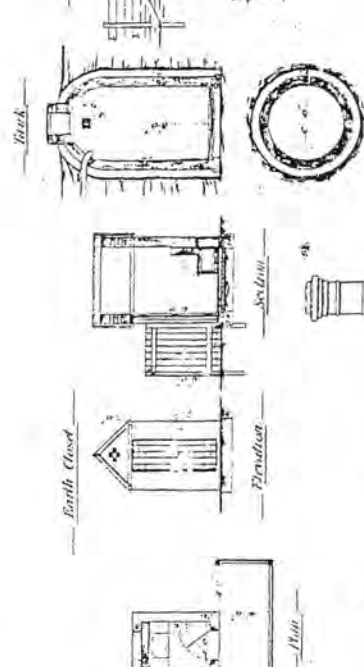


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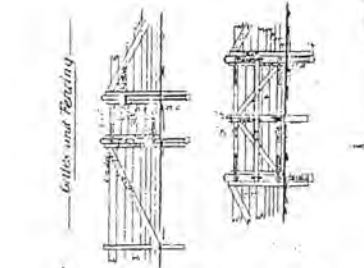
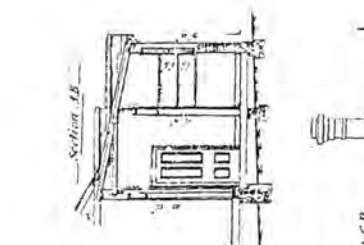
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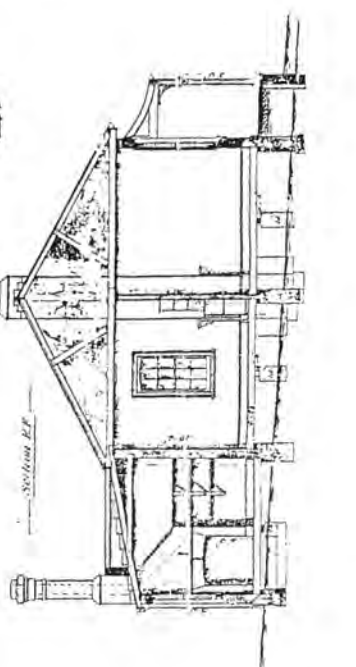
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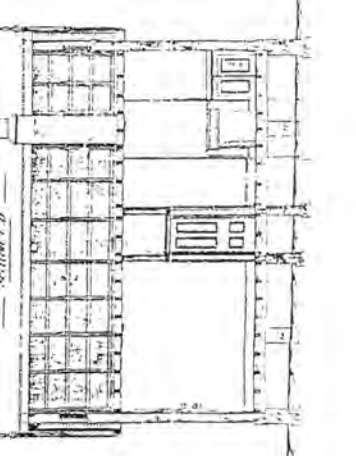
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Gottes und Fering

Section 1.8



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Small towns are the framework of Australia, giving support to both city and country. The European settlements of the Morisset district are some of the oldest in NSW and enjoy a rich and colourful history.

They were simple railway and timber towns that saw the establishment of a large psychiatric hospital. They grew from small farming and fishing communities to sought after holiday destinations and mining and power generators for the state. Sandwiched between the beautiful Watagan Mountains and Lake Macquarie, Morisset and surrounding towns have undergone huge changes while retaining their distinctive character.

Voices from the towns past tell of fond memories, harsh times and good. Long hidden archival photographs gathered together to form an unforgettable picture of a great little town.

The author has known the district intimately all her life. The characters, the imposed structures and events that have shaped it are chronicled with care and humour.

Beryl Mullard's interest in the history of this district grew through long association. While her husband Hope's family had a strong connection to Morisset, she witnessed its expansion first hand from a childhood spent holidaying at Scarborough, and later watching over her five children who grew up in the town.

From the 1960's Beryl took photos, becoming more and more interested in local history, recording the inevitable changes and important events as they occurred. She is a member of the Royal Australian Historical Society and has researched her own family histories in great detail.

Being a prominent business woman for over forty years and strongly involved in business, community and sporting organisations, many friendships were formed which give a wonderful perspective to the book.

Beryl was a proud recipient of the Commonwealth Seniors award in the year 2000.

