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coat and a peaked cap. In 1905 he joined the railways and worked at local stations.

In those days wages were low, work often scarce and life harder and more restricted than today but there was plenty of fun. There were regular cricket matches at the ground behind the shops in Charman Road; football was played at the corner of the Highway, then called Point Nepean Road, and Centre Dandenong Road. There was tennis, fishing, skating (at the Mentone Rink), there were walking races and bicycle races and rifle shooting at the range in the park. On King's Birthday there were processions of decorated lorries and carts, on Boxing Day there were military sham fights in the park with plenty of noise and dust. There was the annual Moorabbin Show held sometimes in Cheltenham and sometimes at the Mentone Skating Rink. And there was one way of having a grand Sunday outing. You caught the 9 a.m. train to Melbourne, paying 1/1d. for a second class return ticket, then you paid 2/6d. return fare on the "Edina" or the "Courier" or the "Hygeia" for a trip down the bay to Geelong or Port Arlington or Queenscliff. When you returned to Melbourne about six you could take a 3d. tram up Bourke Street to a cafe called Shepherd's and have a three-course meal for 1/3d. Total cost 5/1d.

Trains were then much more important than they are today; the only other means of transport were the horse, the bicycle, a very few cars and the horse tram which ran along Beach Road from Sandringham to Cheltenham. At that time most of the engines were painted green with a good deal of polished brass work. When Queen Victoria died in 1901 the engines were decorated in purple mourning. But the combination of green, purple and shining brass must have almost suggested a happy rather than a sad occasion.

On holidays there were many extra trains to the beaches. On Boxing Day when Jack McCarthy was working at Sandringham station the staff counted 28,000 tickets.

In 1903 there was an engine drivers' strike and Cheltenham was without mails and papers until a Mr. Crooks carried the mail to Cheltenham in his car. The few trains that ran were each guarded by four policemen.

It is interesting to note that in the early 1900's many of the local stations were run by women, often assisted by one or more of their daughters. As station business increased they were replaced by men.

At that time there was less evening entertainment than today but the people of Cheltenham were able to go to a play done by local

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