

CITY OF BELMONT

List of Names of Streets/Roads, Suburbs, Parks, Perth Airport Roads and Schools

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Creating opportunities



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Acknowledgements

A majority of this information has been extracted from the 'Ever Flowing Forward the Story of Belmont' unless stated otherwise.

The following lists of Names in the City of Belmont were compiled by former Councillor Glyn Doney (1998). Councillor Doney was assisted by:

- Bina Stone (Geographic Names Committee, Department of Land Administration);
- Maureen Leo (former Secretary to Chief Executive Officer and Mayor, City of Belmont (retired August 2004));
- Adrian Oats (former Manager-Planning Services, City of Belmont (retired July 2004));
- Aino Marshall (former Manager-Library Services, City of Belmont (retired November 2000))

1. City of Belmont Policy Manual

Refer to the City of Belmont Policy Manual for criteria on naming roads and reserves.

2. Working Copy of Schedule of Names Reserved for Streets (Road Names) and Parks





Notes





Person whose names are shaded (light grey) are believed to be deceased.





* Names have been suggested for use pending final approval from Landgate's Geographic Names Committee.



** These names have been used in an adjoining local government and can only be used in the City of Belmont 10 kilometres or more from the existing road name.

*** These names have been used more than five times (includes similar sounding or written names) as road names in the metropolitan region and the Council would need to give consideration to including the 'Given or First' name.



NAME	HISTORY
Bass	 <p>Mrs Margie M Bass - Councillor 1996-2007 (Refer Item 12.3 – 23/03/2010 OCM)</p>
Belton	 <p>Mr Raymond (Ray) J. Belton. 1976-1983; 1984-1993 (Councillor)</p>
Bettridge	 <p>Basil James Bettridge (1919-1974) raised his family from 1949 at 151 Gladstone Road, Rivervale. Following Basil's discharge from the Army in 1945, he worked locally for the Rivervale General Post Office and later at the Perth General Post Office until his death. Basil was recognised as a highly respected member of the local community, through his willingness to provide support on many levels to the residents of Belmont.</p> <p><i>Internal Reference - OCM 28/10/2014 Item 12.2 2980086</i></p>
Blair	 <p>Mrs Marion H Blair – Councillor from 1987-2006. (Refer Item 12.3 – 23/03/2010 Council Minutes)</p> <p>Deputy Mayor from May 1994-2003. Was a member of all Standing Committees:</p> <p>Awarded:</p> <ul style="list-style-type: none"> • Eastern Metropolitan Regional Council - Certificate of Appreciation • Department of Local Government - Certificate of Recognition for 19 years of service to local government (October 2006) • Western Australian Local Government Association - Certificate of Appreciation Western Australian Local Government Association - Long and Loyal Service Award City of Belmont - Certificate of Appreciation <p>Memberships</p> <ul style="list-style-type: none"> • Life Member of The Australian Local Government Women's Association • Life Member of Belmont Netball Association • Current Member of the Honours Panel for the Western Australian Local Government Association • A Member of the Belmont Netball Team who participated in the World Masters Championships in Brisbane in 1994 <p><i>Internal Reference ECM Doc No. 1837549</i></p>




NAME	HISTORY
Caisley	<p>Caisley bus services 1920's: Depot in Redcliffe.</p> <p><i>Internal Reference – OCM 07/02/2006 Item 11.1</i></p>
Coops	 <p>Mrs Lynnette M. Coops. 1994-2001 (Councillor)</p>
Corlett	 <p>Frederick James Corlett (1890-1949) The original bakery was built in 1905 by Paddy and Terry Love. In 1918 the resident bakers were Portwine and Lovelock. Love eventually sold to Corlett Bros in 1920. The building underwent a considerable transformation when Bevan Morgan converted it into the restaurant Casa Mia. The building was demolished between September 2011 and December 2011 for the upgrading of Great Eastern Highway Stage 1, Kooyong Rd to Tonkin Hwy.</p> <p><i>Internal Reference - Item 11.1.1 – 07/02/2006 Council Minutes & City of Belmont Municipal Heritage Inventory</i></p>
Daba Karn *	<p>This is a Noongar word meaning take it easy (pronounced 'dah-bah carn').</p> <p><i>Internal Reference - OCM 16/12/2014 Item 12.2 3011581& 3005752</i></p>
Dans	 <p>Mr Frances (Frank) L. Dans. 1983-1989 (Councillor)</p>
Doney	 <p>Mr Glyn R Doney. 1987-2003 (Councillor)</p> <p>Awards:</p> <ul style="list-style-type: none"> • Certificate of Recognition of service given to Local Government by Western Australian Local Government Association in 2003. • Long and Loyal Service Award for outstanding service to Local Government by Western Australian Local Government Association in 2005. <p>Served on the following Committees/Working Groups:</p> <ul style="list-style-type: none"> • COMEX (Formerly Administration and Community Services Committee) • Planning and Development Committee • Standing Committee (Executive) • Works and Technical Services • City of Belmont Working Group on Open Space Rationalisation • Public Open Space Development Working Group • Belmont District Housing Management Committee • Belmont Retirement Villages Board of Management (Inc) • WA Scout/Girl Guides Associations Liaison Officer • City of Belmont Centennial Celebrations Advisory Committee <p>Partly instrumental in the formation of the 'Belmont Toy Library'. Involvement as Chairman of Centenary Celebrations Committee. Contribution to Belmont's history 'Ever Flowing Forward: The Story of Belmont'.</p> <p>Joined Scouts as a youth member with the Carlisle Scout Group in the early 1950s. Went on to become a Rover Scout where he met and married his wife Ann (nee Barrett) through the scout group.</p> <p>Member of Lions Club of Belmont for 18 years and resigned from the club after he became a Councillor for the City of Belmont. Through his membership with the Lions Club of Belmont, he was instrumental in the building of the rooms on the side of the Cloverdale Scout Hall, supplying and laying the concrete, arranging the bricklaying and also the roofing. Provided assistance for the construction of the new kitchen to the rear of the Cloverdale Hall, supplying concrete and brick layers while still helping at Rivervale Scout Hall.</p> <p>Scout Liaison officer to the Scouts and Guides of the district. <i>(Internal References- ECM No. 2247223, 933767 & 699304)</i></p>





NAME	HISTORY
Dowding	<p>Frederick Thomas Dowding (1895-1917) was raised in Belmont. Frederick Dowding honourably enlisted in the Australian Imperial Force in January 1916 and was tragically killed in action dated 11 June 1917. His recognition to the national service is also commemorated on the Ypres (Menin Gate) Memorial located in Menenstraat, Belgium.</p> <p><i>Internal Reference - OCM 22/04/2014 Item 12.1 ECM 2830301</i></p>
Duncan**	<p>G. H. Duncan – Councillor, Belmont Road Board from 1925-1941.</p>
Duncan**	 <p>H. G. Duncan – Councillor, Belmont Road Board from 1899-1906; and 1910-1912. Chairman of Belmont Road Board from 1900-1906; and 1910-1911.</p>
Ellery	 <p>Mr Reginald (Reg) E. Ellery JP. 1965-1971 (Councillor); 1969-1971 (President)</p>
Elliott***	<p>Mr Clive Elliott – Principal Belmay Primary School 1955-1981. <i>(Refer Item 11.1.1 – 7 February 2006 Council minutes)</i></p> <p><i>(Note: Name duplicated more than five times (includes pronunciation) in the metropolitan region and the Council would need to give consideration to including the 'Given or First' name.)</i></p>
Godsell	 <p>Mr Michael (Mike) C. Godsell. 1989-2003 (Councillor)</p>
Haimes	 <p>Mr Harold William Haimes. 1976-1985 (Councillor)</p> <p>Harold Haimes was born in West Perth on 10 November 1918, the first of two sons of William Haimes and Kathleen Gurd and died on 24 March 2008.</p> <p>In March 1949, Harold and his wife, Edna, purchased 21 Kanowna Avenue, Redcliffe. This was the family home until 1974, when they moved to a newly built house at 18 Kanowna Avenue, Redcliffe.</p> <p>For many years, he served as an officer bearer with the Parents and Citizens of the Redcliffe Primary School. It was during the late 1950s that he was instrumental in the Parents and Citizens purchasing for Redcliffe Primary School one of the accommodation huts that was part of the Dunreath Air force Camp, and later Migrant Hostel, located adjacent to Redcliffe Primary School on Stanton Road. In March 2005, his initiative in securing the building was recognised when it was re-named the “Harold Haimes Performing Arts Centre”.</p> <p>He served as an office-bearer on the inaugural Parents and Citizens Association of the Belmont High School in 1957.</p> <p>He was a member of the Belmont Anglican Community.</p> <p>In the late 1950s, he transferred from Midland to the Belmont branch of the RSL. This began a period of nearly 50 years as an office bearer, the majority as Secretary. In the late 1960s, he was made a Justice of the Peace.</p> <p>In 1974 he stood for election to the Belmont City Council. He was successful in being elected in his first attempt and served for three terms, a total of nine years, representing the East</p>




NAME	HISTORY
	<p>Ward of which Redcliffe was part. As with the Redcliffe Parents and Citizens Association, his involvement with the Council continued well after he retired as a Councillor and he officiated regularly at swearing-in ceremonies for new Councillors.</p> <p>In 1980, his contribution to the wider community was recognized when he was awarded the Medal of the Order of Australia.</p> <p>Received City of Belmont Community Service Award in 1985. (<i>Internal Reference ECM Doc No: 1686668 – subject folder 74/002</i>)</p> <p>In 1988 his involvement with the community was well recognised. He was made a life member of the RSL and awarded the League's Meritorious Medal for his services.</p> <p>In 2003, he was awarded a Centenary Medal for his service to the community</p> <p>In 2004 he was presented with the Australia Day Medallion for outstanding service to the RSL.</p> <p><i>Internal Reference ECM No. 1397327</i> D Haimes / Copy of the eulogy for Mr Harold Haimes</p>
Hardingham	 <p>J G Hardingham. 1982-1997 (Councillor)</p>
Henderson***	 <p>Mr Thomas (Tom) H. Henderson. 1970-1982 (Councillor); 1975-1977 (President)</p>
Hop Wah	<p>Hop Wah - A vegetable gardener downhill from Sandringham. Extract from "Our History of Belmont".</p>
Liepa	<p>Vera (1929–Present) and Edmund (1915–1999) Liepa were both born in Latvia and migrated to Redcliffe, Western Australia in 1949. Mr Liepa was best known for his cabinet making skills and both were recognised migrant community members. Some of their contributions include:</p> <ul style="list-style-type: none"> • Assistance to other migrant families and construction of early settlers homes in the suburb of Redcliffe • Locally made furniture that can still be found in many residences within the Redcliffe and Ascot areas <p>Production and sale of local yoghurt and cottage cheese.</p> <p><i>Internal Reference - Item 12.2 – 25/03/2014 Ordinary Council Meeting Minutes</i></p>
Lloyd***	<p>Early pioneers – block in Sydenham Street. Ralph (dec) Member Historical Society (see Ever Flowing Forward).</p>
Maali*	<p>This is a Noongar word meaning black swan (pronounced 'mar-lee').</p> <p><i>Internal Reference - OCM 16/12/2014 Item 12.2 3011581 & 3005752</i></p>
Marshall***	<p>Aino – founding member of City of Belmont Historical Society 1981. Former City Librarian.</p>
McDonald***	<p>Mr Donald (Brian) McDonald. 1978-1984 (Councillor)</p>
Milne***	<p>Mary Anne Milne – opened first newsagency in Rivervale 1912. Henry Milne – Master builder – State half mile and mile title holder and fastest swimmer in annual swim through. (<i>Internal Reference - Item 11.1.1 – 07/02/2006 Council minutes</i>)</p>

NAME	HISTORY
	<p>(Note: Name duplicated more than five times (includes pronunciation) in the metropolitan region and the Council would need to give consideration to including the 'Given or First' name.)</p>
Moore	<p>Frank 'Tiger' Moore was born in Perth and raised in Redcliffe. He was the son of Frank and Ellen Moore who lived in Redcliffe and owned a block of land near the airport on Central Avenue.</p> <p>'Tiger' grew up in Redcliffe / Rivervale and went to school at the old St Anne's in Redcliffe and later to St Patrick's.</p> <p>He became an apprentice jockey at the age of 14 in Ascot to 'Bunny' Hyde.</p> <p>Frank 'Tiger' Moore won every race on the WA Turf Club Calendar including a record 11 WA St Legers (race) and 9 Karrakatta Plates, WA's premier two year old race. He still holds the records for WA derbies at 7.</p> <p>'Tiger' piloted another WA legend in Aquanita to win the W S Cox Plate in Melbourne and ran third on the same horse in the Melbourne Cup.</p> <p>'Tiger' also won a record equalling 8 WA Jockey Premierships with the great 'Frank Treen' and the modern day marvel 'Paul Harvey'.</p> <p>Frank Moore received the nickname 'Tiger' when he was a child back in the 1930's. The Member of Parliament, the Hon Bill Mitchell (Member for the Murchison) would come and stay with his family while in Perth. 'Tiger' was about 10 at the time and all the local children would come and play football at his family's property and as 'Tiger' was the smallest, Mr Mitchell had a soft spot for him and as 'Tiger' would burst out of the pack with the ball, Mr Mitchell would jump up off his seat and yell 'Go Tiger' and the name stuck.</p>
Mullane	<p>Leslie Mullane was the first Postman in Charge of the former Rivervale Post Office. He held that position from the time the Post Office opened until he was pensioned off with a war service pension around 1961.</p> <p>Mr Mullane and his wife personally built their family home at 15 Menzies Street, Rivervale in around 1952/1953 and lived there until their deaths in 1978 and 1972 respectively.</p> <p><i>Internal Reference - Item 11.1.1 – 07/02/2006 Council minutes</i></p>
Murfin	<div data-bbox="432 1312 539 1451" data-label="Image"> </div> <p>Mr Andrew P. Murfin. 1997-2003 (Councillor) Received City of Belmont Community Service Award in 1984.</p> <p><i>Internal Reference ECM Doc No: 1686668 – subject folder 74/002</i></p>
Mutard	<p>Early Settlers the Mutard Family lived just over a mile from the local South Belmont Primary School. In the late 1950's there were only about ten houses in that distance. Blocks were still large and mainly uncleared. Bush surrounded the South Belmont School and it was where Barry Mutard and his friends played cricket with makeshift equipment and a rubber ball. One of their 'best cricket pitches was a track in the bush hardened by a horse and cart'.</p> <p><i>Internal Reference - Item 11.1.1 – 07/02/2006 Council minutes & Ever Flowing Forward</i></p>
Mutzig	<div data-bbox="432 1697 549 1850" data-label="Image"> </div> <p>The Foundation Principal of Kewdale Senior High School from 1966-1974. Mr Charles Mutzig was described by his Deputy Mr John Monks as being "an earnest, modest and pleasant man. He was a naturally good man".</p> <p>Mr Mutzig presided over the growth period and the rapid development of a new school in a growing and dynamic working class area. The new staff were all feeling their way and it was a happy atmosphere.</p> <p>Raised in the Goldfields, Charlie Mutzig brought to the position of Principal the bush values of helping out and setting an example. One of his daughters, Kerry Avery, remembered that he expected "a lot of his staff and he supported them." Personally, he put everything into the school – "On weekends I would be hitting a tennis ball against the wall whilst he was working inside", she said.</p>

NAME	HISTORY
	<p>Amongst his many accomplishments he had a keen sense of graphic design. This was amply demonstrated by his design of the school crest and the motto.</p> <p>Wilf Clinch recalls that Charlie had a gentle way of dealing with irate parents –“he would walk them around the school at length and talk to them.” An extended tour of the school effectively served to soothe most passions.</p> <p>To the students Charlie Mutzig was remembered as being a Grand Old Man and to his colleagues –“Charlie was a delightful character as was his Principal Mistress, Mary Hill,” said Alan Thomson.</p> <p><i>Reference Facing the Dawn A History of Kewdale Senior High School 1965-1999, John J Coe</i></p>
Oberne	Thomas Oberne, prominent trainer. Extract from "Ever Flowing Forward - The Story of Belmont".
Oliver***	<p>Family of pioneers 1838. Perry Oliver – State and Australian open back stroke title holder and junior free style. State and Australian Champion 1934 Swim through. W Oliver Horse Owner. Oliver boys – Jockeys.</p> <p><i>Internal Reference - Item 11.1.1 – 7 February 2006 Council minutes</i></p> <p><i>(Note: Name duplicated more than five times (includes pronunciation) in the metropolitan region and the Council would need to give consideration to including the 'Given or First' name.)</i></p>
Parkin	 <p>Mrs Peggy (Peg) P. Parkin JP AM – 1976-1994 (Councillor); 1987-1994 (Mayor)</p> <p>Peg Parkin was the first female Mayor elected in Belmont and is also an Honorary Freeman of the City.</p> <p>She was committed to the Sister City Relationship with the ward of Adachi in Tokyo and was a member of the Executive of the Australian Sister Cities Association.</p> <p>Peg Parkin maintained a strong interest in reading and history and became an active member of the Belmont Historical Society in 1994 and served as President from 2000 until present (September 2016).</p> <p>The City of Belmont acknowledged her contribution to the City in December 1986 and 1994 with Community Service Awards. Peg Parkin was active in the care of people with significant needs and in 1984 became a member of the Board of Nulsen Haven Inc., serving as President of the Board for three three-year terms from November 1987.</p> <p>In 2005 she was a Member of the Order of Australia (AM) award recipient for services to the community.</p> <p>Since leaving the Council, Peg Parkin continues her community work and still regularly attends the Civic Centre to carry out Justice of the Peace duties.</p> <p><i>Internal Reference: ECM Doc No. 175390 - Old Subject File CON/02</i> <i>Information confirmed with Peg Parkin on 15/09/2010.</i></p>
Parnham	 <p>Harold Parnham:</p> <ul style="list-style-type: none"> • Was born in Goomalling on 23 March 1925 and died in Perth on 2 September 2006. • Was a Perth racehorse trainer who obtained his trainer's licence in 1944. At the time of obtaining his trainer's licence, Mr Parnham was only 19. As Mr Parnham's horsemanship was highly regarded, the Western Australian Turf Club overlooked that he was under-age. At that time the official minimum age was 21. <ul style="list-style-type: none"> • Trained San Simeon to win the North-west racing's major sprint, the \$25,000 Broome Stakes on 9 August 2006 and three days later won the \$60,000 Broome Cup with Mercedario.

NAME	HISTORY
	<ul style="list-style-type: none"> Horses that he trained that won events are: the Challenge Stakes with Chepat in 1972; Minsasseh's Son won a Digger's Cup at Ascot in 1980s. Other winners in the 1980s were Cable Beach, Master Chimes, Philinka, Waterburn Lady and Jev Power. Was a barman and bottleshop attendant at the Belmont Hotel and also a bar worker at Ascot's Saturday race meetings. Maintained a direct link with racing industry by establishing a horse clipping business. Lived in the Ascot area for over 30 years. <p><i>Internal Reference - Item 12.1.1 – 17/07/2007 Council Minutes</i></p>
Passeri	 <p>Peter R Passeri JP – Councillor from 1982-2005 and Mayor from 1994-2005</p> <p>In December 2005, was awarded the Freemanship of the City of Belmont for his outstanding service to the City.</p> <p>He had a keen interest in the Sister City Relationship with the Ward of Adachi and was granted an Honorary Citizen of Adachi Award in October 2004.</p> <p>Served on all Council Committees.</p> <p>Was a delegate to the Local Government Association and a member of the Local Government Advisory Board.</p> <p>Supported and progressed the provision of adequate amenities for the youth of Belmont and senior members of the community.</p> <p>A member of the:</p> <ul style="list-style-type: none"> Faulkner Park Retirement Village Board of Management. Perth Airport Municipalities Group, serving as its Chairman for eight years and was the Western Australian delegate on the Australian Mayoral Aviation Council. <p>His interest in the areas of works and waste management led to his membership of the Eastern Metropolitan Regional Council. Served as Chairman for eight years.</p> <p><i>Reference OCM 23/03/2010 Item 12.3 - ECM Doc No. 1024132</i></p>
Powell***	 <p>Mr David L. Powell (1939-2014)</p> <p>Former Belmont Councillor (1987-1995) began work as an apprentice technician at PMG, now known as Telstra.</p> <p>A dream of his was to become a doctor but as a result of an accident was unable to fulfil this dream. Mr Powell volunteered with St John Ambulance teaching first aid, before transferring to Kalgoorlie with PMG, where he continued training others for first aid competitions. He also volunteered with the SES in Kalgoorlie and became a volunteer ambulance driver.</p> <p>Mr Powell was elected as a councillor in Kalgoorlie, a role he held for six years before transferring to Perth, when he set up the first mobile phone station.</p> <p>He was a president of the committee of the Sister City Adachi in Japan, going there frequently with students on goodwill tours and volunteered in many community organisations, including the Rotary Club of Victoria Park and the Kentian Society, where he was the Chairman.</p> <p>Mr Powell was committed to the St John Ambulance Fellowship, a group of retired St John Members and was made a Member of the Order in Western Australia on 30th June 2004 for Officers (Brothers).</p> <p><i>Reference Southern Gazette 21/10/2014</i></p>
Rich	 <p>Mr Charles Rich. 1983-1995 (Councillor)</p>

NAME	HISTORY
Richardson	 <p>Mr Alan T Richardson JP - Councillor 1989-2005</p> <p>Received City of Belmont Community Service Award in 1996.</p> <p><i>Reference OCM 23/03/2010 Item 12.3 - ECM Doc No: 1686668 – subject folder 74/002)</i></p> <p>Awarded by the Department of Local Government a Certificate of Recognition for 15 years of service to local government (May 2005).</p> <p>Awarded the Medal of the Order of Australia (OAM) on Saturday 26 January 2013 for his service to veterans and the local community.</p> <p><i>Reference 26-27 January 2013 The Weekend West & 29/01/2013 Southern Gazette</i></p>
Riedel	<p>First Principal of Belmont High School 1957.</p> <p><i>Reference OCM 07/02/2006 Item 11.1.1</i></p>
Saligari	Pioneer.
Sharples	W. Sharples - Councillor, Belmont Road Board from 1946-1954.
Swann***	 <p>Ronald (Ron) T. Swann. 1996-2001 (Councillor)</p>
Symonds	 <p>Diane J. Symonds. 1995-2001 (Councillor)</p>
Teasdale	 <p>Edward (Ted) G Teasdale – Councillor from 1979-1995 and 2001-2007.</p> <p>Chairman of a Working Group that in 1991 produced a 'Public Open Space Strategy' for the City of Belmont. He was of the strong view that the unsightly water drainage sumps that were fenced, could be made to fulfil the dual function of compensating basins and recreation areas. The first model of this was Lot 20 Fulham Street. Section 2.1, page 19 of the Report makes reference to Lot 20 Fulham Street.</p> <p>Initially, there was opposition to the idea from government authorities, particularly the proposal that monies held as cash-in-lieu of public open space or the proceeds of the sale of public open space could be used to develop compensating basins for recreational use.</p> <p>He assisted Officers to mount arguments in favour of his idea, until eventually there was support from government. Now it is enshrined in planning documentation from the Department of Planning and allowed the upgrading of many compensating areas in the City of Belmont and across the State.</p> <p>The 1991 Public Open Space Strategy report details all the public open space rationalisation proposals in which former Councillor Teasdale was involved.</p> <p>Convinced former Chief Executive Officer to borrow \$695,000 to pay off the City's high interest loans and replace them with one low interest loan. There was an immediate saving of \$54,000 per year (minuted).</p> <p>Received meritorious award from the Western Australian Local Government Association in 1995 for 16 years of service to local government.</p> <p>Invited by the Department of Local Government to make a contribution to the finance section of the Local Government Act 1995. Highlighted shortcomings of minimum rate. The minimum rate was made flexible provided no more than 50% of rateable properties were affected. This allowed for a more equitable distribution of rates.</p>


NAME	HISTORY
	<p>The concept of the redevelopment the area known as Tomato Lake was conceived when he and former Councillor Van Garderen walked through the degraded bushland along President Street in winter and found that the land was water-logged. In April 1981 Council formed a committee (Tomato Lake Advisory Committee) and redevelopment began with its completion within 28 years.</p> <p>With ever increasing popularity of Tomato Lake he suggested an alternative park site (Centenary Park) which had opportunities for development to encourage residents to walk and exercise.</p> <p>With the redevelopment of the Bart Clayden Aquatic Centre to create Belmont Oasis, he was given the opportunity of being the inaugural chairman. This ultimately led to a seat on the board of Leisure Australia (the parent company).</p> <p>Reserve 40689 (Adjacent Garratt Road Bridge and the Turf Club). Convinced Chief Executive Officer, Dr Shayne Silcox, of the benefit to the community to have public access to this reserve and assisted with negotiations with the WA Turf Club.</p> <p><i>Reference OCM 23/03/2010 Item 12.3 - ECM Doc No. 1824384 & 1324055 & 1991 Public Open Space Strategy ECM Doc No: 841430</i></p>
Van Garderen	Mr Eric H. Van Garderen. 1980-1987 (Councillor)
Venables	Coach builder early 1900's. Extract from "Ever Flowing Forward - The Story of Belmont".
Walkerden	Brickmaker with Sugars and Marr. Extract from "Ever Flowing Forward - The Story of Belmont".
Wandjoo Wandjoo *	<p>This is a Noongar word meaning welcome (pronounced 'one-joo').</p> <p><i>Internal Reference - OCM 16/12/2014 Item 12.2 3011581 & 3005752</i></p>
Wilson***	 <p>Mr Colin S. Wilson. 1984-1989 (Councillor)</p>
Wright***	 <p>P A Wright. 1989-1994 (Councillor)</p>
Wright***	 <p>W H Wright. 1954-1960; 1961-1963 (Councillor)</p>
Yee Hop	Yee Hop was a vegetable gardener in Belgravia. Extract from "Ever Flowing Forward - The Story of Belmont".

3. List of Current Street Names (Road Names) within the City of Belmont

Street Names	History
Abernethy Road	English heritage. Town in Perthshire, Scotland, about six miles from Perth.
Acton Avenue	From a theme of Melbourne's southern and eastern road system and suburbs/localities. Before the construction of the Kewdale marshalling yards in the mid-1960's. Acton Avenue extended south-eastwards well into Welshpool where it is now known as Dowd Street.
Aitken Way	Andrew Cowie, 'Andy', Councillor (1941-49). A boot-maker by trade, mixed farming in the vicinity of Hardey Road, Boundary Road, Pearl Street, Newburn Road and Rason Road. Andy owned in excess of 75 acres of land here, although much of it was swampy.
Alexander Road	Gazetted as a public road on 19 December 1921.
Alfred Street	Unknown.
Allet Place	Unknown.
Andell Place	(W) Councillor 1906-07. <i>Portion of Belvidere Street changed to Andell Place by Department of Land Administration Geographic Names Committee, approval granted on 15/05/1991 and gazetted on 06/09/1991. (Internal File Ref RDS/01 P2).</i>
Arlunya Avenue	Aboriginal word meaning the sun.
Armada Road	From a theme of Melbourne's southern and eastern road system and suburbs/localities.
Armitt Street	Mrs Armitt migrated from England following the death of her husband in WWI. She lived in Kew Street for many years and the new street opposite her residence was named in her honour.
Artesian Lane	Perth Cup Winner 1911 and 1913 <i>Department of Land Administration Geographic Names Committee granted approval on 18/0/2008. (Internal reference ECM Doc No. 1383170 & 1383171)</i>
Arthur Street	Unknown.
Ascot Place	Named after Ascot Racecourse.
Ashley Avenue	Eric Ashley, a Councillor (1962-67) who died in office.
Ashworth Street	(L E.) owner of land in this area (Lots 3,4 & 5 Keymer Street) in the 1930s and 1940s, before it was subdivided.
Atwell Street	Walter Atwell oversaw the operations of the Hunt Club which occupied this site from 1920 to 1958. Street name approved 11 September 1959.
Aurum Street	Renowned racehorse of the 1890s. Won the Ascot Vale Stakes, VRC Street-leger and Caulfield Guinian. Third in Melbourne Cup 1897.
Avarna Street	Perth Cup winner 1951, ridden on this occasion by Frank Treen.
Aviary Gardens	On the site formerly occupied by Eddie Davis' bird farm.
Azennis Court	Perth Cup winner 1950. <i>Department of Land Administration Geographic Names Committee granted approval on 27/04/1994. (Internal Ref PDC 08/03/1994, File Ref RDS/01 P3).</i>

Street Names	History
Baldwin Street	William and Florence pioneer post office and general store owners from Belmont Avenue, between the south Belmont (now Kewdale) Primary School and an old timber mill further to the south-east. The Baldwin's lived on about four acres of land. Mrs Baldwin played piano, accompanied by William on drums, for the dances in the old South Belmont Hall.
Ballantyne Road	(Carlton C M) formerly a part of Rumble Street. Ballantyne had a shed on Lot 33 Uranium Street and owned a total of about 33 acres on the corner of Uranium and Pearl Streets until it was resumed by the Kewdale Development Authority (KDA) for the marshalling yards in the mid 1960s. Alex Rumble was the owner of several tracts of land around Uranium Street and Abernethy Road.
Barker Street	Towton's foreman in the 1880s.
Barry Street	J. A. Barry - Councillor, Belmont Road Board 1939-1943.
Battaglia Place	Sperandio and Kate's family moved to Belmont on 1 January 1919. They owned a 14 acre dairy property bounded by Robinson Ave, Fulham St, Wright St & Abernethy Rd. This site is now occupied by Belmont Forum. In 1928 they bought from Soldiers Settlement the 12 acres opposite bounded by Fulham St, Robinson Ave, Gabriel St and Abernethy Rd. <i>Landgate's Geographic Names Committee granted approval on 27/07/1993. (Internal Ref PDC 05/07/1993 Item 8.2, PDC 11/04/1994 Item 8.2, OCM 12/07/1993, OCM 26/04/1994, File Ref RDS/01 P3).</i>
Beagle Place	On the site formerly occupied by the Hunt Club from 1920 to 1958. Street name approved 11 September 1959.
Belgravia Street	English heritage. London street/district theme.
Belinda Avenue	Unknown.
Bell Street	Probably named after Mrs Elsie Bell who, in the 1940's, owned four acres in Boulder Avenue, East Belmont, somewhere about where the Mint is now located. <i>Landgate's Geographic Names Committee granted approval on 06/12/2013. (Internal Ref OCM 26/11/2013 Item 12.6, ECM Doc No: 2862296 & 2710255).</i>
Bellis Place	Named after Harry Bellis, Poultry farmers of Uranium Street. Mr Bellis became involved in the racing industry, training and racing horses at Belmont. Long-time residents of Belmont. <i>Landgate's Geographic Names Committee granted approval on 31/10/1988. (Internal File Ref RDS/01 P2).</i>
Belmont Avenue	This was the main road running through Location 34, which was the original Belmont Farm granted to Captain Francis Henry Byrne in 1831.
Belivdere Street	English heritage. London street/district theme.
Ben Street	It is very likely that Ben Street is a corruption of the name of George Benporath, who, in 1895 purchased the 2,500 acre Redcliffe Farm from Charles Fauntleroy for 12,800 pounds. <i>Portion of Ben Street changed to Great Eastern Highway due to road widening. Department of Land Administration Geographic Names Committee granted approval on 27/04/1994. (Internal Ref PDC 08/03/1994, File Ref RDS/01 P3).</i>
Betchel Court	Robert Bechtel, note correct spelling. A grazier from near Beverley, he purchased Lot 87 of Location 34 from Henry Thomas Hardey in 1913. The original Betchel Street ran from Orrong Road to Kooyong Road, midway between Campbell Street and Roberts Road.
Beverley Place	Formerly Kokeby Place, which got its name from a railway siding near the Wheatbelt town of Beverley. <i>Office of the Surveyor General and Chairman, Nomenclature Advisory Committee Gazetted on 03/10/1975. (Internal Ref A2/14/4 1974-85).</i>
Beverley Road	Unknown.

Street Names	History
Bignel Place	Renowned jockey and trainer. <i>Portion of Belvidere Street changed to Bignel Place by Department of Land Administration Geographic Names Committee, approval granted on 15/05/1991 and gazetted on 06/09/1991. (Internal File Ref RDS/01 P2).</i>
Blacklock Road	(S E) Councillor 1940-48. Builder responsible for building several public and private buildings in the district. Privates R, S and J W Blacklock enlisted from Belmont and did not return from WWI.
Bland Crescent	Possibly English heritage, from Blandford, Dorset.
Blomfield Court	Pioneer pig farmers in this vicinity.
Board Avenue	Unknown.
Boucher Street	A long-term resident of Kewdale.
Boulder Avenue	Goldfields theme.
Boulter Place	A. C. Boulter - Councillor, Belmont Road Board 1907.
Bowkett Street	Unknown. <i>An extension of Graham Street. (Internal Ref OCM 03/06/1997 Item 11.8, File Ref RDS/01 P4).</i>
Bradford Street	David James Bradford owned over nine acres of land in the Pearl Road, Rason Road and Uranium Street (where he lived) area until it was resumed by the Kewdale development authority for the Kewdale Marshalling Yards in the mid 1960s.
Brand Street	(W J and L M) owned over four acres at Lot 18 Abernethy Road before it was subdivided in the mid 1950s.
Brearley Avenue	Major (Norman), pioneer aviator, built for empire games 1962.
Brennan Way	Eddie Brennan killed in action in WWII. Family settled in area early 1920s. <i>Landgate's Geographic Names Committee granted approval on 30/07/1990. (Internal Ref OCM 05/02/1990 Item 7.1, File Ref RDS/01 P2).</i>
Briggs Street	Part formerly Loftus Street until 1933.
Brighton Road	From a theme of Melbourne's southern and eastern road system and suburbs/localities.
Brindley Street	Family lived in the old Fauntleroy house at Invercloy /Wedderburn. Mr Brindley was a gardener for Mr Wilkie and Mr Ball. Children all attended Redcliffe School and lived in the district until their deaths.
Bulong Avenue	Goldfields theme. <i>Portion of Bulong Avenue changed to Coolgardie Avenue by Landgate's Land Operations Division, approval granted on 29/7/87 and gazetted on 24/07/1987. (Internal Ref A2/14/4 1984-88 Volume 3).</i>
Burchell Way	Oscar Leonard Burchell owned a house and several lots of land in the vicinity of Casino Street, Embden Street and Newburn Road until it was resumed by the KDA for the Kewdale marshalling yards in the mid 1960s.
Burns Street	(Robert Snr and Jnr) two of the State's most outstanding racehorse trainers. Both topped the leading trainers' list nine times, an unbeaten record. Burns Snr owned the land (over twenty acres) which became the Tibbadden Estate. Burns Jnr had his stables near Epsom Avenue.
Butson Place	(Benjamin) - A Pioneering family originally lived in Gibbs Street and owned land on the south corner of Belmont and Alexander roads. Several members of the Butson family still reside in Belmont. <i>Portion of Belvidere Street changed to Butson Place by Department of Land Administration Geographic Names Committee, approval granted on 15/05/1991 and Gazetted on 06/09/1991. (Internal Ref RDS/01 P2).</i>
Camden Street	English heritage. London street/district theme.

Street Names	History
Campbell Street	Formerly Napier Street until 1933. Council has named some streets after servicemen who did not return from WWI, but the connection with J Campbell has not been verified.
Carbine Street	Famous racehorse, winner of the 1890 Melbourne Cup.
Casella Place	The Casella family has resided within the City of Belmont for the past 75 years. Mr Nick Casella and his family bought property in Redcliffe in 1927 which was later resumed in 1940 by the Government for the site of the Domestic Airport terminal. The family then moved to land on Alexander Road, between Wicca Street and Knutsford Avenue. Mr Casella was a highly respected member of the Belmont community. He passed away in 1991 at the age of 95.
Casey Street	Unknown.
Cemy Place	From a list of places in county of Cornwall, supplied by the State Archives Branch in September 1963.
Central Avenue	The central of several avenues.
Chamberlain Road	Unknown.
Channel Lane	The water/bird theme adopted for Ascot Waters development.
Charlton Road	Racehorse which sired the 1976 WA Derby winner Chasta Bellota.
Cheltenham Court	Linked to the racing theme, Cheltenham is about ten miles from Gloucester in County Gloucester, England. Canning Location 2 consisted of 5,320 acres and was originally called Cheltenham in the 1830s.
Cherub Close	From a theme of yacht types chosen for the five small access places off Tidewater Way and the Boardwalk in the Ascot Waters development.
Chester Street	Mrs Marilyn Chester was a City of Belmont Community Service Awardee and gave extensive service to the community over a lengthy period.
Chilver Street	Percy Chilver lived at 103 Carr Road, until his two acres, one rood and 27.5 perches was resumed by the KDA for the Kewdale marshalling yards in the mid 1960s.
Clague Street	Clague with Leggo built the Belmont Primary School. Extract from <i>Reference "Ever Flowing Forward - The Story of Belmont"</i> .
Clearwater Way	Water/bird theme adopted for Ascot Waters development.
Cleaver Terrace	English heritage. London street/district theme.
Clover Place	Old street name that was once used in the City of Belmont. Road closed for airport extensions. From a theme of possible produce suited to this area, promoted by the developers to encourage settlement <i>Landgate's Geographic Names Committee granted approval on 22/09/2000. (Internal Ref PDC Item 8.7.6 04/04/2000 & OCM 17/04/2000 ECM 223856).</i>
Coffey Road	 Mick Coffey - Councillor, City of Belmont from 1966-1969; and 1972-1984. He was instrumental in obtaining retribution for the owners of land in this area when it was sub-divided.
Cohn Street	Formerly Somers, Gazetted as Cohn Street on 6 September 1918.
Cole Street	Herbert Cole owned land in Division Street until it was resumed by the KDA for the marshalling yards in the mid 1960s.
Collyer Street	(H J) operated a brickyard in Fautleroy Avenue and Ben Street in the early 1930s.

Street Names	History
Comino Street	(BIB) racehorse trainer who lived in Matheson Road.
Compton Place	James Compton, poultry farmer down the south end of Belmont Avenue, in an area known in 1913 as Bulrush Park. His 10.2.0 acres was later owned by Reggio.
Connaughton Street	(JJ) Roads Board secretary 1922-26. J Connaughton was listed as a jockey in 1910, and lived in Moreing Street.
Connell Street	(A C) lived on his 3.0.25 acres of land in this vicinity before it was subdivided in the 1950s.
Coolbarro Court	Perth Cup winner 1929, trained by Jack Kelly.
Coolgardie Avenue	Goldfields theme. <i>Portion of Waterview Parade changed to Coolgardie Avenue by Landgate's Land Operations Division, approval granted on 29/7/87 and gazetted on 24/07/1987. Reference A2/14/4 1984-88 Volume 3.</i>
Copeland Drive	(L T) was a principal of Ascot (Westralia) Pty Ltd, a development company which produced hundreds of subdivided blocks of land in Belmont and Redcliffe in the 1940s.
Corang Court	The original Corang Street (road no 9051) ran from Hardey Road, in the vicinity of Leach Highway, in a north-east direction for a little over two kilometres to Lucerne Street, although it was probably never constructed. The name has been re-used nearby in the re-development of the Cloverdale hotel site.
Corser Street	This street reputedly got its name in 1955 from the sign erected by the builder (Sydney Corser) at the corner of Orrong Road to indicate his development.
Cottage Park Way	Reflects the central theme of the overall development being a smaller lot size with cottage/villa type homes.
Courtland Crescent	(Charles Richard) renowned pottery makers, whose factory was at the eastern corner of Great Eastern Highway and Hehir Street from 1902 until 1996 (Ascot Gardens Subdivision). <i>Reference PDC 07/04/1997 Item 10.2, OCM 14/04/1997 & 12/05/1997, RDS/01 P4.</i>
Cowcher Place	Old street name that was once used in the City of Belmont. Now north end of Sydenham Street.
Crake Street	Water/bird theme adopted for Ascot Waters development.
Crellin Way	Unknown.
Cribb Court	(Reg A) Councillor 1941-42. <i>Portion of Belvidere Street changed to Cribb Court by Department of Land Administration Geographic Names Committee, approval granted on 15/05/1991 and gazetted on 06/09/1991. Reference RDS/01 P2.</i>
Crown Street	Unknown.
Cueesun Court	Perth Cup winner 1933 and 1934.
Cygnus Road	Water/bird theme adopted for Ascot Waters development.
Daddow Road	(S) pioneer of the Wattle Grove area. This was once a part of Hardey Road until the construction of the Beechboro-Gosnells Highway, now called Tonkin Highway. Previously portion of Hardey Road. <i>Landgates Geographic Names Committee granted approval on 16/06/1992 & gazetted on 02/10/1992. Reference RDS/01 P3.</i>

Street Names	History
Daglish Road	<p>English heritage, London street/district theme. The street was closed for the Kewdale marshalling yards, but the name was re-used in the Ascot Gardens development in Redcliffe in 1997 on the former Monier tile site.</p> <p><i>Reference PDC 07/04/1997 Item 10.2, OCM 14/04/1997 & 12/05/1997, RDS/01 P4</i></p>
Daly Street	<p>(M and T H) were both jockeys around 1910. Part formerly named Bull Street until 1933. Michael was the hotel-keeper of His Majesty's Hotel in Perth, but owned about 23 acres of land in Belmont.</p> <p><i>Portion of Daly Street changed to Resolution Drive. Landgate's Acquisitions Branch granted approval. Gazetted on 17/03/1989.</i></p>
Darby Place	<p>A pioneering family name of the area which is well known in the horse racing and training fraternity. Erected 5 stables on lot 112 Ascot Estate in 1913.</p> <p><i>Landgate's Geographic Names Committee granted approval 18/07/1990. Reference RDS/01 P2.</i></p>
Davis Street	<p>Racing family from the early 1900s. In 1920, a William Davis who was a bookmaker lived in Cleaver Terrace, Riversdale.</p>
Dayana Court	<p>Perth Cup winner 1973.</p>
Desmond Place	<p>(John) compiled the first electoral roll and then became the first Roads Board secretary in 1899. Formerly a part of Campbell Street.</p>
Dixon Avenue	<p>(Mrs E) formerly Annie Street. Poultry farmers from between Keane and Gabriel Streets, Belmont and Knutsford Avenues. Eight acres in 1920, and became 16.0.0 acres in 1932.</p>
Dod Green	<p>According to the City's records, Philip Hayman Dod acquired part of location 33 after Henty, the original owner, relinquished it in 1829.</p> <p>Phillip, only 19 years of age when he arrived at Perth, was the son of Henry Dod, a shipping agent who had provisioned the 'Caroline' for Henty and the others who had chartered her from England to the Swan River. Dod repeatedly complained that his river frontage was too marshy and eventually he received the full 2000 acres and presumably an accessible river frontage. In 1831, he exchanged part of location 33 for land owned by J W Hardey and moved across the river to Tranby House for a short period before moving to Fremantle.</p> <p><i>Reference OCM 28/08/2007 Item 12.1.4.</i></p>
Dowd Street	<p>Unknown.</p>
Downsborough Avenue	<p>(A E) Councillor 1932-35. Pig farming family 1914, onwards, with over ten acres in Division Street.</p>
Dray Court	<p>(George) Councillor 1900, a pig farmer who lived on 3 acres of land in Belmont Avenue. George was a signatory to the petition requesting the formation of the Belmont Roads Board.</p> <p><i>Department of Land Administration Geographic Names Committee granted approval on 14/02/1991. Reference RDS/01.</i></p>
Drummond Street	<p>(James) one of the first landowners in Belmont, owned locations 32, 31 and 30 as well as tracts in Guildford and Bayswater. Also a jockey around 1910.</p>
Dudley Street	<p>Formerly Rosser until 1933. Probably English heritage, being a large town in Staffordshire, near Birmingham.</p>
Dunreath Vista	<p>Name of property owned by Kidman in Redcliffe. Extract from "Our History of Belmont".</p> <p><i>Landgate's Geographic Names Committee granted approval on 03/10/2005. (Internal Ref OCM 14/06/2005 Item 11.1., ECM Doc No: 986107)</i></p>
Dunton Place	<p>Old family name, Belmont/Rivervale area.</p> <p><i>Department of Land Administration Geographic Names Committee granted approval on 14/02/1991. Reference RDS/01 P2.</i></p>

Street Names	History
Durban Street	Unknown.
Durham Place	T. B. Durham - Councillor, Belmont Road Board from 1907-1908.
Edwards Crescent	The Edwards family were amongst the earliest settlers in the Redcliffe area, and more particularly, the area which is the subject of Homeswest's re-development. Dairyman of Stanton Road. Privates E C and H A Edwards enlisted from Belmont and did not return. <i>Portion of Ryans Court and Ryans Parade changed to Edwards Crescent by Department of Land Administration Geographic Names Committee, approval granted on 15/05/1991 and gazetted on 06/09/1991. Reference RDS/01 P2.</i>
Elizabeth Street	Part formerly Sinclair Street until 1933.
Ellard Avenue	(J) Councillor 1938-39, 1944-50. Took an active part in promotion of the welfare in the area.
Elmsfield Street	Perth cup winner 1956. Formerly a part of Wheeler Street.
Elson Way	F. J. Elson - Councillor, Belmont Road Board from 1909-1910.
Ennis Place	Formerly Estcourt. Probably English heritage, being a large town in County Clare, Ireland.
Epsom Avenue	Horse racing theme. English heritage, being a town south of London in Surrey, England.
Estcourt Road	Formerly name of Ennis Place. The name was re-used in 1997 in the re-development of the Monier Tiles site (Ascot Gardens Subdivision). <i>Reference PDC 07/04/1997 Item 10.2, OCM 14/04/1997 & 12/05/1997, RDS/01 P4.</i>
Esther Street	Unknown.
Eurythmic Way	Purchased by Ernest Augustus Lee Steere (who later became Chairman of the WATC), Eurythmic began his racing career in the west and was a champion juvenile. Eurythmic won 31 of his 47 races and at the time of his retirement as a six-year-old he was the highest prize money earner in Australia. He was considered to be the best galloper of his generation and was deservedly the first Western Australian galloper inducted into the Australian Racing Hall Of Fame. Some of his victories included: <ul style="list-style-type: none"> • The 1919 Western Australian Derby and the 1919 Perth Cup; • The 1920 Caulfield Cup, as the shortest priced favourite ever; and, • The 1921 Sydney Cup, which was hailed as a miraculous triumph, after blowing the start, carrying 9st 8lb (61kg) - subsequent to being transferred to Jack Holt in Melbourne. <i>Landgate's Geographic Names Committee granted approval on 18/08/2008. Reference OCM 15/07/2008 Item 12.1.4, ECM Doc No: 1383170 & 1383171.</i>
Exeldia Place	Unknown.
Eyre Street	Probably from British heritage, being a town in the highlands in the far north of Scotland.
Fairbrother Street	(George) Councillor 1900-05. He was a signatory to the petition of 20 July 1898 to the government requesting the formation of the Belmont Roads Board.
Fairetha Court	Perth Cup winner 1957 and 1958, trained on both occasions by Abo Jordan. <i>Department of Land Administration Geographic Names Committee granted approval on 27/04/1994. Reference PDC 08/03/1994, RDS/01 P3.</i>
Faulkner Avenue	Formerly Wallace and Throne streets. Named in 1949 after John Faulkner (pig keeper) who came to the district in 1896 and was a member of the early organisation which worked for general progress of the district. His son, Paddy, became a prominent councillor (see parks). John paid 13/4d in rates in 1900.

Street Names	History
Fauntleroy Avenue	Robert Fauntleroy and family arrived aboard the Eglington early in 1852 and later that year purchased Redcliffe. He held the position of chief clerk at the convict establishment.
Fenton Street	(Lloyd and Alfred) owned a store in Acton Avenue (now Dowd Street) in the vicinity of Newburn Road and Casino Street. Their extensive landholding was resumed by the KDA for the marshalling yards in the mid 1960s.
Ferguson Street	Unknown.
Fernridge Cove	Perth Cup winner 1940, owned by All Hampton of Hampton's Hatchery. <i>Department of Land Administration Geographic Names Committee granted approval on 27/04/1994. Reference PDC 08/03/1994, RDS/01 P3.</i>
Field Avenue	(R C, 'Bob') ran the first motorised, rubber-tyred bus service in WA, departing Dunreath three times daily. Bob was listed in the 1913 rate roll as a motor bus proprietor. And lived between Hay Road and Guildford (now Great Eastern Highway).
Finlay Court	Formerly part of Toorak Road. Named after Dave Finlay who served as Shire of Belmont engineer around 1966-68.
Finn Cove	Unknown.
Finnan Street	Unknown.
Firby Street	Probably English heritage, being a town in North Yorkshire, England.
First Street	Number theme, third to eighth streets absorbed by airport expansion.
Fisher Street	(J O) Councillor 1908-11, 1912-16, Roads Board chairman 1909-10, 1912-16. Named in 1911 following Fisher's resignation from the Roads Board.
Fitzroy Road	From a theme of Melbourne's southern and eastern road system and suburbs/localities.
Flemington Way	Horse racing theme.
Flintlock Court	Perth Cup Winner – 1901.
Florrie Court	Won both the Derby and the Railway Stakes on the same day in 1895.
Forbes Street	English heritage. London street/district theme.
Ford Street	(John) a jockey who trained and rode aim to win the Perth Cup in 1899. John Ford arrived in the colony from England and lived in a house on the east side of Hardey Road. At the time there was a football oval on a large piece of land between Hardey Road and Kimberley Street which was also used to exercise horses. His blacksmith's shop was also nearby and the area became known as 'Johnnie Ford's Ring'. He was a signatory to the 20 July 1898 petition requesting the formation of the Belmont Roads Board.
Francisco Street	Name changed in 1933 from Beresford Road which came from a theme of Melbourne's southern and eastern road system and suburbs/localities. The origin of the name Francisco is unknown, although a Charles James Francisco owned Lots 604-615 in location 29 around 1910.
Frederick Street	maybe? In 1829, the Henty brothers arrived aboard the Caroline and with them they brought a few of their father's thoroughbreds. One was Sir John, a full brother to Frederick, who had won an English derby.
Fulham Street	English heritage. London street/district theme. Gazetted as a public road on 19 December 1921.
Gabriel Street	Gazetted as a public road on 19 December 1921.

Street Names	History
Gabriel Place	Unknown. <i>Portion of Gabriel Street changed to Gabriel Place by the Landgate's Geographic Names Committee, approval granted on 05/04/1990 and gazetted on 13/07/1990. Reference OCM 28/05/1990 Item 7.7, RDS/01 P1 & P2.</i>
Gardiner Street	(Harry) owned property in Moreing Street in 1913.
Garvey Street	(Thomas Lawrence) Councillor 1911-14, 1915-39, Roads Board chairman 1918-19. He was a trainer and owned Randwick stables in Redcliffe Road.
George Street	The names Stanley, Raleigh and Drake (since re-named to George Street) obviously were derived from a theme of prominent people in English history.
Gerring Court	(J C) Councillor 1912-15, 1916-37. Part formerly a portion of Norwood Road. Gerring was a jeweller and was one of the earliest settlers in Orrong Road.
Gibbs Street	It is understood that the Gibbs family were pioneers of Belmont and that their children were among the first to enrol at Belmont school when it opened in 1897.
Gild Street	Formerly Lay Street.
Gilroy Street	Unknown.
Gladstone Road	English heritage. London street/district theme.
Glassford Road	(James William and Gordon Kenneth) owned over ten acres of land bounded by Casino Street, Embden Street and Acton Avenue (now Dowd Street) until it was resumed by the KDA for the marshalling yards in the mid 1960s. <i>Change of Street Name from Glassford Street to Glassford Road gazetted by the Department of Lands and Surveys on 27/08/1982. Reference A2/14/4 1974-85.</i>
Goodall Street	Mrs Alice Goodall lived in Kooyong Road on the corner of George Street (now Gerring Street) until her death in 1947. She was very active in both lobbying council for improved roads and services as well as in community activities.
Goodwood Parade	Unknown.
Graham Place	Formerly Crescent, probably named after a pioneer of this area, Arthur Graham, who owned Lots 488-91 in location 29 in 1910.
Grand Parade	Part of Carl Klem's design for Redcliffe in 1934 (a thirty metre wide street). Originally known as The Grand Parade.
Grandstand Road	Horse racing theme. Abuts Ascot Racecourse. <i>Grandstand Street changed to Grandstand Road by Landgate's Geographic Names Committee, approval granted on 02/02/87 and gazetted on 24/12/1986. Reference A2/14/4 1984-88 Volume 3.</i>
Great Eastern Highway	Great Eastern Highway was formally known as Ascot Road up until 14 April 1938. Extract from 14 April 1938 Government Gazette (pages 526 and 527): <i>"It is hereby notified that His Excellency the Lieutenant Governor in Executive Council has been pleased to approve, under section 10 of the Land Act, 1933-1937, of the Perth-Midland Junction-Merredin-Kalgoorlie main road being named the "Great Eastern Highway" from its junction with the Perth Albany road at the eastern end of the Causeway to the south-western side of Beresford street, Kalgoorlie, and such road shall here-after be known and distinguished as the "Great Eastern Highway" accordingly.</i> <i>The following street names are thereby superseded:- Ascot road, Guildford road, York road, Guildford-Northam road, Toodyay-Northam road (portion only at Clackline), Mitchell avenue, Throssell road, Sermon road, Dreyer road, Goldfields road, Kalgoorlie road, Woodward street and Coolgardie road."</i>
Greaves Row	Walter Greaves (1928-8 July 2002). He was President of the Belmont Senior Citizens Club for 4 years and a Meals on Wheels volunteer for 12 years. An active member of the City Fair Focus Group and the Belmont Home Care Services Advisory Forum. The City of Belmont presented Mr Greaves with a Community Service Award in 1997 for his service to the community and he also received a Senior Citizens Merit Award.


Street Names	History
	<p>Mr Greaves assisted students with literacy problems and people with disabilities, however, most of his voluntary work was as a bus driver, both for the Council driving the weekly shopping bus and for the Senior Citizens Club, taking members on picnics, sightseeing trips and transport to and from Bingo.</p> <p><i>Landgate's Geographic Names Committee granted approval on 03/10/2005. Reference OCM 14/06/2005 Item 11.1.1, ECM Doc No: 986107.</i></p>
Green Street	(George), pioneer who settled in this area after WWI and owned the land surrounding this street. Up to 1998 he used to live in the same house that he built in Kew Street.
Greenshields Way	Probably English heritage, being a town in Lanarkshire, about thirty mile south east of Glasgow.
Gregory Street	(Joshua) an army captain on half pay, arrived aboard the Lotus in 1829. Swan location 30 was re-allocated to him in 1830 after Gellibrand had passed it in. Gregory sold the land to John Drummond in 1832. Gregory also worked as a surveyor for the Swan Roads.
Guilfoyle Green	Guilfoyle - Purchased Loc 32 for the 'Cloverdale Estate'. Extract from 'Ever Flowing Forward - The Story of Belmont'.
Hampden Street	Following the English heritage theme of other streets in the immediate vicinity, it is most likely that this street was named after Hampden Row, twenty-five miles north-west of London.
Hampton Road	(Alfred and Kenneth) the Hampton family owned the hatchery which is still nearby on the corner of President Street. They lived opposite in Acton Avenue. Formerly a part of Briggs Street.
Hallam Way	<p>Jack Hallam was a local car sales businessman on the corner of Great Eastern highway and Kooyong Road. He lived at 67 Riversdale Road from late 1930s to 1982.</p> <p><i>Landgate's Geographic Names Committee approved use of this name within The Springs on 19/09/2011. Reference OCM 28/06/2011 Item 12.4, ECM 2098327.</i></p>
Hardey Road	<p>Once called Hardey's Road, parts are now Tonkin Highway and Daddow Road. The section between the racecourse and Guildford Road was named Malua Street until 1933. John Wall Hardey arrived aboard the Tranby in 1830, accompanied by his brother, Joseph, and thirty-two other Wesleyans plus an assortment of livestock. J W became an outstanding leader in the community, as did his son Robert Davy Hardey who became a member of the first Roads Board in 1899. Both had a significant influence on the development of Belmont.</p> <p><i>Portion of Matheson and Hardey Road formally closed and gazetted on 08/04/1988. Reference RDS/02 P1.</i></p>
Hargreaves Street	Originally spelt Hargraves Street.
Harley Street	Name approved 19 August 1966. Possibly derived from the theme of motor vehicles, as Oakland and Pontiac were named around the same era.
Harman Street	Unknown.
Harmony Way	<p>Selected under the Council criteria "<i>Encouragement of ethnic and gender diversity</i>". Key points of justification:</p> <ul style="list-style-type: none"> • Imperative part of ethnic and gender diversity. • Essential component of our multicultural community. • The foundation of the Australian Governments 'Living in Harmony' initiative. • Is an important part of the Australian Islamic College's calendar which is also promoted as an initiative within its wider community. • Encourages an understanding of different cultures, values and beliefs which make up

Street Names	History
	<p>the fabric of Australian society and the college.</p> <p><i>Reference OCM 05/06/2007 Item 12.1.2.</i></p>
Harriet Place	English heritage. London street/district theme. Previous road. Originally that section of the existing Ross Street between Knutsford Avenue and Belmont Avenue, Kewdale
Harrow Place	On the site of Mrs Geraldine Harrower's piggery.
Harrow Street	On the site of Mrs Geraldine Harrower's piggery.
Hassett Street	(Edwin Frank) owned Lot 27 Sydenham Street which formed part of this subdivision.
Hawksburn Road	From a theme of Melbourne's southern and eastern road system and suburbs/localities.
Hay Road	(John) a gentleman who promoted the subdivision of Swan location 28, originally owned by Captain Mark John Currie who had named the property Red Cliff.
Hazelhurst Street	(Ralph James) a former Belmont Roads Board health inspector, Ralph owned Lot 1 Kew Street and Lot 16 Paterson Road (now Jeffrey Street) and it appears that some of this land, too, was resumed by the KDA for the marshalling yards in the mid-1960s.
Hedges Place	<p>Pig farming family in President Street, bounded by the eastern end of tomato lake. This street is on the site of their former piggery.</p> <p><i>Office of the Surveyor General and Chairman, Nomenclature Advisory Committee approval granted on 07/04/1977. Reference A2/14/4 1974-85.</i></p>
Hehir Street	(Daniel Edwards) Councillor 1900-04, 1907-08. Listed as a jockey in 1910 and as a trainer in 1913, he lived between Guildford Road and the river in Riversdale.
Henderson Avenue	Pioneering family who had property in this area.
Hendra Street	An extension of the Cornish towns theme, about four miles north-west of Falmouth, England.
Henrietta Street	Unknown.
Hillcrest Road	The area was formerly Hillcrest poultry farm and is elevated, having extensive views of the hills and over Carlisle towards Perth. It was named in 1955, following the subdivision of Gregory's poultry farm.
Hilton Grove	English heritage.
Hiscox Place	<p>(George) Councillor 1906-09. He owned various parcels of land in Belmont around 1910-20 and was the hotelkeeper of the Freemason's Hotel in Midland Junction.</p> <p><i>Portion of Johnson Street changed to Hiscox Place by Department of Land Administration Geographic Names Committee approval granted on 15/05/1991 and gazetted on 06/09/1991. Reference RDS/01 P2.</i></p>
Hodgson Way	<p>Secretary of the KDA. Most of the other streets in the Kewdale industrial area are named after landowners whose land was resumed by the authority for the Kewdale marshalling yards.</p> <p><i>Office of the Surveyor General and Chairman, Nomenclature Advisory Committee approval granted on 14/10/1975. Reference A2/14/4 1974-85.</i></p>
Hogg Street	Unknown.
Homelea Court	<p>Homelea Convalescent Home operated as a nursing home at 48 Riversdale Road from approximately 1948-1968, prior to it being occupied by Saint Columbans Mission.</p> <p><i>Landgate's Geographic Names Committee granted approval on 19/09/2011. Reference OCM 28/06/2011 Item 12.4, ECM Doc No. 2098327.</i></p>
Homewood Street	Formerly Belinda Avenue. Selected from a list of soldiers who enlisted from Belmont and lost their lives overseas. The homewoods had a poultry farm in Belgravia Street, c.1912.

Street Names	History
Hope Place	Surveyor who helped Carl Klem lay out this area of Redcliffe in 1934. <i>Formerly Hope Avenue. Reference OCM 03/06/1997 Item 11.8, RDS/01 P4.</i>
Hoskin Street	(Geo.) Racing identity of Guildford Road and Hardey Road area. Jockey 1910.
Hotchkin Place	(John Edwin) original owner of land surrounding this Street -resided in this area for over thirty years. Name approved 8 October 1957.
Hubert Street	Unknown. <i>File No 3295/988 Road Closure No B1280 A portion of Hubert Street at junction with Belgravia Street, gazetted on 28/09/1990. Reference RDS02/2 P2.</i>
Hutchison Street	(N) jockey who rode the Perth Cup winner, Picaro, in 1936.
Ivy Street	Unknown.
Jay Street	Unknown.
Jeffrey Street	(William Henry) dairyman and Councillor 1899-1906. Pig farmer on the corner of Scott Street and Belmont Avenue. Appointed sanitary man on 15 December 1915. Formerly a part of Paterson Road.
Jemidar Court	Perth Cup winner 1928. <i>Department of Land Administration Geographic Names Committee granted approval on 27/04/1994. Reference PDC 08/03/1994, RDS/01 P3.</i>
Jenark Way	Perth Cup winner 1969.
Johnson Street	MLA for the area which included Belmont, discouraged construction of a loop railway line through Belmont in 1909.
Jordan Street	The Jordan family were prominent in Belmont in the early 1900s. John Samuel Stanley Jordan owned land in the Lansdown Estate (Kanowna/Bulong avenues area) in 1910 and John Stephen Jordan owned eleven acres in Leake and Keymer Streets in 1913.
Jupp Lane	Les Jupp ran a small shop at the corner of Francisco Street and Kooyong Road.
Kalgoorlie Street	Goldfields theme.
Kambalda Way	Goldfields theme.
Kanowna Avenue	Goldfields theme.
Katoomba Place	Property opposite Sandringham. Extract from 'Ever Flowing Forward - The Story of Belmont'. <i>Landgate's Geographic Names Committee granted approval on 03/10/2005. Reference OCM 14/06/2005 11.1.1, ECM 986107.</i>
Keady Street	English heritage. Town in county Armagh, Northern Ireland.
Keane Street	(Peter) caretaker of Hardey Park from 22 April 1919 to 3 January 1924.
Kelly Street	(J J) Councillor 1921-23. Renowned race horse owner and trainer of Grandstand Road. He owned Eurythmic Stables. Private W G Kelly enlisted from Belmont and did not return from WWI.
Kemp Place	(Charles) formerly a part of Martin Avenue. Gardener and pig farmer with about three acres of land in Knutsford Avenue in this vicinity.
Kennerly Street	Unknown.
Kestall Place	From a list of places in County of Cornwall, supplied by the State Archives Branch in September 1963.

Street Names	History
Kew Street	Formerly Dudley, Kew and Brookman until 1933. Named in 1895 after London street/district theme. Gazetted as a public road on 19 December 1921. Brookman Street was probably named after William Gordon Brookman, gentleman, who once owned in excess of 242 acres of land in this area, Canning location 2.
Kewdale Road	One of the main roads through the suburb of Kewdale.
Keymer Street	(Walter Edwin) a transfer of land from the Swan River Land Co. Ltd. of Sydney, to Mr Walter Edwin Keymer on 3 July 1889 was recorded on certificate of title vol. 27 / fol. 364 and Mr Keymer's address was given as 151 Cannon Street, London, who at that time was a London merchant, but, by 1912, lived in Midland Junction.
Kilter Place	From a list of places in County Cornwall, England, supplied by the State Archives Branch in September 1963.
Kimberley Street	The Kimberley family lived at number 2 for many years. Hervey (or Henry?) Kimberley lived in location 30, Ascot in 1900.
Kinghorn Place	Old family name Belmont/Redcliffe area. Thomas Kinghorn lived at 50 Keymer Street in the early 1960s. <i>Department of Land Administration Geographic Names Committee granted approval on 14/02/1991. (Internal Ref RDS/01 P2).</i>
Kingscote Street	Perth Cup winner 1947.
Kirton Court	(R.R.) Councillor 1905-6. <i>Department of Land Administration Geographic Names Committee granted approval on 15/05/1991. (Internal Ref RDS/01 P2).</i>
Klem Avenue	Carl Klein was the planner from Victoria who designed the locality of Redcliffe in 1934.
Knutsford Avenue	English heritage. A town in Cheshire, England.
Kooyong Road	From a theme of Melbourne's southern and eastern road system and suburbs/localities.
Kulbardi *	This is a Noongar word meaning magpie (pronounced 'cool-bard-ee'). Internal Reference - OCM 16/12/2014 Item 12.2 3011581& 3005752
Lakewood Avenue	Water/bird theme adopted for Ascot Waters development.
Lance Place	(Norm) long time resident, Redcliffe Brick Co., RAAF. The Lance family had stables in the Redcliffe Road, on land fronting Great Eastern Highway, now part of Perth Airport.
Lanea Court	Unknown.
Lapage Street	It is understood that the La Page family were pioneers of Belmont, and that their children were among the first to enrol at Belmont School when it opened in 1897. J La Page was a signatory to the petition of 20 July 1898 to the government requesting the formation of the Belmont Roads Board.
Larsen Street	Peter C. Larsen - Grocer 1898. Extract from 'Ever Flowing Forward - The Story of Belmont'.
Laser Close	From a theme of yacht types chosen for the five access places off Tidewater Way and the Boardwalk in the Ascot Waters development.
Laurie Street	Part formerly Gibson, until 1931.
Lauterbach Way	Named after the Lauterbach family (Stanley Arthur Lauterbach and Mavis Frances Lauterbach), who lived at 36 Riversdale Road from 1967-present. The Lauterbach's moved to Riversdale Road in 1967 after the property was purchased from Swan Portland Cement in 1962. At the time of purchase, the house (which was built in 1900) had been condemned by the City of Belmont because of vandalism and the condition of the outside toilet. The Lauterbach's spent a number of years carrying

Street Names	History
	<p>out major renovations and extensions with the help of subcontractors. The house is the highest point in the street had originally had a red light on the roof as a warning to aircraft landing at Maylands aerodrome across the river.</p> <p>Prior to 1967, the Lauterbach's lived at 138 Great Eastern Highway, Victoria Park (now Burswood Road) across the road from the garage they built and operated since 1952. The garage was a petrol station and mechanical repair business trading under the name 'Stan Lauterbach's Auto Works'. The building is no longer operated as a garage and it is currently lease it to the Montessori school.</p> <p><i>Landgate's Geographic Names Committee granted approval on 19/09/2011. (Internal Ref OCM 28/06/2011 Item 12.4, ECM 2098327, Letter from Lauterbach's. ECM 2340777).</i></p>
Leach Highway	(John Digby) Commissioner of Main Roads 19531964.part formerly May Street.
Leake Street	(George) arrived in the colony in 1829, took up land in the Swan district and became the original director of the W.A. Bank in 1837. He therefore became a prominent man in the new colony. His nephew (also George) was chairman of the WATC from 1899 to 1901 and served on the committee in 1902.
Lemon Gum Court	<p>The owners (I and P Hollings) of this subdivision planted a lemon scented gum tree on the day their daughter was born in 1963. The tree still stands.</p> <p><i>(Internal Ref PDC 07/06/1994 Item 8.5, OCM 13/06/1994, File Ref RDS/01 P3).</i></p>
Le Var Parkway	Perth Cup winner 1898.
Lilian Grove	<p>Unknown.</p> <p><i>Portion of Lilian Grove changed to Tibbradden Circle by Department of Land Administration Geographic Names Committee, approval granted on 27/04/1994. (Internal Ref PDC 08/03/1994, OCM 14/03/1994, File Ref RDS/01 P3).</i></p>
Lilypond Court	<p>Perth Cup winner 1923.</p> <p><i>Department of Land Administration Geographic Names Committee granted approval on 27/04/1994. (Internal Ref PDC 08/03/1994, OCM 14/03/1994, File Ref RDS/01 P3)</i></p>
Lintonmarc Drive	<p>Perth Cup winner 1967.</p> <p><i>Previously Ascot Drive. (Internal Ref PDC 12/05/1997 Item 11.8, OCM 26/05/1997)</i></p>
Locock Street	<p>The subdivision creating Locock Street was surveyed in 1895 and approved on 29 January 1896. A company carried out the development of the area called 'London and Western Australian Investment Company, Limited. The Directors of the Company were as follows:</p> <ul style="list-style-type: none"> • Col. B Parry Nisbet C.I.E., Chairman • H. Cland Lyall • Fredrik T. Ford • W. P. Forbes • S. C. N. Locock <p>This company was registered on 9 February 1895 to acquire, for investment or resale, land, house, mining and other property in Western Australia.</p>
Longfellow Court	Old street name that was once used in the City of Belmont. Longfellow now Hardey Road and Scott Street and part of the Airport.
Love Street	(Patrick F) Councillor 1907-10. Dairy farmer of Belgravia Street. Purchased Grove Farm in 1920 from James Devine for 2,000 pounds. Parts of Grove Farm became the council rubbish tip in the 1950s and 1960s and now includes the site of the Ascot Waters.
Loves Street	Formerly Allett Place.
Loyalist Court	<p>Perth Cup winner 1943, owned and trained by Tom Tighe.</p> <p><i>Department of Land Administration Geographic Names Committee granted approval on</i></p>

Street Names	History
	27/04/1994. (Internal Ref PDC 08/03/1994, File Ref RDS/01 P3).
Luke Place	Unbuilt road in Rivervale school subdivision. It is the re-used name of a street that ran from Surrey to Kooyong roads in the vicinity of the Kooyong shopping centre. Old street name that was once used in the City of Belmont.
Luscombe Street	 <p>Richard Charles Luscombe (1830-1907) was born in Devon, England and married Sarah Ann Coles (1833-1911). By 1853 was living in Melbourne at 37 Little Bourke Street, and was one of the developers of Queen's Arcade in Great Lonsdale Street. By the mid-1870s, Luscombe was in Sydney working for the Colonial Mutual Life Assurance Society, although he appears to have left under somewhat of a cloud. This does not appear to have caused lasting damage to his reputation, because by 1877-78 he was becoming very involved in Sydney politics, taking a very strong protectionist stance. Now described as a master builder and insurance agent, he co-founded the Protection and Political Reform League with Ninian Melville in 1881. He was elected to the New South Wales Legislative Assembly for Northumberland in 1883, but was defeated in 1885.</p> <p>His brief political career now over, Luscombe turned to property speculation across the country, and among his investments in 1896-97 was land in the future City of Belmont:</p> <p><i>'To-night at 9 o'clock, Mr. John McNamara, of Cosgrove and Co., will sell by auction 144 lots in the new suburb of Perth—Pahran—situated a couple of miles out of the metropolis on the Guildford road [now Great Eastern Highway], close to the racecourse and river. The property, which is now being subdivided, was purchased in one lot of 60 acres a few months ago by Mr. R. C. Luscombe of Sydney, one of the far sighted Easterners who could see its prospective value, and he was induced to cut it up on learning that many residents of the fields [i.e. goldminers] were desirous of securing suburban summer residences. Titles to the lots are guaranteed, and as there is every prospect of the property increasing in value very considerably within a reasonably short time, those desirous of securing cheap freeholds are justified in investing. It is worthy of remark that no similar sale of land near the metropolis has previously taken place outside Perth.'</i></p> <p>The exact nature of these holdings remains uncertain, but sales must have been very slow (perhaps goldminers thought it too far from the city centre), because on his death in 1907 he still owned a large portion of Swan Location 34, including Lots 6, 17, 26, 31, 32, 38, 41, 42, 44, 51, 52, 56, 57, 61, 64, 66, 67, 68, 69, 70, 85, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 129, 130, and 132.7 It may have been to boost sales to other Sydney speculators that Luscombe wrote a lengthy article for the Sydney Morning Herald in 1899 praising Western Australia and describing how suburbs were booming with "beautiful villas and excellent residences" from the money pouring out of the goldfields.</p> <p><i>Research completed by Eddie Marcus of History Now</i></p>
Lyll Street	Council minutes of 16 October 1906 record that the names of Ford Street and Hooper Street be eliminated and the street be called Lyll Street on each side of the main road. Gazetted July 1928.
Lyons Street	(J) Councillor 1928-32. Pig farmer, Wright Street. Because there were two Kalgoorlie Streets in Belmont, this one was renamed after Councillor Lyons in 1950.
Macey Close	A. C. Macey - Councillor, Belmont Road Board 1911.
MacKay Street	Jim Mackay lived in a little two roomed house at 586 Hardey Road on the corner of Uranium Street, but spent most of his time in the country as a government dogger. His land was resumed by the KDA for the Kewdale marshalling yards in the mid 1960s.
Maikai Place	Perth Cup winner 1937, ridden by Eric Treffone and trained by J J Kelly. Maikai also came second in the Melbourne Cup in 1939 and 1940.
Malua Court	Name formerly given to Hardey Road, north west of Great Eastern Highway, until 16 October 1906. Racehorse of the 1890s, and a Melbourne Cup winner in 1884. The name has been re-used here.

Street Names	History
	<i>Department of Land Administration Geographic Names Committee granted approval on 12/11/1993. (Internal Ref PDC 01/11/1993 Item 8.5, OCM 08/11/1993, File Ref RDS/01 P3)</i>
Malvern Road	From a theme of Melbourne's southern and eastern road system and suburbs/localities.
Manolive Place	Perth Cup winner 1936.
Manor Place	Reflects the central theme of the overall development being a smaller lot size with cottage/villa type homes.
Manuel Crescent	Formerly a part of Ryan's Parade. <i>Manuel Place and portion of Ryans Parade changed to Manuel Crescent by Department of Land Administration Geographic Names Committee, approval granted on 15/05/1991 and gazetted on 06/09/1991. (Internal Ref RDS/01 P2).</i>
Marchesi Street	(Agostino and Enzo) pioneer farmers of this part of Kewdale in Uranium Street. Their land (over 12 acres) was resumed by the KDA for the Kewdale marshalling yards in the mid-1960s.
Marina Drive	Unknown.
Martin Avenue	(F) in 1920, owned substantial amounts of land (Lots 55/65) in this vicinity.
Mathews Place	Possibly, dairy farmer, 1913.
Matheson Road	Matheson Road is named after Alexander Percival Matheson, developer of the Ascot Estate. The road was originally Albert Street on the 1895 survey, but was changed to Matheson Road in 1907, when many of the roads in the Belmont Roads Board were Gazetted. Alexander Matheson owned nearly 800 acres in Locations 30 and 31. The correspondence file dealing with the gazettal of these roads is 10860/1906, and it could be viewed at the State Records Office. A P Matheson was the MLC for East Province 1897-1901, and he was then one of the original Senators for Western Australia 1901-1906. He returned to England in late 1906. Matheson was a prominent land investor, and apart from the Belmont land he developed Applecross, Ardross and part of Attadale. <i>(Note: Information provided by Landgate's Geographic Names Committee – internal reference ECM Doc No. 1145982)</i> <i>Landgate's Geographic Names Committee granted approval on 14/11/2008. (Internal Ref ECM 1508939). Note: Report to correct inaccurate spelling considered at 21 October 2008 Ordinary Council Meeting.</i> <i>Portion of Matheson and Hardey Road formally closed and gazetted on 08/04/1988 (Internal Ref RDS/02 P1)</i>
McDermott Street	Unknown.
McDowell Street	Unknown.
McEwing Road	Pioneer, name re-used. The original McEwing Street was in the vicinity of Peachey Park, but was probably never constructed (Ascot Gardens Subdivision). <i>(Internal Ref PDC 07/04/1997 Item 10.2, OCM 14/04/1997 & 12/05/1997, File Ref RDS/01 P4)</i>
McGill Street	Formerly a part of Nance Street. Old Mrs McGill lived nearby in Kew Street for many, many years.
McGlenn Way	Early residents of the district.
McGuigan Circle	Roads Board secretary, 1949-1954 (Ascot Gardens Subdivision). <i>(Internal Ref PDC 07/04/1997 Item 10.2, OCM 14/04/1997 & 12/05/1997, File Ref RDS/01 P4)</i>

Street Names	History
McKeon Street	(E B) Councillor 1907, 1908-09. Renowned jockey and trainer. <i>Portion of Moreing Street changed to McKeon Street by Department of Land Administration Geographic Names Committee, approval granted on 15/05/1991 and gazetted on 06/09/1991. (Internal Ref RDS/01 P2).</i>
McLachlan Way	(Donald) Councillor 1916-30, 1931-44. Roads Board chairman 1923-27, 1938-42. His occupation was listed in the rate roll as a port master, and his address was Guildford Road.
McLarty Street	(Jack) race horse trainer who had his house and stables on the corner of Guildford Road and Epsom Avenue.
Meliador Court	Perth Cup Winner 1979.
Menzies Street	Goldfields theme.
Mercato Court	Perth Cup winner 1924, owned and trained by Tom Tighe.
Mercury Street	Formerly Margaret, extension of solar system themes in Carlisle.
Middleton Street	(S) jockey who won the 1909 Perth Cup on Loch Shiel. Formerly a part of Keymer Street. There were several Middletons in Belmont around this era, including Joseph and Jane, Eliza Emma (a spinster), and John.
Miles Road	This road was named after the Miles (brothers Jack and Jim) families whose properties in this vicinity were resumed by the Kewdale development authority for the Kewdale marshalling yards in the mid 1960s. Jack, who was a Councillor from 1949.
Miller Avenue	Recognises the family of this name connected with the horse racing industry.
Minora Place	Unknown.
Mirror Close	From a theme of yacht types chosen for the five small access places off tidewater way and the boardwalk in the Ascot Waters development.
Morago Crescent	From a station near Deniliquin, NSW. Associated with the Bell family whose poultry farm, Oakland, was on this site.
Moreing Street	Formerly Hare Street (E Hare signed the petition to the government requesting the formation of the Belmont Roads Board on 20 July 1898). Moreing Street was Gazetted in July 1928. The London and Australian Investment Co Ltd, c/o Beurck Moreing & Co, St Georges Terrace, owned all of the land (1207 acres) in this vicinity in 1920.
Morgan Road	Name changed from Kalamunda Road to Maida Vale Road in 1941. Hugh Morgan was a works foreman for the Roads Board for many years.
Morrison Road	Unknown.
Mort Street	Formerly Buller, Norwood and Salem. The Mort family lived in Norwood Road in the 1930s. Name approved 18 June 1968.
Mozart Mews	"Mozart" was a street name in Belmont at the time of an early subdivision of the area. It was originally located between Hardey Road and Keymer Street, now falling within the Tonkin Highway road reservation. It was one of a group of streets with a theme of poets/composers.
Mulligan Road	P. D. Mulligan - Chairman, Belmont Road Board from 1916-1917. Councillor, Belmont Road Board from 1913-1917. <i>Landgate's Geographic Names Committee granted approval 24/10/2013. (Internal Ref OCM 28/05/2013 Item 12, ECM 2560128 & 2676425).</i>
Nance Street	From a list of places in County of Cornwall, supplied by the State Archives Branch in September 1963. Formerly a part of McGill Street.


Street Names	History
Nannine Place	Old street name that was once used in the City of Belmont. Nannine now Tranby Primary School.
Nanven Place	From a list of places in County of Cornwall, supplied by the State Archives Branch in September 1963.
Newburn Road	Probably English heritage, a town near Newcastle, England. <i>Information received from Design and Assets Division - Newburn Road (Kewdale/Newburn) – Was a constructed road that ran from Abernethy Rd intersection north up to Clayden Rd intersection in the suburb of Newburn which is now part of the Perth Airport. Newburn Rd has been removed from the Airport land altogether but in Kewdale Casella PI is made up of the initial section of Newburn and part of the redundant Hardey Rd road reserve.</i>
Newey Street	(William) A pioneer who supported the purchase of land adjoining Hawksburn and Riversdale roads to improve the bathing place. He assisted the new cricket club in finding a ground and played a major part in having the Rivervale Congregational Church built and also the Riversdale Hall. <i>Portion of Salisbury Street changed to Newey Street by Department of Land Administration Geographic Names Committee, approval granted on 05/04/1990 and gazetted on 13/07/1990. (Internal Ref OCM 28/05/1990 Item 7.6, File Ref RDS/01 P2).</i>
Newlyn Street	From a list of places in County of Cornwall, supplied by the State Archives Branch in September 1963. Name approved 16 June 1965.
Nisbet Street	T H Nesbitt was a prominent owner/jockey around 1900-01. The street was originally named Nesbitt Street, but somehow became Nisbet over the years.
Noble Street	The Noble family lived nearby in Downsborough Avenue.
Norlin Street	(Dan) pioneer, ex Swedish sea captain who lost one leg in an accident. He did various odd jobs including repairing windmills, and leaking dunny cans for the Roads Board. His son, Andy, served as a Councillor from 1974-80.
Norris Street	An extension of the Cornish towns theme. Norris Green is about ten miles north-west of Plymouth, in the parish of Calstock.
Northerly Avenue	Started his racing career at Ascot Racecourse and was known throughout Australasia as "The Fighting Tiger". Northerly captured the imagination of West Australian racegoers and continually showed his supremacy over the best Australia had to offer. At his top, when he found the front, there was no getting past him. Arguably WA's greatest ever galloper with two Cox Plates, two Australia Cups, a Caulfield Cup, two Underwood Stakes and this State's premier event, the Group 1 Railway Stakes. Northerly won 19 of his 31 starts with close to \$10 million in prize money to his credit. His victories included: <ul style="list-style-type: none"> • The 2000 Group 1 Railway Stakes at Ascot; • The 2000 Listed Aquanita Stakes at Ascot; • The 2001 Listed Goodwood Sprint at Belmont; • The 2001/2002 racing season, and his first visit to the Melbourne Spring Carnival, Northerly left undefeated victorious in the Feehan, Underwood and Yalumba Stakes, which was topped off by his first Cox Plate triumph. Three of those four races are at Group 1 level, which is considered to be no mean feat; • The 2001 & 2003 Australia Cup; and, • The 2002 Caulfield Cup. (Refer Item 12.1.4 – 15 July 2008 Council Minutes) <i>Landgate's Geographic Names Committee granted approval on 18/08/2008. (Internal Ref ECM 1383170 & 1383171).</i>

Street Names	History
Norwood Road	Parts formerly London Street and Buller Street until 1933. The name, Norwood, came from a theme of Melbourne's southern and eastern road system and suburbs/localities.
Oakdale Grove	In recognition of a forty year old oak tree within the subdivision.
Oakland Avenue	Name of Bell's poultry farm, formerly on this site.
Oats Street	(Captain William) purchased most of locations 30, 31 and 32 from Guildford Road southward, named Flemington Estate. His land holdings in the vicinity of Bulong Avenue, Coolgardie Street, Central Avenue and Kanowna Avenue were known as the Lansdown Park.
O'Leary Place	(Timothy and Mary) family settled in Belmont in 1913 on five acres of land near Tomato Lake in Rushton Road (185 President St). Timothy was a carpenter by trade and built his own house in 1913. This house, 80 years after construction still looked remarkably sound, a tribute to his workmanship. A Demolition Licence was issued on 20/11/2002. This land now forms part of Tomato Lake. <i>Department of Land Administration's Geographic Names Committee granted approval on 19/06/1996. (Internal Ref: RED/03 Part 7).</i>
O'Mara Place	(W G) Councillor 1937-40. Bill became president of the old tennis club when it was located on the river side of Great Eastern Highway, opposite Hehir Street. Formerly Howard Place.
O'Neile Parade	(R J R.) Councillor 1930-31.
Oriana Street	Unknown.
Orpington Street	English heritage. London street/district theme.
Orrong Place	A short street which runs off Orrong Road.
Orrong Road	Sections formerly named Hawkstone Street, Prospect Road, Burswood Avenue and Wickalls Avenue until 1933. Orrong Road was Gazetted on 14 September 1937, and was named from a theme of Melbourne's southern and eastern road system and suburbs/localities.
Osborn Place	Pioneering family who lived in this vicinity for over 70 years.
Oswell Street	Racing identity?
Owens Court	(C J) early settler who owned lots 556/9 Kanowna Avenue in the late 1940s.
Parkview Parade	So-named because it abuts Ascot Park.
Patchett Street	Paddy and Agnes Patchett lived on the north corner of Ellard Avenue and Hardey Road.
Paterson Road	Formerly Kookynie.
Paulett Way	(J W S.) Councillor 1951-54. Poultry farmer. Formerly Barry Way.
Peace Loop	Selected under the Council criteria " <i>Encouragement of ethnic and gender diversity</i> ". (Refer Item 12.1.2 – 5 June 2007 Council Minutes)
Peachey Avenue	(Maurice Bert) Councillor 1946-55. Local butcher, who owned several properties including four shops on the corner of Orrong Road and Wright Street.
Peacock Street	Possibly named after the well known doctor in Victoria Park who treated many residents in Belmont before the days of a resident doctor. Or (John), a school teacher who lived in Kimberley Street around 1913 to 1920s.
Pearl Road	Unknown.

Street Names	History
Pedersen Street	(Peter Samuel) contractor and Councillor 1911-12. Sam Pedersen commenced a pottery business with Charles Richard Courtland in 1902. Pedersen's health was affected by the clay and he returned to the building industry. Pedersen's home, which he built in 1907, was subsequently used as the office for court.
Pendeen Street	An extension of the Cornish town theme, from a town near the Geevor tin mines in Cornwall England.
Penryn Court	From a list of places in County of Cornwall, supplied by the State Archives Branch in September 1963. Name approved 1966.
Penryn Street	From a list of places in County of Cornwall, supplied by the State Archives Branch in September 1963. Name approved 1966.
Perman Place	Perman's owned the surrounding land (eleven acres), including Wicca Park, before it was subdivided around 1960.
Philomel Close	Perth Cup winner 1976.
Picaro Place	Perth Cup winner 1935, part owned and trained by J F G Robinson. <i>Office of the Surveyor General and Chairman, Nomenclature Advisory Committee granted approval on 05/08/1977. (Internal Ref A2/14/4 1974-85).</i>
Piercey Court	(F) Councillor 1917, 1927-33, Roads Board Chairman 1929-30. Formerly a part of Johnson Street. His father, Robert McGuarrie Piercy from Central Avenue was in a partnership with Pitman in a pottery business in the early 1900s. <i>Portion of Johnson Street changed to Piercey Court by Department of Land Administration Geographic Names Committee, approval granted on 15/05/1991 and gazetted on 06/09/1991. (Internal Ref RDS/01 P2).</i>
Plant Lane	R. C. Plant - Councillor, Belmont Road Board from 1899-1908. Chairman Belmont Road Board from 1906-1908. <i>Landgate's Geographic Names Committee granted approval on 24/10/2013. (Internal Ref OCM 28/05/2013 Item 12.2, ECM Ref: 2560128 & 2676425.).</i>
Pontiac Avenue	Continues a car theme with Oakland Street, which was named after Bell's poultry farm and not a car, anyway.
Powell Street	(William) top jockey. He rode the Perth Cup winner Snapshot in 1897 for G A Towton.
Pratt Street	(Charles) arrived in the colony in 1830 and took up land in the Avon Valley. He became very successful and imported good racing stock from the Eastern States. Raced successfully in Perth.
President Street	Formerly Rushton and Alexander Street before 1933. Gazetted on 6 September 1918.
Priske Way	From a list of places in County of Cornwall, supplied by the State Archives Branch in September 1963.
Pritchard Street	Local butcher. Formerly part of Surrey Road.
Progress Way	Intersects the Civic Centre. Named on 20 April 1970 by an obviously very proud council.
Raconteur Drive	Perth Cup winner 1952, affectionately called Joe ridden by Eric Treffone and trained by F E (Barber) Spencer.
Ragtime Court	Perth Cup winner, 1941. <i>Department of Land Administration Geographic Names Committee granted approval on 27/04/1994. (Internal Ref PDC 08/03/1994, OCM 14/03/1994, File Ref RDS/01 P3).</i>
Raleigh Street	The names Stanley, Raleigh and Drake (since re-named to George Street) obviously were derived from a theme of prominent people in English history.
Rason Place	Former name of Reggio Street, re-used.


Street Names	History
Ray Road	London street/district theme?
Redgum Court	An old red gum grew on the corner of John Morgan's property in Belmont Avenue, near the front gate of his house. <i>Office of the Surveyor General and Chairman, Nomenclature Advisory Committee granted approval on 30/11/1977. (Internal File Ref A2/14/4 1974-85).</i>
Redcliffe Road	Located in the suburb of Redcliffe. See suburbs, Redcliffe. One of the oldest streets in Belmont.
Regatta Terrace	During the 1920s and 1930s, The Springs foreshore was a popular site for rowing competitions and regattas. <i>Landgate's Geographic Names Committee granted approval on 19/09/2011. (Internal Ref OCM 28/06/2011 Item 12.4, ECM Doc No: 2098327).</i>
Reen Street	From a list of places in County of Cornwall, supplied by the State Archives Branch in September 1963.
Reeves Lane	Colonel GM Reeves, 1852 – Formed first West Australian Turf Club. First race meeting held 13 April 1853. <i>Landgate's Geographic Names Committee granted approval 18/08/2008. (Internal Ref OCM 07/02/2006 Item 11.1.1, ECM Doc No: 1383170 & 1383171).</i>
Reggio Road	(Giovanni) formerly Rason Road. Mixed farmer and owner of about ten acres on the corner of Abernethy Road and Rose Street until this land, too, was resumed by the KDA for the marshalling yards.
Riebe Avenue	(Charles) former foreman/engineer with the Belmont Roads Board. <i>Landgate's Geographic Names Committee granted approval on 14/11/08. (Internal Ref Note: Report to correct inaccurate spelling considered at OCM 21/10/2008. ECM 1508939).</i>
Rendition Place	Perth Cup Winner 1959, trained by R Treffone.
Resolution Drive	Perth Cup winner 1963, owned by Sir Ernest H Lee-Steere, ridden by Frank Treen and trained by Albert (Abo) Jordan. Formerly a part of Daly Street. <i>Landgate's Geographic Names Committee granted approval on 13/04/1989 and gazetted on 17/03/1989. (File Ref RDS/01 P2).</i>
Rinsey Place	From a list of places in County of Cornwall, supplied by the State Archives Branch in September 1963.
Ritchie Way	Racing identity, a bookmaker in 1922-23.
Riverina Drive	Unknown.
Riversdale Road	From a theme of Melbourne's southern and eastern road system and suburbs/localities. Around 1900, 'Riversdale' was also the name for this area of Belmont, the only other two areas being 'New London' (near the racecourse) and 'Redcliffe'.
Rivose Way	Perth Cup Winner 1919.
Roberts Road	English heritage. London street/district theme.
Robinson Avenue	(John Frederick Garry) Councillor 1910-12, renowned racing identity who owned over 8 acres in the Guildford Road/Redcliffe Road area. <i>(Internal Ref PDC 10/05/1993 Item 9.5, File Ref RDS/01 P3)</i>

Street Names	History
Roebourne Place	Together with Wickham, formed a north-west towns theme.
Roosevelt Place	Formerly street. <i>(Internal Ref OCM 03/06/1997 Item 11.8, File Ref RDS/01 P4)</i>
Rosina Street	Re-used name. The original Rosina Street was in the vicinity of Peachey Avenue, but was possibly never constructed due to a change in subdivision patterns. Rosina Street is now located near Orrong Place and Briggs Street. <i>Landgate's Geographic Names Committee granted approval on 03/07/1992 (File Ref RED/01 P3)</i>
Ross Street	Formerly Harriet until 1933. Family of Hardey Road in the early 1900s.
Rowe Avenue	(A E 'Bert') Councillor 1910-12, 1915-44, Roads Board chairman 1919-21, 1927-29, 1938-40 and 1943-44. Pig farmer from the north corner of Belmont Avenue and Alexander Road. Rowe Avenue was known as Victoria (from the Melbourne streets theme) Road, but because of duplication this one was changed to Rowe Avenue in 1950.
Rowlands Street	(Richard) in 1855, Rowland purchased the southern portion of location 34 from J W Hardey.
Ruan Place	From a list of places in County of Cornwall, supplied by the State Archives Branch in September 1963.
Ryans Court	There are so many Ryan's occurring in the history of Belmont over the past century that it is difficult to ascertain the origin of this street name. Most are synonymous with the racing industry, or maybe it was named after Tom Ryan who built and owned Hill 60 (later St John of God Hospital) around 1910. W Ryan was a soldier who enlisted from Belmont but did not return from WWI. <i>Portion of Ryans Parade changed to Ryans Court by Department of Land Administration Geographic Names Committee approval granted on 15/05/1991 and gazetted on 06/09/1991. (Internal Ref RDS/01 P2).</i>
Sabot Close	From a theme of yacht types chosen for the five small access places off tidewater way and the boardwalk in the Ascot Waters development.
Salem Place	From a list of places in County of Cornwall, supplied by the State Archives Branch in September 1963. <i>Department of Land Administration Geographic Names Committee granted approval on 14/07/1993. (Internal Ref PDC 08/06/1993 Item 8.4, OCM 14/06/1993, File Ref RDS/01 P3).</i>
Salisbury Road	Part formerly Selwyn until 1933. English heritage. London street/district theme. Town in Wiltshire, England. <i>Portion of Salisbury Road changed to Newey Street by Department of Land Administration Geographic Names Committee, approval granted on 05/04/1990 and gazetted on 13/07/1990. (Internal Ref RDS/01 P1).</i>
Samphire Street	Water/bird theme adopted for Ascot Waters development. Samphire is taken from the Samphire Flats (unofficial name) next to Garrett Road Bridge and surrounding the radio transmission mast.
Scarpia Walk	Perth Cup Winner 1893-1894. <i>Landgate's Geographic Names Committee granted approval on 18/08/2008. (Internal Ref ECM 1383170 & 1383171).</i>
Scott Street	Possibly named after Dr E Scott whose horse Flemington won the Queens Plate in 1884 and also Forrest Cup. WATC committee member in 1889. Or J Scott who owned Swan location 27 (in South Guildford) in the 1830s. Or G Scott who was a signatory to the petition requesting the formation of the Belmont Roads Board.
Second Street	Number theme; third to eighth streets absorbed by airport.

Street Names	History
Sedgeland Way	Water/bird theme adopted for Ascot Waters development.
Selwyn Place	Re-used former name of Salisbury Street.
Shaw Place	(Alfred) Councillor 1899-1900. One of the first settlers south of the main road. A trainer and poultry farmer from Riversdale, he was elected as a Councillor to the inaugural Roads Board on 4 April 1899. The council held its first meeting eight days later on 12 April 1899.
Sinclair Street	Unknown.
Sissons Street	 <p>J. G. Sissons JP – Councillor from 1954-1966; and 1964-1966 (President)</p> <p><i>Landgate's Geographic Names Committee granted approval on 06/12/2013. (Internal Ref OCM 28/05/2013 Item 12.2, ECM 2862296 & 2560128).</i></p>
Skiff Close	From a theme of yacht types chosen for the five small access places off tidewater way and the boardwalk in the Ascot Waters development.
Skinner Lane	W. Skinner - Councillor, Belmont Road Board from 1904-1906; and 1907-1909. <i>Landgate's Geographic Names Committee granted approval on 24/10/2013. (Internal Ref OCM 28/05/2013 Item 12.2, ECM 2676425 & 2560128).</i>
Smiths Avenue	Louisa and Henry Herbert. Lived in this street at number 48, before it was a made road.
Somers Street	Re-used former name of Cohn Street.
Spencer Court	(F B 'Barber') pioneering family associated with the racing industry. <i>Office of the Surveyor General and Chairman, Nomenclature Advisory Committee granted approval on 03/01/1979. (Internal Ref A2/14/4 1974-85).</i>
St Columbans Lane	Saint Columbans Mission operated at 48 Riversdale Road from 1968 until the late 1990s. <i>Landgate's Geographic Names Committee granted approval on 19/09/2011. (Internal Ref OCM 28/06/2011 Item 12.4, ECM Doc No: 2098327).</i>
St Kilda Road	From a theme of Melbourne's southern and eastern road system and suburbs/localities.
Stanley Street	The names Stanley, Raleigh and Drake (since re-named to George Street) obviously were derived from a theme of prominent people in English history.
Stanton Road	(P S) Belmont Park Roads Board secretary 1927-48. Formerly Alexandra Street.
Stockdale Road	An extension of the Cornish towns theme, about three miles north of Falmouth.
Stoneham Street	Unknown.
Sugars Court	(James) Councillor 1902-06, pioneer brick making family from Kanowna Avenue, 1890s onward. Three members of the Sugar family (Privates J E, T F and G) never returned from WWI. <i>Department of Land Administration Geographic Names Committee granted approval on 15/05/1991. (Internal Ref RDS/01 P2).</i>
Surrey Road	From a theme of Melbourne's southern and eastern road system and suburbs/localities. Formerly named Emanuel Street.
Sutherland Way	(R and E) prominent jockeys. R won the railway stakes 1908, WA Derby 1907 and 1909 and the Perth Cup 1908 and 1909. Edward won the Railway Stakes 1907 and the WA Derby 1910.

Street Names	History
Sutton Court	<p>Early pioneering family of the district. Pig farmers, Ralph lived on eight acres on the western corner of Belgravia Street and Alexander Road in the 1920s.</p> <p><i>Department of Land Administration's Geographic Names Committee granted approval on 07/08/1990. (Internal Ref RED/03 Part 3).</i></p>
Sydenham Street	<p>Formerly sections named Lavender and Cowcher until 1933. London street/district theme. Gazetted as a public road on 19 December 1921.</p>
Tanunda Way	<p>The original house now known as "Hill 60" was originally called "Tanunda" by Robert and Elizabeth Bechtel. Mrs Bechtel became the owner on the 22 November 1901 of the parcel of land which now contains "Hill 60" in a lot comprising 4 acres, 3 roods and 10 perches (1.9475 ha). The Bechtel home was described at the time as being "very flashy, comfortable, large and substantial". Robert Bechtel was a saddler from South Australia who moved to Western Australia in 1888 on board the "South Australian".</p> <p>Robert Davey Hardey owned most of what is now known as the City of Belmont and Mr Bechtel was employed to manage the vineyard and orchard on Swan Location 34. The Bechtel home was subsequently sold to Thomas Ryan who substantially enlarged and renovated the building and called it "Hill 60". Ryan's father-in-law and neighbour Colonel Harold Pope was in charge of the "Battle of Hill 60" in France. Ryan's new mansion was constructed with local bricks made by Sugars. It is alleged that as Ryan did not pay his substantial bill for this large contract, the Sugars' business went bankrupt.</p> <p>It could be assumed that with the vineyard operations being carried out in the area this may have prompted the name of "Tanunda" which is a town in the wine growing area of the Barossa Valley in South Australia.</p> <p><i>Landgate's Geographic Names Committee granted approval on 07/11/2000. (Internal Ref OCM 24/10/2000 (Special PDC 24/10/2000 Item 6.2), ECM 228737).</i></p>
Tarquin Gardens	<p>Winner of WA Derby 1898.</p> <p><i>Landgate's Geographic Names Committee granted approval on 03/10/2005. (Internal Ref OCM 14/06/2005 Item 11.1.1, ECM Doc No: 986107).</i></p>
Terelink Crescent	<p>(Adolphus) Redcliffe progress assoc., East ward Councillor 1910-11. He lived on the corner of Henderson Avenue and McCulloch Avenue (Ascot Gardens Subdivision).</p> <p><i>(Internal Ref PDC 07/04/1997 Item 10.2, OCM 14/04/1997 & 12/05/1997, File Ref RDS/01 P4)</i></p>
The Boardwalk	<p>Water/bird theme adopted for Ascot Waters development.</p>
The Court	<p>Unknown.</p>
The Crescent	<p>Unknown.</p>
The Esplanade	<p>Unknown.</p>
The Riverwalk	<p>Water theme adopted for Ascot Waters development.</p>
Thompson Place	<p>(J W.) Kewdale family of long standing from the corner of Acton Avenue and Brookman (now Kew Street) road.</p> <p><i>Office of the Surveyor General and Chairman Nomenclature Advisory Committee approval granted on 07/09/1983. (Internal Ref A2/14/4 1974-85)</i></p>
Thompson Street	<p>Ascot racing identity, a bookmaker in 1922-23.</p>
Tibradden Circle	<p>Prominent racing stables on this site until late 1980s. Formerly part of Hay Road and Lillian Grove.</p> <p><i>Previously Tibradden Way. Department of Land Administration Geographic Names Committee granted approval on 27/04/1994 and gazetted on 10/06/1994. (Internal Ref PDC 08/063/1994, File Ref RDS/01 P3)</i></p>

Street Names	History
Tidewater Way	Water/bird theme adopted for Ascot Waters development. Name derived from the Tidewater Fats in Virginia, USA.
Tighe Street	(Thomas) race horse trainer, lived in Cleaver Terrace, and owned Mannequin Lodge around 1940.
Tilby Street	Unknown.
Till Street	Unknown.
Tipping Road	(Ruth) owner of over 4 acres of land in this area, resumed by the KDA for the marshalling yards in the mid 1960s.
Tomito Court	Perth Cup winner 1939, part owned and trained by J.F.G. Robinson. <i>Department of Land Administration Geographic Names Committee granted approval on 27/04/1994. (Internal Ref PDC 08/03/1994, File Ref RDS/01 P3).</i>
Tonkin Highway	(John Trezise) A C Premier of WA 1971-74. Formerly parts of Hardy Road and Money Street.
Toorak Road	From a theme of Melbourne's southern and eastern road system and suburbs/localities.
Towers Street	Formerly Loftus and Briggs streets. The Towers family had a sixteen acre property in Belgravia Street which ran from Scott Street to Kew Street, on which they had a poultry farm until the Depression.
Towie Street	(Victor) owned 9.0.1 acres of land in (then) Kalamunda Road in 1932.
Towton Street	(George Andrew, 'King') a prominent race horse rider, trainer and owner. His contribution to racing in WA is commemorated in the running each year of the Townton Cup at Ascot. He owned the Racecourse Hotel on the corner of Great Eastern Hwy & Hardy Rd and he won many major races including six Perth Cups. He was a Councillor from 1906-07 and a signatory to the petition requesting the formation of the Belmont Roads Board. <i>Portion of Lyall Street changed to Towton Street by Department of Land Administration Geographic Names Committee, approval granted on 15/05/1991 and gazetted on 06/09/1991. (Internal Ref RDS/01 P2).</i>
Treave Street	Formerly Bolingbroke Street. Renamed Treave Street on 7 November 1966. An extension of the Cornish place name theme.
Treffone Street	(Eric) outstanding jockey, rode Raconteur (Joe) to a memorable win in the 1952 Derby. <i>Portion of Ryans Parade changed to Treffone Street by Department of Land Administration Geographic Names Committee, approval granted on 15/05/1991 and gazetted on 06/09/1991. (Internal Ref RDS/01 P2).</i>
Trelion Place	From a list of places in County of Cornwall, supplied by the State Archives Branch in September 1963.
Trink Street	Formerly a part of Arlunya Avenue.
Urquhart Place	Mr and Mrs Stan Urquhart who owned lots 307, 308, 309 and 310 bounded by Kew Street Acton Avenue Downsborough Avenue and Armit Street Kewdale. These lots were subsequently subdivided. Mr and Mrs Urquhart's house was located on Lot 308 Kew Street. Mr and Mrs Urquhart's property at that time (November 1953) was a poultry farm. Mr Urquhart was the proprietor of a gun shop in Beaufort Street. <i>Office of the Surveyor General and Chairman Nomenclature Advisory Committee approval granted on 07/09/1983. (Internal Ref A2/14/4 1974-85)</i>
Valentine Street	(Rose Elena Elizabeth, Mrs) owned just over nine acres of land, being lot 332 Railway Street (now Treasure Road) on the corner of Acton Avenue (now Dowd Street) until it was resumed by the KDA for the marshalling yards in the mid 1960s.
Vaucluse Circuit	From "Vaucluse", place name, Administrative Division, France. <i>Landgate's Geographic Names Committee granted approval on 03/10/2005. (Internal</i>

Street Names	History
	<i>Ref OCM 14/06/2005 Item 11.1.1, ECM Doc No: 986107).</i>
Verdun Street	Unknown.
Victoria Street	Unknown.
Victoria North Street	The northern section of Victoria Street divided by Tonkin Highway.
Vidler Street	Unknown.
Villa Mews	Reflects the central theme of the overall development being a smaller lot size with cottage/villa type homes.
Waddell Street	(G) Councillor 1942-51. Formerly Rose Street, but because there were two Rose Street in Belmont, this one was renamed after Councillor Waddell in 1950.
Wagstaff Road	(F H) Councillor 1935-38. He and Forster were the first members of the (then) newly created South Ward (Ascot Gardens Subdivision). <i>(Internal Ref PDC 07/04/1997 Item 10.2, OCM 14/04/1997 & 12/05/1997, File Ref RDS/01 P4)</i>
Wake Court	(M S) Councillor 1919-25, Roads Board Chairman 1921-23. <i>Department of Land Administration Geographic Names Committee approval granted on 15/05/1991. (Internal Ref RDS/01 P2).</i>
Wallace Street	Blacksmith, took over Harold and Murray's produce store on corner of Hardey Road and Guildford Road, about 1910.
Walsh Avenue	(WA) Councillor 1939-45, Roads Board chairman 1942-43. F W Walsh was a soldier who enlisted from Belmont and never returned from WWI.
Waterview Parade	So named because of its proximity to the river. <i>Portion of Waterview Parade changed to Coolgardie Avenue by Landgate's Land Operations Division, approval granted on 29/7/87 and gazetted on 24/07/1987. (Internal Ref A2/14/4 1984-88 Volume 3).</i>
Waterway Crescent	Water/bird theme adopted for Ascot Waters development.
Wedderburn Place	Named after the Nulsen Haven building (located in Invercloy Estate). This building was known as 'Wedderburn' in early 1900's. <i>Landgate's Geographic Names Committee granted approval on 22/09/2000. (Internal Ref PDC 04/04/2000 Item 8.7.6, OCM 17/04/2000, ECM Doc No: 223856).</i>
Wendron Street	An extension of the Cornish town theme, near the Poldark mines in Cornwall.
Wheatley Place	 Mr Harold (Harry) J. Wheatley - Councillor 1969-72, 1973-78, Shire president 1973-75.
Wheatley Street	Probably named after R A and Mrs Annie Wheatley of Hardey Road, who owned several large areas of land, including over 37 acres around Sydenham Street, Keymer Street and Hardey Road in the mid-1940s.
Wheeler Street	Racing identity, a bookmaker in 1922-23.
Whitchurch Road	(Albert Ernest) Councillor 1905-07. With his wife, Elizabeth Ann, they lived in the Redcliffe Road/Guildford Road area (Ascot Gardens Subdivision). <i>(Internal Ref PDC 07/04/1997 Item 10.2, OCM 14/04/1997 & 12/05/1997, File Ref RDS/01 P4)</i>
Whiteside Street	Formerly a part of Daly Street.
Wicca Street	From a list of places in County of Cornwall, supplied by the State Archives Branch in September 1963. Formerly Arthur Street.

Street Names	History
	<i>Change of Name from Arthur Street to Wicca Street by the Department of Lands and Surveys gazetted on 20/12/1974. (Internal reference A2/14/4 1974-85).</i>
Wickails Court	Re-used former name of a part of Orrong Road. The correct spelling is Wickalls, but because the maps of that era were hand-drawn, the named appeared to be spelt Wickails.
Wickham Street	Together with Roeboume, formed a north-west towns theme.
Williamson Avenue	Formerly Lukehurst Street, Renamed in 1966 in honour of Charlie Williamson who enlisted from Belmont and died of pneumonia in France in 1916. <i>Change of name from Williamson Street to Williamson Avenue. Office of the Surveyor General & Chairman Nomenclature Advisory Committee granted approval on 03/05/1984 and gazetted on 06/07/1984. (Internal reference A2/14/4 1974-85).</i>
Willow Tree Drive	A name proposed by the developers in 1997 because of the trees to be planted around the compensating basin which has been enhanced as a part of the development.
Wilson Place	(F D, 'Frank') Councillor 1944-68, Roads Board chairman 1946-51, 1955-57. Shire president 1967-68. First freeman of the City of Belmont. Received City of Belmont Community Service Award in 1986. <i>(Internal Reference ECM Doc No: 1686668 – subject folder 74/002)</i> <i>Landgate's Geographic Names Committee granted approval on 31/10/1988. (Internal Ref RDS/01 P2).</i>
Winton Street	(Arthur Edgar) was a single man who lived on five acres of land in Hardey Road near May Street and grew lucerne. His land was resumed by the KDA for the marshalling yards in the mid 1960s.
Worth Parade	Pioneer whose family still lives in this street.
Wright Street	English heritage. London street / district theme. Gazetted as a public road on 19 December 1921.
Wynyard Street	English heritage. London street / district theme.
Yabaroo Place	Perth Cup winner 1955. <i>Department of Land Administration Geographic Names Committee granted approval on 27/04/1994. (Internal Ref PDC 08/03/1994, File Ref RDS/01 P3).</i>
Yomba Street	From the name of a farm owned by R V Price (owner of Lot 14) near Raffingora, Southern Rhodesia.

4. List of Former Street Names (Road Names) (No Longer in Existence / Duplication etc)

Note:

* This name has been rejected by the Landgate's Geographic Names Committee because of duplication, similar sounding name, or because it has been used an excessive number of times in the metropolitan area.

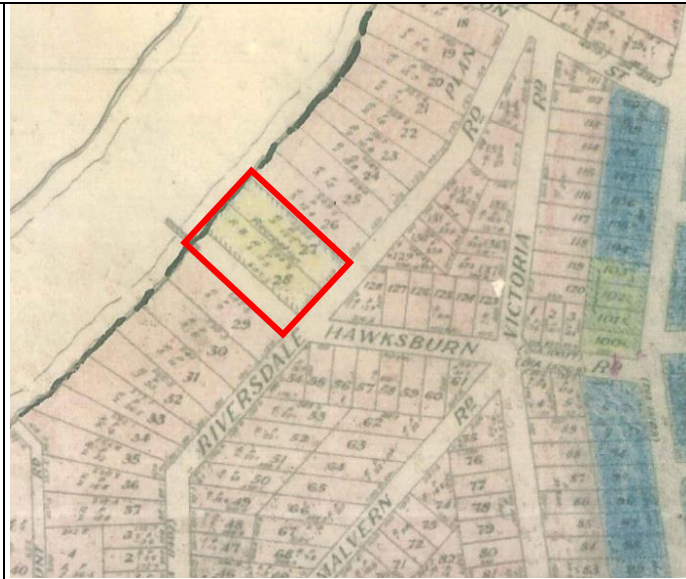
Street Names	History
Anderson Avenue	(J J) racing identity of Guildford Road, Sunrise Stables around 1930 and, later, Rosebum Stables around 1940. <i>Information received from Designs & Assets Division- Road never constructed. Absorbed into the creation of the Beechboro-Gosnells Hwy road reserve which became Tonkin Hwy in the Centenary year of 1988.</i>
Ascot Drive	Renamed Lintonmarc Drive. <i>(Internal Ref PDC 12/05/1997 Item 11.8, OCM 26/05/1997)</i>
Austin*	J. J. Austin - Councillor, Belmont Road Board from 1916-1918 and Chairman of Belmont Road Board from 1917-1918.
Bettini Road	Road closed for airport extensions. Dominico Bettini owned in excess of 84 acres of land in the Lucerne, Maida Vale, Berkshire and Zante roads area, up till the early 1960s.
Bingham Road	Road closed for airport extensions. Brought out from England by Fauntleroy as a labourer, and given land where the Airport is now (their address was Red Gum Forrest). His son became well known in the Redcliffe area.
Boronia Street	Road closed for airport extensions.
Clayden Road	Road closed for airport extensions. Honours a pioneering family from this area. One of the family, Bart, became a prominent Councillor and served the East Ward from 1958 to 1973.
Clover Road	Old street name that was once used in the City of Belmont. Road closed for airport extensions. From a theme of possible produce suited to this area, promoted by the developers to encourage settlement.
Cobb Street	Was used for a street in Kewdale, but this road has since been closed.
Collins*	A. H. Collins - Councillor, Belmont Road Board from 1943-1946.
Copley Street	No longer used as a road. (S W) was a signatory to the petition requesting a roads board for the district of Belmont.
Craig Street*	S. Craig – Councillor, Belmont Road Board from 1899-1905; and 1910-1911. Gardener and poultry farmer. Road closed for Ascot Waters development. Lived where Belmont Senior High School now stands. Also owned Faulkner Park and Tomato Lake where he grew tomatoes.
Davies*	A. E. Davies - Councillor, Belmont Road Board from 1954-1958.
Dempsey Place	(Frank) a jockey who rode Eurythmic in nearly all of his races in the Eastern States, early 1920s. <i>Information received from Design and Assets Division – Dempsey Place was removed by Gateway WA Alliance, including Main Roads WA, for the: widening of Leach Hwy and the grade separation with the intersection of Abernethy Road for the Gateway WA Project in November 2013.</i>

Street Names	History
Golf Street	Road closed for Ascot Waters development.
Grogan Road	Road closed for airport extensions (P F, 'Phil') Councillor 1968-76. Formerly part of Maida Vale Road.
Hammond*	J. C. E. G. Hammond - Councillor, Belmont Road Board 1928.
Harold Street	Parts now named Waterway Crescent and Samphire Street. The remaining section between Resolution Drive and Grandstand Road is not signposted and provides access to Ascot Racecourse only. A road name is therefore not required (according to DOLA.) and therefore will not be shown in future street directories. Named after Mr J Harold who purchased Grove Farm from Patrick Love. <i>Information received from Design and Assets Division - Used to run from Grandstand Rd past the Eastway Drive-in down to a few houses behind the big screen.</i>
Hayes*	E J Hayes – Chairman of Belmont Road Board from 1908-1909. Councillor, Belmont Road Board from 1908-1909.
Jackson*	Pioneering family who had property in this area.
Kenna Road	Road closed for airport extensions. Kenna is the name of one of the oldest identities in the district. They owned 4.3.28 acres in Boulder Avenue which, in 1932, extended eastwards to about where the International Airport terminal is today.
Leghorn Road	Road closed for airport extensions. A variety of poultry from a theme of possible produce suited to this area, promoted by the developers to encourage settlement.
Lenarc Court	Perth Cup winner 1954.
Lucerne Road	Road closed for airport extensions. From a theme of possible produce suited to this area, promoted by the developers to encourage settlement.
Mann*	J. J. Mann - Councillor, Belmont Road Board from 1933-1938.
May Street	May Street (Kewdale) – This street was part of the local road network. It ran between Welshpool Rd and Orrong Rd in the City of Canning as Tomlinson St and between Orrong Road and Abernethy Rd in the City of Belmont as May St before it was taken over by Main Roads WA and the name changed to Leach Hwy. <i>Information received from Design and Assets Division</i>
Money Street	Money St (Redcliffe) – This street was lost to Main Roads WA with the creation of the Beechboro-Gosnells Hwy road reserve creation which became the Tonkin Hwy in the Centenary year of 1988. <i>Information received from Design and Assets Division</i>
Moore*	S. Moore – Councillor, Belmont Road Board 1899.
Oaks Road	Unmade road through Whiteside primary school oval.
Northey	J. P. Northey – Belmont Road Board Secretary from 1900-1914. (John Pearse), compositor. Lived in Riversdale. There were only three 'suburbs' listed in Belmont in 1910 - Riversdale, Redcliffe and new London.
Peet Street	Peet Street (Belmont) – Road never constructed. A section of it was incorporated into the creation of Brennan Way. <i>Information received from Design and Assets Division</i>
Peters*	W. M. Peters - Councillor, Belmont Road Board from 1912-1913.

Street Names	History
Phillips Road	Road closed for airport extensions. Named after Isaac Phillips family who farmed pigs on the corner of Zante and Leghorn Streets.
Punt Road	Road never constructed. From a theme of Melbourne's southern and eastern road system and suburbs/localities located near the Rivervale boat ramp.
Rookwood Street	Rookwood St (Cloverdale) - Road never constructed. Area absorbed by the developing Monier Tile production plant. <i>Information received from Design and Assets Division</i>
Smythe Road	Road closed for airport extensions.
Sugar Gum Court	So-named because of the variety of trees growing here at the time of subdivision.
Sultana Road	Road closed for airport extensions. A variety of grapes from a theme of possible produce suited to this area, promoted by the developers to encourage settlement. See also leghorn, apricot, clover, etc.
Thomas*	C. Thomas - Councillor, Belmont Road Board from 1918-1927.
Trew Street	Trew Street (Rivervale) - Road never constructed. Would have created a 4-way intersection with Fitzroy Rd at Roberts Rd and continued over Kooyong Rd to join up with Priske Wy.
Victor Street	Road closed for airport extensions.
Ward*	P. J. Ward - Councillor, Belmont Road Board from 1907-1910; and 1912-1919.
Water	Unmade, between Fauntleroy and Swan River. Now a recreation reserve. Probably named after T Waters who owned Swan locations 24 and 25 nearby in the vicinity of (nowadays) Olive Farm. <i>File No 1205/988 – B.1236. Gazetted 11/11/1988 and formerly closed the whole of Water Street (Road No. 2714) along the northwestern boundary of Lot 228 of Swan Location 28 (Office of Titles Plan 1792); from the northeastern side of Fauntleroy Ave (Road No. 2711) to its terminus at the left bank of the Swan River. (Internal Ref RDS/02 P1).</i>
Wheatley*	Mr Lesley (Les) T Wheatley – Councillor 1973-1979.
Wood*	W. Mc. Wood - Councillor, Belmont Road Board from 1906-1907.
Zante Road	Road closed for airport extensions. A variety of grapes from a theme of possible produce suited to this area, promoted by the developers to encourage settlement.

5. Suburb Names in the City of Belmont

Suburb Names	History
Ascot	<p>Named after Ascot Racecourse, the dominant feature of the area which has been used for horseracing since 1848. The racecourse was named after Lord Ascot (1831).</p> <p><i>Department of Land Administration Geographic Names Committee approval granted on 22/03/1991. Internal Ref RDS/01 P2</i></p>
Belmont	<p>Most of the suburb of Belmont was assigned to Captain Frands Henry Byrne in 1831. It is believed that Byrne named his land Belmont after his estate in England. The land was not developed until 1882, when Shepherd Smith of Sydney purchased it and it was Smith in 1897 and 1898 who instigated the major subdivision of the area. For many years the lots were quite large due to the development of the area for training race horses and because of the proximity to the Ascot Park Racecourse.</p>
Cloverdale	<p>The suburb name was probably derived from Cloverdale Estate, a sub-division in the area advertised for sale in 1910. It was officially recognised as a suburb in 1954.</p>
Kewdale	<p>This suburb is an adaptation from Kew Street, one of the first roads in the district, following a suggestion from the Postal Department in 1949. Kew Street was named in 1895 after Kew in England. The name has been in use as a suburb since at least 1949.</p>
Newburn	<p>A small rural community sprang up about three miles east of Redcliffe in 1912 and was reached by journeying along the Fauntleroy sand track towards the hills. Initially the district was known as Red Gum Forest after the large red gum trees that grew there. Later, the name was changed to Newburn, following a suggestion by the Postal Department in 1949. It was apparently adapted from Newburn Street which was named in 1941, but the origin of the name is not recorded. The area of the suburb has been absorbed into Perth Airport.</p> <p>Note: The locality of Newburn was abolished and included in the locality of Perth Airport by approval of 4 August 1997. Advice received from Department of Land Information in a letter dated 24 November 2005 (internal reference ECM Doc No: 1006284).</p>
Redcliffe	<p>The suburb name originates from the early days of the colony when Captain Mark John Currie set to work developing his grant of 2,560 acres on the Swan river in the vicinity of current day Redcliffe. In early 1831, Currie constructed a brick homestead on the property near where Water Street is not situated and called it Redcliff. In official records dated 1846, the name of the property is spelt Redcliffe and it appears this spelling was the usually adopted one from the early 1840s onwards. The area was subdivided in 1897.</p>
Rivervale	<p>Rivervale was known as Barndon Hill prior to 1884. Barndon Hill was named after Richard Barndon who opened an inn called the Brewers Arms on the south road to Guildford in October 1843. Barndon was associated with Henry Camfield who held land in this vicinity. Rivervale was first used as the name of a railway station on the Perth-Armadale line and was later adopted as the name of the suburb. It is a descriptive name derived from its location on the Swan River.</p>
The Springs*	<p>Hawksburn Road from Riversdale Road to the Swan River was an unmade road reserve. At the end of the Hawksburn Road reserve was a jetty and the area was originally known as 'The Springs', possibly because of the existence of springs in the area. In 1919, the Belmont Young Men's Club was formed and it purchased Lots 27 and 28 Riversdale Road. Lot 28 adjoined the unmade Hawksburn Road reservation. In 1921, the land was also known as the Hawksburn Road Baths. In April 1964, Lots 27 and 28 and the unmade section of Hawksburn Road were renamed Cracknell Park in honour of Councillor Ron Cracknell.</p>





The area bounded by Great Eastern Highway (GEH), Graham Farmer Freeway (GFF), the Swan River and Brighton Road was affected by a proposed Controlled Access Highway (CAH) reservation that bisected the area. The area between the CAH, GEH and GFF was known as Location A2.

In 1993, the Council decided to initiate redevelopment planning for the area bounded by GEH, GFF, the Swan River and Brighton Road. In approximately 1995, the Council decided to give an estate name of 'The Springs' in recognition of the original focal point of this area.



** Not recognised as an official suburb by Australia Post.*

6. List of Current Street Names (Road Names) within Perth Airport Area


Although the City of Belmont has no involvement in the design, construction, maintenance, or naming of roads within the airport, their history is included here for posterity with the kind co-operation of the Westralia Airports Corporation Pty Limited.

Street Names	History
Abbott Road	<p>Pilot Val Abbott worked for West Australian Airways, established by World War 1 Pilot Norman Brearley. It was the first airline in Australian history to establish a scheduled air service. Brearley hired 5 pilots; Val Abbott, Arthur Blake, Bob Fawcett, Charles Kingsford Smith and Leonard Taplin. (see <i>Fawcett Road</i> for more information)</p>
Affleck Road	<div style="display: flex; align-items: flex-start;">  <div style="flex-grow: 1;"> <p>Arthur Affleck was born in Melbourne in 1903 and educated at Wesley College in that city. At the age of 17 he joined the staff of the National Bank of Australasia but after two years service, enlisted as a clerk in the Royal Australian Air Force.</p> <p>Six months later he was selected as one of three Civil Aviation Cadets from hundreds of applicants through Australia, was trained to Air Force 'Wings' and Commercial Pilot Licence standard.</p> <p>Given a discharge from the RAAF, Affleck commenced work as a commercial pilot with Jimmy Larkin's Australian Aerial Services Ltd to operate the Melbourne-Hay route. Following a dispute with Larkin over the airworthiness of the A.N.E.C III, Arthur Affleck obtained a job with QANTAS in April 1927. He was the original pilot of the Flying Doctor service based in Cloncurry and flew the first flying doctor sortie in Queensland in 1928 and later flew in New Guinea and in Western Australia for Brearley's West Australian Airways.</p> <p>Arthur Affleck joined the Civil Aviation Branch of the Defence Department in 1936 as a Flying Inspector. In 1941 he was sent to Port Moresby to organise the evacuation of women and children in the face of the Japanese advance and was later seconded to the RAAF.</p> <p>Post war, he played an important part in, and contributed much to, the safe development of the Australian civil aviation industry. In 1963, at the age of 60, he retired from the position of Regional Director of Civil Aviation for Papua New Guinea, a position he held from 1946 to 1963.</p> <p>Arthur H Affleck died in 1966.</p> <p><i>Information provided to City in November 2009 by Mervyn W Prine, Aviation Historian (document dated 24 February 2006). Credit: Airways Museum</i></p> </div> </div>
Airport Drive	<p>Airport Drive currently joins Tonkin Highway at the Dunreath Drive interchange. Airport Drive and the 'Grand Gateway' interchange will be an iconic entrance point to the city of Perth. The section of Dunreath Drive that connects to Horrie Miller Drive, after the turn off to Airport Drive, has now been permanently closed. The \$28.5 million Airport Drive Project is part of Perth Airport's extensive \$1 billion redevelopment program.</p> <p><i>(Reference Wikipedia – Perth Airport)</i></p>
Anderson Place and Hitchcock Place	<div style="display: flex; align-items: flex-start;">  <div style="flex-grow: 1;"> <p>One of several exported to Australia, G-AUKA christened the 'Kookaburra', was purchased by Keith Anderson in Sydney on 22 February 1929 for 889 pounds.</p> <p>The 'Kookaburra' Story The 'Kookaburra' remains were recovered from the East Tanami Desert in 1978. They had lain there since 10 April 1929, when the aircraft was forced to make an emergency landing. It had taken off from Alice Springs earlier that day to take part in the search for the missing aviators Charles Kingsford Smith and Charles Ulm.</p> </div> </div>

Street Names	History
	<p>The Coffee Royal Affair At 0945 on 30 March 1929 Kingsford Smith, Ulm and their crew took off from Sydney on what was to become a controversial episode in Australian aviation history. En route to Wyndham, WA, 28 hours after takeoff, the 'Southern Cross' sent out a short radio message: "We are about to make a forced landing in bad country". The nation waited – there was no further message.</p> <p>After 24 hours a full scale search was mounted, while Smith and his crew sat and waited unhurt on mud flats near the Glenelg River in the north-west of Western Australia. Stranded with limited supplies and no radio contact with the outside world, Smithy brewed coffee laced with brandy and cracked a wry joke about Coffee Royal.</p> <p>Little was Smithy to realise the grim significance of his comment. The 'Southern Cross' and its crew were to be found unharmed within the fortnight. Allegations were soon made that Smithy's forced landing was nothing more than a publicity stunt contrived with Anderson.</p> <p>The tragic aftermath of the loss and subsequent rescue of the 'Southern Cross' led to an official inquiry, in which Kingsford Smith and Ulm were exonerated. The incident was quickly dubbed the Coffee Royal Affair by the press of the time.</p> <p>In Search of the Southern Cross Keith Anderson – friend, colleague and sometime rival of Kingsford Smith – was convinced that the search was concentrated in the wrong area. On 4 April, Anderson and his mechanic Bob Hitchcock flew out of Sydney on a privately sponsored search for the 'Southern Cross'. His courageous venture was hastily prepared.</p> <p>The 'Kookaburra' recently purchased with the aid of a generous gift from Kingsford Smith, was barely equipped for such a hazardous trip. The compass was faulty, there was no radio, little food and water, and a limited tool kit. When Anderson took off from Richmond near Sydney on that still grey morning the 'Kookaburra', laden with extra fuel tanks, was 180 kilograms overweight. The aircraft developed engine trouble south of Oodnadatta SA, and after a forced landing Hitchcock was able to adjust the loose valve tappet with a chisel and the end of a corkscrew.</p> <p>At Alice Springs, Anderson received telegram from the Department of Civil Aviation not to go ahead with his flight. He ignored the instructions and at 0735 on 10 April the 'Kookaburra' took off from Alice Springs. It was still grossly overladen with fuel and its crew's supplies consisted only of 3 litres of water, a quantity of sandwiches and some cake. Then men had neither axe nor spade and few other tools.</p> <p>The 'Kookaburra' headed north, following the Overland Telegraph Line as far as Woodford Crossing, 160 km from Alice Springs. Anderson then decided to divert across country to Mt Davidson and follow a straight line to Wyndham. Due to navigational error Anderson drifted to the east of his proposed course and south-east of Wave Hill station the aircraft again developed tappet problems. Anderson made a forced landing 128 km from Wave Hill, causing minor damage to the aircraft. Hitchcock was again able to repair the engine, but the thick scrub and loose sand thwarted repeated attempts to take-off. Anderson and Hitchcock attempted to clear a runway in the scrub with their bare hands and a penknife before lighting a fire in an effort to clear the scrub and attract attention.</p> <p>A rough diary scribbled on a section of the rudder fabric indicated that the men were still alive on 12 April but that all attempts at take-off came to nought due to increased debility from thirst, heat, flies and dust. It also records that the men had no water to drink except solutions of urine (mixed with oil, petrol and methylated spirits).</p> <p>In search of the 'Kookaburra' On 12 April 1929 (the same as the last date scribbled on the rudder fabric of the 'Kookaburra') a de Havilland search plane, the 'Canberra', sighted the 'Southern Cross' and sent the message "Found, Found, All Safe". While the nation rejoiced at Smithy's rescue the relief was tempered by the realisation that the spotlight of tragedy shifted to Anderson and Hitchcock now long overdue at Wyndham. However while the aviators struggled for survival in the Tanami Desert a bureaucratic struggle was developing over their rescue and valuable time was lost before a search was mounted.</p>

Street Names	History
	<p>An RAAF contingent of five planes, in addition to the 'Canberra' and a Qantas aircraft was dispatched to search the Tanami Desert. On 21 April, Captain Lester Brain, the pilot of the Qantas aircraft spotted a column of smoke south of Wave Hill. On close examination he observed the 'Kookaburra' and saw a prostate figure under the starboard wing. He dropped water and radioed the location to the RAAF searchers.</p> <p>The Thornycroft Expedition Under instructions from the Air Board a ground party led by Flight Lieutenant Charles Eaton left Wave Hill for the 'Kookaburra' site on 24 April. Guided by three RAAF aircraft the ground party reached the site on 29 April. There they found the bodies of the two aviators. Both had died of thirst and exposure. Hitchcock's body was found under the wind and that of Anderson several hundred metres from the aircraft. The bodies were buried where they lay and the RAAF planes dropped wreaths at the site.</p> <p>Although Eaton had planned to fly the 'Kookaburra' back to Wave Hill, the ground party were running short of water and it was decided that they did not have time to extend the runway. The party then returned to Wave Hill. The tragedy of Anderson and Hitchcock dismayed Australia, and under public pressure, the Government ordered that the bodies be brought back.</p>  <p>A new ground expedition equipped with an A3 Thronycroft four wheel drive truck set off on its grim task. On 14 June the bodies were exhumed and placed in special lead lined coffins. Although the party were unable to retrieve the 'Kookaburra' they cleared a runway so that it might be flown out at a later date. The party were running short of fuel, and as a safety precaution they drained the fuel tanks of the 'Kookaburra' and returned to civilisation.</p> <p>Keith Anderson was accorded a State funeral in Sydney and Bob Hitchcock, at his wife's request, was buried at a quiet service in Perth.</p> <p>Information provided by Perth Airport – letter dated 23 May 2008 (Internal Ref 117/008, ECM Doc No: 1419740).</p>
<p>Baker Road</p>	 <p>Baker Road was named after Harry Frederick Baker, a pioneer aviator in Western Australia.</p> <p>"Cannonball" Baker earned his nickname as a motorcycle rider of some repute in and around Perth in the 1920s, when he became the first man in Western Australia to travel over land at a speed in excess of 100 miles per hour. This whetted his appetite for more speed and adventure, and in 1928 he took flying lessons with Major Norman Brearley's Perth Flying School, which operated out of Maylands aerodrome.</p> <p>1929 saw Harry Baker enter the aviation industry on a full time basis when he joined Crude Oil Tractor Traders Ltd as a flying serviceman, piloting the company's tiny Klemm monoplane VH-ULU throughout the Western Australian wheatbelt servicing Lanz and Bulldog tractors.</p> <p>In September 1929 he flew the Klemm to Sydney, to participate in the East-West Centenary Air Race (to commemorate his home State's centenary). He did complete the race, which was won by Horrie Miller, but his tiny Klemm - the smallest aircraft in the event - finished second last.</p> <p>Baker then fitted floats to the Klemm, and in early 1930 became the first person to fly to Rottneest Island - the popular holiday resort, 20 kilometres off the coast from Fremantle - when he set his machine down in Thomson Bay, to the delight of hundreds of holiday makers. This flight gave the civil fathers the impetus to construct a landing strip on the island, and on November 15th, 1930, Harry became the first pilot to use the aerodrome, when he landed his Gipsy Moth on the new strip.</p>


Street Names	History
	<p>1930 was a busy and eventful year for Harry, in that he taught WA's first woman pilot, Miss Helen Prosser, to fly, and he also took the State's first locally produced glider up for its first flight. The highlight of the year was when he formed his own company "Baker Aviation Co" and acquired a Gipsy Moth VH-UJH.</p> <p>It appeared that Harry's barnstorming days were over when he entered the commercial airline field, joining Major Norman Brearley's West Australian Airways in 1931. He initially flew on the Perth-North West service, before switching over to the Perth-Adelaide run however there were still many more eventful flights to come.</p> <p>December 1932 saw Baker operating a charter flight in W.A.A.'s DH.50 aircraft VH-UEM, flying Perth mining engineer, Norman Stuckey, and veteran prospector, Paddy Whelan, towards a site hundreds of kilometres north of Forrest on the Nullabor Plain, where the fabulous Lasseter's lost gold reef was rumoured to be located.</p> <p>Some 400 kilometres north of Forrest, the engine on the DH.50 failed, however by a feat of skilful flying Harry managed to land the machine on a dry salt lake. Near the end of the landing the aircraft struck a soft patch of ground, and flipped over on its nose. Whilst Baker was unhurt and his two passengers were slightly injured, the aircraft was badly damaged. The wings were structurally damaged, the fin broken, the propeller shattered and the fabric shredded.</p> <p>After spending several days, including Christmas Day, trying to turn the heavy machine right side up, in what seemed a miracle a small dust storm swept over the area, and blew the aircraft back onto its wheels. Harry then set about making emergency repairs to the machine. He effected these with whatever materials he could lay his hands on - mulga saplings, water bottle straps and the like - and before long he had the machine in a state where he thought he could get it into the air. His earlier mechanical knowledge as a tractor serviceman also stood him in good stead, and enabled him to repair the engine. Fortunately, as was the practice in those days, a spare propeller had been carded, lashed to the side of the aircraft.</p> <p>The three men then struggled and pushed the aircraft to a firmer section of the lake bed, and with Stuckey aboard (the machine would have been too heavy with both passengers aboard), Harry gingerly gave the roughly repaired aircraft full throttle, and nursed the machine back into the air. He then flew back to Forrest, and arranged to have supplies flown out to the lake, and dropped to Whelan. Harry then feverishly organised repairs to his DH.50 machine - the only aircraft at Forrest suitable to land at the salt lake - and on January 5th 1933, flew the machine back to the lake and picked up Whelan. The prospector had been alone at the lake - now shown on maps as Lake Baker - since Stuckey and Baker flew off eight days before.</p> <p>Whilst major air searches had been mounted for the three missing men in the latter part of December, both by R.A.A.F. Westland Wapitis, and West Australian Airways machines, they had been unsuccessful. Accordingly the press of the day had a field day contemplating the fate of the three men in the searing heat of the Great Victoria Desert, and adding a touch of intrigue with stories of the fabled golden reef. There was Australia-wide relief, and praise for his skills as a pilot, when Harry Baker flew the battered DH.50 machine into Forrest on December 28th.</p> <p>October 1933 was to see Harry's name in the headlines again. Five minutes after taking off from Perth's Maylands Aerodrome, the port propeller of his Vickers Viastra VH-UOM shattered piercing the aircraft's fuselage. Baker - quoting news reports of the day - "<i>showing coolness and amazing skill made a remarkable landing in extraordinary circumstances</i>". The crash landing, in a vegetable patch near what is now Perth Airport, saw six of the eleven passengers on board slightly hurt, but the Viastra was written off. Within two hours the uninjured passengers were back at Maylands, loaded onto a de Havilland Hercules aircraft, and with Baker at the controls, took off to continue their interrupted journey to Adelaide!</p> <p>When West Australian Airways was sold to Australian National Airways in 1936, Harry Baker became A.N.A.'s chief pilot on the Perth - Adelaide route, and both he and the airline's new Douglas DC.2 VH-USY "Bungana" became familiar sights on the route.</p> <p>With the outbreak of the Second World War, Harry Baker's services were in great</p>

Street Names	History
	<p>demand, and he was involved in a number of highly secret and clandestine flights for both the Australian and American governments. To this day this veil of secrecy has not been lifted, except for one particular evacuation flight from Broome, following the Japanese raid of March 3rd 1942, when Harry evacuated 52 refugees aboard his 21 seat Douglas aircraft.</p> <p>Following the war, Harry Baker was involved in delivering Douglas DC.4 airliners from San Francisco to Sydney, and he inaugurated commercial flights on this route in 1946, when A.N.A. commenced trans Pacific air services on behalf of British Commonwealth Pacific Airlines. This was long before Qantas commenced to operate over the same route.</p> <p>Harry Baker then became A.N.A.'s Senior Route Captain, and soon after became the airline's American representative, and in 1949, the British representative. He returned to Perth in 1951, due to the ill health of a family member, and became A.N.A.'s West Australian State Manager. He left the aviation industry in 1955, and at that time had flown more than 17,000 hours and 5 million kilometres.</p> <p>In the mid 1970's Capt. Baker suffered a major stroke, which confined him to a wheelchair, and in the early 1980's he entered a Perth Nursing Home where he died on June 8th 1986.</p> <p>Harry "Cannonball" Baker was one of the greats of Western Australian aviation - his passing closed another era in the annals of Australia's aviation pioneers.</p> <p><i>Information provided to City in November 2009 by Mervyn W Prine, Aviation Historian (document dated 24 February 2006).</i></p>
Boud Avenue	 <p>Walter Edward Victor Boud was WA Regional Director of the Department of Civil Aviation (later Department of Transport) for 14 years from 1963 until his retirement in 1977.</p> <p>Wally Boud was born on the 19th February 1917, and was educated at various schools in the Melbourne region. He trained as a radio engineer at the Melbourne Technical School and was employed as a development Engineer with Howard radio Pty Ltd between 1931-1938, and as Assistant Manager with radio and electrical importer H Smart and Co, between 1938 and 1940.</p> <p>He enlisted in the Royal Australian Air Force in 1940. He trained under the Empire Air Training Scheme at Western Junction (Tasmania) and at Point Cook, prior to becoming a Flying Instructor at Cunderdin in Western Australia.</p> <p>He married Marjery Dorey in 1941, and had two children.</p> <p>He was then selected as a Staff Tutor at the Central Flying School, where he trained Instructors on all types of RAAF aircraft. He later became Commanding Officer of the Central Flying School Examining Flight (responsible for inspection of all flying training establishments, testing of flying instructors and for the standard of flying techniques throughout the RAAF).</p> <p>In 1944 he was posted to the United States to study United States Army Air Force training methods.</p> <p>He was awarded the Air Force Cross and Commendation for Meritorious Service in the Air, and resigned from the RAAF in 1946 to join the Dept. of Civil Aviation. At the time of his discharge he had flown 4,700 hours on more than 50 different types of aircraft.</p> <p>With the Department he became Superintendent of Accident Studies (Victoria/Tasmania Region) during which time he developed an accident preventative program and set up a statistical analysis of Australian and International aviation accidents and incidents.</p> <p>He became Superintendent Air Navigation and Safety for the Victorian/Tasmanian region in 1949 and later became Superintendent of Flying Operations.</p>

Street Names	History
	<p>Between the years 1954-1962 he filled the position of Acting Regional Director in the Queensland, Victoria/Tasmania and Western Australian Regions on a number of occasions. He was appointed to the position of Regional Director, Western Australia in 1964 and held the position until his retirement in 1978.</p> <p>He was made a Member of the Order of Australia in 1978, for his services to aviation.</p> <p>Wally also held a Commercial Pilots Licence with over 60 aircraft types flown - including a 1911 Maurice Farman Shorthorn (pre-World War One) aircraft.</p> <p>He died during a family visit to Melbourne on the 8th February 1981 aged 63 years.</p> <p><i>Information provided to City in November 2009 by Mervyn W Prine, Aviation Historian (document dated 24 February 2006). Credit: Michael Boud.</i></p>
Brearley Avenue	 <p>Norman was born in Geelong, Victoria, on December 22nd 1890, and moved to Western Australia with his family in 1906.</p> <p>After witnessing the first aeroplane flight in the State, by Englishman J. J. Hammond in 1911, young Norman's emotions were stirred and he determined that his future lay in the air. He was in his final year of an engineering course when war erupted in Europe, and in 1914 he was one of many young Australians who headed off to England to fight for the Empire.</p> <p>He joined the Royal Flying Corps, and after training - which could only be described as basic - he took his first solo flight after only 1 hour and 50 minutes of tuition. Brearley was then posted to France as a fighter pilot, where he was later shot down and wounded.</p> <p>Following his recovery, and in recognition of his exceptional flying abilities, and leadership qualities, Brearley was given command of the Instructors' School of Special Flying, which taught advanced flying skills to experienced pilots.</p> <p>Major Norman Brearley, as he was then, was also awarded the Distinguished Service Order and the Military Cross by King George V, at a ceremony at Buckingham Palace.</p> <p>Norman Brearley returned to Perth in 1919 and brought with him two war-surplus Avro 504 aircraft. He then embarked on barnstorming demonstration flights through the State to prove to the Government and the public, the potential of aircraft to link the remote areas and vast distances of Australia.</p> <p>Initially Brearley operated his joy flights from the Belmont Racecourse, Perth Oval and the Claremont Showgrounds, but soon moved his operations right into the heart of the city, and commenced flying from the Esplanade, on the banks of the Swan River. By coincidence, Michael Durack MP, the State Parliamentarian for the remote Kimberley region - an area that in later years Brearley would be instrumental in "opening up" - had a large colonial style house opposite the Esplanade, near where the Sheraton Perth Hotel now stands. Norman persuaded the politician to let him build a hanger for his aircraft at the bottom of Durack's garden, and so Perth's first airport came into being.</p> <p>By coincidence, Durack's young daughter Mary (later noted authoress Dame Mary Durack) would later marry another aviation pioneer Horrie Miller, who in 1934 would operate the routes to the north of the State, pioneered by Norman Brearley.</p> <p>In 1921, the Federal Government accepted that the aeroplane would often be the only practical means of transport that could link the remote regions of the continent. It therefore called tenders for the provision of Australia's first air service - along the north west coast between the towns of Geraldton and Derby. The tender attracted a great deal of interest, but Brearley was advised in August 1921 that he had won the tender, with operations on the 2000 km route to commence by the end of the year.</p> <p>Brearley had been so confident of winning the contract that he had tentatively ordered six Bristol Tourer aircraft (passenger planes converted from World War I fighters), from England. On being awarded the contract, he immediately telegraphed the Bristol Company to send the machines to Australia, on a C.O.D., basis. Brearley then found himself in an awkward dilemma, as some of his financial backers had second thoughts</p>


Street Names	History
	<p>about the service, and withdrew their support. In desperation, Brearley turned to an old friend, the well-known Victorian farm machinery manufacturer, H V McKay. He was instrumental in getting the Federal Government to guarantee a bank overdraft for Brearley to pay for his machines.</p> <p>Thus Western Australian Airways Ltd - Australia's, and the Southern Hemisphere's first airline was born.</p> <p>The Major's next task was to select suitable pilots for his fledgling airline. Brearley was wary of the flying skills of many of the dare devil fliers who came to see him and insisted that his pilots should have the right temperament and responsibilities demanded for commercial airline operations. He required all of the applicants to undertake test flights, and then picked the cream of the crop. One of his first pilots was the young Charles Kingsford-Smith, later to achieve worldwide fame for his many long distance flights.</p> <p>On Saturday 3rd December 1921 the Western Australian Governor officially inaugurated Brearley's new airline service, and three of the Bristol Tourers were flown from Perth to Geraldton in preparation to commence the new airline service on the following Monday morning. Shortly after taking off from Geraldton on the first service, Len Taplin's aircraft developed engine trouble but set down safely in a paddock near Murchison House Station. Pilot Bob Fawcett, in one of the following Bristols made a low pass over the downed aircraft to see if he could assist, but lost control of his machine and crashed into the ground. Fawcett and his only passenger, airline mechanic Ted Broad, were killed instantly, and were buried at Murchison House Station.</p> <p>It was not the start to Australia's first airline service that Brearley, in the third machine, had hoped for.</p> <p>Politician Michael Durack, who was a passenger in Brearley's aircraft, together with journalist Geoffrey Jacoby, convinced Brearley that he should suspend the new service until the Commonwealth provided the emergency landing strips along the route, and upgraded the official landing grounds, as they had promised. It was late February 1922, before the landing grounds were upgraded, and the service then resumed.</p> <p>As the State Government no longer considered the air service would have a detrimental effect on the railway service linking Perth with Geraldton, it permitted the extension of the air service south to the capital in 1924. That same year also saw the airline's first and only industrial dispute, when the pilots went on strike for higher wages. They were then paid \$1200 per year when the basic wage was only \$400 per annum, and they only flew two or three days each week - but they felt this was not enough. Brearley wouldn't budge to their demands, telling them that they were extremely well paid.</p> <p>He sacked the ringleaders, including Charles Kingsford-Smith, and then hired new pilots from interstate.</p> <p>Brearley was concerned at the delays and cost of new aircraft and determined it was more economical for him to build his own airliners, than import them from England. In 1926 he arranged with the English de Havilland Company to build three of their DH.50 four-passenger airliners under licence in the company's workshops at Maylands, near Perth. The first of these 150km/hour cruising speed machines flew later that same year, and were used mainly on the West Australian Airway's route to the north of the State. The company also built three Moth biplanes, similar to the Tiger Moths one can still see in the skies over Perth.</p> <p>Perhaps Australia's infant aircraft manufacturing industry could have been born from this venture and established in Perth, had Brearley not closed down the production line after his own needs had been met.</p> <p>Brearley was one of 21 operators to bid for the contract, announced in mid 1928 for a weekly service linking Perth and Adelaide. His was the successful tender and operations on the new route commenced in June 1929. This first transcontinental air service left Perth each Tuesday morning at 9.30 am, and arrived in Adelaide at 1:00pm the next day. The \$36 fare included the cost of accommodation for the overnight stopover at Forrest, on the Nullabor Plain. Here the company had built a special guesthouse for the convenience of passengers.</p>

Street Names	History
	<p>Huge searchlights were erected on 15 metre high towers at strategic points across the Nullabor, to provide guidance for night flying operations. Quite a far cry from the sophisticated satellite navigation systems in today's high flying and speedy modern jets!</p> <p>Norman Brearley's West Australian Airways was by far the most successful airline in Australia – even surpassing the newly established Queensland and Northern Territory Aerial Services (QANTAS). This is acknowledged by Qantas founder Sir Hudson Fysh, in his book <i>Qantas Rising</i>, when he wrote -</p> <p style="text-align: center;"><i>“It must be recorded that Norman Brearley had established the first well organised air transport operation in Australia in 1921 and his operation was superior to our own more groping endeavour. He showed the way to us all.”</i></p> <p>Norman Brearley also extended his aviation ventures into flying training. He set up the Perth Flying School at Maylands in 1927, using the three Moth aircraft that his company had built the previous year. He would later become the first President, and a Life Member of the WA Aero Club (later the Royal Aero Club of WA), Australia's largest aero club.</p> <p>Airline flying in the 1920s and 1930s was often anything but routine. Brearley's machines were engaged in a number of major aerial searches in Western Australia, including:</p> <ul style="list-style-type: none"> • The 1928 Coffee Royale affair, in which Kingsford-Smith and Ulm in <i>Southern Cross</i>, were lost in the Kimberley region for 12 days. • The 1932 search for German fliers Bertram and Klausmann, who were lost in the Kimberley region for 40 days. • The 1932 search for Lasseter's (lost gold) Reef, in the Great Victoria Desert, and the rescue of prospector Paddy Whelan. <p>After pioneering Australia's first air route and flying it for some 13 years, Brearley lost the north-west coastal contract to Horrie Miller's MacRobertson Miller Aviation Company in 1934. In 1936 he sold West Australian Airways, and the rights to the Perth - Adelaide route, to Australian National Airways Ltd. By coincidence, both of these airlines were later taken over by Ansett Airlines, and the routes Brearley pioneered are now part of Australia's expanding domestic airline network.</p> <p>Following the sale of his airline interests, Brearley retired from the aviation scene, but with the outbreak of the Second World War, he again donned his uniform for his country. Promoted to Group Captain he commanded No.4 Service Flying Training School at Geraldton, and later other R.A.A.F. establishments throughout Australia. Brearley returned to his retirement in 1945.</p> <p>Retirement saw Norman Brearley most active in a new field - that of inventor - and his aviation and engineering background stood him in good stead. Several of his inventions were bought by interstate companies, and put into production.</p> <p>Norman Brearley's services to Australian aviation were very late in being recognised, but this all changed with the naming of the main road into Perth Airport being named Brearley Avenue in 1962. In 1971, he was knighted for his services to Australian aviation, and three years later he would join the ranks of Smithy, Hinkler, and the other greats by being awarded the prestigious "Oswald Watt" gold medal.</p> <p>In 1979 - Western Australia's 150th year - the Geraldton air terminal, into which Skywest Airlines operate on a regular basis, was renamed Brearley Terminal. It was from this airport, that Australia's first airline service was flown.</p> <p>In 1989, after a very long and most distinguished career in Australian aviation, Sir Norman Brearley, passed away. He leaves a legacy to all those passengers who fly along Australia's air routes - safe and efficient air services.</p> <p><i>Information provided to City in November 2009 by Mervyn W Prine, Aviation Historian (document dated 24 February 2006).</i></p>

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Bungana Avenue	 <p>Bungana Avenue has the distinction of being the only road on Perth Airport not named after a person. Bungana Avenue is in fact named after an aircraft, a Douglas DC-2 named "Bungana" which was the main aircraft used on the route between Perth and the Eastern States for a decade from 1936.</p> <p>During the Second World War it was at times the only link between Perth and the rest of Australia.</p> <p>Australians first caught a glimpse of a Douglas DC-2 airliner in 1934 when the Dutch KLM machine, PH-AJU, made its triumphant landing at Laverton, Victoria, at the end of its flight in the London-Melbourne Centenary Air Race. However, it was not until the summer of the following year that the great Douglas era in Australian aviation was to begin.</p> <p>During 1935 the big new Douglas monoplane quickly established a new standard in comfort and speed in air travel, which did not go unnoticed in Australia. Holyman's Airways Pty Ltd were looking for new modern aircraft to complement their fleet of De Havilland DH.84 Dragon, DH.86 Express, and DH.89 Rapid biplanes.</p> <p>Consequently with the lifting of the Department of Custom's ban on American aircraft, Holyman's Chairman of Directors, Captain Ivan N Holyman, announced in December 1935 that negotiations with Douglas had resulted in the granting of options for either one or two Douglas monoplanes then under construction in a batch for the United States Army Air Corps.</p> <p>On 14 April 1936, Holyman's new DC-2-185 (c/n 1580) arrived in Melbourne as deck cargo on the Union Steamship Company of New Zealand freighter, "Hauraki". Valued at 30,000 pounds, the "Giant Airliner", attracted considerable attention, as it was the largest, fastest, most completely equipped, and most expensive machine to be imported into Australia.</p> <p>The DC-2 remained on the wharf until late in the evening of 14 April, when it was conveyed to Essendon Aerodrome on two wagons. The journey began about midnight and wound through the Melbourne suburbs without viaducts, eventually arriving at the aerodrome at 6:00am the next morning. Under the supervision of Mr J Stubbs, Holyman's chief engineer, assisted by Mr G A Langville, Wright Aeronautical Corporation's visiting service engineer, work began on assembling the various components. On 23 April Messrs V E Bertrandias and H Gatty arrived in Melbourne to assist the company to commission their first Douglas.</p> <p>Major Bertrandias was Douglas' export sales manager, and Harold Gatty, famous for his air navigation work, was the recently appointed Australian and New Zealand representative for the company. Such was the efficiency of the erection team that it was possible to announce several days prior to the event that the aircraft would be brought out of the hanger and tested at 2:00pm on the 29 April.</p> <p>Almost to the minute of the appointed time the Douglas, resplendent with her Australian registration VH-USY, and bearing her new name "Bungana" (Aboriginal word meaning chief), was airborne. At the controls were Major Bertrandias and Holyman's Captain K M Frewin. The test flight was completely satisfactory, only some minor adjustments to the elevate trim tab being required. The following afternoon three guest flights were made over Melbourne for VIP's, including Air Board and Civil Aviation officials, aviation executives and press representatives. The forty guests praised the speed and comfort of the DC-2 and their first impression upon entry was of the length of the cabin. The standard American practice of making final engine tests immediately before turning into wind for take off and not against chocks on the tarmac was also noted.</p> <p>Experts on the ground were amazed at the shortness of the takeoff run, and passengers commented on the smoothness and quietness of the cabin. In fact the engine noise was kept to the praiseworthy figure of 73-75 decibels.</p> <p>After the first few flights, Holyman's chief pilot Captain Frewin moved into the commander's seat and Major Bertrandias took the second seat. After thoroughly</p>

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	<p>familiarising himself with the aircraft Captain Frewin trained other members of the staff with the American expert acting in an advisory capacity behind them.</p> <p>Or 30 April 1936 it was announced that “Bungana” would fly to Sydney on 2 May and give demonstration flights that afternoon and the following day. A “Douglas Field Day” would be held in Canberra on the 4th, and on the 5th the aircraft would fly from Sydney to Melbourne on its first service run. The era of Douglas commercial flights in Australia was about to begin.</p> <p>“Bungana” departed Essendon at 11:05am on Saturday 2 May, with the maximum number of 14 passengers on board, including official guests Captain Ivan Holyman and his wife, Mr Harold Gatty and Mr Langville. The crew consisted of two pilots, a radio operator, and air hostess Miss M Grurber. The non stop flight to Mascot Aerodrome, Sydney was completed in 2 hours 25 minutes at an average speed of 185 miles per hour. “Bungana” completed the planned series of demonstration flights in Sydney and Canberra and returned to Sydney for her first service flight.</p> <p>At 8:00am on Tuesday 5 May 1936, VH-USY departed Sydney on her first official service flight. Under the command of Captain Frewin with C Scott in the second seat and Major Bertrandias supervising she flew to Melbourne via Canberra and return, departing Essendon at 1:00pm. Further flights between Sydney and Melbourne were carried out until the end of the week.</p> <p>Another milestone was reached on 9 May 1936 when “Bungana” completed the first crossing of Bass Strait by a Douglas commercial airliner. Under the command of Captain Frewin, with Second Pilot Captain A Bayne, and Major Bertrandias once again supervising, VH-USY left Essendon and made several circuits of the city of Melbourne before flying to Western Junction aerodrome, Launceston, across the Strait that had claimed so many of Holyman’s aircraft. The flight was completed in 1 hour and 45 minutes and a large crowd greeted the DC-2 on its arrival.</p> <p>The official welcome was made by Dr J Ramsay, the President of the Tasmanian Aero Club. During the afternoon two 20 minute flights were made with company guests and then the aircraft left for Hobart at 3:05pm. “Bungana” landed at Cambridge airport at 3:32pm after a short flight of 27 minutes, creating a new record for the route. Following two guest flights over Hobart, “Bungana” then returned to Launceston in 33 minutes and made a night landing.</p> <p>After just over a month of assembly, test-flying, demonstrations, proving and endorsing, Holyman's Airways finally placed “Bungana” into regular passenger airline service on Monday, 18 May 1936. Departing Essendon at 1:15pm with 14 passengers, the DC-2 flew to Launceston in the record time of 82 minutes, aided by a strong tail wind at 8,000 feet for the first part of the flight. This broke the existing record by 3 minutes. “Bungana” now settled down to regular services across Bass Strait to Launceston, making daily return trips from Essendon. Major Bertrandias and Harold Gatty left Melbourne on Saturday 23 May on their return to the USA now that their supervisory work was over, and the new machine smoothly operating with Holyman’s Airways. In fact so satisfied were Holymans with their new aircraft that they placed firm orders with Douglas for two more DC-2s to be named “Loongana” and “Pengana”.</p> <p>By the middle of 1936, “Bungana” was proving that Bass Strait could be flown in safety and with the regularity of a suburban train service. Australian airlines had taken a major step forward. For some time negotiations had been underway for the merger of Holyman’s Airways Pty Ltd with Adelaide Airways Ltd, which was in the process of taking over West Australian Airways Ltd, giving it services from Adelaide to Melbourne, Broken Hill, Perth, and South Australian country areas. This merger was to come about with the formation of Australian National Airways Pty Ltd, which was registered on 1 July 1936.</p> <p>Operations under the new banner commenced on 1 November the same year with a mixed fleet of 23 aircraft, with “Bungana” as Flag Ship on the Tasmanian run.</p> <p>The second DC-2, VH-UXJ, “Loongana”, arrived in Melbourne by sea during November and its erection commenced, at Essendon. After its test flight on 4 December it entered service with ANA later that month on the Tasmania service.</p>

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	<p>This allowed "Bungana" to be freed for the trans-continental Adelaide-Perth route, replacing the DH.89 Rapides then in use. Captain Harry F Baker, previously with West Australian Airways and now ANA's Perth manager and relief pilot, was appointed Senior DC-2 Pilot for the Adelaide-Perth service.</p> <p>On 18 December 1936, "Bungana" flew from Melbourne to Adelaide on the first leg of the inaugural Douglas service to Perth. After a delay of one day in Adelaide, due to magneto trouble, "Bungana" left Parafield Aerodrome at 5:08am on the morning of Monday 20 December and arrived at Maylands Aerodrome, Perth, at 1:50pm local time. Refuelling stops were made at Ceduna, Forrest, and Kalgoorlie, eight and a half hours flying time being required to cover the 1,400 mile route. The flight crew for this first Douglas East-West crossing were Mr LM Diprose, Assistant Flying and Service Superintendent, Captains HF Baker and WP Heath, and Hostesses Misses G Allan and P Daniels. Among the passengers were the Controller-General of Civil Aviation, Captain EC Johnston, and the Manager of ANA and his wife, Mr and Mrs EC Butterfield. Two radio technicians were also carded to check the wireless equipment fitted to the aircraft.</p> <p>The new schedule for the Perth run using the DC-2 called for two return trips a week, meeting the mail steamers from the United Kingdom, and carrying the mails and passengers to Adelaide where connections were made with train and airline services to Melbourne and Sydney. Some services were flown in the one day but others required an overnight stop at Forrest in the old West Australian Airways hostel, built in 1929 for their original DH.66 Hercules service.</p> <p>Refreshments and box lunches were served to passengers both in flight and at the refuelling stops en-route. Later, in 1937 after "Bungana" had settled down on the Perth run, revised schedules made all the trips one-day and dropped the refuelling stop at Forrest completely, the D-2 being capable of flying the long leg, Kalgoorlie to Ceduna, non-stop.</p> <p>By now the name "Bungana" had become a household word throughout Australia, heralding as did a new era of efficient and truly comfortable airline travel across the country. The performance of the DC-2 allowed R to divert around, or climb over bad weather, "Bungana" regularly operating at 14,000 feet on the Perth service, and the noise level in the cabin was very low by contemporary standards.</p> <p>Meanwhile the faithful "Bungana" flew on. When World War II began ANA's DC-3s were impressed by the RAAF as military transports, leaving only the DC-2s to cover the main trunk routes across Australia for Australian National Airways. As well as continuing minimum commercial services, the DC-2s flew many military charters, "Bungana" itself being regularly seen throughout the war years anywhere between Townsville and Perth, although its main war time use was on the scheduled communications run between Adelaide and Perth.</p> <p>With the end of the Pacific war in 1945, and the availability of modern equipment as well as military disposals DC-3s, ANA put its remaining DC-2s up for sale. They were withdrawn from at Essendon the following year and parked in the open for some time. VH-LISY, "Bungana", was struck off the Australian Civil Register in December 1947, and along with its old comrades, "Loongana" and "Pengana", was broken up for scrap during the following year, after totalling 29,000 hours in its ten years of service.</p> <p><i>Information provided to City in November 2009 by Mervyn W Prine, Aviation Historian (document dated 24 February 2006). Credit: Aviation Historical Society of Australia Journal Vol. 17, No. 1.</i></p>





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Colquhoun Road	<p data-bbox="746 226 1425 309"><i>The following account of the life of Frank Colquhoun is in the form of an oration given to the Civil Aviation Historical Society in August 1996, by Mr John Bibo MBE.</i></p>  <p data-bbox="746 333 1425 499">Frank Colquhoun was born on 11th May 1909 and he developed an early interest in aviation when from the age of 10 years, along with his older brother David, he took every opportunity to walk from home in North Perth to watch Major Brearley's Avro 504K aircraft being flown from Belmont Racecourse.</p> <p data-bbox="483 528 1425 692">Later in his years at Perth Technical College he would stretch the limits of his lunch hour to observe the operations from a dedicated airfield established by Brearley on the Esplanade at the corner of Hill Street and Terrace Road – a location marked today by a plaque commemorating the start of the North West Airmail Service, on the still preserved Water Supply Department Pump House on the south side of Terrace Road.</p> <p data-bbox="483 721 1425 857">The Hill Street airport was the Perth base for the newly formed Western Australian Airways Ltd when, in 1921, Norman Brearley sector at this lime, being jealously guarded by the railways, won the tender to operate an air mail service from Geraldton to Derby - the Perth to Geraldton sector at this time being jealously guarded by the railways.</p> <p data-bbox="483 887 1425 1131">Following his older brother's success in obtaining employment with the new airline Frank at age 14 and in his final year at Perth Technical School applied for and was accepted for a position of junior mechanic in training with the airline and commenced his career in aviation in January of 1923. Together with a third trainee Max Alien they became Australia's first aviation indentured apprentices and, in addition to acquiring airframe and engine licences in due course, they were given the opportunity of pilot training in the rotary engined Avro 504K, and later in the DH60 Cirrus Moths imported by Brearley as the basis of a flying school which, as the Perth Flying School, was to be the fore runner of the Royal Aero Club of WA.</p> <p data-bbox="483 1160 1425 1270">If David were alive today he would be surprised to learn that his recently rediscovered records show evidence of boyish exuberance earning more than one demerit point. Frank did not advance quite so far as David in his flight training so perhaps managed to preserve an unblemished record.</p> <p data-bbox="483 1299 1425 1382">By mid 1924 the airport at Perth had been re-established on the Maylands Peninsula and remained there until 1959, a story in itself of working at times under flood conditions that invaded even the workshop areas.</p> <p data-bbox="483 1411 1425 1494">Frank was carrying increased responsibility for maintenance and overhaul work and progressing with his studies, for the "C" and "D" Ground Engineer's Licence to be followed later by the "B" Licence for complete engine overhauls.</p> <p data-bbox="483 1523 1425 1711">In 1928 the WAA tender for the Perth-Adelaide service was successful and a three engined 14 passenger monster, the DH66 was selected to operate the route. Just as was to happen some 40 years later with the Trijet Boeing 727 the decision was made to carry a "flight engineer" although the name was not yet invented and the title was "Flight Mechanic". At the age of 20 years Frank was appointed the first "Flight Mechanic" and his role, extended to managing the turn arounds and even acting unofficially as relief pilot for periods in cruising flight.</p> <p data-bbox="483 1740 1425 1877">In 1931 Frank was posted to Broome as resident engineer - a significant responsibility for one so young. By this time the WAA North Western fleet had developed from the initial two passenger Bristol Tourer - a development of the World War I Bristol F26 fighter aircraft to the De Havilland DH.50 which, except for the initial two aircraft, were built almost entirely in the Maylands workshop.</p> <p data-bbox="483 1906 1425 1957">The air service was now extended from Derby to Wyndham via Noonkanbah, Fitzroy Crossing, Halls Creek and Ord River Station.</p> <p data-bbox="483 1986 1425 2038">As a young engineer Frank was called upon on numerous occasions to show a talent for improvisation and imaginative engineering together with a respect for airworthiness</p>




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	<p>and safety considerations which were to be hallmarks of his whole career. As an example I could single out a particular southbound flight from Wyndham in a DH50. It was customary for Frank as the station engineer in Broome to accompany the pilot on flights north from Broome.</p> <p>This practice was to prove critical in ensuring continued operation despite problems encountered en route. In particular with the Puma engine of the DH.50 it was quite common to develop internal coolant leaks into a cylinder, usually as a result of cracking in the aluminium cylinder head. The trouble usually showed up after a prolonged period of standing at an overnight port and was evidenced by one cylinder not firing on start up. A procedure was devised to identify the malfunctioning cylinder from the relative coolness of the spark plug once the engine had warmed up. It was necessary then to remove the accumulated water from that cylinder with an improvised mop inserted through the spark plug hole.</p> <p>As quickly as possible a replacement spark plug would be fitted and the engine restarted immediately. It was then necessary to keep the engine running at greater than idle speed through any intermediate refuelling and loading stops or else repeat the process. On one particular occasion, on start up of the DH.50 engine, at Wyndham a problem was evidenced by the engine "missing" badly on one cylinder.</p> <p>Routine checks pointed to water ingress into the cylinder. The decision was taken to fly the aircraft to Broome for rectification. After following through the remedial procedure a successful take off was made - with brief stops at Halls Creek, Fitzroy Crossing and Noonkanbah and Derby and one further mopping-up procedure at Noonkanbah the aircraft finally reached Broome.</p> <p>Frank then had to work through the night to carry out a cylinder block change in order that the aircraft would be serviceable the next day for the Hedland flight – a task accomplished almost single handedly with no more than half a day's delay. Such occasions were more the rule than the exception.</p> <p>From a city boy Frank quickly adopted to the outback life as he covered the vast territory on routine and non-routine forays - although I get the Impression that he did not ever acquire a taste for the strong black brew of tea and the goats meats which was a staple diet of some homesteads or for that matter the spider infested outdoor privies.</p> <p>There were many occasions when major repairs and rectifications and salvage tasks were carried out under the most primitive conditions but to Frank and his colleagues no challenge was too great. Take the occasion when a DH.50 struck a steel telephone pole when landing at Hedland, cutting through the leading edge and front spar of the port lower main plane. Temporary repairs were made using oregon and steel channel from the Meatworks Shops and cotton sheeting from the Chinese store as a replacement for torn fabric.</p> <p>The aircraft was successfully ferried to Maylands I leave it to Frank to tell in fascinating detail the many stories these early years which include such interludes as the search for Charles Kingsford Smith and the crew of the Southern Cross, the search for and salvage for the Junkers float plane "Atlantis" in 1932, and, in the same year, an aborted expedition to search for the fabled "Lasseter's" lost gold reef.</p> <p>In 1934 the Mail Service Contract for the extended service from Perth to Daly Waters was awarded to MacRobertson Miller Aviation, an airline born out of Horrie Miller's Commercial Aviation Company and the financial support of the chocolate tycoon MacPherson Robertson. This was the beginning of the end of Norman Brearley's transcontinental service to Adelaide Airways one of the fore runners of Australian National Airways.</p> <p>Frank Colquhoun again followed in the steps of his older brother David and, in 1934, took up the position of Chief Engineer of MMA vacated by David as he moved east - first to Qantas and then to Holyman Airways (soon to become the nucleus of Australian National Airways). Frank was to remain with MMA for 35 years and his contribution to the development of that Airline should be measured not just in the outstanding technical achievements of that airline but in the qualities of independence and competence of the many staff who experienced his, guidance and leadership.</p>

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	<p>The early years of MMA brought new problems in maintaining a fleet of British aircraft of somewhat dubious merit, such as the DH62 and Vickers Viastra but particularly the four engined DH86A used on some of the longer sectors. Not only was this aircraft prone to ground looping and consequential landing gear collapse but its flight characteristics were such as to make it uncontrollable under some flight conditions – a characteristic which was apparently deliberately glossed over by the manufacturer and the British Airworthiness Authority to foster its sale on Commonwealth markets.</p> <p>Historians will be familiar with the, loss of the Holyman Airways DH86 “Miss Hobart” in October, 1934 over Bass Strait in which Victor Holyman as captain lost his life, together with all aboard. Holyman Airways and Qantas were each to suffer two fatal DH86A accidents and MMA one such accident.</p> <p>Major salvage and repair tasks arising from landing accidents to MMA DH86A aircraft were to be a continuing challenge to Frank and his staff until the last aircraft departed the fleet in 1946.</p> <p>The era of modern all metal aeroplanes of USA origin came with the purchase in the late 1930s of two Lockheed “Electra” L10A aircraft registered as VH-ABV and VH-ABW and named RMA Gascoyne and RMA Kimberley. Despite the quantum leap in technology one of these aircraft was to give Frank one of his greatest challenges and to ensure that his name will live on in history.</p> <p>It was in January of 1942 that VH-ABV, en route Wyndham to Derby, made a forced landing, because of engine trouble, in a swampy clearing some 110 kilometres north east of Derby. The failure of the starboard engine was a massive one and the wheels up landing on marshy grass remote from any settlement left the aircraft to all intents unsalvageable.</p> <p>The story of the rescue of the passengers and crew by a combined ground and air operation has been documented some 45 years later by one of the passengers who, as a six year old, together with his English mother and younger brother were on that flight en route to Perth from Singapore to escape the Japanese invasion of that city.</p> <p>The rescue operation and the subsequent recovery of the aircraft is regarded in aviation circles as a feat of engineering and flying unprecedented in Australian aviation history. In conditions of extreme heat and humidity and plagued by dense swarms of mosquitoes and March flies a crew directed by Frank Colquhoun toiled for a month despite flood rains, to lift the aircraft using a primitive structure of logs and to transport it across a creek to a make shift take-off strip.</p> <p>A shuttle service flown with great skill by Jim Woods in the company Cessna 37 evacuated passengers and crew and ferried in the dismantled components of one engine and two propellers to enable the aircraft to be made, serviceable.</p> <p>Against all odds the aircraft was eventually flown out of the makeshift strip some 32 days after its forced landing. Frank and his crew had worked continuously for a full month to achieve the seemingly impossible.</p> <p>Under the title ‘1942 ESCAPE FROM THE RISING SUN’ the two brothers Allen and Alex Metherall tell a fascinating story which includes the rediscovery of the aircraft in 1988 at West Palm Beach, Florida and their subsequent plans to convert the aircraft into a faithful replica of the Amelia Earhart L 10 for ultimate display in the Smithsonian Museum.</p> <p>I make no apology for dwelling at some length on the pre-war and wartime years as it was the demands and expectations placed on Frank over this period which developed, not only a talent for improvisation, but a strength of engineering competence and confidence that was to stand him in good stead in later years.</p> <p>When the decision was taken in 1945 to quit the ageing Electras and the stop-gap fleet of DH86 aircraft it was natural that the airline should look to the leader in its field - the ubiquitous DC3 or, at least its military equivalent the C47, since no DC3 had been built during the war years.</p> <p>Squeezed out of the Australian Government allocation which went to the larger</p>



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	<p>Australian airlines, MMA went as far afield as the Philippines and Pakistan to meet its requirement Frank ensured that the aircraft purchased were to the highest standard and, in the case of the aircraft purchased from the US government stores at Clarke Field in the Philippines, managed to secure an upgraded aircraft complete with long range tanks (installed by Frank) and a full load of fuel by surreptitious means - much to the embarrassment of Captain Cyril Kleinig who was to take, delivery of the aircraft from the USA authorities.</p> <p>Under Frank's command the Engineering Division of MMA grew from six employees to a total of 280 and his role changed from an entrepreneurial one to that of a leader and teacher - passing on not only his skills but his sense of loyalty to the company and his belief that no task, however difficult, was beyond achievement.</p> <p>The Douglas DC-3 fleet, under Frank's care, were to serve MMA well for more than 25 years. It was then time to bring the airline into the gas turbine era with the introduction of MMA's first F27. It is a tribute to the engineering staff of the airline and to Frank in his later role of New Projects Engineer, that the introduction of the F27 so early in its life, was remarkably smooth. The first F27 RMA Swan was the first in the world to achieve 10,000 flying hours and worldwide accolades greeted this achievement.</p> <p>Frank was to bow out of his career with MMA in 1968 the year before the introduction of the pure jet F28 but not without a major contribution to the decision to purchase that aircraft.</p> <p>However his illustrious career in civil aviation was not to end with his retirement from MMA. He was very quickly recruited by the Department of Foreign Affairs to assist their Development Aid Program for third world countries.</p> <p>A request had come through from Nepal to assist in reviewing the maintenance capability of Royal Nepal Airlines and Frank was to spend the next three years treading a very narrow path between the politics and the reality of operating an airline under third world conditions with all the influences that were brought to bear. Having had some experience in the Asia Pacific region I have great respect for the dedication and commitment which kept him focussed on the job despite the difficulties.</p> <p>Frank attended the ceremony at Perth Airport, in October 2005, when Colquhoun was officially "opened" and expressed how pleased and honoured he was at the gesture in naming the road after him.</p> <p><i>Information provided to City in November 2009 by Mervyn W Prine, Aviation Historian (document dated 24 February 2006). Credit: John Bibo MBE and the Civil Aviation Historical Society (WA Division).</i></p>
Dawson Road	<div data-bbox="485 1424 651 1644" data-label="Image"> </div> <p>Frank "Smokey" Dawson was born at Subiaco on the 22nd October 1920 and received his education at Midland Primary School and Northam High School.</p> <p>Electricity and magnetism fascinated Frank in his latter school years, and prompted him to apply for the position of Cadet Engineer, Postmaster-General's Department, Perth.</p> <p>He deferred commencing in this position until his 18th birthday (1928) - at the end of WA University first year engineering course. This five-year course was completed in 1932, and Frank graduated with a Bachelor of Engineering degree in 1933.</p> <p>The economic depression which struck in the early 1930s was responsible for his cadetship being interrupted, and it was not completed until 1935 when he was promoted to the position of Engineer (Transmission section).</p> <p>During a holiday in May 1934, Frank met Meryl Cohen who was a typist with Westralian Farmers, and they were married in 1937.</p> <p>Being in a reserved occupation, Frank was exempted from any military service in World War II, and continued as an engineer in the transmission section of the engineering branch, P.M.G. Dept. for 12 years. During this period, he was chiefly engaged in the</p>

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	<p>installation of carrier telephone and telegraph systems, including a major transformation of the Perth-Adelaide facilities.</p> <p>After the war, in 1947, he was promoted to the position of Senior Airways Engineer, Department of Civil Aviation, Perth. This was a Commonwealth Department, newly-formed to promote the development of civil aviation in Australia and Papua-New Guinea.</p> <p>The airways engineering branch was responsible for all radio communication and navigation ground facilities, airport lighting and power generation.</p> <p>From 1953 to 1956, he undertook part-time studies at the University of WA, completing a Bachelor of Arts (BA) degree, majoring in economics. Graduation was in 1957. Also in 1957, he was awarded a University of WA Gledden Travelling Fellowship. The year March 1958 - March 1959 was spent visiting UK, Europe and USA, studying latest developments in airways facilities, particularly radio navigation.</p> <p>In 1961, Frank was seconded for nine months as Manager, Muchea Tracking Station. This was one of a worldwide network of tracking stations for the USA Project Mercury manned space programme.</p> <p>Frank remained with DCA until his retirement in October 1975, when his title was Assistant Regional Director (Airways Engineering). His major achievement was to be his involvement with the provision of an aviation base on West Island in the Cocos Islands group - this being necessary for the inauguration of an Australia-South Africa air service in 1952. Frank Dawson passed away on 11 October 1998, following a stroke aged 87.</p> <p><i>Information provided to City in November 2009 by Mervyn W Prine, Aviation Historian (document dated 24 February 2006).</i></p>
Dunreath Drive	<p>Dunreath Drive - major road development currently under construction at Perth Domestic</p> <p>Refers to a locality (house and land) in the area of Fauntleroy Avenue and Great Eastern Highway. Between the wars the area was occupied as the Dunreath Golf Course, however the origins of the name go back to the turn of the last century.</p> <p>The Register of Heritage Places WA refers to the 2500 acre farm "Redcliffe" which was owned originally by Cornelius Fauntleroy and, was sub divided into residential lots. There was a large number of racing industry people that had moved to the area and in 1903 horse trainer, Ernest McKeon purchased a parcel of 17 lots from the subdivision of Redcliffe. McKeon is recorded in Wise's Post Office Directories as a trainer at nearby Dunreath from 1904 to 1908. Dunreath was originally owned by C.N. Kidman and later by P.A. (Paddy) Connolly. "House and Stables" are recorded McKeons land in the Belmont Health Board Rate Books of 1905/06, but in January 1908, title to the land was transferred to pastoralist John Frederick Gary Robinson,</p> <p>Dunreath (Guildford) was the name adopted by the Government for the RAAF base which predated civil operations at Perth Airport.</p> <p>Information provided by Perth Airport – letter dated 23 May 2008 (Council Ref 117/008 / ECM Doc No: 1419740).</p>
Fauntleroy Avenue	A name associated with the original subdivision of the airport land.
Fawcett Crescent	<p>Pilot Bob Fawcett worked for West Australian Airways, established by World War 1 Pilot Norman Brearley. It was the first airline in Australian history to establish a scheduled air service. Brearley hired 5 pilots; Val Abbott, Arthur Blake, Bob Fawcett, Charles Kingsford Smith and Leonard Taplin.</p> <p>On Saturday 3rd December 1921 the Western Australian Governor officially inaugurated Brearley's new airline service, and three of the Bristol Tourers were flown from Perth to Geraldton in preparation to commence the new airline service on the following Monday morning.</p>

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	 <p>Pilots at Langley Park, Perth, on 4 December, 1921, prior to the Bristol 28 Tourers departing for Geraldton, in preparation for the 1st service the next day. (Left-to-right - Charles Kingsford Smith, Bob Fawcett (killed the next day), Norman Brearley, Len Taplin and Val Abbott).</p>  <p>Bristol Tourers of Western Australian Airways at Langley Park, Perth, in late 1921.</p>  <p>Bristol Tourer G-AUDI.</p>  <p>Bristol Tourer G-AUDG</p> <p>On 5 December, Len Taplin took off first, in G-AUDG, followed by Bob Fawcett & 'Flying Mechanic' Edward Board as passenger, in G-AUDI. Soon afterwards Norm Brearley followed, with passengers MP Durack and Geoff Jacoby, in G-AUDJ. They flew in line, some 100m apart. About 130km north of Geraldton, Len Taplin made an emergency landing on the Murchison House Station after his engine began misfiring. Bob Fawcett, in G-AUDI, reduced height and circled the area to check on Taplin and G-AUDG. He apparently reduced speed too much, stalled and crashed, killing both occupants on impact. Norm Brearley, not being able to see Fawcett and wanting to check on Taplin's situation, landed G-AUDJ some 3km away. Soon two Aboriginal station hands arrived on horseback and advised that one aircraft had crashed, killing both people on board. Ironically, Taplin had soon fixed the engine problem. Fawcett and Broad were buried in the Murchison House cemetery, with the service overseen by the station's manager. Australia's first scheduled airlines service had ended in disaster.</p>

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	<p>The CAB's investigation found that the crash had occurred due to an "error in judgement; pilot banked too steeply in landing in rough country."</p> <p>The two remaining aircraft were flown back to Perth the next day and Norman Brearley suspended operations until he was satisfied that the standard of landing-grounds, provided by the CAB was adequate.</p>  <p>The graves of Ted Broad and Bob Fawcett (early).</p>  <p>The graves of Ted Broad and Bob Fawcett (later).</p> <p><i>Information provided by Perth Airport – letter dated 23 May 2008 (Council Ref 117/008 / ECM Doc No: 1419740).</i></p>
Fricker Road	 <p>One of several exported to Australia, G-AUKA christened the 'Kookaburra', was purchased by Keith Anderson in Sydney on 22 February 1929 for 889 pounds.</p> <p>The 'Kookaburra' Story The 'Kookaburra' remains were recovered from the East Tanami Desert in 1978. They had lain there since 10 April 1929, when the aircraft was forced to make an emergency landing. It had taken off from Alice Springs earlier that day to take part in the search for the missing aviators Charles Kingsford Smith and Charles Ulm.</p> <p>The Coffee Royal Affair At 0945 on 30 March 1929 Kingsford Smith, Ulm and their crew took off from Sydney on what was to become a controversial episode in Australian aviation history. En route to Wyndham, WA, 28 hours after takeoff, the 'Southern Cross' sent out a short radio message: "<i>We are about to make a forced landing in bad country</i>". The nation waited – there was no further message.</p> <p>After 24 hours a full scale search was mounted, while Smith and his crew sat and waited unhurt on mud flats near the Glenelg River in the north-west of Western Australia. Stranded with limited supplies and no radio contact with the outside world, Smithy brewed coffee laced with brandy and cracked a wry joke about Coffee Royal.</p> <p>Little was Smithy to realise the grim significance of his comment. The 'Southern Cross' and its crew were to be found unharmed within the fortnight. Allegations were soon made that Smithy's forced landing was nothing more than a publicity stunt contrived with Anderson.</p> <p>The tragic aftermath of the loss and subsequent rescue of the 'Southern Cross' led to an official inquiry, in which Kingsford Smith and Ulm were exonerated. The incident was quickly dubbed the Coffee Royal Affair by the press of the time.</p>

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	<p>In Search of the Southern Cross Keith Anderson – friend, colleague and sometime rival of Kingsford Smith – was convinced that the search was concentrated in the wrong area. On 4 April, Anderson and his mechanic Bob Hitchcock flew out of Sydney on a privately sponsored search for the ‘Southern Cross’. His courageous venture was hastily prepared.</p> <p>The ‘Kookaburra’ recently purchased with the aid of a generous gift from Kingsford Smith, was barely equipped for such a hazardous trip. The compass was faulty, there was no radio, little food and water, and a limited tool kit. When Anderson took off from Richmond near Sydney on that still grey morning the ‘Kookaburra’, laden with extra fuel tanks, was 180 kilograms overweight. The aircraft developed engine trouble south of Oodnadatta SA, and after a forced landing Hitchcock was able to adjust the loose valve tappet with a chisel and the end of a corkscrew.</p> <p>At Alice Springs, Anderson received telegram from the Department of Civil Aviation not to go ahead with his flight. He ignored the instructions and at 0735 on 10 April the ‘Kookaburra’ took off from Alice Springs. It was still grossly overladen with fuel and its crew’s supplies consisted only of 3 litres of water, a quantity of sandwiches and some cake. Then men had neither axe nor spade and few other tools.</p> <p>The ‘Kookaburra’ headed north, following the Overland Telegraph Line as far as Woodford Crossing, 160 km from Alice Springs. Anderson then decided to divert across country to Mt Davidson and follow a straight line to Wyndham. Due to navigational error Anderson drifted to the east of his proposed course and south-east of Wave Hill station the aircraft again developed tappet problems. Anderson made a forced landing 128 km from Wave Hill, causing minor damage to the aircraft. Hitchcock was again able to repair the engine, but the thick scrub and loose sand thwarted repeated attempts to take-off. Anderson and Hitchcock attempted to clear a runway in the scrub with their bare hands and a penknife before lighting a fire in an effort to clear the scrub and attract attention.</p> <p>A rough diary scribbled on a section of the rudder fabric indicated that the men were still alive on 12 April but that all attempts at take-off came to nought due to increased debility from thirst, heat, flies and dust. It also records that the men had no water to drink except solutions of urine (mixed with oil, petrol and methylated spirits).</p> <p>In search of the ‘Kookaburra’ On 12 April 1929 (the same as the last date scribbled on the rudder fabric of the ‘Kookaburra’) a de Havilland search plane, the ‘Canberra’, sighted the ‘Southern Cross’ and sent the message <i>“Found, Found, All Safe”</i>. While the nation rejoiced at Smithy’s rescue the relief was tempered by the realisation that the spotlight of tragedy shifted to Anderson and Hitchcock now long overdue at Wyndham. However while the aviators struggled for survival in the Tanami Desert a bureaucratic struggle was developing over their rescue and valuable time was lost before a search was mounted.</p> <p>An RAAF contingent of five planes, in addition to the ‘Canberra’ and a Qantas aircraft was dispatched to search the Tanami Desert. On 21 April, Captain Lester Brain, the pilot of the Qantas aircraft spotted a column of smoke south of Wave Hill. On close examination he observed the ‘Kookaburra’ and saw a prostate figure under the starboard wing. He dropped water and radioed the location to the RAAF searchers.</p> <p>The Thornycroft Expedition Under instructions from the Air Board a ground party led by Flight Lieutenant Charles Eaton left Wave Hill for the ‘Kookaburra’ site on 24 April. Guided by three RAAF aircraft the ground party reached the site on 29 April. There they found the bodies of the two aviators. Both had died of thirst and exposure. Hitchcock’s body was found under the wind and that of Anderson several hundred metres from the aircraft. The bodies were buried where they lay and the RAAF planes dropped wreaths at the site.</p> <p>Although Eaton had planned to fly the ‘Kookaburra’ back to Wave Hill, the ground party were running short of water and it was decided that they did not have time to extend the runway. The party then returned to Wave Hill. The tragedy of Anderson and Hitchcock dismayed Australia, and under public pressure, the Government ordered that the bodies be brought back.</p> <p>A new ground expedition equipped with an A3 Thornycroft four wheel drive truck set off</p>

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	 <p>on its grim task. On 14 June the bodies were exhumed and placed in special lead lined coffins. Although the party were unable to retrieve the 'Kookaburra' they cleared a runway so that it might be flown out at a later date. The party were running short of fuel, and as a safety precaution they drained the fuel tanks of the 'Kookaburra' and returned to civilisation.</p> <p>Keith Anderson was accorded a State funeral in Sydney and Bob Hitchcock, at his wife's request, was buried at a quiet service in Perth.</p> <p><i>Information provided by Perth Airport – letter dated 23 May 2008 (Internal Ref 117/008, ECM Doc No: 1419740).</i></p>
George Wiencke Drive	 <p>This thoroughfare is named for George Edwin Wiencke, who was the WA Region General Manager of the Civil Aviation Authority, retiring from that position on the 21st October 1988.</p> <p>George was born at Beenleigh, Queensland, on 14 October, 1924, is married with two sons and one daughter and lives in retirement in the Perth suburb of Nedlands.</p> <p>He joined the Postmaster-General's Department in 1949 as an adult technician-in-training, becoming an acting engineer in the South Australian lines section in 1952. In 1956 was admitted as a trainee engineer in the PMG, still in South Australia, qualifying in 1963. He then almost immediately became acting Engineer Class 3, being appointed to that level in the Department of Aviation in South Australia / Northern Territory Region in 1969.</p> <p>In 1975 came to Perth on promotion as Engineer Class 4 to be the Assistant Director (Airways Engineering) in WA Region, which was upgraded to Class 5 level, with George again being promoted to the position, in 1979.</p> <p>When former Regional Director Paul Jones retired in April 1986 George became acting RD until September when he was formally promoted into the position, which upon creation of the CAA on 1 July 1988 became General Manger, WA Region. (This position was abolished in each region from 1 December 1988).</p> <p>George trained as a pilot with the Royal Australian Air Force during World War II, taking up flying post war era again in 1970 after joining the then Department of Civil Aviation (DCA). Flying lapsed again until George became WA Regional Director at which time he renewed his pilot training.</p> <p>When with the Royal Air Force at Shrewsbury he attended a six month course at the Empire Air Navigation School, where he trained in astro navigation, meteorology and the like. He was later a lecturer to air force trainees in navigation, meteorology and weather forecasting.</p> <p><i>Information provided to City in November 2009 by Mervyn W Prine, Aviation Historian (document dated 24 February 2006).</i></p>
Grogan Road	<p>A name associated with the original subdivision of the airport land.</p> <p><i>Information provided to City in November 2009 by Mervyn W Prine, Aviation Historian (document dated 24 February 2006).</i></p>
Henderson Avenue	<p>Pioneering family from this area. Associated with the original subdivision of the airport land</p> <p><i>Further information provided to City in November 2009 by Mervyn W Prine, Aviation Historian (document dated 24 February 2006).</i></p>


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Horrie Miller Drive	<div data-bbox="491 237 683 495" data-label="Image"> </div> <p data-bbox="703 226 1426 389">“Horrie” Miller has the distinction of having two roads at Perth International Airport named after him (Miller Road, which runs in front of the domestic terminals and Horrie Miller Drive, which is the main access road into the International Terminal). In addition, a third road at Perth International Airport is named in honour of his daughter Robin (Sugarbird Lady Road).</p> <p data-bbox="703 418 1426 555">His birth certificate shows that he was born Horatio Clive Miller (although many sources show his name as Horace), on the 30th April 1893 at Sturt St, in the City of Ballarat, Victoria, the son of John Pettigrew Miller and Mary Ann Miller (nee Hurley). To everyone in the aviation industry he was Horrie Miller.</p> <p data-bbox="491 584 1426 636">Aviation was an inspiration to Horrie Miller from early boyhood. He first saw an aeroplane fly in 1910, at the age of 17, and had his first flight three years later.</p> <p data-bbox="491 665 1426 828">After leaving school, Horrie worked as an apprentice engineer with a motor firm, until he was able to use a legacy left by his late father, to travel to England to try and break into aviation. This was 1913, and he was lucky enough to get a job with Sopwiths - alongside Harry Hawker and other pioneers in aviation - working on aircraft, learning everything there was to know about the construction and maintenance of them. He even managed to fit in a few flying lessons.</p> <p data-bbox="491 857 1426 994">With the advent of war the following year, Horrie tried unsuccessfully to join the Royal Flying Corps (R.F.C.), and eventually returned to Australia and was accepted into the newly formed Australian Flying Corps (A.F.C.). Whilst awaiting call up, he built and successfully flew a Scout biplane which he had personally designed. The aircraft was the first Australian designed and built aircraft to be successfully flown and registered.</p> <p data-bbox="491 1023 1426 1240">On being called up Horrie was sent to England as a Corporal in No.3 Squadron, A.F.C., and on arrival became the first Australian N.C.O. to be sent for flying instruction. After receiving his wings as a fighter pilot in 1917, he was commissioned and sent to France where he remained on active duty until late 1918, when he contracted Spanish Influenza and was repatriated to Australia. He remained in the A.F.C., based at Point Cook, test flying aircraft, and also had the task of surveying aerodrome sites between Melbourne and Sydney. He actually selected the site for the present Mascot (Sydney) aerodrome. He left the A.F.C. in 1919.</p> <p data-bbox="491 1270 1426 1375">Convinced that in Australia of all places, there must be a place for commercial aviation, Horrie ordered a War Disposals, Armstrong Whitworth aircraft, and on leaving the service (and whilst awaiting delivery of the aircraft) he worked as a mechanic for a small aviation company in South Australia.</p> <p data-bbox="491 1404 1426 1487">For a period after this he was pilot-mechanic in a barnstorming venture using an old DH.6 biplane, followed by a job with the Defence Department undertaking promotional flying in an Avro 504, for the Second Peace Loan.</p> <p data-bbox="491 1516 1426 1653">In August 1920 his own aircraft arrived from England, and following its assembly he joined forces with a business partner to form the “Commercial Aviation Company”. Intent on promoting aviation and establishing public confidence in organised air services, he operated this aircraft (again as pilot / mechanic) until he sold it to Qantas - their second aircraft, in 1922.</p> <p data-bbox="491 1682 1426 1787">After trying to interest the Government in flying boat services from Adelaide to Port Lincoln, he obtained a Bristol Fighter, and assembled this single-handed in a hanger at Richmond. He soon realised that this machine was not suitable for charter work, and eventually he sold it to Qantas.</p> <p data-bbox="491 1816 1426 1899">Still determined to operate a successful air service, Horrie ordered a DH.9 from England - an aircraft he felt was the answer to the lack of speed, and lack of power of most types currently being used.</p> <p data-bbox="491 1928 1426 2011">While waiting for the DH.9 to arrive, Horde flew around Queensland on charter and giving joy flights, in a modified Avro aircraft, that performed so well that it won him both the speed and handicap sections of the 1924 Aerial Derby in Sydney.</p>


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	<p>In 1926, he was asked to rejoin the Services, and for a year was officer in charge of engine overhauls at RAAF Base Point Cook, but this work was not fulfilling his ambitions, and he left the Services to re-open the Commercial Aviation Company in a hangar at Albert Park in Adelaide. He soon realised that more than one aircraft was needed for a successful operation, and he then approached his friend Dave Robertson, who arranged an introduction to his brother, confectionery magnate (Sir) MacPherson Robertson. Horrie persuaded "Mac" Robertson to finance the purchase of a new DH.61, eight passenger aircraft. This was the nucleus of the MacRobertson Miller Aviation Company, which was formally registered in 1928.</p> <p>The DH.61 was the first post-war commercial aircraft to be imported into Australia, and was used to commence the first unsubsidised air service in Australia - covering routes from Adelaide to Mt. Gambier, Renmark, Broken Hill, etc. The operation was based at Parafield, where Horrie was the first pilot to land an aircraft.</p> <p>Meantime he imported a Dutch Fokker monoplane with a Wright Whirlwind engine from the USA, and was just in time to beat the ban imposed on the importation of aircraft from America to Australia. It is interesting to note that when this ban was eventually lifted, Horrie imported what is believed to be the first Cessna aircraft to come to Australia.</p> <p>With three new aircraft and a second hangar, two more pilots were engaged, with Horrie still Managing Director, Chief Pilot, Chief Engineer and working extremely long hours. He continued to fly, service the aircraft all for very small remuneration of ten dollars per week. He even opened a flying school at Mount Gambier to cater for the increasing number of young men who wished to learn to fly.</p> <p>In 1929, Horrie won the longest point to point air race held in the world up to that time - the Sydney to Perth Centenary Air Race, in his old DH.5); he was up against 17 other competitors, some who had much newer and more powerful aircraft.</p> <p>During the Depression his business suffered badly, and being mainly unsubsidised and with dwindling passenger numbers, the company was kept solvent with charter, joy flights and aerial circuses. The fact cannot be overlooked that if it were not for the part played by Horrie in these very tough times, there would have been no M.M.A. operations in Western Australia.</p> <p>In 1934 Horrie successfully tendered for an air service from Perth to Daly Waters to connect with the Qantas air mail service to England. To the surprise of many Horrie beat Norman Brearley for the contract. There is no doubt the Company won the contract due to the ability of Horrie to keep costs down to a minimum, because he was acting in so many capacities in the Company.</p> <p>During this time Horrie was the only mechanic qualified to "sign out" reconstructed aircraft. As the Company had not been sufficiently solvent to carry outside insurance cover, the Company was forced to rebuild its own aircraft, as crashes were not an infrequent occurrence in those days given the type of aircraft and the quality of some landing grounds.</p> <p>On arrival in Western Australia, Horrie set about building a hangar at the water-logged Maylands aerodrome, setting up an office, employing staff and all the myriad of jobs necessary in setting up a new airline service. Then followed a 2000 mile aerial survey of the new route, with Horrie flying a two seat Gipsy Moth aircraft. He needed to appoint agents, arrange fuel supplies, survey the landing grounds, arrange ground transport and accommodation - often in small towns never visited before.</p> <p>The new DH.84 Dragon aircraft were ordered from England in July 1934, and on arrival were assembled and made ready for the commencement of the service in October 1934. So commenced an era of unique service to the people of the North West.</p> <p>The Company continued to expand, and in 1938 two DH.86 and two Lockheed 1 OA aircraft were to the fleet.</p> <p>Horrie himself continued to work tirelessly, and still actively handled the repairing of the aircraft, etc. At one time he lived out in rough bush country outside Halls Creek for over two months, rebuilding almost single handed, an M.M.A. aircraft that had crashed</p>


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	<p>there. A new nose for the aircraft was fashioned from an abandoned tea chest, and once the aircraft was sufficiently airworthy he flew it to Perth for more extensive repairs to be undertaken.</p> <p>On the outbreak of the Second World War, many of M.M.A's aircraft were impressed into the R.A.A.F., and many of the experienced staff enlisted in the Services. Horrie was thus forced to work long hours to keep the service going, and once again was Managing Director, Chief Pilot, Chief Engineer and Flying Doctor pilot. The war also caused chaotic conditions in the north, and he decided to move to Broome and become the Airline's Resident Director at that centre, from where he could better control all aspects of the service.</p> <p>After the war, Horrie purchased a Wackett aircraft which he used to fly out to stranded M.M.A. aircraft at various spots in the north, and make the necessary on the spot repairs to keep the service going. (This Wackett is now housed in the Aviation Heritage Museum at Bull Creek).</p> <p>Horrie remained Managing Director until the late 1940s, when he relinquished that post to become Resident Director in Broome, where he met every flight coming into the town, day and night.</p> <p>In 1963 MacRobertson's sold their interest in M.M.A. to Ansett Transport Industries, and Horrie was invited to do the same, which he did, although he continued to hold his seat on the Board. He remained a Director of M.M.A. until the late 1960s, when because of his age he resigned the position, and soon after due to ill health and reduced business interests he left Broome and returned to Perth.</p> <p>Horrie had married the well known authoress Dame Mary Durack, a member of the famous Durack family who had pioneered cattle raising in the Kimberley region, and area in which Horrie had in turn pioneered air services. Of Horrie's six children, three of his daughters followed him into aviation - two as air hostesses and the third as a pilot for the Royal Flying Doctor Service. (He also had a daughter from an earlier marriage).</p> <p>In 1976, Horrie was invited to join aviation greats Sir Douglas Bader and Frank Talman as a VIP guest in the Benson and Hedges Air Race from Perth to Sydney, retracing the route (in reverse) of that taken in 1929, when he won the Centenary Air Race.</p> <p>Two years later, in 1978, Horrie was awarded to Order of the British Empire for his services to aviation, and that same year he was also awarded the prestigious Oswald Watt Medal for his outstanding contribution to aviation in Australia. In the award of this medal, he joins other Australian aviation great such as Sir Charles Kingsford Smith and Bert Hinkler.</p> <p>Horrie died in Perth on 27 September 1980, and his ashes were subsequently taken to Broome, for burial with daughters Robin and Julie.</p> <p>There is no doubt that the ambition of Horrie Miller to further aviation in Australia has been achieved only by his enormous capacity to keep going against the severest of odds, and by his unique abilities in the three fields of Management, Flying and Engineering.</p> <p><i>Information provided to City in November 2009 by Mervyn W Prine, Aviation Historian (document dated 24 February 2006).</i></p>
Hugh Edwards Drive	<div data-bbox="497 1727 687 1951" data-label="Image"> </div> <p>Hugh Idwal Edwards was born at Fremantle on 1st August 1914 and was educated at White Gum Valley School, and later at Fremantle Boy's School.</p> <p>His first job was as a clerk in a Fremantle shipping agent's office and during the Great depression he joined the Garrison Artillery at Fremantle, before joining the RAAF as a cadet in 1935. In 1936 he was awarded a short-term commission in the Royal Air Force and commenced flying training at Point Cook in Victoria. Whilst there he had his Christmas leave curtailed for his low-level "buzzing" of a local train.</p> <p>While in England, prior to the war, Hugh was to crash land his Blenheim bomber and</p>



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	<p>suffered a broken leg in the ordeal. This was to leave him with a permanent limp.</p> <p>Wing Commander Hugh Edwards led a major attack on the port of Bremen in Germany, in daylight, on the 4th July 1941. The port was heavily fortified, and Edwards displayed extreme courage in his actions in this attack, for which he, was awarded the Victoria Cross. He was the first Australian airman to be awarded this highest of military honours in the Second World War.</p> <p>A month earlier he had been awarded the DFC for leading an attack on German shipping off the Dutch coast. Later in the war (January 1945) he led a formation of Mosquito bombers in an attack on the Phillips factory at Eindhoven.</p> <p>In early 1945 Group Captain Edwards was posted to the Burma Theatre of War to command a Mosquito wing against the Japanese. Post-war he remained with the Royal Air Force and was awarded an OBE (Military Division) and in 1959 he was appointed aide de camp to the Queen, a position he held for 4 years. He retired with the rank of Air Commodore in 1962. He was awarded a CB in 1959.</p> <p>His first wife Pat had died in 1966, and he married his second wife Dorothy in 1972.</p> <p>The Edwards returned to Western Australia and he became the State's Governor in January 1974, until ill-health forced him to retire in April 1975. During this time Hugh Edwards had been knighted with a KCMG. Following his early retirement Sir Hugh and Lady Edwards moved to Sydney, where he died on 12th August 1982.</p> <p>The Air Hall at the Australian War Memorial in Canberra has been renamed the Sir Hughie Edwards VC Hall and a life-sized statue of Sir Hughie has been erected at Fremantle, where he spent much of his youth.</p> <p><i>Information provided to City in November 2009 by Mervyn W Prine, Aviation Historian (document dated 24 February 2006).</i></p>
Kingsford Smith Avenue	<p>Sir Charles Edward Kingsford Smith MC, AFC (9 February 1897 – 8 November 1935), often called by his nickname Smithy, was an early Australian aviator. In 1928, he earned global fame when he made the first trans-Pacific flight from the United States to Australia. He also made the first non-stop crossing of the Australian mainland, the first flights between Australia and New Zealand, and the first eastward Pacific crossing from Australia to the United States. He also made a flight from Australia to London, setting a new record of 10.5 days.</p> <p>At 16, Kingsford Smith became an engineering apprentice with the Colonial Sugar Refining Company. In 1915, he enlisted for duty in the 1st AIF (Australian Army) and served at Gallipoli. Initially, he performed duty as a motorcycle despatch rider, before transferring to the Royal Flying Corps, earning his pilot's wings in 1917.</p> <p>In August 1917, while serving with No. 23 Squadron, Kingsford Smith was shot down and received injuries which required amputation of a large part of his left foot. He was awarded the Military Cross for his gallantry in battle. As his recovery was predicted to be lengthy, Kingsford Smith was permitted to take leave in Australia where he visited his parents. Returning to England, Kingsford Smith was assigned to instructor duties and promoted to Captain.</p> <p>On 1 April 1918, along with other members of the Royal Flying Corps, Kingsford Smith was transferred to the newly established Royal Air Force. On being demobilised in England, in early 1919, he joined Tasmanian Cyril Maddocks, to form Kingsford Smith, Maddocks Aeros Ltd, flying a joy-riding service mainly in the North of England, during the summer of 1919, initially using surplus DH.6 trainers, then surplus B.E.2s. Later Kingsford Smith worked as a barnstormer in the United States before returning to Australia in 1921. He did the same in Australia and also flew airmail services, and began to plan his record-breaking flight across the Pacific. Applying for a commercial pilot's licence on 2 June 1921 (in which he gave his name as 'Charles Edward Kingsford-Smith'), he became one of Australia's first airline pilots when he was chosen by Norman Brearley to fly for the newly formed West Australian Airways.</p> <p>After making the first non-stop flight across Australia from Point Cook near Melbourne to Perth, in Western Australia in August 1928, Kingsford Smith and Charles Ulm registered</p>

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	<p>themselves as Australian National Airways. They then decided to attempt the Tasman crossing to New Zealand not only because it had never yet been done, but also in the hope the Australian Government would grant Australian National Airways a subsidised contract to carry scheduled mail regularly. The Tasman had remained unflown after the failure of the first attempt in January 1928, when New Zealanders John Moncrieff and George Hood had vanished without trace.</p> <p>Accompanied by Charles Ulm, navigator Harold Arthur Litchfield, and radio operator Thomas H. McWilliams, a New Zealander made available by the New Zealand Government, Kingsford Smith left Richmond in the evening of 10 September, planning to fly overnight to a daylight landing after a flight of about 14 hours. The 2,600 kilometres (1,600 mi) planned route was only just over half the distance between Hawaii and Fiji. After a stormy flight, at times through icing conditions, the Southern Cross made landfall in much improved weather near Cook Strait, the passage between New Zealand's two main islands. At an estimated 241 kilometres (150 mi) out from New Zealand, the crew had dropped a wreath in memory of the two New Zealanders who had disappeared during their attempt to cross the Tasman earlier that year.</p> <p>There was a tremendous welcome in Christchurch, where the Southern Cross landed at 0922 after a flight of 14 hours and 25 minutes. About 30,000 people made their way to Wigram, including many students from state schools, who were given the day off, and public servants, who were granted leave until 11 a.m. The event was also broadcast live on radio.</p> <p>While the New Zealand Air Force overhauled the Southern Cross free of charge Kingsford Smith and Charles Ulm were taken on a triumphant tour of New Zealand, flying in Bristol Fighters. The return to Sydney was made from Blenheim, a small city at the north of the South Island. Hampered by fog, severe weather and a minor navigational error, the flight to Richmond took over 23 hours; on touchdown the aircraft had enough fuel for only another 10 minutes flying.</p> <p>Collecting his 'old bus', Southern Cross, from the Fokker Aircraft Company in the Netherlands where it had been overhauled, in June 1930 he achieved an east-west crossing of the Atlantic from Ireland to Newfoundland in 31½ hours, having taken off from Portmarnock Beach (The Velvet Strand), just north of Dublin. New York gave him a tumultuous welcome. The Southern Cross continued on to Oakland, California, completing a circumnavigation of the world, begun in 1928. In 1930, he competed in an England to Australia air race, and, flying solo, won the event taking 13 days. He arrived in Sydney on 22 October 1930.</p> <p>In 1931, he purchased an Avro Avian he named the Southern Cross Minor, to attempt an Australia-to-England flight. He later sold the aircraft to Captain W.N. "Bill" Lancaster who vanished on 11 April 1933 over the Sahara Desert; Lancaster's remains were not found until 1962. The wreck of the Southern Cross Minor is now in the Queensland Museum. Also in 1931, Smith began developing the Southern Cross automobile as a side project.</p> <p>In 1933, Seven Mile Beach, New South Wales, was used by Sir Charles Kingsford Smith as the runway for the first commercial flight between Australia and New Zealand.</p> <p>In 1934, he purchased a Lockheed Altair, the Lady Southern Cross, with the intention of competing in the MacRobertson Air Race. He was unable to make it to England in time for the start of the race, and so flew the Lady Southern Cross from Australia to the United States instead; the first eastward crossing of the Pacific Ocean by aircraft.</p> <p>Sir Charles Kingsford Smith and co-pilot John Thompson "Tommy" Pethybridge were flying the Lady Southern Cross overnight from Allahabad, India, to Singapore, as part of their attempt to break the England-Australia speed record held by C. W. A. Scott and Tom Campbell Black, when they disappeared over the Andaman Sea in the early hours of 8 November 1935. Despite a brave search for 74 hours over Bay of Bengal by test pilot Eric Stanley Greenwood OBE their bodies were never recovered.</p> <p>Eighteen months later, Burmese fishermen found an undercarriage leg and wheel (with its tyre still inflated) which had been washed ashore at Aye Island in the Gulf of Martaban, 3 km (2 mi) off the southeast coastline of Burma, some 137 km (85 mi) south of Mottama (formerly known as Martaban). Lockheed confirmed the undercarriage leg to</p>

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	<p>be from the Lady Southern Cross.[32] Botanists who examined the weeds clinging to the undercarriage leg estimated that the aircraft itself lies not far from the island at a depth of approximately 15 fathoms (90 ft; 27 m).[33] The undercarriage leg is now on public display at the Powerhouse Museum in Sydney, Australia.</p> <p>Kingsford Smith was knighted in the 1932 King's Birthday Honours List as a Knight Bachelor. He received the accolade on 3 June 1932 from the Australian Governor-General Sir Isaac Isaacs for services to aviation and later was appointed honorary Air Commodore of the Royal Australian Air Force.</p> <p>His most famous aircraft, the Southern Cross, is now preserved and displayed in a purpose-built memorial to Sir Charles Kingsford Smith near the International Terminal at Brisbane Airport. Kingsford Smith sold the plane to the Australian Government in 1935 for £3000 so it could be put on permanent display for the public.</p> <p>Opened in 2009, Kingsford Smith School in the Canberra suburb of Holt was named after the famous aviator, as was Sir Charles Kingsford-Smith Elementary School in Vancouver, Canada.</p> <p>He was pictured on the Australian \$20 paper note (in circulation from 1966 until 1994), to honour his contribution to aviation and his accomplishments during his life. He was also depicted on the Australian one-dollar coin of 1997, the centenary of his birth. <i>(Reference Wikipedia – Charles Kingsford Smith & Information provided by Perth Airport – letter dated 23 May 2008 (Council Ref 117/008, ECM Doc No: 1419740).</i></p>
Kleinig Road	 <p>Cyril Kleinig, who had joined Miller in Adelaide in 1930, as an apprentice engineer and graduated two years later as a pilot, remained in Adelaide when Miller began his Perth-based venture. From 1934 to 1939 he served as chief pilot and chief engineer of MacRobertson Miller Aviation Company in South Australia.</p> <p>He moved to Perth at the right time: several months later, with a war on its hands the Australian Government rationalised civil aviation and MMA's South Australian operation was put in the hands of Guinea Airways. MMA then became a solely Western Australian company.</p> <p>Kleinig had just married when he was transferred to Western Australia, and he and his bride first settled at Meekatharra where he worked as a Flying Doctor Service pilot. During the war he and other pilots carried out the vitally necessary task of keeping airlines open to the north first flying troops and equipment to Australia's war frontiers and later evacuating civilians when the raids began.</p> <p>In 1947 Kleinig was appointed assistant managing director and, when he finally closed his log book on appointment as managing director in 1955, he had completed more than 14 000 hours in the air.</p> <p>After Kleinig's appointment as Managing Director, Miller began to phase himself out of active duties. He moved from his Nedlands home to a house he had built in Broome, a town for which he had great affection, and remained a regional director until the company became an Ansett subsidiary in 1969.</p> <p>Kleinig approached his new responsibilities with the dedication he had given to flying. He had always been a superbly competent pilot, and a stickler for efficiency in the air and on the ground. Believing timetables were made to be observed, he once left a hostess on the ground at Noonkanbah Station when she stayed too long chatting to local people who had driven out to meet the plane. The hostess, Margaret McDonald, had to spend several days at the station, an interesting and enjoyable break, waiting for the second of the twice-weekly services.</p> <p>In 1955 MMA was still flying the splendidly versatile DC-3, but its days were numbered. Under Kleinig's direction, in 1959 the company bought its first turbo-prop Fokker Friendship, the F-27, after considering the Handley Page Herald, the Convair 240, and the Avro 748.</p> <p>It was a wise choice: by 1960 the F-27 was flying 3630 hours a year, a figure which</p>

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	<p>increased to 3890 in 1961. In 1962 the first F-27 underwent a 10 000 hour overhaul in the company's own workshops. The machine had been the thirty-ninth off the line at Fokker, but was the first in the world to reach 10 000 hours.</p> <p>With the iron ore boom in the 1960s, Kleinig found himself heading an airline that appeared to be outgrowing its strength and, after buying more DC-3s, to bring the fleet to eight, he organised the purchase of more F-27s and chartered two DC-4s, and a Viscount. In 1969 Kleinig brought the airline into the jet age with an F-28 pure-jet Fokker Fellowship, the first of six.</p> <p>As well as overseeing the airline's day-to-day running, Kleinig joined with energy and purpose in many outside activities. He introduced tours and special charter flights as far back as the years of the Lockheed Electra and DC-3 aircraft. He was instrumental in providing assistance to the development of tourist seminars. He was one of the first aviation leaders to see the immense possibilities of airlines as tourist carriers, an operation then carried out largely by ships. He also saw that tourism must not be allowed to stagger along at its own pace and was the inspiration behind the setting up of courses on tourism at Perth Technical College.</p> <p>The outback became part of his life, and service to its people was one of his overriding passions. In his vision he saw MacRobertson Miller as an overseas carrier: he fought hard and long, but unsuccessfully, for a service to Bali.</p> <p>In 1977, at the age of sixty-five, Cyril Kleinig retired from his position as general manager - the title of managing director lapsed when MMA became an Ansett subsidiary, but he was still chief executive. Never one to sink into inactivity, he immediately turned his full-time attention to many organisations he had previously worked for part time. They included the Broome Shinju Matsuri Festival of which he was patron in 1978, Perth Rotary Club, Perth Chamber of Commerce, Western Australia Week Council, Royal Commonwealth Society, Australian American Association, Western Australian Transport Advisory Council, Institute of Transport, Western Australian Institute for the Blind, Institute of Automotive and Aeronautical Engineers, Australian Institute of Management, and the Australian National Travel Association. He had held office in every one of these organisations at some time.</p> <p>Cyril Kleinig died suddenly in February 1982. Of him Dame Mary Durack, widow of Capt. Horrie Miller who founded the airline and gave Kleinig his first, and only, job, said:</p> <p style="text-align: center;"><i>"Cyril was very much part of our lives, but I can't mourn him. He went the way he wanted to go, active and serving the community with enthusiasm and dedication to the end".</i></p> <p>His successor Ted Karasek summed up his character with:</p> <p style="text-align: center;"><i>"I never knew him to balk at taking a strong stand for fear of the personal consequences either inside the airline or outside".</i></p> <p><i>Information provided to City in November 2009 by Mervyn W Prine, Aviation Historian (document dated 24 February 2006). Credit - "Speck in the Sky" by Frank Dunn</i></p>
<p>McComb Road</p>	<div style="display: flex; align-items: flex-start;">  <div style="flex-grow: 1;"> <p>This road is named after "Roley" McComb who was an early member of the Civil Aviation Branch, and later a Regional Director and an overseas representative, and also a Chief Inspector of Ground Organisations (CIGO).</p> <p>He was "checker" of the southern group of aerodromes for the 1919 England to Australia Air Race (Hudson Fysh, later founder of Qantas, undertook the checking of the northern group of aerodromes).</p> <p>Born in 1892, Arthur Rowland McComb was a surveyor in Queensland before joining the A.I.F. in 1915. He saw action as a stretcher bearer at Gallipoli, and later served in Egypt and France where he was mentioned in despatches.</p> <p>He was commissioned in France and in 1917 transferred from the engineers to the Australian Flying Corps, becoming a flying instructor in the United Kingdom. After the</p> </div> </div>

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	<p>war McComb returned to Australia and obtained Commercial Pilot's Licence No 264.</p> <p>Again working as a surveyor, in 1919 he was responsible for the selection and surveying of proposed landing grounds from Cootamundra, NSW, to Longreach, QLD, for the England to Australia air race.</p> <p>He joined the civil aviation administration in 1929 as District Superintendent for New South Wales. Two years later he was promoted to Superintendent of Aerodromes and in 1934 went to New Guinea to establish civil aviation administration in the Territory. During 1935 he was acting Controller of Civil Aviation for the Commonwealth and a year later became Controller of Ground Organisation.</p> <p>In 1937 A R McComb played an important part in the selection of flying boat bases and facilities on the Sydney-Singapore section of the Australia to England air route, and that year went to the United Kingdom and the Netherlands East Indies to arrange details of ground organisation for the Empire Flying Boat Services. In 1940 he was appointed Chief Inspector of Ground Organisation for the Department.</p> <p>When the Provisional International Civil Aviation Organisation (P.I.C.A.O.) was set up to facilitate the post-war development of international aviation, A R McComb went to Montreal, Canada, to represent Australia on the Council of the new organisation. He was for two years Chairman of P.I.C.A.O/s Air Navigation Committee, which framed international standards for technical aspects of air navigation.</p> <p>P.I.C.A.O. was replaced by the International Civil Aviation Organisation and in 1947 A R McComb represented Australia at an international aviation conference at Geneva. On his return to Australia he was granted three years leave from the Public Service to accept the post of Deputy Secretary-General of the new International Civil Aviation Organisation and in this post was responsible for the co-ordination of the work of I.C.A.O's four main bureaux.</p> <p>He returned to Australia from Montreal in 1951 and took up duties as Regional Director of Civil Aviation for Victoria and Tasmania having been appointed to the post while abroad.</p> <p>Arthur McComb retired from the Department of Civil Aviation in July 1957.</p> <p><i>Information provided to City in November 2009 by Mervyn W Prine, Aviation Historian (document dated 24 February 2006). Credit: Airways Museum</i></p>
Miller Road	<p>This road runs along the front of the domestic terminals and was named after "Horrie" Miller. For further comments see under Horrie Miller Drive.</p> <p><i>Information provided to City in November 2009 by Mervyn W Prine, Aviation Historian (document dated 24 February 2006).</i></p>
Newton Road	 <p>Newton Road was named after long serving Department of Civil Aviation official, Louis Reginald Newton.</p> <p>Lou Newton was born at Kadina, South Australia on the 4th January 1922 and was educated at various South Australian public schools and the SA Institute of Technology. He graduated from the Marconi School of Wireless as a Commercial Radio Operator (1st Class).</p> <p>During World War II he served with the Royal Australian Navy between 1940 and 1946.</p> <p>He joined the Department of Civil Aviation in June 1948 as an Aeradio Operator and was initially based at Parafield Aerodrome near Adelaide.</p> <p>Over the next 22 years he was based in the South Australian / Northern Territory Region where he filled the positions of Communications Officer, Flight Service Officer, and was Officer in Charge or Flight Service Supervisor at a number of airports in the Region, including Adelaide, Mt Gambier, Leigh Creek, Broken Hill, Alice, Springs and Darwin.</p>

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	<p>Whilst OIC at Alice Springs in 1963, he coordinated the Royal Tour arrangements and was presented to the Queen and Prince Phillip.</p> <p>In 1970 he was promoted to the position of Regional Flight Service Supervisor in Perth, and over the years until his retirement in 1984 received promotions to the positions of Superintendent of Airways Operations, Assistant Regional Director (Operations) and Assistant Regional Director (Flight Standards). He was awarded the Queens Silver Jubilee Medal in 1977.</p> <p>Lou lives in retirement in the Perth suburb of Scarborough.</p> <p><i>Information provided to City in November 2009 by Mervyn W Prine, Aviation Historian (document dated 24 February 2006).</i></p>
Paltridge Road	 <p>Hon. Sir Shane Dunne Paltridge was an Australian Politician, he was a Senator in the Parliament of Australia representing Western Australia from 1951 until his death in 1966. Paltridge joined the Royal Australian Airforce in 1940, and after failing training, joined the second Australian Imperial Force in 1942. Following completion of a number of courses he was posted as a gunner to the 2nd/7th Field Artillery Regiment in 1944. In April 1945, he served on Morotai and in May in the Battle of Tarakan.</p> <p>Paltridge was a foundation member of the Liberal and Country League of Western Australia (the Western Australian Branch of the Liberal Party of Australia) in 1946. In 1951 he was elected to the Australian Senate. He became Minister for Shipping and Transport (1955-60) and Minister for Civil Aviation (1956 – 64). As Minister for Civil Aviation he was involved in the selection of the Boeing 727 and Fokker Friendship aircraft for domestic airlines and in negotiating reciprocal landing rights with other countries for Qantas Empire Airlines Ltd. In April 1964 he became Minister for Defence during the early period of Australia's participation in the Vietnam War.</p> <p>Paltridge became gravely ill with cancer in late 1965. He was made a Knight of the order of the British Empire on 1 January 1966 and died on 21 January 1966, having resigned as Minister for Defence two days earlier.</p> <p><i>(Information provided to the City of Belmont by Ashley P Hoefler, Design Office Manager, Perth Airport Corporation)</i></p>
Reid Road	 <p>Reid Road was named for Peter Bevan Reid. Peter was born in the Melbourne suburb of Carnegie in 1946 and was educated at the Carnegie State School and the Murrumbeena High School.</p> <p>He left school at 17 and initially worked for a Melbourne stockbroking/finance company. He learnt to fly with Civil Flying School at Moorabbin, and his first flying job was as a pilot for Wyndham Air Charter in 1968.</p> <p>The following year he married Maxine, and over the years they had four children, Kirsten, Jennie, Fiona and Alastair.</p> <p>With his wife Maxine, he established Ord Air Charter in February 1970, with operations based in Wyndham, WA. In 1971 Ord Air Charter took over the mail run (previously operated by SAATAS) to the North and West Kimberley, and the company operated these routes until 2000.</p> <p>In 1972 Peter entered into an arrangement with Connair, whereby Ord Air Charter operated a number of services to Northern Territory and East Kimberley station properties on behalf of the airline. Peter's business expanded rapidly from 1973, when it became involved in the aerial exploration for diamonds in the east Kimberley region.</p> <p>Ord Air Charter provided the initial air service for the Argyle Diamond Mine and then the Normandy Bow River Mine. Peter's company was also a crucial back-up for the Royal Flying Doctor Service in the North East and West Kimberley, and at times operated the</p>


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	<p>clinic runs.</p> <p>Peter was one of the first pilots to fly into Darwin on Boxing Day 1974, following the devastation to the city from Cyclone Tracy and Ord Air Charter provided evacuation and other services for Darwin residents.</p> <p>In 1978 Ord Air Charter operated its first international flight when Peter flew one of Ord's Barons from Broome to Bali and return.</p> <p>In 1979 Peter acquired Broome Air Charter and the same year established a permanent base at Kununurra to supplement the Wyndham operation. In June 1982 Peter purchased a World War II vintage Ryan STM aircraft VH-CXR and after a conversion to type, flew the open cockpit machine from Maffland NSW, back to Wyndham.</p> <p>On the 9th April 1983, whilst flying State Works Minister Mclver on a tour of the Kimberley, Peter made a forced landing at Wyndham when the wheels of his aircraft would not lock down. Mclver praised him for his coolness and ability in the resultant crash-landing when all on board escaped without injury.</p> <p>In March 1984, Peter's company took over the third level airline route between Derby, Fitzroy Crossing and Halls Creek, a route Ord Air Charter operated for a number of years. He established a base in Derby for this operation.</p> <p>On 20th July 1985, Peter was killed when his Ryan STM aircraft crashed during an air display at Wyndham Airport.</p> <p>Peter was a Councillor with the Wyndham-East Kimberley Shire for a number of years and was Shire President for 5 years between 1979 and 1984. He had also been a member of the Lions Club for over 10 years. He was a member of the Kimberley Regional Development Advisory Committee and was President of the Committee for the Planning of the 1986 Wyndham Centenary Celebrations.</p> <p><i>(Information provided to the City of Belmont in November 2009 by Mervyn W Prine, Aviation Historian document dated 24 February 2006)</i></p>
Ross Drive	<div data-bbox="512 1211 699 1469" data-label="Image"> </div> <p>Was named after David Ross, a long-term aviator and accident investigator who became the WA Regional Director of the Department of Civil Aviation (1948-1963).</p> <p>David Ross was born on 15 March 1902. He joined the Royal Australian Navy as a cadet midshipman at Jervis Bay on 31 December 1915, having won an Australia-wide scholarship.</p> <p>At the age of 19, just after the Great War, he was sent to England and served in British destroyers and battleships for three years.</p> <p>Whilst in England he responded to a call for volunteers to train as naval pilots and was posted home to Point Cook, Victoria in early 1925 for flying training. On completion of his flying training David Ross transferred to the RAAF, remained at Point Cook and became a flying instructor, and later the Commanding Officer of a marine unit.</p> <p>Whilst with the RAAF, he was involved in early survey work in New Guinea during October-December 1927 using Seagull III flying boats.</p> <p>In 1931 David Ross transferred to the Civil Aviation Branch of the Department of Defence as Superintendent of Flying Operations. In April-May 1933 Ross and engineer Des Gardiner used CAB Moth VH-ULP to survey the Darwin-Singapore air route in preparation for the opening of Qantas Empire Airways' scheduled services which connected with the Imperial Airways service to London at Singapore. Ross later became Chief Inspector of Flying.</p> <p>In 1941, with war in the Pacific looming, David Ross was sent at the request of the External Affairs Department on a mission to Dili, Portugese East Timor, to find out what he could about Japanese intentions in the area and to prepare for the commencement of Qantas flying boat services via Dili. He remained in Dili as the Civil Aviation</p>


Street Names	History
	<p>representative and was also appointed the British Consul. Following the outbreak of war with the Japanese, David Ross assisted the Dutch and Australian forces to negotiate the occupation of East Timor.</p> <p>However, when the Japanese invaded East Timor on 19 February 1942 David Ross was captured. He was subsequently used by the Japanese to communicate with remnant Australian forces hiding in the interior in an attempt by the Japanese to secure their Surrender.</p> <p>Ross put this proposition to the Commander-in-Chief of Sparrow Force, Major Spence, who declined to surrender. "So you're not going to surrender?" asked Ross. "Surrender! Surrender be fucked!" was the terse reply. With these formalities out of the way David Ross was able to give out letters of credit, underwritten by the British government, which proved invaluable in enabling the Australians to purchase goods from the locals. On his second such mission, in May 1942, to seek an Australian surrender David Ross decided to remain with the Australians.</p> <p>After 18 months in total on Timor, he was evacuated to Darwin aboard the patrol vessel HMAS Kuru. On his return from Timor David Ross returned to the RAAF, becoming Director of RAAF Transportation and Movements with the rank of Group Captain. At one stage he controlled the movements of 123 DC-3s.</p> <p>David Ross rejoined the Department in 1946 as Superintendent of Air Navigation. He studied aviation administration in London and Washington during 1946-1947 and acted as Australian delegate at ICAO technical meetings in Montreal. He was appointed Regional Director of Civil Aviation - Western Australia in 1948. David Ross retired from the Department in 1964.</p> <p><i>Information provided to City in November 2009 by Mervyn W Prine, Aviation Historian (document dated 24 February 2006). Credit: Airways Museum</i></p>
Searle Road	Unknown
Snook Road	<div data-bbox="512 1151 707 1393" data-label="Image"> </div> <p>Snook Road was named for Captain Charles Snook, the founder of Airlines (WA) Ltd which in 1955 merged with MacRobertson Miller Aviation to become MacRobertson Miller Airlines.</p> <p>Unlike most of his contemporaries between the wars, Snook was hardly the picture of a dashing aviator. He wore rimless glasses; his moustache was of the type immortalised by Charlie Chaplin; instead of goggles, helmet and overalls he often flew in a business suit with collar and tie sometimes surmounted by a homburg hat. Yet Charles William Snook was one of the most colourful of Western Australia's aerial entrepreneurs.</p> <p>In a career spanning more than three decades, he flew more than 30 different types of aircraft, from the Great War Farman Shorthorns to post-World War II airliners and served in two world wars. He carried out early experiments in crop-dusting, aerial newspaper deliveries and the dropping of dingo baits. He was involved in the State's first large-scale aerial survey, operated a flying school and founded an airline which opened up many Outback routes.</p> <p>For 20 years he played an important role in the State's transport industry. Known universally as Captain Snook, he was born in Perth in 1891 and attended Hale School before his family moved to Sydney where he studied successively at the Sydney Grammar School and the Hawkesbury College of Agriculture. Evidently an impulsive wooer, he chased a rival up a tree with a revolver before marrying at the age of 21, a Spanish-Welsh beauty, Clarice de Leon, in Hawthorn, Victoria.</p> <p>Their first child, Gwendoline was born within three weeks of the outbreak of the Great War. Less than three months later Snook sailed for England to volunteer for the Royal Flying Corps. He trained early in 1915 at Hendon Hall and gained his pilot's wings in three weeks. He was sent to Brooklands as an instructor, flying Bleriot's, Farman Shorthorns and Longhorns before joining No.5 Squadron in France in 1916 during the first Battle of the Somme.</p>



Street Names	History
	<p>He was leading a formation when he was shot down by one of the new and deadly Fokker monoplanes, whose pilot landed beside him and took him prisoner. News of his capture was slow to filter through until his wife, who had followed him to England with their daughter, wrote to his squadron commander pleading for a message to be dropped on the German side of the lines asking for news. Five days later a German pilot dropped a reply stating that he was captured but unharmed.</p> <p>Notwithstanding this clean bill of health, Snook set about persuading the German authorities that he had a spat on his lung from an earlier illness and therefore should qualify for release on health grounds as unfit for combat duty. Eventually, after 22 months in prisoner-of-war camps, he was exchanged for a captured German officer, spending six months interned in Holland before repatriation to England. Demobilised from the Royal Air Force in November 1918, Snook decided to devote his future to developing and expanding the embryonic occupation of civil flying.</p> <p>With his family, he returned to Australia, bringing with him two war-surplus aircraft - an Avro 504 and an Armstrong Whitworth FK8. In January 1920 he and three other war veterans, Captain E W Leggatt, Lieutenant J C McGill and ex-Sergeant Major Watson, founded Australian Aircraft Pty Ltd with a capital of \$30,000 "for the purpose of joy-riding in northern Victoria", the same occupation that Major Norman Brearley was pioneering in Western Australia. However, Snook's venture was not a success.</p> <p>He had always been a keen yachtsman and in March 1921 he played a non-flying role in the first aerial reconnaissance of the Australian coastline between Sydney and Launceston, promoted by Lebbeus Horden of the Aerial Company and using one of their Curtiss Seagull flying boats. Snook commanded the auxiliary yacht Acielle, the tender and operation base for the project.</p> <p>Soon afterwards he moved his family, now augmented by a baby son Athol, back to Western Australia where he shelved flying and embarked on a farming venture near Brookton.</p> <p>His farming interlude ended in the late twenties when his marriage foundered and he went to Perth to work for a leading car agency, Winterbottom Motors. The proximity of Maylands aerodrome sparked a renewed interest in flying. After a refresher course he joined Western Air Services, operated by former West Australian Airways pilot Charles Nesbit. In 1930, Snook and Nesbit launched a joint venture, Wings Ltd, at Maylands.</p> <p>In 1933, after a visit to Britain and Europe, Snook joined the Western Mining Corporation as chief pilot in the most ambitious aerial survey yet undertaken in Western Australia, involving the photographic coverage and interpretation of two regions totalling 225,000 sq.km in the Eastern Goldfields. The aircraft commissioned for the work were two de Havilland DH84 Dragons, the Golden West (VH-URG) and the Gay Prospector (VH-URF).</p> <p>The two aircraft were flown on the Kalgoorlie-based survey by Snook and S Campbell. Barely a year later the survey was prematurely concluded, causing a disgruntled employee to leave the farewell party in a Kalgoorlie hotel and paint out the word "Gay" on the nose of VPI-URF. It was later re-named "Golden Prospector"! In December 1934 the "Golden West" was sold to Holymans Airways to replace the DH86 "Miss Hobart" which had been lost in Bass Strait.</p> <p>Illness had curtailed Snook's role in the survey. Nevertheless, when he recovered he decided that he had gained enough outback flying experience to found yet another aviation company - this time to operate from Perth to the Goldfields. He was determined to revolutionise travel in a region where a trip over the rough, rutted "highway" linking the State capital of Perth with Kalgoorlie usually took two days. Snook's new company, Airlines (WA) Ltd was incorporated on September 27 1935.</p> <p>The initial aircraft was a Spartan Three-Seater (VH-URB), purchased from James Taxiplanes and this was joined in late November by a six-seat GAF Monospar ST25 (VH-UVJ) ordered direct from the English manufacturers, General Aircraft. On December 2 1935, Snook flew Monospar on a trial run over the company's first proposed route - a circular flight from Perth to Mount Magnet, Wiluna, Kalgoorlie and back to Perth. Always a good publicist, he took photographers and reporters as passengers in the new monoplane which had been christened "Miss Wiluna". Unofficial</p>

Street Names	History
	<p>air mail was also carried.</p> <p>Perth newspapers hailed the new service and Snook was quoted as saying he considered the twin-engined Monospar was "much superior" to the Dragon. The Spartan, now christened "Miss Leonora", was made more comfortable with an enclosed passenger cabin. The institution of twice weekly service on the route saw the granting of a contract to carry airmail in February 1936 followed by a Commonwealth Government mileage subsidy in October 1936 when Cue, Meekatharra and Leonora were added to the route.</p> <p>In October 1936, Snook played a leading role in the rescue of two Dutch aviators, W D Rous and H J van Beekman who became lost in their de Havilland DH87 Hornet Moth (PK-WDR) on a flight from Perth to Kalgoorlie. Caught in the tail of an unexpected cyclone, they were carried well off course and made a forced landing in uninhabited desert country when their fuel ran out.</p> <p>Next day three aircraft, including Snook flying in the Spartan, began a search eastwards from Kalgoorlie on either side of the Transcontinental railway line. Snook, with Constable MacCarley of the WA Police as an observer, was the first to sight the missing pair. Sandwiches and water were dropped to them by Snook before he flew back to Kalgoorlie to collect more supplies and refuel. Another well-know pilot, Jimmy Woods, managed to land a de Havilland Dragon near the stranded airmen, bringing fuel for their aircraft. Woods flew the pair back to Kalgoorlie while their Hornet was flown back by Bob Giles, another pilot who had been involved in the search.</p> <p>Van Beekman, the General Motors agent for the Dutch East Indies showed his gratitude by presenting Snook with a new Chevrolet car whose dashboard carried a silver plaque commemorating the rescue. Snook found an unusual use for the car when Maylands aerodrome suffered the usual winter flooding. His wife would drive the car at high speed across the grass surface in front of a company aircraft as it took off. When the car disappeared in a cloud of spray, the pilot would ease the aircraft over the flooded area, finally taking off over the top of the car when flying speed had been attained.</p> <p>In December 1936, the Monospar was involved in a forced landing following a starboard engine failure near Mount Sir Samuel. Snook and his three passengers were not badly hurt but the aircraft was so badly damaged that it was not rebuilt. It was replaced with a Stinson SR.7B Reliant (VH-UTW) which was purchased from P M Moody and ferried from Brisbane to Maylands by Snook and a new company pilot, Bob Hickson. The new aircraft was named "Meekatharra" and offered a standard of luxury for passengers not seen before in the West.</p> <p>In 1937 Airlines began a service between Maylands and Rottneest Island, flying 127 passengers during the first holiday season. In August, 1938, Airlines bought a de Havilland Dragon (VH-URY) from the MacRobertson Miller Aviation Co, but two months later the fleet was again reduced to two aircraft when the Spartan crashed in bad weather near Mundaring, east of Perth. The pilot, John Moore and the sole passenger escaped with minor injuries but the aircraft was written off.</p> <p>Airlines services continued with two aircraft until July 1940 when the RAAF, pleading the exigencies of wartime, impressed the Dragon. Snook's request for a replacement was finally answered when he was supplied with a de Havilland Dragonfly (VH-ADG) which had been the personal aircraft of the Minister for Aviation, Mr JV Fairbairn. In the early months of the war, Snook surveyed a large area between Marble Bar and Meekatharra for possible landing grounds - both for new Airlines routes and for possible military purposes.</p> <p>As the war situation got worse, Snook's aircraft were being increasingly deployed for civil emergencies. On March 20 1942, while evacuating survivors of the bombed State Shipping Service vessel "Koolama", the Stinson was destroyed at Broome during a Japanese air raid, fortunately without loss of life. This left Airlines with only one aircraft, the Dragonfly. However, two months later, Airlines were offered a Monospar ST 11 (VH-UAZ) and, on 31 May 1942, this aircraft was flown from Melbourne to Perth in just over 21 hours.</p> <p>In the meantime, in late 1941, Snook's Great War experience had led to his</p>

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	<p>appointment as a Wing Commander in the newly-formed West Australian wing of the Air Training Corps, formed to train boys of 16 to 18 years in basic RAAF techniques before they became eligible for service. Snook's vigorous initial recruiting campaign for instructors in drill, flight theory, radio and navigation attracted 140 volunteers (unpaid, like himself) from whom he chose 44 for ATC Squadrons in Perth, Fremantle, Claremont and Guildford. Over 460 boys were recruited within a few weeks.</p> <p>Early in 1942, Snook led his recruiting team to 21 country centres to inspire local residents into forming ATC units, and in June he used the Monospar in a flying weekend at Maylands which introduced nearly 90 recruits to the thrills of flight. Still a keen sailor and stalwart of the Royal Perth Yacht Club, Snook extended the popularity of the ATC still further by organising local yachtsmen to teach cadets sailing and seamanship - in case, he maintained, they were eventually posted to flying boat squadrons. By such methods nearly 1500 boys annually were attracted into the ATC, to play a vital part in the expansion of the RAAF.</p> <p>In 1944 Snook played the principal part in another rescue. He made several flights in the Dragonfly between Perth, Wiluna and Lake Tobin, one of which was to bring an injured Canning Stock Route roadworker to hospital.</p> <p>The expansion of Airlines (WA) Ltd was not neglected. A new south-east route in 1943 served Ravensthorpe, Esperance and Norseman. The following year he introduced another service to the Murchison and Pilbara regions including Mullewa, Mulga Downs, Marble Bar, Port Hedland, Nullagine and Meekatharra. Intensive lobbying of the Department of Civil Aviation resulted in Dragon Rapide (VH-UOO), which had been badly damaged in a crash, being released to Airlines to augment the hard worked Monospar and DH 90. Unfortunately it was many months before the Rapide was ready for service as the damage was more extensive than at first realised.</p> <p>A second Rapide (VH-UFF) joined the fleet just as the war ended - by which time Snook, his ATC responsibilities coming to an end - was busy with post-war planning. Australian National Airways had become a rival when they introduced a Perth-Kalgoorlie air service in 1946, using DC-2 aircraft. Undaunted, Snook decided to boost his fleet with the purchase of 14 ex-RAAF Avro Ansons, some of which the company converted to seven-passenger configurations. Expanded activities made possible by the extra aircraft included daily newspaper drops at 10 south-west towns and experimental aerial baiting of dingos in the Meekatharra area. This latter activity led to a two year Government contract.</p> <p>Meanwhile, in March 1947, Airlines took delivery of a new seven passenger de Havilland Dove (VH-AQP). There was great embarrassment when a de Havilland pilot made a wheels-up landing at Maylands just before the new aircraft was to go into service, but a demonstrator Dove, VH-AQO, was rushed to Perth to start the new Perth-Kalgoorlie-Norseman service in June 1947. In that year too, Airlines moved its headquarters from Maylands to the new Perth Airport at Guildford.</p> <p>By late 1948, a rationalisation programme had resulted in a fleet which comprised two Doves and four Ansons. Company activities included demonstrations of aerial spraying, and fertiliser spreading as well as usual airline route flying.</p> <p>Unfortunately, Airlines ambitious plans for large-scale expansion of routes and services were not to come to fruition . Company difficulties were augmented by the crash of the Dove VH-AQO near Kalgoorlie in October 1951 when a wing spar failed. All seven occupants were killed.</p> <p>In July 1955, it was announced that Airlines (WA) Ltd would merge with MacRobertson Miller Aviation to form MacRobertson Miller Airlines Ltd.</p> <p>Charles William Snook did not live to see the end of the airline which had been the most successful part of his life. His health had been affected by his strenuous wartime activities and after a long illness, he died in September 1948 at the age of fifty seven.</p> <p><i>Information provided to City in November 2009 by Mervyn W Prine, Aviation Historian (document dated 24 February 2006). Credit: Dennis Hancock</i></p>

Street Names	History
Sugar Bird Lady Road	 <p>Robin Miller the daughter of aviation pioneer Horrie Miller and famed authoress Dame Mary Durack, was universally known throughout Aboriginal communities in outback Western Australia as “the Sugarbird Lady”.</p> <p>When Robin Miller’s red and white Cessna circled an isolated settlement preparing to land, Aboriginal children would gather calling out that “the sugar bird lady” had arrived. She would land and step down from her plane on a mission to assist in the eradication of polio from Australia.</p> <p>Robin arrived armed with sugar cubes containing the oral Sabin vaccine. The oral vaccine replaced the Salk vaccination for immunisation against polio in 1967. The development of the Salk vaccine had been essential in the fight against a disease that affects the nervous system. In Australia alone between 20,000 and 40,000 people contracted polio from the 1930s to the 1960s.</p> <p>The first recorded epidemic occurred in Port Lincoln, South Australia in 1895. But it was not until 1956 that the Salk vaccine was introduced to Australia. This led to a decline in the spread of polio.</p> <p>With the introduction of the oral Sabin, a mass immunisation campaign began. The size of Australia and its many isolated communities meant that it was not going to be an easy task. Step in Robin Miller.</p> <p>Robin, a triple-certificated nurse, was also a very competent pilot. Her father, Captain Horrie Miller co-founded MacRobertson Miller Airlines. They would travel together in his private Wackett Trainer aircraft cultivating her passion for flying. She obtained both her private pilot’s and commercial flying licences while training as a nurse.</p> <p>Robin approached the Western Australian Department of Health for permission to carry out a vaccination program in the North and North West of the State. Permission granted she borrowed money and bought a Cessna 182. On 22 May 1967 she boarded her plane and headed alone to the remote areas of the State to hand out her sugar cubes.</p> <p>By the time she completed the program, nearly two and a half years later, Robin had clocked up 69,200 km and administered over 37,000 doses of vaccine. It took a little longer than was probably necessary because she took time out to make a couple of overseas flying trips. Her future husband, Dr Harold Dicks, asked her to co-pilot a Beechcraft Baron from California to Perth for the Royal Flying Doctor Service (RFDS). This was the first of nine planes she would bring back to Australia for the RFDS. In 1968 she also flew a single-engine Horizon from Pads to Perth. On this trip she flew solo.</p> <p>Robin was a very accomplished pilot and in 1969 her flying skills were recognised when she was awarded a diploma of merit by the <i>Associazione Nazionale Infermieri</i>, Italy, followed by the Nancy Bird (Walton) award as Australia’s woman pilot of the year for 1970.</p> <p>With the polio immunisation program completed, Robin began flying for the RFDS. She replaced her Cessna with a Mooney Mark 21 and obtained her first-class instrument rating. Initially there was some hostility from the male doctors but this did not last.</p> <p>She was constantly on call and flew in all types of weather to many kinds of emergencies, often alone and in dangerous conditions. Her mother, author Dame Mary Durack, wrote in the foreword to <i>Sugarbird Lady</i>, “Robin home after hair-raising trip with mentally deranged woman intent on throwing herself from the plane”. And “Robin to Rottnest Island last night in bad storm to pick up sick baby”.</p> <p>Robin recorded her adventures in the book <i>Flying Nurse</i>. Her husband compiled the sequel <i>Sugarbird Lady</i> from Robin’s diaries, notes and tape recordings after her death.</p> <p>Robin married Harold Dicks on 4 April 1973. Later in that year she competed in a trans-American race for female pilots, the Powder Puff “Derby”, with Rosamary de Pierres. Although they did not win they did complete the thrilling race.</p>


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	<p>1974 Robin found a lump on her thigh. It turned out to be cancerous and a lymphatic gland was removed. This did not stop Robin. Within a month she was back in the air with her husband, headed on a third Pacific flight. She had also crossed the Atlantic twice, the first time 1970 when she realised her dream to fly over all the oceans in the world. These were not little trips but arduous adventures that took skill and courage.</p> <p>On one occasion despite freezing temperatures Robin and Harold fought the urge to turn on the plane's heater just in case something might go wrong. Upon landing they discovered the petrol tank had been leaking and the heater was sitting in a pool of fuel. If they had turned it on they would have been blown out of the sky.</p> <p>Robin's cancer was inoperable but she refused to be grounded. She continued flying for the RFDS until the end of October 1975, and answered emergency calls and organised medical flights until two weeks before her death on 7 December 1975.</p> <p>Robin was only thirty-five when she died. She single handedly immunised the many people in a big chunk of the continent against polio, and clocked up many flying hours all across the world. Her courage and dedication were further recognised when she was posthumously awarded the Paul Tissandier diploma by the <i>Federation Aeronautique Internationale</i> and the Brabazon cup by the Women Pilots' Association of Great Britain. In Australia a representation of her Mooney aircraft was unveiled in 1978 at Jandakot Airport, Perth.</p> <p>Australia has been polio free since 1972. Not all countries are so lucky, but there are many other people as dedicated as Robin Miller who are trying to achieve a world without polio.</p> <p><i>Information provided to City in November 2009 by Mervyn W Prine, Aviation Historian (document dated 24 February 2006). Credit: Paula Wilson</i></p>
Taplin Road	 <p>Pilot Len Taplin joined Major Norman Brearley's Western Australian Airways in 1921.</p> <p>On Sunday 4th December 1921, Taplin flew one of the three Bristol Tourer aircraft on a positioning flight from the Perth Esplanade to Geraldton, to commence Australia's first scheduled airline service (from Geraldton to Derby) which was to commence the next day.</p> <p>Taplin's aircraft was the first to take off on the Monday morning, followed by the Bristol flown by Bob Fawcett, and the third machine flown by Brearley.</p> <p>About 150 km north of Geraldton, Taplin's aircraft experienced engine trouble and he made a forced landing in the scrub. Fawcett circled the downed aircraft, but flew too low and stalled his aircraft and he and his mechanic, Edward Broad, were killed in the subsequent crash. This put a temporary halt to Australia's first airline service, which did not recommence until February of the following year.</p> <p>Sir Norman Brearley wrote the following of Len Taplin in his book "Australian Aviator":</p> <p><i>"Len Taplin was one of the first pilots selected to fly for WA Airways from the original group of flyers who had gathered at Point Cook for testing in 1921. In 1926 he decided to retire from flying and settle in Port Hedland where he could earn more money.</i></p> <p><i>As well as being a first-class pilot he was a competent and versatile engineer. At Hedland we employed him part-time, servicing our Bristols and DH50s. Len installed the first electric light plant in Port Hedland, using a Buick car engine and a second hand generator. He was the town butcher and also the undertaker, and he was highly regarded in that small community because he liked helping people.</i></p> <p><i>Len was of medium height, about thirty years old, quick-thinking but slow-speaking. He had enjoyed the past, was amused with the present and was not worrying much about the future. I rather envied Taplin at that time, as I felt that I was bearing the weight of the world on my shoulders at Maylands aerodrome, and I was bogged down with administrative work when not in the air.</i></p>

Street Names	History
	<p><i>Taplin was a relaxed easy-going person. Though at times slightly irresponsible he always effectively completed any task allotted to him. Between scores of uneventful flights on the North-West mail routes, unusual incidents occurred. Fortunately they did not reach the press or the Department of Civil Aviation.</i></p> <p><i>When a Bristol was delayed by engine trouble at Fitzroy Crossing, we sent another Bristol to its aid. It took two days to fix the fault, and then the plane limped as far as Broome. The engine needed to be overhauled before the Bristol could fly again, and this meant that the southern mail schedule was in danger of interruption.</i></p> <p><i>There was a serviceable four-passenger DH.50 at Port Hedland at that time, but no pilot. I telegraphed Taplin from Perth asking him to fly the DH.50 to Broome as it was urgently needed there. Taplin wired back a refusal, explaining that he had not flown for two years, that his pilot's licence had lapsed, and that he had never flown a DH.50. I wired again, telling him to have a practice flight, and then fly the DH.50 to Broome in time for the regular pilot to make the return trip on schedule to Port Hedland.</i></p> <p><i>Taplin flew the plane to Broome without difficulty. To protect officials of the Department of Civil Aviation from worry, I neglected to notify them that an unlicensed pilot had ferried one of our planes.</i></p> <p><i>On arriving at Broome, Taplin found that four passengers were booked for the southern trip, leaving no room for him. He told the pilot, Kingsford Smith, that he had to get back to Port Hedland that day, and would sit on the wing of the DH.50. He sat on the lower wing close to the fuselage, holding on to a bracing wire, for the 300-mile flight back to Port Hedland."</i></p> <p><i>Information provided to City in November 2009 by Mervyn W Prine, Aviation Historian (document dated 24 February 2006).</i></p>
Tarlton Crescent	 <p>Arthur Tarlton was the first groundsman at Parafield when it first opened in 1927. At first, he and his family, wife and four children were accommodated in the old farmhouse which was on the airfield. The groundsman's house was built in 1932.</p> <p>Arthur was the first air traffic controller at Essendon when that opened in 1936/37, but he returned to Parafield when the first tower was built there and he undertook the role of Air Traffic Controller. He transferred to Darwin Air Traffic Control in 1939 and from 1940 became the Officer in Charge until about 1944 when he transferred to Garbutt (Townsville) where he was "flight checking officer" for the States Army Air Corps and the Royal Australian Air Force.</p> <p>Arthur went through 63 air raids in Darwin and one at Batchelor. His wife and two daughters were evacuated to Adelaide with the two sons going to a grandmother in Port Kembla. Mrs Tarlton and the two daughters later joined them there.</p> <p>Tarlton went back to Parafield in 1946 as a "Flight Checking Officer" and his last posting before retirement was to Perth where he was Special Assistant to the Regional Director. Arthur also had responsibility for supervising the Perth Airport Manager.</p> <p>It is thought that Arthur Tarlton was born in the late 1890s, and likewise the exact date of his death is unknown.</p> <p><i>Information provided to City in November 2009 by Mervyn W Prine, Aviation Historian (document dated 24 February 2006).</i></p>
Valentine Road	 <p>Valentine Road is named after Department of Civil Aviation Flight Service Supervisor, Norm Valentine, who worked for the Commonwealth Government for 50 years, with the last 33 of them for them for DCA.</p> <p>Norm was one of the original sixteen selected for training as a DCA Aeradio Operators in 1939. He saw duty in some of Australia's most remote and rugged stations.</p>

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	<p>He retired from the Department on the 1st December 1972, and wrote this fascinating resume of his experiences before leaving.</p> <p><i>"I started with the Commonwealth Government in 1922 as a Telegraph Messenger at Gwalia, 160 miles north of Kalgoorlie, the fast station but one on the Leonora line. From there I served as a Postal Clerk at Kalgoorlie, Marble Bar, Leonora, Roebourne, Wyndham, and Geraldton, with some relief work in Perth between transfers.</i></p> <p><i>It was at Geraldton in 1939 that I was selected for a training course to obtain a First Class Commercial Operator's Certificate of Proficiency, which was then the entrance qualification to join the Department of Civil Aviation as an Aeradio Operator. This involved a 12 months high pressure training period at Sydney, and I was lucky enough to get my ticket.</i></p> <p><i>I worked for a month or two at Mascot, Liverpool HFA/DF, and Rose Bay 1 and was then transferred to the Flying Boat Base at Townsville - the back of beyond. After a few months at Townsville I was sent to Groote Eylandt to relieve Roger Torrington. On the island, under the leadership of Willy Wake, were a few coxswains, a cook, Met Officer, steward and three Aeradio staff life was pretty dull, and I reckoned that any change from Groote would have to be an improvement.</i></p> <p><i>This was not to be, as my next move was to Halls Creek, where someone had built a two-roomed shack on an aerodrome ten miles from nowhere. In this shack the Aeradio Operator lived and worked. There were no cooking facilities nor any bathroom, in fact the nearest water was at least a mile away. It had to be carried from the well in kerosene tin buckets when the tank at the shack was dry.</i></p> <p><i>I was pleased to know that Alan Hanrahan, whom I relieved, was to stay a couple of days, as I was not looking forward to living alone with my nearest neighbour ten miles away.</i></p> <p><i>I was surprised at night-fall to see Alan put a bolt in the door and place his rifle, loaded and cocked, alongside his bed. He explained that the Police at Port Hedland had recommended this in case the desert natives invaded the shack in search of food. I was most amused, and decided that was one thing I would not be doing. The evening after Alan's departure was so quiet you could hear a cricket chirping a mile away. I was awakened during the night by a noise from under the house. I decided that perhaps I should have put the bolt through the door.</i></p> <p><i>While lying awake wondering who or what had made the noise, there was a blood-curdling howl, from a dingo a few yards outside my window, that nearly raised me from the bed. By morning I was a nervous wreck, with the bolt in the door and the loaded rifle within reach I could then well understand Alan saying that he could not have spent another night alone at the aerodrome.</i></p> <p><i>I was not happy with the conditions - no transport, no telephone, no effective radio broadcast and little food other than what could be sent out from Halls Creek or shot around the 'drome. I plucked up courage and wrote to Head Office, Melbourne, complaining of the primitive living conditions and received a telegram stating that Radio Inspector Harry Tuppin would be leaving that night to view conditions at Halls Creek. He duly arrived and I can well remember our conversation:</i></p> <p><i>Harry: 'I would like you to run me to town after closing'</i> <i>Me. 'What in '</i> <i>Harry. 'Is your ute unserviceable ?'</i> <i>Me 'I have no conveyance'</i> <i>Harry., 'Ring Smith and ask him to come out and get me'</i> <i>Me: 'No telephone'</i> <i>Harry 'How do you get on if you get sick?'</i> <i>Me 'You'd die I suppose '</i> <i>Harry 'We will have to stop a car going past'</i> <i>Me 'May have to wait a week'</i> <i>Harry 'What is that thing?'</i> <i>Me 'It is a telegraph circuit to the Post Office but the Postmaster has the battery and for conservation reasons plugs in only when a telegram arrives. All these matters have been the subject of complaints in my letters to Head Office.'</i></p>

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	<p><i>Luckily we got a lift to town on the back of a truck with the promise that if we hurried we could get a lift back. Harry bought the driver and I a drink, offered the barman 2/6d, and became annoyed when the barman insisted on 18/6d which covered the cost of an extra two or three drinks for the blow-ins - a Halls Creek custom!</i></p> <p><i>The truck driver proceeded to drown his thirst and we soon gave up hope of getting a lift back. The publican was annoyed with Harry over his attitude towards the cost of the drinks and said that he would not take us back. It looked like a walk back to the drome, but eventually we prevailed upon a miner, who had the only other vehicle, to take us at a cost of £2 and we arrived in the early hours of the morning.</i></p> <p><i>Harry was more than convinced that I had very much understated the poor conditions and promised to do something about it. However a telegram arrived from Head Office saying that Halls Creek Aeradio was to be transferred to Wyndham and requested quotes for the removal of the building and masts. Harry said all my worries were over and he caught the next aircraft back to Melbourne.</i></p> <p><i>Nothing eventuated about the move to Wyndham, and I began to get used to the solitude. I met the manager of a big cattle station and he began to visit the drome once a week and brought me meat.</i></p> <p><i>He forgot on one occasion, but told me to shoot one of his fat bullocks and cut out the rump. He suggested that I throw some poison in the rest if I wanted a dingo or two - which were worth £2 a scalp. I did this, making sure that I did not contact the poison with my hands, and then hiding the poison under the house. I bagged a few dingoes and soon I was handling the poison with bare hands from a jar on the kitchen table - the dingo howl was music to my ears.</i></p> <p><i>There was no money in circulation in Halls Creek in those days. Most of the transactions were booked. Cash cheques, known as 'shin plasters', dingo scalps and eagle hawk claws - circulated. I have put a dingo scalp over the bar, had a few drinks, and receive change in eagle hawk claws.</i></p> <p><i>On one occasion the Lockheed 10 piloted by Alex Whitham and Clive Chambers, with nine men and a woman on board, became weather-bound. All remained in my shack overnight and most of the next day. The river was up and it was impossible to get into or out of town. When the aircraft left Halls Creek it left Airport Inspector, Jim McCormick and I without a crumb to eat. Alex promised to bring back a supply from Darwin but the rain continued, the aircraft could not land and so proceeded south with our much needed food.</i></p> <p><i>Jim took the rifle to look for a turkey or a roo but returned very weary and with no game. It was days before we got a supply of food from town. The lack of food, or decent food, began to have its effect and one day, when Jimmy Woods arrived from Darwin, he got a doctor who was on board to lance the carbuncles that I had all over me. Jim called from the air with instructions on how to treat the carbuncles and added that if there was no improvement the following day I was to get medical attention. I was unable to carry out the treatment and next day could hardly move.</i></p> <p><i>I telegraphed Head Office to say I was closing the station to visit a doctor in Broome. Bruce Acland arrived from Darwin to take over and I proceeded to Broome with the much appreciated help of Mr Roley McComb, who happened to be on the aircraft.</i></p> <p><i>After a fortnight in the Broome, Hospital, I received word of transfer to Maylands, but soon after Jim Twycross had me on my way to Wyndham with half a day's notice. I had been told that Ernie Archibald would be catching the same aircraft out of Wyndham and that the hand-over would have to be done in half an hour. I was most unhappy about this arrangement but I was unhappier still when I heard Alex Whitham say that he did not want the Japs to catch him on the ground, so he wanted to be away in five minutes. This was ridiculous for a busy station like Wyndham, and I called Jim Twycross a few harsh words.</i></p> <p><i>A violent storm hit Wyndham just as the aircraft took off, and the radio equipment in the shack was flooded and the telephone lines were blown down. I had to remain on watch until 10pm then walk to the six-mile Hotel where I was to be accommodated only to find</i></p>

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	<p><i>that the living quarters had been flattened by the storm. There was no other accommodation so I had to return to the drome where I slept in a shed for the next three months.</i></p> <p><i>Living was mighty hard, hours were long, and there was plenty of work. Civil and military aircraft were on radio silence, but a short whistle or a dog bark from M.M.A. would indicate a landing in 10 minutes. Lodestars were shifting a lot of troops from Gorrie, and every so often one would get lost in the Wyndham area and would call for beatings from our MF/DF. I lost a lot of sweat over one pilot who insisted I was giving him reciprocals. He eventually accepted my bearings and landed his full load with an almost empty tank.</i></p> <p><i>His show of appreciation was a bit embarrassing, but quite rewarding. This was one of several occasions in Wyndham when I knocked off feeling 10 feet tall, with a head to match. Whoever installed the DP at Wyndham made a jolly good job of it, as it was by far the best MF/DF that I operated. I disliked the rough living but enjoyed the work at Wyndham, however I was pleased to welcome Dick Bale, who relieved me for return to Maylands.</i></p> <p><i>Not long after I was back at Onslow. While there the HMAS Sydney was sunk off the coast, and aircraft came from everywhere. I had to open a direct circuit with Pearce and despite my pleas for assistance I was left to carry on alone. I remember having to work 35 hours without a break and having to lay home-made flares by foot when aircraft would arrive out of the blue after dark. I would walk back to town to sleep only to be wakened by the postmaster with an urgent request to open up watch. I was almost a physical wreck and was mighty pleased when the RAAF pulled out.</i></p> <p><i>The CO sent me a flattering telegram thanking me, but I'd sooner he had sent me assistance.</i></p> <p><i>Halls Creek, Wyndham, and Onslow were all one-man aerodromes with the Aeradio Officer responsible for maintenance and repair of radio equipment and generating plant, as well as the day to day maintenance of landing areas and boundary fences. There were no vehicles at any of these aerodromes but at Wyndham I became the exalted user of a Department of Civil Aviation Malvern Star cycle to ride the seven and a half miles of corrugations for the mail.</i></p> <p><i>The DCA Maylands staff consisted of OIC Alan Collins, Radio Inspector Jim Twycross, two Groundsmen, one Flight Control Officer, one Typiste, Aeradio Operators Jack Quinn (in charge), and myself. There were no regional staff in Perth. We had a 500C NDB and a J2876 transmitter at Garrett Road Bridge, and a 33 Mcs Radio Range and Marker Beacon at Maylands Aerodrome. There were no DCA Technicians in WA.</i></p> <p><i>Jack and I were responsible the keeping equipment on the air besides ensuring all obstruction lights were operating. I transferred to Ceduna in 1943, but 18 months after, when the R.A.A.F. began to pull out of Geraldton, Jim Twycross gave me the job of taking over. To begin with, all aeradio staff were R.A.A.F. personnel but later I was able to commandeer the Hospital block. Soon we had six families living in it.</i></p> <p><i>After five years at Geraldton I got the job of OIC Canberra, but after a short time there I applied for and got Darwin. I spent two years in Darwin before returning to Perth in 1952. In 1961 someone thought I might be getting in a rut and transferred me to Essendon. After three very pleasant years in Melbourne, the Board got fired of paying me away from home expenses and I was transferred back to Perth.</i></p> <p><i>Despite the rugged living in the early days with DCA, I look back on it as perhaps the most satisfying period of my lifetime. It was sure rough, but I wouldn't have missed it for anything."</i></p> <p><i>Norm Valentine Snr died in April 1980.</i></p> <p><i>His son, Norm Valentine Jnr. has worked at Perth Airport for many years and is currently the Design Office Manager at the Airport.</i></p> <p><i>Information provided by Perth Airport – letter dated 23 May 2008 (Council Ref 117/008 / ECM Doc No: 1419740). Credit: Department of Civil Aviation News. March 1973</i></p>

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Whitham Road	<p data-bbox="694 255 1374 282">Captain Alexander (Alex) Lawrence Anderson WHITHAM MBE.</p>  <p data-bbox="694 309 1426 389">Alex Whitham was born on the 31st October 1910 and learnt to fly on a Cirrus Moth of the Western Australian Aero Club at Maylands aerodrome.</p> <p data-bbox="694 421 1426 501">He began his civil flying career with Goldfields Airways in 1934, transferred to Airlines (WA) in 1936 and joined MacRobertson Miller Aviation Co. on February 4th 1937.</p> <p data-bbox="483 533 1426 613">The MMA Staff News for August 1955 ran an article headed "HE HAD HIS OWN AIRCRAFT", with Alex's memories of tying aircraft down to police station rails, dodging Japanese fighters in the North-West and of 10 days flight to Daly Waters and return.</p> <p data-bbox="483 645 660 667">The article read:</p> <p data-bbox="483 698 1426 779"><i>"The Company then had five Dragons in service. There were five pilots, including Chief Pilot Captain Jimmy Woods, and each pilot had his own machine. 'Heaven help anyone who so much as went near another man's aeroplane' Alex said.</i></p> <p data-bbox="483 810 1426 945"><i>The regular procedure for Alex and his Dragon, VH-UVN, was to leave Perth on morning for Daly Waters - to link up with the Empire, Airmail service to and from London- and spend Sunday night at Carnarvon. He would fly to Broome on Monday and stay there till the following Saturday, spend Saturday night at Victoria River Downs, on Sunday fly to Daly Waters and back to Ord River for the night.</i></p> <p data-bbox="483 976 1426 1133"><i>Monday Ord River to Broome, Tuesday Broome to Carnarvon and Wednesday Carnarvon to Perth. Another trip was started on the following Sunday, after three days off. Each round trip occupied ten days and took 45 hours flying time. The Dragon which carried six passengers and mail was a twin engined aircraft and cruised at about 90knots. The, introduction of the four engined DH86 which cruised at 115kts cut the time to Daly Waters., to two days, with an overnight stop at Port Hedland.</i></p> <p data-bbox="483 1164 1426 1299"><i>Alex recalled with amusement the procedure at Wave Hill where there were two strips - one at the homestead and the other at the Police Station the other side of the river. The drill was to drop the passengers and mail at the homestead, then hop across the river to the Station for lunch. While they were have lunch, the aircraft was tied to the verandah posts.</i></p> <p data-bbox="483 1330 1426 1464"><i>He also recalled the procedure adopted while flying in northern areas after the Japanese bombed Darwin. Aircraft were not to be left on the ground on the coast north of Pod Hedland during daylight hours. Japanese reconnaissance planes used to come over about 8:30 in the morning and if they spotted an aircraft on the ground, a fighter would be back in half an hour.</i></p> <p data-bbox="483 1496 1426 1576"><i>On a Northbound trip, the plan was to get the aircraft in and out of Broome before dawn, in and out of Derby by 8 am, then waste time around the Kimberley stations during the day to time a dusk arrival at Wyndham."</i></p> <p data-bbox="483 1608 1426 1711">During World War II he joined the RAAF Reserve, but was directed to continue civil flying to keep lines of communication open to the northern towns which were frequently under attack. He and other MMA pilots often had to land on badly surfaced and bombed airfields to evacuate civilians as the war came closer to home.</p> <p data-bbox="483 1742 1426 1935">The wartime operation was a far cry from the sophisticated and precise airline operation of later years. Two incidents in which Whitham was involved were the evacuation of passengers and crew from the bombed ship Koolama, and the Dutch DC-3 which crash-landed at Carnot Bay near Broome, scattering its cargo of valuable diamonds in the water and on the beach. The diamonds, hastily flown out of the Dutch East Indie's, which was being hourly overrun by the Japanese, were later the subject of a protracted court case over ownership after they had been found by Aborigines.</p> <p data-bbox="483 1966 1426 2047">Alex also flew the only Lockheed 10 they had left to them during WWII and crewed MMA's first DC-3 with Jimmy Woods on the 19th November 1945. Appointed Chief Pilot in 1946 after Jimmy left, he saw the Company's pilot strength blossom, and he</p>

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	<p>delivered the airline's first Fokker F-27 Friendship from Holland to Perth in December 1959. This was the first turbo-prop pressurised airliner to be used in Western Australia, and was a quantum leap forward over the old war-time DC-3 aircraft which were then the mainstay of the company's fleet.</p> <p>Alex was described as a quiet, almost shy, man. He was always friendly and helpful but could be suitably stern when the occasion demanded.</p> <p>For his long service and superlative pilot skills, in the Queen's Birthday Honours on June 1st 1961 he was awarded an MBE part of his citation stating, "He has flown more than 3 million miles since 1935 and last year became the first pilot in Western Australia, to log 20,000hrs."</p> <p>The MBE was the first awarded to a Western Australian civil pilot flying in the State, and in addition he was also elected to the League of Distinguished Commercial Pilots in the United Kingdom and Commonwealth. The same year he was presented by Sir Shane Paltridge, then Minister for Civil Aviation, with the Master Air Pilot Certificate for the Guild of Air Pilots and Air Navigators again; it was the first for a Western Australian pilot flying in the State.</p> <p>When he retired at the mandatory retirement age of 55 years, at the end of June 1966, he had logged 24,000 hours - 23,000 of them in the North with MacRobertson Miller Airlines.</p> <p>Whitham has at least two landmarks named after him in the Kimberley - a meteorite crater between Halls Creek and the old Balgo strip about 160 kilometres to the south and two rounded hills quite close together, just outside Glenroy Station. After retirement he took up a small farming property at Woodanilling in the south-west of the state with breaks between harvest at a holiday house in Shark Bay. But the urge of the north proved too strong and several years later he sold his farm and settled permanently at Shark Bay.</p> <p>Alex Whitham died in the Carnarvon District Hospital on the 14th February 2000.</p> <p><i>Information provided by Perth Airport – letter dated 23 May 2008 (Council Ref 117/008 / ECM Doc No: 1419740). Credit: Speck in the Sky - Frank Dunn; I Flew for MMA – Capt. Reg Adkins; and Sunday Times and West Australian - various issues.</i></p>
<p>Woods Road</p>	<div data-bbox="501 1290 695 1525" data-label="Image"> </div> <p>Woods Road was named after one of the State's most colourful aviation identities - Capt. Jimmy Woods.</p> <p>A great many West Australian pioneer aviators have been identified with Rottneest Island. Capt Harry Baker was the first to fly there, when he landed his little Klemm floatplane in Thomson Bay in 1930, and Sir Norman Brearley's West Australian Airways flew one of their DH.50 aircraft to the island on the day the airstrip was opened in November of that year. However the aviator whose name is synonymous with Rottneest is Capt. James Woods - Jimmy Woods as he was affectionately known by the many thousands of holiday makers who travelled with him over what was at the time, the world's shortest scheduled air route from Perth to Rottneest Island.</p> <p>Jimmy Woods was a fascinating character, born in Udney, Scotland, in 1893, he spent his early years in Dundee, where he was educated.</p> <p>He served as a pilot with the Royal Flying Corps, in Egypt during the Great War, and after the conflict became a commercial pilot in New Zealand. In 1924, he joined Major Norman Brearley's West Australian Airways, flying initially on the north-west service, and then in 1929, switching to the Perth-Adelaide route. One of the highlights of his service with the airline, was the search for Charles Kingsford-Smith, who was forced down in the "Southern Cross" in the remote Kimberley region, in 1929, whilst en-route to England. This incident became the celebrated "Coffee Royale" affair.</p> <p>In 1933 Jimmy made an unsuccessful attempt to break Jimmy Mollinson's 8 day 22 hour record flight time from Australia to England. He departed from Broome on the north west coast of Western Australia, in his appropriately named Gipsy Moth "Spirit of</p>


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	<p><i>Western Australia</i>”, but unfortunately bad luck dogged his fight, and he was grounded in India for several weeks, and his hoped for flight of 6 days, actually dragged on for 6 weeks!</p> <p>The following year, was Melbourne’s centenary, and chocolate magnate Sir MacPherson Robertson sponsored the London-Melbourne Centenary Air Race. This was arguably the world’s greatest air race, and attracted entrants from all over the world. Australian aviation pioneer Horrie Miller had proposed entering the race, but October 1934 saw him setting up his Western Australian operation (he had recently won the tender for the north-west air service from Norman Brearley), and he found he could not spare the time for the race. He then asked Jimmy Woods, who had just joined his company, to fly his Lockheed Vega in the race. To navigate the machine, Horrie Miller chose Don Bennett, who would later achieve fame as the head of the R.A.F.’s pathfinder force in World War II. With a fast plane, and a top crew, it seemed that Horrie Miller had a winning combination. Unfortunately through bad luck, the Vega struck some soft ground on landing at Aleppo, flipped over on its back, and Woods was forced to withdraw from the race.</p> <p>Jimmy Woods continued to fly the north-west coastal route for MacRobertson Miller Aviation Co, and was a familiar and popular figure at towns along the WA coast.</p> <p>On 3rd March 1942, Jimmy narrowly escaped with his life. He had just taken off from Wyndham in his Lockheed Electra airliner, only minutes before a flight of Japanese Zero fighters attacked the town. He was equally lucky to arrive over Broome only a short time after another squadron of Japanese fighters had caused havoc at that old pearling town. The attack had destroyed some two dozen Allied aircraft, and killed between 70 and 100 people. Jimmy immediately offered his services to help evacuate the wounded to the safety of the south, and then loaded 22 wounded Dutch refugees into his tiny ten seat airliner, and flew them to Port Hedland. He then spent the day operating shuttle services between Broome and Port Hedland, carrying more refugees to safety in his overloaded aircraft.</p> <p>On one of these mercy flights, he taxied towards the Broome terminal in the darkness, and the propeller of his Electra struck part of the burnt out wreckage of an American B.17 Flying Fortress. This buckled the propeller blade tips, and rather than ground his aircraft, and cease his mercy flights, Jimmy showed his resourcefulness, by using a hacksaw to remove the 75mm bent blade tips. He then continued his mercy flights.</p> <p>For this incident he was severely reprimanded by the Australian civil aviation authorities, but the Dutch took a much more enlightened view. Queen Wilhelmina of the Netherlands decorated Jimmy as a Knight of the Order of the Orange Nassau - the equivalent of a British knighthood!</p> <p>In 1947, at the age of 53 years, when many men in this day and age would be thinking of retirement, Jimmy resigned from MacRobertson Miller Aviation Co, and announced that he was going to set up his own company - Woods Airways. He proposed to operate newspaper dropping flights to the southern part of the State, and a service to Rottneest Island - a holiday resort 16 km off the coast from Fremantle.</p> <p>Woods then purchased a couple of war-surplus R.A.A.F. Avro Ansons from South Australia, flew then to Perth, and had then overhauled and brought up to civil standards.</p> <p>After attending to mountains of paperwork, Jimmy finally got his Rottneest service underway, with his Anson, appropriately named “<i>Islander</i>”™ flying the inaugural service on Saturday 6th March 1948. His was a “one-man airline” in the true sense of the word. Jimmy drove the airport bus, sold the tickets, handled the luggage, and flew the aircraft. The service was advertised as “The shortest scheduled air route in the world”, and this was the case until many years later when a service even shorter than the 35km Rottneest route, was established between two islands off the coast of Scotland.</p> <p>While Jimmy’s service was popular and operated without mishap or injury to passengers, the Anson was not the most reliable of aircraft. The machine had a poor single engined performance (a factor that would later see the Department of Civil Aviation ban overwater flights by Ansons), but more importantly Wood’s Ansons seemed to be plagued with undercarriage problems. On a number of occasions, Jimmy</p>

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	<p>attracted newspaper publicity when he had problems lowering his undercarriage, and airport emergency services had to be put on full alert - fortunately the problems could be rectified in flight, and he always landed safely.</p> <p>In 1953, Jimmy purchased another war-surplus R.A.A.F. aircraft, this time a Mosquito fighter bomber - the "wooden wonder" of World War II fame. He intended to fly the aircraft in the 1953 London to Christchurch air race - his third record attempt linking the UK and Australasia. It was not to be a case of "third time lucky", as several sponsors he was relying on dropped out, and he was forced to abandon the flight. After a series of misfortunes, the Mosquito was sold to an American in the 1970's, but was later repossessed and purchased by the Australian War Memorial. It is currently being restored to its former glory at Bankstown Airport, before being sent to Canberra for display.</p> <p>In 1961, the Department of Civil Aviation announced that passenger operations with Anson aircraft must cease, due to the concern at the safety of these aircraft. This decision sounded the death knell to Woods Airways, but Jimmy's supporters would not take the decision laying down. They lobbied the State Government for finance to purchase new more modern aircraft to continue the service, but these approaches were to no avail. Jimmy's last flight to Rottnest Island was made on New Year's Eve 1961.</p> <p>The esteem in which Jimmy Woods was held was evidenced by his farewell ceremony at Rottnest. Before a crowd of over 1,000 people, the wife of the Island's Manager placed a garland of flowers around Jimmy's neck, and the State Premier, Sir David Brand gave a stirring farewell speech. Jimmy then climbed aboard his Anson, opened the throttles, and thundered down the Rottnest runway for the last time.</p> <p>In its 14 years of operations, Jimmy's Ansons made more than 13,000 crossings between Perth and the island, and in the last 5 years of the operation alone, carried nearly 22,000 passengers.</p> <p>The two old Ansons were finally retired to friend's farms in WA's wheatbelt, where they were used by the farmer's children as cubbyhouses. Later the nose section of one of the Ansons would be recovered to be restored as a museum exhibit.</p> <p>After such a full life Jimmy should have settled back into a well-earned retirement, but the "flying bug" was still in his blood. At the age of 70 years, he set up a new company "Woods Helicopters" and before long had three choppers operating throughout the State, mainly on oil exploration work. He sold this company to another helicopter organisation eight years later, and then at the age of 78 finally decided to take his retirement.</p> <p>Jimmy died in 1975 at the age of 82 years, and as a final gesture for his years of service on the route, his ashes were scattered from the air into the Indian Ocean, near Rottnest. In a further tribute to his service to aviation, the new \$300,000 Rottnest air terminal was renamed "The Jimmy Woods Air Terminal", by State Tourism Minister Pam Beggs, in 1987.</p> <p>Jimmy Woods made his mark on Australian aviation over a period of nearly half a century. His name is not all that well known outside the aviation fraternity, but by his exploits, his should have been a household name!</p> <p><i>Information provided by Perth Airport – letter dated 23 May 2008 (Council Ref 117/008, ECM Doc No: 1419740).</i></p>

7. List of Former Perth Airport Street Names (Road Names) (No Longer in Existence)

Street Names	History
Duckworth Avenue	<p>Named after Henry (Harry) Duckworth who succeeded Syd Pond as Airport Foreman Perth Airport 1973-1985.</p> <p><i>Information provided by Department of Aviation – letter dated 25 September 1985 (Council File Ref: TP A2/14/4)</i></p>
Lee Avenue	<p>Named after H A (Austin) Lee who was the first Airport Manager / Director Perth Airport 1948-1979.</p> <p><i>Information Provided by Department of Aviation – Letter dated 25 September 1985 (Council File Ref: TP A2/14/4):</i></p>
Lewis Road	<div data-bbox="501 645 695 891" data-label="Image"> </div> <p>Born at the turn of the century, George Wyndham Lewis was one of the more colourful characters in Western Australian aviation. He was one of the “larger than life” characters in the Goldfields region for some three decades, as a result of his flying adventures in the area.</p> <p>Goldfields Airways came into being on the 4th August 1934 when Lewis arrived in Kalgoorlie in his two-seater Gipsy Moth.</p> <p>Lewis, a member of the WA Aero Club commenced operations giving joy flights, but later he became employed carrying mining personnel on aerial inspections and charter flights. A major part of his work was emergency medical flights to outback centres, and this saw him expand his fleet by purchasing a de Havilland Fox Moth aircraft, in which a stretcher could be carried, making flights more comfortable for medical patients.</p> <p>Many medical flights were conducted in the latter part of the 1930s under varying and often adverse conditions. The flights were initially flown with the Gipsy Moth, but later in the Fox Moth, with a second Fox Moth purchased from MacRobertson Miller Aviation Company.</p> <p>With the establishment of the Royal Flying Doctor Service base in Kalgoorlie, in 1937, Lewis affiliated with the Australian Aerial Medical Service to form the Eastern Goldfields Section, and continued to undertake the medical flights in the AAMS’s name. On 28 May 1938 a formal arrangement was entered into whereby Goldfields Airways aircraft would be used on the basis of £800 per annum retained, and 1/- per miles flown.</p> <p>This action resulted in a rebuke from the authorities, who advised that before undertaking any medical flight, he must first obtain the permission of the Clerk of Courts, in writing.</p> <p>Lewis, a very outspoken individual, also fell foul of the State Government, as he had undertaken flights “in competition with the Railways”. As a result he was banned from flying passengers to Perth or to Geraldton, and later still bans were put on other of his activities, where it was considered they conflicted with State run services.</p> <p>In 1939, Lewis was instrumental in having landing grounds established at Menzies, Evanston and Edjudina (Porphyry), pointing out that the towns/mines were very isolated, and strips were needed in an emergency.</p> <p>About this time, Lewis lost two of his aircraft - Gipsy Moth VH-UPD was impressed into the R.A.A.F. on 22 July 1940, and Fox Moth VH-UTY was acquired by Guinea Airways. Throughout the war years, Goldfields Airways had to carry on with only two aircraft (the Fox Moth and the Vega Gull), to cater for the entire Goldfields region.</p> <p>On 21 February 1946, Lewis advised that “he was flat out trying to design a new aeroplane”, but no details are known of this project. However, Goldfields Airways did take delivery of their first Avro Anson (VH-AXC) on 17 July 1946 and this enabled the company to sell its remaining Fox Moth aircraft.</p> <p>Lewis advised that he purchased the Anson for medical work, but there was insufficient work to keep the machine busy full time, so he also applied for a State licence to</p>

Street Names	History
	<p>operate regular services from Kalgoorlie to Edjudina, Laverton, Evanston, Mt Ida and Esperance.</p> <p>These regular services were to be operated in the early morning to “avoid the heat and bumps of the day”, and whilst the strips at Evanston and Mt Ida were not quite ready, Lewis proposed operating to Edjudina and Laverton immediately, using the Vega Gull VH-UZH. (The service commenced about the 30 June 1946).</p> <p>In July 1946, Goldfields Airways also made application for a State licence to carry holiday makers on the route Kalgoorlie-Norseman-Esperance, declaring the latter town to be the “nearest and cheapest seaside resort for holidays”. The flights using either Anson or Percival aircraft would operate Mondays, Wednesday and Fridays “as loading warrants”.</p> <p>The State Government initially rejected the application on the basis that Esperance was already served by Airlines (WA) Ltd. However, after pressure was applied by the Conference of Goldfields Local Bodies, the application was approved on 12 July 1946.</p> <p>On 2 December 1946, Lewis advised that his regular run to Edjudina and Laverton “had been a flop, and the route is now only flown when passengers are offering”. He also advised that his regular service to Esperance would commence “this month, as I only completed the seating in the Anson last Saturday”.</p> <p>A second Anson, VH-BEL, was purchase in January 1947 for £250. Originally Lewis had proposed using this for spares for Anson VH-AXC, but he later decided to retain both aircraft.</p> <p>On 22 September 1949, Lewis again advised that “a few years ago, I was licensed to conduct runs to the outback, but this never eventuated on account of the depressed condition of the gold industry”. He also mentioned that he would consider reinstating his Esperance service, if the economy improved.</p> <p>In 1956, Lewis made the comment that the Royal Flying Doctor Service was still only paying him an annual retainer of £1,000, plus 2/6 per mile (the same rate as he was paid for the past 10 years), and they were imposing conditions on medical flights that tied him up in red tape. He also remarked that he had recently been paid £50 for some rain making work at a local station.</p> <p>In 1959, Lewis advised the Department of Civil Aviation that business was so bad he was considering leaving the aviation industry and entering the motor trade. However, he decided to stay on, and operated his business as a “one man show”.</p> <p>An application for renewal of the State licence, in June 1960, shows that Goldfields Airways now only operated the one aircraft, Anson VH-BEL, and that only one regular route was being flown, Kalgoorlie-Norseman-Esperance flight was £7.10.0, and charter rates were 3/6d per mile.</p> <p>As a result of a Department of Civil Aviation directive, all Anson aircraft in Australia were grounded as at 30 June 1962, but Lewis managed to get an extension for VH-BEL, to complete some aerial survey work, and his Anson’s last flight was on 28 August 1962. With no commercial resale value, Lewis sole VH-BEL to the local Air Training Corps light, for the sum of two shillings.</p> <p>Lewis write to the State authorities in September 1963, saying that he “hadn’t engaged in any serious passenger work for years, but made a crust on photographic surveys, and geological photo recess. Never was very interested in passengers anyway”.</p> <p>“Present economics of flying entail buying a Yank crate at three times what its economical worth amounts to locally. Got an invitation to start an aero op show in the North West. It came from the associated roads boards, but I gratefully declined”.</p> <p>Lewis retired to Esperance, where he lived until his death in 1990.</p> <p><i>Information provided to City in November 2009 by Mervyn W Prine, Aviation Historian (document dated 24 February 2006).</i></p>


Street Names	History
MacRobertson Drive	 <p>Sir MacPherson Robertson achieved fame in aviation circles as the backer and co-founder of MacRobertson Miller Aviation Co, and as sponsor of the 1934 London to Melbourne Centenary Air race.</p> <p>MacPherson Robertson was born in 1860, at Ballarat, Victoria and when his father deserted the family, and they returned to Scotland, it fell to MacPherson - "Mac" a Scot/Irish Australian – to go to work to support the family at age 9.</p> <p>He was up at 3am to pick up and deliver newspapers over then miles and by 6am he was lathering faces at a barber shop until 9am. Then school until 3pm and back to lathering faces until 9pm. Unfortunately, this work load did not bring in sufficient income, so Mac had to give up schooling to work full time.</p> <p>After ten separate jobs he finally took on an apprenticeship in a confectionery factory. The grounding and knowledge he acquired ultimately led to the founding of the biggest confectionery empire in the Southern Hemisphere.</p> <p>It was not too difficult for Mac to find work, but – with the long hours he had little in the way of an easy life – he still had time for fun. In time, the Father desired the family to return to Australia.</p> <p>Mac made up his mind to 'Succeed in Life' and be responsible for his entire family. On arrival in Australia he apprenticed himself to a confectioner in Fitzroy, Melbourne and began his long journey which would see him as the most successful entrepreneur – and the highest taxed person – in Australia.</p> <p>At age 19, a skilled confectionery craftsman, he set up a small factory in his Mother's bathroom with a "nail keg for a stove, a time cup for a kettle and some sugar". He made the confections on Mondays to Thursdays and sold them around Melbourne on Fridays and Saturdays.</p> <p>Originally, his business was called the MacRobertson Steam Confectionery Works and by 1925 MacRobertson's Chocolates employed 2500 people. Mac had built so many factories in Fitzroy that the block was known as "White City" for he had painted all his buildings white.</p> <p>Although Unions were trying had to bring manufacturers under their thumb for exploiting workers his works never had a strike. He often said that he should liked to have done more for his workers but the union made it too difficult. Nevertheless, he instituted a form of pension scheme which was innovative as well as being the forerunner of its day. His annual turnover in 1880 was 300 pounds and by 1925, it was 2,000,000 pounds (almost \$200,000,000 per annum of 1998 money).</p> <p>After World War I finished in 1918, he saw the new entertainment of cinema (silent movies) as a new outlet for his lollies and chocolates. He enlisted Veteran Servicemen to take up these concessions he had arrange with the Cinema owners. Most of the young Vets had no idea of running a business and some failed, owing Mac money for his stock. He realised that he would have to train them and his other Veteran concessionaires in business management (or street smarts).</p> <p>In 1927, he co-founded MacRobertson-Miller Aviation Co and sponsored an around Australia Expedition by two motor lorries in 1928. Then, in 1929-1930, Mac sponsored the British, Australian and New Zealand Antarctic Research Expedition which ensured Australia's hold on the Antarctic mainland.</p> <p>Sir Douglas Mawson named MacRobertson Land (on Antarctica) after him and he was awarded a Fellowship of the Royal Geographic Society in 1931. He was knighted in 1932 and appointed K.B.E. in 1935.</p> <p>With the great depression beginning, he was able to go against the trend and put on even more employees as his "Old Gold" Chocolate Box and Columbins were exceptionally well sponsored and advertised. Mac supported charities and unemployment relief.</p>

Street Names	History
	<p>In 1933, he donated 100,000 pounds to Victoria for its Centenary Celebrations (worth now about \$10,000,000). Asked what to do with the money he suggested first, a Girls High School; a much needed bridge over the Yarra River at Grange Road; a fountain in front of the Shrine of Remembrance on St Kilda Road and a Herbarium in the Melbourne Botanical Gardens. These new building projects would help to employ many of the unemployed who wanted to work rather than criticise the rich.</p> <p>To advertise Australia and Melbourne in particular, he organised and sponsored, with part of the donation, the great London to Melbourne Centenary Air Race. This was the most gallant and gruelling Air Race of all times and bought to Australia unprecedented publicity. The top Aviators of the world competed and it made the future participation of Australia in International Commercial Aviation assured.</p> <p>The Federal Government, in the Politician's wisdom, demanded 42,000 pounds (\$4.2m) from the 100,000 pounds donated – as tax. This was, at the time, considered scandalous by the rich and charitable, but Mac preferred to pay the 42,000 pound tax, himself. He vowed to investigate this iniquity and bring it before the highest Court in the land. He was, at the time, the highest tax payer in Australia, besides one of the biggest employers of labour - and possible the person least interested in party politics.</p> <p>From this and other responsible interpretations of our Australian Federal Constitution, sponsorships would, in future, be dealt with as a tax deduction. Donations would have to be made to prescribed charities in order to be tax deductible. Gifts would have various interpretations - particularly if made to a political party. While grants would have other strings attached - particularly if from a political party in power.</p> <p>Sir MacPherson Robertson was, without a doubt, the greatest entrepreneur and philanthropist in contemporary Australian history.</p> <p>His confectionery empire, MacRobertson's (with his distinctive signature) was the envy of his International contemporaries. In later years it has been said, his "Old Gold" Chocolate Box was the cause of more nuptials than the back seat of an FJ Holden.</p> <p>His interest in Commercial Aviation put Australia on the map.</p> <p>His sponsorships proved themselves to be the "20% of the total advertising budget that worked". He was before his time in personally pioneering advertising, sponsorship and product promotion.</p> <p>Born 1860, at Ballarat Victoria, Sir MacPherson Robertson died in 1945, happy and successful at age 85.</p> <p>Information provided to City in November 2009 by Mervyn W Prine, Aviation Historian (document dated 24 February 2006). (Extract from: goldcoastcroquet.com.au/business)</p> <p>Note: due to changes to the domestic car park and loop road in front of the terminals, MacRobertson Drive has now all but disappeared.</p>
Martin Road	<p>Named after Frederick Brighthouse Martin who was a long term departmental employee (1937-1965). He was, what is now titled, Assistant Regional Director Airports (ARDA), Western Australia Region from 1946-1965.</p> <p><i>Information Provided by Department of Aviation – Letter dated 25 September 1985 (Council File Ref: TP A2/14/4)</i></p>
Pond Avenue	<p>Named after Sydney Pond, a long term departmental employee and the first Airport Foreman for the Groundstaff Perth Airports c. 1947-1973.</p> <p><i>Information Provided by Department of Aviation – Letter dated 25 September 1985 (Council File Ref: TP A2/14/4)</i></p>
Zante Road	<p>A name associated with the original subdivision of the airport land.</p>

8. Park Names in the City of Belmont

The parks in the City of Belmont are generally named after the road adjoining the park to comply with a requirement of the Landgate's Geographic Names Committee.

Play equipment or facilities are not provided at every park. Information about park play equipment or facilities can be obtained from the City's web site www.belmont.wa.gov.au (refer Lifestyles, Parks and Reserves).


Park Names	History
Abernethy Park	Reserve 43496, Location 12308 (499) and Reserve 44218 (499A) Abernethy Road, Kewdale -Named after adjoining street. <i>The Minister for Lands approved use of the name on 20/04/1998</i>
Adachi Park	96-118 Great Eastern Highway, Belmont To honour the sister city relationship between the City of Belmont and Adachi-ku in Japan. The park is located in the vicinity of the 'Devil's Elbow' and the Swan River, near the western end of Abernethy Road. Situated between the Sawn River and Great Eastern Highway, Ascot and Belmont. Adachi-Ku park amended to Adachi park by request. <i>The Minister for Lands approved use of the name on 24/10/2002. The park area was extended and approval to apply the name to the extended area was granted on 25/09/2003.</i>
Aitken Swamp	Reserve 48654, Lot 432 (539) and Reserve 38847, Lot 433 (541) Abernethy Road, Kewdale Located on Abernethy Road between Aitken Road and Newburn Road. This general area was sub-divided around 1911 and was known as 'Bulrush Park'. Andy Aitken was known as 'the Swede King' because of his prowess at growing large swedes ('the size of your head') around the edges of the swamp.
Albert Jordan Park	 <p>Reserve 45738, Location 13183 (38A) Tibbradden Circle, Ascot.</p> <p>Albert Harold known as Abo (1912-2005) was born in Kalgoorlie and was a successful trainer and media personality.</p> <p>He was good for racing in every way. He ran a large modern stable, trained hundreds of winners and was a constant promoter of the racing industry.</p> <p>After fishing at Rottneest Island around 1950, Albert Jordan met Charles Atkins. They became close friends and Atkins helped Jordan set up stables on a property by the river in Redcliffe with more than 90 acres. Tibbradden, the property had white posts and rail yards, a training track and excellent paddocks, well ahead of its time for its design, accommodation and size. Tibbradden was also known for Jordan's hospitality. He trained horses there for more than twenty years, welcomed visitors and topped the winning trainers' list six times.</p> <p>A keen fisherman, Jordan had a favourite boat called Maniana, after which he named his favourite horse. As a three year old filly, Maniana won the Railway Stakes, an unusual feat even today and it went on to win races around Australia. With other horses Jordan won Perth Cups, WA Oaks, WA Guineas, Sires' Produce Stakes, Kalgoorlie Cups and almost every major race.</p> <p>Albert Jordan's popularity grew. He spoke on the radio regularly through the 1960s and 70s and appeared on television racing panel shows. He ran tipping sessions at Belmont Park and Ascot every Saturday, so popular that there was standing room only. "It's so important to promote your industry," he once said. "I saw myself as an ambassador for WA racing on my frequent interstate trips with gallopers in the 50s and 60s." In 1986 he was voted WA Racing Personality of Year.</p>



Park Names	History
	<p>Jordan began his training career in the goldfields in the 1930s. "We walked nine gallopers from Leonora to a Wiluna meeting," Jordan said. "The horses were rested when it became hot around 8am and the trip took six days. None of them won and we had to eat galah on the walk home."</p> <p><i>Approved by Council OCM 8/3/1994, Item 8.2. Reference The West Australian Racing Industry Hall of Fame- Inducted in 2014. PDC 16/05/1994 Item No. 8.3 confirmed 30/05/1994.</i></p>
Alfred Park	Lot 66 (131) Belgravia Street and Reserve 28241, Lot 8042 (137) Belgravia Street, Belmont – Unknown
Andell Park	Reserve 43208, Location 11962 (31A) Towton Street, Redcliffe (Corner Andell Place) Named after adjoining road, Andell Place.
Aquanita Park	<p>Crown Reserve 35216, Location 9746 (No. 53B) Leake Street Belmont Formerly known as 'Mural Park'.</p> <p>Prior to becoming a reserve the land was a dedicate road, named after the winner of the 1988 Perth Cup. Originally developed a part of the Racecourse Park Estate in 1900 and closed by Gazettal of 28/10/77</p> <p>'Aquanita' was the name of a prominent racing horse that was stabled nearby the subject land and was exercised each afternoon on the reserve. Aquanita had 28 wins from 70 starts including the following major wins:</p> <ul style="list-style-type: none"> • W S Cox Plate • Geo Adams Memorial handicap (twice) • Doomben Ten Thousand (Queensland race) • Alister Clark Stakes • TurnBull Stakes • WA Turf Club Railway Stakes • WA Turf Club Lee Steere Stakes • Duke of Edinburgh Stakes St George Stakes • L K S MacKinnon Stakes • C F Orr Stakes • Craiglee Stakes • Caulfield Futurity Stakes • W J Healy Stakes • VATC Moonga handicap (Victorian race) <p><i>(Refer Item 12.1.7 – 11 December 2007 Council minutes)</i></p> <p><i>The Minister for Lands approved use of the name on 23/01/2008. Internal reference ECM Doc No: 129582 & 1295828</i></p> <p><i>Internal Reference ECM Doc No: 1361346 & 1295111.</i></p>
Arlunya Park	Reserve 31186, Location 8631 (148) Arlunya Avenue and Lot 285 (229) Fisher Street, Cloverdale - Named after adjoining road.
Aviary Gardens	Reserve 45381, Location 4186 (5) Aviary Gardens, Rivervale On the former site of Eddie Davis' bird farm.
Ayres Bushland	<p>Lots 265, 266, 267, 268, 269, 270, 276, 277, 278, 279, 280, 281, 282, 283 and 391 (1-5) Boulder Avenue, Ascot</p> <p>Mr Frank Ayres was a prominent district identity, whose name was synonymous with the first caravan park in Belmont and a large area of river front land now to be preserved for the good of the community.</p> <p><i>The Minister for Lands approved use of the name on 08/10/2007. (Internal Ref OCM 07/02/2006 Item 11.1.1, OCM 18/09/2007 Item 12.1.2).</i></p>


Park Names	History
Belmont Oval (Cloverdale Sport and Recreation / Gerry Archer Athletic Park)	<p>Reserve 48303, Lot 1000, 10915 and 9426 (400) Abernethy Road, Cloverdale.</p> <p>Belmont Oval located on Abernethy Road between the Belmont Sport and Recreation Club and Gerry Archer Athletic Park. Currently used as a soccer ground.</p> <p>Gerald Arthur Archer (Gerry) was president of the Belmont Little Athletic Centre for three years (1974-76) and held various other offices in the junior and senior athletics clubs at this centre in their formative years. He was elected to the council of the City of Belmont in May 1974 and served with distinction until his death in September 1979 at forty-five years of age.</p> <p><i>La The Minister for Lands approved use of the name 'Belmont Oval' on 20/04/1998.</i></p>
Bilya Kard Boodja Lookout	<p>The renaming of the Public Open Space located at Crown Reserve 12237, Lot 14003 and Lot 568 (4) Tanunda Drive, Rivervale was identified and the most suitable name for the subject reserve is 'Bilya (River) Kard (Hill) Boodja (Land/Country)' (pronounced 'Bill-yah Card Bud-jah'). This name was formally approved by the Aboriginal Reference Committee at its meeting of the 24 November 2014.</p> <p><i>The Minister for Lands approved use of the name on 29/04/2015. (Internal Ref OCM 16/12/2014 Item 12.2, ECM 3011581, 3005752 & 3113247).</i></p>
Brearley Avenue Reserve	<p>Reserve 27445, Location 7804 and 4875 (1-11) Brearley Avenue, Redcliffe Named after adjoining road.</p>
Campbell Street Reserve	<p>Situated between 123 and 125 St Kilda Road, Rivervale (Corner of Campbell Street) Named after adjoining road, Campbell Street.</p>
Centenary Park	<p>Reserve 31851, Location 11365 (1) Elmsfield Street, Belmont Lot 301 and Pt Lot 43 (107) Daly Street, Belmont Lot 39 (76) Hardey Road, Belmont</p> <p>Formerly a swamp, purchased by the Shire from the Mustica family and named Centenary Park on 28 June 1971.</p>
Copley Park	<p>Reserve 44885, Locations 12643 and 12644 Fitzroy Road and Reserve 45014, Lot 62 (61) Armadale Road and Reserve 44951, Lot 45 (75) and Location 12741 (77) Kooyong Road, Rivervale</p> <p>(S) at the turn of the century was one of the top breeders of quality racehorse stock. Formerly Copley Street, but the road reserve has now been dosed.</p>
Cottage Park	<p>Reserve 43355, Lot 12660 (429) Acton Avenue, Kewdale Reflects the central theme of the overall development being a smaller lot size with cottage/villa type homes.</p>
Cracknell Park	<p>Reserve 45534, Location 13145 (50) Riversdale Road and Lot 28 (52) and Lot 27 (54) Riversdale Road, Rivervale</p> <p>Variously known as Hawksburn Road Swimming Baths, Riversdale Baths and The Springs. Owned by the Belmont Young Men's Club, who found it difficult to raise funds to maintain the venue, and so, ceded it to the Belmont Park Roads Board in 1927. Proclaimed Cracknell Park on 10 April 1964 in honour of a local family, one of whom, Ronald, served on Council (RFW) Councillor for West Ward 1941-44, 1958-67; Roads Board Chairman 1960-61; Shire President 1966-67. Another Cracknell (Fred W) once rode every winner on the program at Toodyay.</p>
P.H. Dod Reserve	<p>Reserve 31820, Lot 500 (375) Fisher Street, Cloverdale</p> <p>Situated opposite the south end of Belgravia Street. Remnant bushland. Philip Hayman Dod acquired part of location 33 after Henty, the original owner, relinquished it in 1829.</p> <p>Phillip, only 19 years of age when he arrived at Perth, was the son of Henry Dod, a shipping agent who had provisioned the 'Caroline' for Henty and the others who had chartered her from England to the Swan River. Dod repeatedly complained that his river frontage was too marshy and eventually he received the full 2000 acres and</p>


Park Names	History
	<p>presumably an accessible river frontage.</p> <p>In 1831, he exchanged part of location 33 for land owned by J W Hardey and moved across the river to Tranby House for a short period before moving to Fremantle.</p> <p><i>The Minister for Lands approved use of the name on 12/01/1994. (Internal Ref PDC 06/09/93 Item 8.2, OCM 14/03/1994, File Ref RDS/01 P3).</i></p>
Epsom Park	<p>Reserve 36228, Location 12370 (104) Epsom Avenue, Belmont Named after adjoining road.</p> <p>Name proposed by the City of Belmont due to its proximity to Epsom Avenue and to reflect the horse racing theme of the area.</p> <p><i>The Minister for Lands approved use of the name on 20/04/1998.</i></p>
Faulkner Park	<p>Reserve 33825, Location 9282 (157) Robinson Avenue, Lot 53 Robinson Avenue, Reserve 34044, Location 9465 (161) Robinson Avenue, Lot 33 (215) Wright Street and Lots 51 and 52 (220) Abernethy Road, Cloverdale</p> <p>Named Faulkner Park on 25 January 1965, but renamed P J Faulkner Park on 25 May 1970 to differentiate between the various distinguished members of the family. (Paddy J – Patrick John), President & Councillor West Ward 1936-41, 1948-66. Roads Board Chairman 1958-60. Shire President 1961-62.</p>
Flame Tree Park	<p>Numerous Flame Trees were planted by the Belmont Young Men's Club along Hawksburn Road, Rivervale sometime after 1926, possibly as an entry statement to their venue (name for use within The Springs).</p> <p><i>The Minister for Lands approved use of the name on 07/10/2011. (Internal Ref OCM 28/06/2011 Item 12.4. ECM 2117064).</i></p>
Forster Park	<p>Pt Lot 278 (130) Keane Street and Lots 1 and 2 (167) Scott Street, Cloverdale. This football paddock in Keane Street became an official reserve on 25 January 1965. Named after Clive (C M) Forster, President and South Ward Councillor from 1936-1954, Roads Board Chairman 1944-46.</p>
Frank Treen Memorial Park	<p>Reserve 45739, Locations 13184 and 13185 (60A) Tibbradden Circle, Ascot</p> <p>(Francis John) rode his first winner at fourteen. In 1945 he was apprenticed to top trainer Ted McAuliffe. Frank was the leading apprentice in 1946-49. In 1951, he rode the winners of every major race in WA ability as a masseur, knowledge of equine medicine and representative of the Jockey's Association. Unbeaten Australasian record for the most metropolitan cups won - forty-seven; rode more than two thousand winners.</p> <p><i>The Minister for Lands approved use of the name on 19/04/1994 (Internal Ref PDC 08/03/1994 Item 8.2, File Ref RDS/01 P3)</i></p>
Fred McKenzie Park	<p>Reserve 33014 (1) Blacklock Road, Belmont.</p> <p>Fred McKenzie (1933-2008) was a prominent Western Australia Labor MP who was heavily involved in the local community in the City of Belmont through his contribution to rebuilding Belmont Senior High School, youth, scouts, Meals on Wheels, and the broader State community through appeals for Princess Margaret Children's Hospital, cancer etc, and his work with the intellectually handicapped.</p> <p>Received City of Belmont Community Service Award in 1993. <i>(Internal Ref ECM Doc No: 1686668 – Subject folder 74/002)</i></p> <p><i>The Minister for Lands approved use of the name on 1/12/2009. (Internal Ref ECM Doc No: 1570400, 1570402, 1428660 & 1349795).</i></p>
Fulham Street Sump	<p>Lot 20 (52) Fulham Street, Kewdale Named after adjoining road.</p>

Park Names	History
Gabriel Street and Fisher Street	Reserve 26140, Location 7095 (238) Fisher Street, Cloverdale Named after adjoining road.
Gabriel Street and Trink Street	Reserve 41162, Location 11275 (130A) Gabriel Street, Cloverdale Named after adjoining road.
Garvey Park	<p>Reserve 36441, Locations 8594 and 9923 (1) Fauntleroy Avenue, Lot 332 (2), Lot 331 (4), Lot 330 (6) and Lot 329 (6A) Boulder Avenue and Lot 604 (55) Fauntleroy Avenue, Ascot</p> <p>Garvey Park – Kayak Club, Reserve 37397, Location 10150 (1A) Fauntleroy Avenue, Ascot.</p> <p>Thomas Laurence Garvey, a President and member of Belmont Park Road Board from 1936-1939.</p> <p>In 1913, bathing sheds were erected at a cost of fifty pounds. In 1915, named Redcliffe Park, but renamed in 1921 to East Belmont Recreation Reserve. Then, in 1923, named Garvey Park after the Roads Board member who had initiated its development. However, this name was not recognised by the Department of Lands and Surveys until 1983. (L 13 Councillor 1911-14, 1915-39. Roads board chairman 1918-19.</p> <p><i>The Minister for Lands approved use of the name on 26/01/1983</i></p>
Gibson Park	<p>Reserve 43530, Location 12309 (15) Manuel Crescent, Redcliffe</p> <p>(James and Elizabeth) settled in Belmont around 1896. Most of their eleven children were born on their seven acre property on the corner of Abernethy Road and (then) Guildford Road. James was a cartage contractor and supplied much of the materials used in the construction of the roads in Belmont. He signed the 1898 petition to the Government requesting the formation of the Belmont Roads Board.</p> <p><i>The Minister for Lands approved use of the name on 09/07/1991 (Internal Ref: RED/03).</i></p>
Gould Reserve	Reserve 28420, Location 10030 (4) Ascot Place, Ascot Billy Gould popular strapper who was killed by a kick from a horse in 1995.
Hardey Park	<p>Reserve 46830, Locations 14548 and 14549; Reserve 46640, Locations 14245 and 14314 (130); Reserve 46532, Lot 14174 and Pt Lot 10 (132), Pt Lot 9 (134), Pt Lot 8 (136), Pt Lot 7 (138), Pt Lot 6 (140), Pt Lot 5 (142), Pt Lot 4 (144), Pt Lot 3 (146), Pt Lot 2 (148) and Pt Lot 1 (148A) Great Eastern Highway</p> <p>James and John Hardey arrived on the Tranby at Fremantle 03/02/1830. They were local preachers of the Methodist Church. James Hardey later took up land at Peninsula and John at York. John later returned to take up land in Belmont and called his new property Grove Farm. John was Chairman of Road Trust for a Causeway across the river flats.</p> <p>Eight acres of land purchased by Roads Board from R D Hardey on 1 June 1905 with a deposit of five hundred pounds, leaving three hundred pounds owing. On 26 January 1906, colonial government contributed 250 pounds towards its purchase.</p> <p><i>Also refer Municipal Heritage Inventory and Ever Flowing Forward publication.</i></p> <p><i>Reapplication approved 25/09/2007.</i></p>
Harman Park	<p>Lot 411 Daly Street, Belmont (corner Harman Street and Sydenham Street) Named after adjoining road, Harman Street.</p> <p><i>The Minister for Lands approved use of the name on 20/04/1998.</i></p>
Hassett Street Reserve	Reserve 46274, Location 13069 (10) and Reserve 26875, Location 6935 (12) Hassett Street, Cloverdale - Named after adjoining road.

Park Names	History
Hilton Grove Park	Reserve 26219, Lot 7134 (1) Hilton Grove, Ascot Named after adjoining road.
Hoffman Park	Reserve 43495, Location 12312 Hardey Road, Cloverdale Surrounded by Hardey, Vidler and Pederson Streets, this park was developed by the Lions Club of Belmont in 1970 and named after their charter president (Dr Jack Hoffman). Received City of Belmont Community Services Awards in 1977 and 1995. (Internal Ref ECM Doc No: 1686668 – Subject folder 74/002).
Hoskin Park	Reserve 43494, Location 12313 Hoskin Street, Cloverdale (near Powell Street) Named after adjoining road. <i>The Minister for Lands approved use of the name on 20/04/1998.</i>
Invercloy Park	Reserve 47645, Lot 64 (9a) Wedderburn Place, Ascot Named after Invercloy Estate.
Jack Ring Park	 <p>Lot 245 (74) and Lot 244 (76) Surrey Road and Lot 218 (73) and Lot 219 (75) Gladstone Road, Rivervale</p> <p>John (Jack) Mark Ring - Councillor from 1966-1973 and 1974-1983. Seventeen years service as a Councillor of the West Ward for the period 1966 to 1983.</p> <p>As a member of the Works Committee, a time as Deputy President and was a member of other various Council Committees. During this period he was involved in the approval of many important projects, such as the building of the City Civic Centre, the former Ascot Water Playground, Happy Days Leisure Centre, Belmont Netball Courts at Wilson Park, Tomato Lake redevelopment, Parry Field Baseball Centre, Ruth Faulkner Public Library, Gerry Archer Athletic Park, retirement villages, promoting various sporting organisations and the City of Belmont Brass Band formation.</p> <p>In 1983, when he announced that he would not be standing for re-election, his service to the community was acknowledged on 27 April 1983 with the unveiling of a pyramid shaped memorial with a plaque attached with a dedication to him, symbolic of his endeavours for the benefit of the community. This was placed in Wilson Park.</p> <p>The same year he was again honoured by being named as the winner of the 1983 Council's Community Service Award – 'Citizen of the Year'.</p> <p>He lived in the family home in Gladstone Road from 1948 til his death in 1991. Not only involved in local government, but he was also a member of the A.L.P. and R.S.L. He was a pioneer of greyhound racing in WA and was a familiar figure walking his greyhounds around the Rivervale district.</p> <p><i>The Minister for Lands approved use of the name on 07/04/2008. (Internal Ref DW 1323628, Jack Ring Park Speech from Valerie Dick Internal Ref 1365731).</i></p>
Kennerly Street Reserve	Lot 1077 (40) Kennerly Street, Cloverdale Named after adjoining road.
Kuljak (Black Swan) Island	Adjoins the Ascot Waters estate – portion of Lots 217, 218, portion of Lots 221-222 and Lots 224-234 and portion of Pt Lot 64 (55) Tidewater Way, portion of Lot 5 (16) Stoneham Street, portion of Lot 220 (56) Waterway Crescent The former council rubbish tip site, once known as IP (improvement plan) 20, was effectively made into an island as part of the Ascot Waters Development in 1997.

Park Names	History
Leslie Deague Park	 <p>Comprises of portion Reserve 51428, Lot 8002 on Plan 72650 (HN 1 Hawksburn Road), Rivervale.</p> <p>Leslie Henry Deague was born on the 18 September 1885 in Victoria and died on the 7 June 1939 at Claremont Western Australia. Had his own electrical contracting business L H Deague & Co, which he formed in 1915. The business was located at 36 Pier Street, Perth and later at 540 Hay Street Perth.</p> <p>Was elected for the West Ward of the Belmont Park Road Board on the 14 April 1923. Was a Councillor from 1923-1928. Lived at Lot 20 Riversdale Road, Rivervale (on Plan 1368 Portion Swan Location 34).</p> <p>On election, he was appointed as a member of the Finance Committee and on 9 May 1927 was a member of the Electric Light Committee.</p> <p>On the 15 February 1926 Leslie was given a medal from the Board for his "Services to the District".</p>  <p>The issues on which he championed were mosquito control and street lighting. He and other Councillors were concerned about the dangers of the junction of Guildford Road and Abernethy Road, which was known as 'Devil's Elbow' and the need to have it straightened. In May 1927 Leslie was one of three Councillors in an initial delegation to the Public Works Department.</p> <p>Leslie was elected unopposed in the election of the 10 April 1926 and on the 11 April 1927 was nominated to the position of Chairman of the Board, which he declined. He drove to the many Council and Committee meetings in his car with registration number 970.</p> <p><i>(Source: Neville Deague (Grandson) and Belmont Park Road Board Minutes from 1923 to 1928.)</i></p> <p><i>The Minister for Lands approved use of the name on 07/10/2011. (OCM 28/06/2011 Item 12.4. ECM Doc No: 2117064).</i></p>
Lions Park	<p>Reserve 31432, Location 2418 (167) and Reserve 26832, Location 1915 (167A) St Kilda Road, Rivervale</p> <p>Located in St Kilda Road between Roberts Road and Alexander Road. The Lions Club of Belmont established this park in 1970.</p>
McLarty Park	<p>Reserve 43483, Location 12310 McLarty Street, Cloverdale</p> <p>Named after adjoining road.</p> <p><i>The Minister for Lands approved use of the name on 20/04/1998.</i></p>
Middleton Park	<p>Reserve 33181, Lot 14336 (13-25) Middleton Street, Cloverdale</p> <p>Named after a pioneering family of the area.</p> <p>Following a petition received on 8 July 1974, the Shire developed a sand heap into a recreation reserve, complete with pavilion. Granted crown reserve status in 1975.</p> <p><i>The Minister for Lands approved use of the name on 12/01/1994.</i></p>

Park Names	History
Miles Park	Reserve 25086, Lots 6561 and 7093 (289) Belgravia Street, Cloverdale Named in honour of (Edwin Jack), South Ward Councillor 1949-70. Shire president 1968-69. <i>The Minister for Lands approved use of the name on 26/01/1983.</i>
Monier Park	Reserve 45947, Lot 13187 McGuigan Circle, Redcliffe After the cement roofing tile manufacturer who occupied this site until 1996. <i>The Minister for Lands approved use of the name on 20/04/1998. (Internal Ref PDC 07/04/1997 Item 10.2, OCM 14/04/1997, File Ref RDS/01 P4)</i>
Morgan Park	Lot 1291 (1) Morgan Road, Redcliffe Named after adjoining road.
Mozart Mews Park	Reserve 45740, Location 4245 (213) Orrong Road, Rivervale Named after adjoining road, Mozart Mews.
Mustica Walk	Reserve 30535, Locations 9161, 8744, 9270, 8535 (93) Hardey Road, Belmont Fenced section Reserve 41536, Location 11323 (69A) Keymer Street, Belmont An enclosed drain named in 1998 in honour of the family who once owned the nearby Mustica Lake which is now incorporated into Centenary Park. <i>The Minister for Lands approved use of the name on 20/04/1998.</i>
Nance Park	Reserve 37390, Location 3255 (38) Reen Street, Kewdale (Corner Nance Street) Named after adjoining road, Nance Street,
Newey Street and Fitzroy Road Reserve	Lot 1 (30 and 30A) Fitzroy Road, Rivervale (corner Newey Street) Named after adjoining roads.
Newey Street and Toorak Road Reserve	Lot 9 (21) Toorak Road, Rivervale Named after adjoining roads.
Noble Park	Lot 101 (457) Belmont Avenue, Kewdale (Corner Nobel Street) Named after adjoining road, Noble Street. <i>The Minister for Lands approved use of the name on 20/04/1998.</i>
Norlin Park	 <p>Lot 52 (197) Fisher Street, Cloverdale Named after Andy Norlin who served as a Councillor from 1974-80.</p>
Orrong Road Reserve	Reserve 48661, Lot 801 (241) Orrong Road and Pt Lot 13 (245), Pt Lot 14 (247), Pt Lot 10 (249) and Lot 9 (251) Orrong Road, Rivervale Named after adjoining road.
Parkview Chase	Reserve 33596, Location 12794 (60) and Lot 1440 (58) and Lot 163 (56) Parkview Parade, Redcliffe Remaining portion of the former Ascot Park, which was relocated in 1997-8 to become Redcliffe Park in order to overcome the constraints of the airport flight path. <i>The Minister for Lands approved use of the name on 03/02/1998.</i>
Paulett Park	Reserve 31642, Location 8577 (20) Paulett Way, Belmont Named after adjoining road.
Pachey Park	Reserve 30750, Location 2339 (400) Acton Avenue, Reserve 41820, Lot 3756 (402) Acton Avenue and Lot 92 (50) Pachey Avenue, Kewdale (M B 'Bert') Councillor 1946-55. Cleared for a park on 28 July 1949. Has been the home of the Cloverdale scout group since the early 1970s.

Park Names	History
Peet Park	<p>Lot 1184 Sydenham Street, Kewdale - Bounded by Sydenham Street, Armadale Road, Wright Street and Kooyong Road.</p> <p>(P T) purchased the rear portions of location 34, formerly Belmont Farm and proposed a subdivision known as Bickford Estate. In 1915, the Peet Company sold this block for recreational purposes to the Roads Board with the suggestion that it be named Peet Park on 13 March 1922.</p> <p><i>The Minister for Lands approved use of the name on 12/01/1994.</i></p>
Pitman Park	<p>Reserve 45197 (55A) Waterway Crescent, Ascot</p> <p>F. H. Pitman - Councillor, Belmont Road Board from 1909-1912; and 1917-1920. This name has been given to the linear park within Ascot Waters.</p> <p><i>The Minister for Lands approved use of the name on on 16/11/1999 (internal reference ECM Doc No: 198034 old subject folder). Also Item 8.7.11 5/10/1999 Planning & Development Committee Minutes refers – PDC Minutes adopted at 11/10/1999 Council Meeting.</i></p>
Rae Gardens	<p> Reserve 48687, Lot 8000 (120A) Daly Street, Belmont</p> <p>Fred W Rae 1971-1987 Councillor 1977-179 President 1979-1987 Mayor (First Mayor City of Belmont).</p> <p>Received City of Belmont Community Service Award in 1988. Also an Honorary Freeman of the City. (<i>Internal Reference ECM Doc No: 1686668 – subject folder 74/002</i>)</p> <p><i>The Minister for Lands approved use of the name on 24/10/2005.</i></p>
Redcliffe Park	<p>Lot 1281 (30) Morgan Road, Lot 165 Field Avenue, Lot 166 (33) Morgan Road and Lot 167 Grand Parade, Redcliffe</p> <p>The name for the new major recreation park to replace the former Ascot Park. This relocation, in 1997-98, was brought about by the constraints on development by aircraft flight paths.</p> <p><i>The Minister for Lands approved use of the name on 20/04/1998.</i></p>
Redgum Park	<p>Reserve 35525, Location 9845 (19) and Lot 33 (20) Redgum Court, Kewdale Named after adjoining road.</p>
Riverbend Park	<p>Reserve 45744, Location 13472 (32) Waterway Crescent, Ascot Unknown.</p>
Ron Courtney Island	<p>Reserve 36440, Location 10037 (1B) Fauntleroy Avenue, Ascot</p> <p>Originally a part of Garvey Park, a channel was dredged in 1969/70 to help ease erosion on the river bank, and to improve the flow during winter rains. Named in shire minutes on 28 October 1974 after W R Courtney, the chairman of the Swan River Conservation Board in the late 1960s.</p>
Rosedale Gardens	<p>Reserve 46283, Lot 39 (10) Harriet Place, Cloverdale Named after the developer's name for the subdivision on the former site of the Cloverdale Hotel.</p> <p><i>The Minister for Lands approved use of the name on 20/04/1998.</i></p>
Selby Park	<p>Reserve 32763, Location 12718 (33) and Lot 50 (13) and Pt Lot 261 (15) Morrison Street and Reserve 22856, Lots 8354 and 5230 (357) Great Eastern Highway, Redcliffe</p> <p>(Robert Henry) Councillor 1944-68. Roads Board Chairman 1951-55, 1957-58 & Local East Ward Councillor from 1944-1968. Originally a sand patch, it was declared a</p>

Park Names	History
	<p>reserve on 28 July 1949.</p> <p><i>The Minister for Lands approved use of the name on 12/01/1994.</i></p>
Severin Walk	<p>Reserve 44587, Location 12635 (39) Belmont Avenue, Lot 53 (63) Cleaver Terrace and Lots 50-57 (185) Great Eastern Highway, Belmont</p> <p>Once known by the locals as Dead Man's Gulley. Severin Walk was named after Clifton (Cliff) Herbert Severin who purchased the nine acres of land bounded by Great Eastern Highway, Abernethy Road and Cleaver Terrace. Cliff lived in the historic property known as Katoomba. He was a successful businessman and was well known in the racing fraternity, owning and training both gallopers and trotters.</p>
Shortland Jones Park	<p>Fred Shortland – Jones' family lived at 60-62 Riversdale Road from approximately 1906 until 1940 (name for use within The Springs).</p> <p><i>The Minister for Lands approved use of the name on 07/10/2011. (OCM 28/06/2011 Item 12.4. ECM Doc No: 2117064).</i></p>
Signal Hill Bushland Not on Landgate List	<p>Reserve 42189, Location 11727 (16A) Chester Street and Lot 96 (177-123) Belgravia Street, Belmont</p> <p>Originally Belgravia Park. Now preserved as one of the few remaining areas of natural bushland in Belmont.</p>
Silcox Park	<p>Reserve 29471, Lot 8344 (16-22) Treave Street, Cloverdale (Photo: Walter Silcox)</p> <p>Walter Thomas Silcox (1926-1988) was a prominent local artist who was heavily involved in contributing to his local community. Some of his contributions included:</p> <ul style="list-style-type: none"> • Making and donating the (Magpie) mascot for the Kewdale Primary School; • Developed the emblem and motto for the Kewdale Primary School – Face the Dawn (Specta Ad Auroram); • Created the emblem for the local swimming club; • Made, donated and maintained all the Kewdale Primary School Honour Boards; • Made, donated and maintained all the Cloverdale Football Club Honour Boards; • Was a foundation member of the Kewdale Senior High School P & C. <p><i>(Supporting information provided by Shayne Silcox ECM Doc No: 1358645 Refer Item 12.1.2 – 11/03/2008 Council Minutes)</i></p> <p><i>The Minister for Lands approved use of the name on 07/09/2012 (refer ECM Doc No: 2332058).</i></p>
Smythe Lake Park	<p>Lot 40 (35) Stanton Road, Redcliffe</p> <p>(Percy Stanwell) was officer in charge of the roads and reserves and then chief administrator of the Lands and Surveys Department at the time of his death in 1965. He purchased Lot 23 on the western corner of Stanton Road and Lyall Street for his mother and paid for it out of his pay each week. 'Grandma' Katherine Smyth (nee Power) lived there for many years and this lake and the surrounding parkland is named in their honour.</p> <p><i>The Minister for Lands approved use of the name on 01/02/1994. (Internal Ref PDC 08/03/1994 Item 8.1, OCM 14/03/1994. File Ref RDS/01 P3)</i></p>
Stone ham Street Reserve (also known as Grove Farm Reserve)	<p>Portion of Lot 5 (160) Stoneham Street, Ascot Portion of Lot 49 (154) Great Eastern Highway, Ascot</p> <p>Purchased by Roads Board in 1946 from Mr Love who had used it as a dairy farm. Cricket pitch erected in 1949 and in 1951. M R P Cinanni paid the Board five pounds for all the olives upon the trees for a one-year period. Rented to G W Williams in 1952 to temporarily graze his cattle. State rugby league stadium opened in early 1955. Became the home of Parry Fields baseball stadium from 1982 to 1997.</p>

Park Names	History
The Crescent	Lot 262 The Crescent, Redcliffe (corner Moreing Street) Named after adjoining road.
Tipping Road	Reserve 32537, Locations 12298 and 9021 (4) Tipping Road, Kewdale Named after adjoining road.
Tomato Lake	Lot 4423 (34) and Pt Lot 327 and Lot 366 (34A) and Lot 4422 (34B) Oats Street, Reserve 43479, Location 3960 (9) Hampton Street, Lot 331 (175) and Lot 322 (185) President Street Formerly Smith's lake and then Craig's Swamp. Craig was a Councillor (1899-1905, 1910-11) who grew tomatoes, maize and potatoes on it when it dried up in 1914 and again in 1916. A trout farm was attempted by a Vic Markovic in 1955. In the early 1980s water from the lake was used to reticulate Peet Park.
Whiteside Park	Reserve 47605, Lot 264 (1) Guilfoyle Green, Cloverdale (Corner of Whiteside Street and Towie Street) - Named after former Whiteside Primary School that was situated in this area.
Wicca Park	Reserve 34695, Locations 13539 and 9633 (259) Acton Avenue and Lot 61 (2) Newlyn Street and Lot 62 (234) Knutsford Avenue, Kewdale Located at the south end of Wicca Street. For many years known as Lot 40 Acton Avenue, but from 1998, officially named Wicca Park. <i>The Minister for Lands approved use of the name on 20/09/1991. (Internal Ref RDS/01 P2).</i>
Wicca Street Park	Reserve 30012, Lot 55 (33) Wicca Street, Rivervale Named after adjoining road.
Willow Lake Park	Reserve 28799, Locations 12636 and 12637 (1) Gabriel Street and Reserve 29938, Location 8428 (2) Gabriel Street and Lot 56 (300) Knutsford Avenue, Kewdale A WAWA compensating basin on Stockdale Road, to be enhanced in conjunction with the redevelopment of the adjoining former Kewdale Junior Primary School site, whose main street is named Willow Tree Drive. <i>The Minister for Lands approved use of the name on 20/04/1998.</i>
Wilson Park	Reserve 24052, Location 522 (100) Gerring Court, Rivervale Reserve 24363, Location 5663 (128) Kooyong Road, Rivervale Named in January 1965 after (Frank David) President and Councillor for West Ward 1944-68, Roads Board Chairman 1946-51, 1955-57, Shire President 1967-68. Originally planned in 1970 as a children's reserve and playground, but the growth of netball in the late 1970s saw this sport dominate the park. <i>The Minister for Lands approved use of the name on 12/01/1994.</i>

9. List of Former Park Names (No Longer in Existence)

Street Names	History
Ascot Water Playground	Opened on 27 November 1977. Cost \$326,156.00. The first facility of this type in Australia. Uses a natural spring as its water source which is chlorinated and recycled.
Bristle Park	Located in an area known as the 'Devil's Elbow' in Great Eastern Highway, this park has been a crown reserve since 14 November 1930. Local brick and tile manufacturers established this park in 1936 to display their products.
Clinic Park / Rivervale Reserve	<p>The popular name for Rivervale Reserve, on the north corner of Great Eastern Highway and Hawksburn Road.</p> <p>At the 5 March 1945 meeting of the Belmont Park Roads Board, it was suggested that the muddy hollow used by local children as a football ground on the corner of Great Eastern Highway and Hawksburn Road become the site for a new reserve. Currently called Clinic Park because of the child care clinic which operated there until 1997. Most of the park is expected to be lost to road widening and redevelopment.</p>
Memorial Park	Formerly located on the corner of Stoneham Road and Great Eastern Highway. Tom Stratton, a local resident, donated a portion of his land for the erection a war memorial, dedicated to those who had been killed in action. Amid controversy, the memorial was shifted to Faulkner Park in 1972.
Mural Park	<p>Crown Reserve 35216, Location 9746 (No. 53B) Leake Street Belmont</p> <p>Now known as 'Aquanita Park'.</p> <p>Perth Cup winner 1899. Named after the unmade street on this site it was closed and reserved (35216) for recreation and public utilities services on 07/04/1978. . Mural Park was developed with 'cash-in-lieu' from the nearby Homeswest subdivision encompassing Bellis Place and Wilson Place, about 1990.</p> <p><i>The Department of Land Administration granted approval to apply the Name "Mural Park" to Crown Reserve 35216 on 04/10/1990 and was gazetted on 19/10/1990. Internal Ref RDS/01. Landgate's Geographic Names Committee granted approval to rename the park 'Aquanita Park' on 23 January 2008.</i></p> <p><i>(Item 12.1.7 – 11 November 2007 Council Minutes refers) Internal File RDS001 P1</i></p> <p><i>Landgate approval Internal reference ECM Doc No: 036112, 036420 & 129582</i> <i>Background Information Internal Reference ECM Doc No: 1361346</i></p>
Orana Park	<p>Reserve 27040 (197) St Kilda Road and was opposite one of Council's retirement villages named Orana, which is an Aboriginal word meaning welcome.</p> <p><i>Landgate's Geographic Names Committee approved use of the name on 20/04/1998.</i></p>
Parry Field	Was located at Lot 5 (160) Stoneham Street. A baseball field and stadium was located on the site from approximately 1989 to 1997.
Traffic Park	Established in June 1975 especially for children to assist them in learning the traffic code. Now included as part of Peachey Park.

10. School Names in the City of Belmont

Most schools in Belmont are named after a suburb or an adjoining street except:

Suburb Names	History
Belmay	Probably a corruption of the suburb names of Belmont and Madia Vale. The school commenced by holding classes in Dunreath, an ex-hostel on Great Eastern Highway. The original school consisted of six to ten aluminium prefabs and was built about 1950. At the time, over 70% of the students were migrants, which created a significant language problem.
Divine Mercy College	Uses the former Rivervale Primary School.
Notre Dame	The school in Cloverdale commenced in the church and the parish was called Notre Dame. When the school was established, it assumed the name of the parish and so they both came under the patronage of 'Our Lady' meaning 'Mother of God'.
St Augustines	<p>St Augustine's Primary School was named after St Augustine's parish church. The school was built by the parish, and the name was probably chosen by a former parish priest who had devotion to St Augustine.</p> <p>St Augustine: theologian, scripture scholar and writer, was a brilliant scholar. He became Bishop of Hippo in Africa and his many writings have had great influence on subsequent thinking.</p>
St Maria Goretti	The school was named in honour of Maria Goretti who was canonised six years before the school was built in 1956. On her death bed, eleven year old Maria Goretti forgave Alessandro Serenelli, the man who mortally stabbed her because she resisted his sexual advances. The Sisters of Mercy, the religious order who founded the school, considered the Roman Catholic Church's youngest saint an excellent role model for our youth. Even as a young child Maria Goretti endeavoured to live her life as God would wish.
Tranby	<p>Opened in 1952 and named Ascot Primary School, it was renamed to Tranby Primary School the following year. The name Tranby was chosen for this school to commemorate the group of pioneers led by Joseph Hardey</p> <p>and John Wall Hardey, who arrived in WA from Yorkshire aboard the Brigg Tranby on 3 February 1830. As much of the area served by this school was originally farmed by the Hardeys and other settlers who came by the Tranby, the perpetuation of the old name was deemed to be most appropriate.</p>

It is interesting to note that in 1920 Carlisle Primary was known as Bickford School; Rivervale Primary (now Divine Mercy College) was known as Burswood School; and Kewdale Primary was known as South Belmont School.