

SWAN SHIRE BRIDGES PROJECT

donated synopses of interviews with

JOHN BARRETT-LENNARD
MAY DE BURGH
JAMES DUFF
DON EDGECOMBE
DERRICK GOLDSPINK
JACK HALLATT
JUDY HAMERSLEY
HERBERT FAMILY
CHARLES HYNE
DOUG KENDALL
LEN MARSHALL
ROSEMARY McBEATH
GRACE McLEAN
PAM MONROE
KATHLEEN NAPIER
WILLIAM ROBINSON
MAUREEN (MIKE) WILLIAMS

OH 2608/6

**MIDLAND, GUILDFORD AND DISTRICT
MIDLAND BRIDGES**

Access: Research - Open
Publication - Open

Interviewer: Josephine Wilson
Dates of interview: 1993
Reference number: **OH 2608/1-17**
Duration: 19 x 60 tapes and 1 x 90 tape
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BRIDGES PROJECT

The project had its genesis in an idea put forward by Joan Pope in 1990 when she was employed by the Shire of Swan as a Community Arts Worker. She was struck by the number of bridges in the Swan Valley and the impact and importance of them. The seed took some two years to grow and then the Shire, through its Community Services Division, put aside funding for the project.

Ruth Andrew

21 June 1995

I'm Jo Wilson, I'm talking to Jack Hallatt. Today's date is 1 April, 1993 and we're talking about the Bridges in the Swan Valley.

Time	Subjects	Proper Names
9	Full name: John Arthur Hallatt	John Arthur Hallett
	Born: East Guildford 1927	East Guildford
	Came to district 1921 from Derbyshire, England	Derbyshire, England
	8 years Beechboro	Beechboro
	Family of 7 children.	
	Father worked vineyards Upper Swan to Bullsbrook	Upper Swan Bullsbrook
	In Guildford - worked at Guildford Shire Council also at Flour Mill	Guildford
	Mr Padbury	Mr Padbury
26	1921 came to Upper Swan vineyard for Copleys and own property. Copleys, Woodsome to St Albans	Upper Swan Copleys Woodsome, St Albans
30	50-60 people employed on vineyard, dried fruit. Property eventually split up 1921 lived in Orange Avenue north side of Bridge.	Orange Avenue
45	What life was like in 1921: Basic wage 8 - 10/- per day Property - house - Whittaker transportable house.	Whittaker
58	Conditions - dug well for water, but salt water. Got good water from neighbours.	
68	No electricity bill. In the 60's there was electricity on other side of bridge, but not on north side for 40 years.	
71	Childhood - work. But if his	

- father didn't catch him he would swim, catch rabbits, play footy, cricket. Swam behind Swanville winery. Played on bridges, but not much. Swanville
- 80 Played on Railway Bridge - daredevil play.
- 89 Walked to school or rode pushbike.
- 95 Cow killed on bridge - hit by car 1933.
- 103 Old Upper Swan Bridge. Upper Swan Bridge
Jessie'd be the last one to cross the bridge because when she went back the next day, it was gone. Jessie
- 110 How the bridge went in 1926
1934 flood - story of Noak's cows lived for a fortnight. Noak
Drying racks on flats ended up in Guildford.
- 124 Reg Hallatt. 1953 walking from Upper Swan school across flooded bridge - got onto truck as too scared to cross on foot. Reg Hallatt
Upper Swan
- 125 Why Upper Swan Bridge was re-built in 1955 - holes were bored in the bridge by the Army in 1942 or 43. Upper Swan
- 133 No official opening. Official opening was when they put standard gauge line in - tent up in the hills, by David Brand. David Brand
- 138 Traffic during wartime - convoys 11 miles long - escorted by military police. Sometimes all day.
- 145 Fatalities - 1926 a man washed away, swimming and drinking.

- Pat Hallett drowned, he couldn't swim. Deep pool "Anderson's Pool" - now gone. 15 kids there on the weekend. Kids on bridge watching. They taught themselves to swim - no lessons.
- Pat Hallett
Anderson's Pool
- 165 Traffic over bridge over the years. Very little live transport - most went by rail. Petrol tankers - Bell Bros Traffic really started with Pearce Aerodrome 1939. Locals used it to go to town.
- Bell Bros
Pearce Aerodrome
- 176 Mr Loton used to drive live-stock across on foot. Traffic would go through middle of mob. He would bring a big mob up to Copley Hill and bring them back for shearing.
- 180 Cattle to Bullsbrook from Belhus - a bit like Dodge City. Hillbilly communities didn't mix.
- Bullsbrook
Belhus
- Baskerville show and Baskerville Cup - flat and Barrel racing, which stopped around the 1950's. The best shows were organised by Mr Neil Lamont. Poultry show - throwing cricket ball. Old Duffers race. Contests for biggest grapes, watermelons. Dried fruit.
- Baskerville Show
Baskerville Cup
Neil Lamont
- 190 Neighbours: Mr Lobb, Mr Howarth, Sam Muirhead Jack Massey - originals
- Mr Lobb
Mr Howarth
Sam Muirhead
Jack Massey

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Jack Hallatt. Date 1 April 1993

We used to spend a lot of time on the railway bridge at Upper Swan. Walking underneath on the bearers. It used to have big bearers underneath the bridge and we could walk across those - under the bridge and not on top of it. It wouldn't feel too good nowadays, but it wasn't too bad in those days. We never worried about the trains. It was a massive bridge, the railway bridge - about 40' above the water. It was always higher than the Upper Swan Road Bridge.

When I first started school, there was a cow killed on the Road Bridge at Upper Swan. That was when I was about 6 years old, it got hit with a car. I can't remember anyone hitting the bridge with any cars or anything. This would have been about 1933. It was quite a good bridge - not as good as the one that is there now, but it wasn't a bad bridge. It wasn't as wide as the present one. Two buses could just about pass on it. It was just a traffic bridge - no footbridge.

The original bridge that went in the 1926 flood - My sisters and my brother would know more about that than I do. Jessie would probably be one of the last people to cross the bridge, because when they went back the next day, it was gone.

The 1926 flood was the biggest flood - it was bigger than 1955. I understand the bridge collapsed by driftwood getting up against it and pushing it away. The bridge actually collapsed in the middle. The driftwood all banked up against it and the force of the river just took the middle out of the bridge.

Reg Hallatt

I remember back in around 1953 or '54, my brother and I were walking back from the Upper Swan School, when we came to the river, there were just the two white rails sticking out and we were too frightened to go across the bridge and a fellow pulled up in a truck from Moora, and we got in the truck with him and he drove us across. Otherwise, we would have just stayed there until the flood went down, because there was no way we were going to walk across there.

The bridge was re-built in 1955, because the Army had bored holes in all the pylons and it made it very weak. It wasn't safe, so the water had got into the holes and rotted the poles, but every one was bored ready for putting charges in. I can remember the Army doing it, actually - drilling holes in it by hand that must have been 1942 or '43. There were about a dozen Army chaps working there.

Traffic during wartime - there were a lot of trains and Army convoys 11 miles long. There would be mile after mile under escort by Military Police on motor bikes. Coming both ways. We never went out to watch it - we could watch it from home. It took all day sometimes to get past.

The locals used the bridge mainly to go to town and that sort of thing. Mr Loton used to drive sheep across every now and then. I have been across it with livestock, plenty of times, on foot. There was a lot of danger. Some of the traffic wouldn't stop or wouldn't worry about you and go straight through the middle of your cattle, mostly it was pretty good. Mr Loton used to drive his sheep from his place up to these hills, in Copley Road, once or twice a year. He used to take a big mob up and bring them back about November for shearing.

One thing I can remember is cattle going up to Bullsbrook from Belhus to Bullsbrook. It was a bit of a wild west town for a while, with about 150 cattle I suppose, going through, with whips and dogs and yelling and shouting - it was a bit like Dodge City for a while.

Our neighbours at the time were - Mr Lobb, Mr Howarth, Sam Muirhead, Jack Massey they were original vigneronns. Mr Howarth was about 90, Mr Muirhead lived until he was about 95, Jack Massey was a returned soldier and lived until he was about 80 odd, Mr Lobb was about 86. There was a footbridge over to Mr Howarths place, which he made. It was about 2' wide, wobbly and had fencing wires to hang onto. Sometimes it was made out of kerosene cases and sometimes a bit of ripcord or something. It was a ricketty old bridge but it served the purpose for him, anyway. It was made for his own use. Travellers or hawkers may have used it. It would have been a good 120' long. It was a long bridge - it had a few poles and a tree - fastened to a tree on one side I can remember that - a type of suspension bridge. That bridge would have been built during the first world war, I should imagine, because he came here in about 1910 - something like that. He left the district in about 1949-50. Eventually the bridge just washed away and disintegrated.

Mr Howarth came here when he was about 26 years old and died in a home at 96 years of age. He was a very clever man and worked really hard.

Barkers Bridge - My father used to work in Guildford and sometimes the flood used to get on the other end of the bridge and he used to have to come through water. He had a horse and cart and the floodwater used to make crossing very awkward. I don't every recall him saying he couldn't get to work because of the bridge, but I know that the water used to come across that bridge and the Middle Swan Bridge. They built it up where those houses are.

I remember once going to school we had to play Caversham in football and we couldn't go across the bridge (Middle Swan) because the water was on the other side of the bridge - over the road.