



# Peter Milling

Interview Transcript 28 August 2016

Oral History Project

Reliving the past: Stories from our communities

# Oral History Project

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**Interviewee:** Peter Milling

**Interviewers:** Simone Taylor

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**Transcript:** Sally Forsstrom and Simone Taylor

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### **Peter Milling**

#### **The 1955 Flood**

Peter talks about his memories of the 1955 flood, as a young man working in his family's stock and station agency in Macquarie Street. He vividly recalls his experience assisting aviator Max Hazelton to drop feed packages from his plane to stock isolated by the flood water. He also discusses some of the interesting consequences of the flood for Dubbo's citizens.

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**Interviewer (I): Thanks for your time today Peter. For the benefit of our recording could you please state your full name and date of birth?**

Subject (S): Peter Oliver Milling, 22nd December 1930.

**[0:00:45] (I): In 1955, you were 25 years of age. Can you tell us a little bit about your life at that time?**

(S): Yes, I was a stock and station agent. My family had a stock and station agency business, which commenced in 1914, and still going today.

**[0:01:05] (I): That's pretty good. So you were working full-time?**

(S): Yes, I was in the stock and - yes working full-time, yes.

**[0:01:13] (I): And the agency was located on Macquarie Street, is that correct?**

(S): Yes, right in the middle of Macquarie Street. Yes.

**[0:01:20] (I): Do you remember much about the lead up to the 1955 flood?**

(S): I well remember it, because it was a terribly wet time. It was raining everywhere, it seemed to rain every week. We had that big fall of rain over in the Talbragar valley, and we had a big rain down around Bathurst and those sort of places, and the two rivers converged here, and the Talbragar River was the first one to get here and it cut off the supply of water coming through to the marshes, or down river from Dubbo, and consequently we had a big flood. And in fact, it flooded very quickly, the whole place. North Dubbo of course, was the first one to flood in this area. That's where the flood comes. But it was quite interesting in that time, because Brisbane Street flooded prior to Macquarie Street. The water came up through the pipes and flooded Brisbane Street, and everyone is saying, "Where's this water coming from?" But it wasn't long, it was only a matter of hours before Macquarie Street was flooded.



Children playing in flood water at the intersection of Brisbane and Wingewarra Streets.<sup>1</sup>

**[0:02:17] (I): So Brisbane Street flooded first?**

(S): Yes.

**[0:02:20] (I): That's fascinating.**

(S): I don't say – feet and feet of water, but all up through the gutters - the water was flowing in Brisbane Street before it ever got to Macquarie Street, yes.

**[0:02:31] (I): Was there much concern about the possibility that the river could rise prior to the flood?**

(S): Well, there's been a history of floods, for many, many years and that will continue of course, that's the way the land lies, that's why the water's got to get out to the back country through our river valley system. So yes, I think there's been a history of floods. Nobody expected the floods to be as severe as they were at that time. And the people who - I respect their opinion - said it was because the Talbragar River was so strong, they'd had something like enormous amounts of rain up in the reaches of the Talbragar, up at Uarbry. That's where the river starts up there. They get that flow off from all those hills and rising country, undulating country, about Coolah and Merriwa, and of course it runs down, becomes a very strong little river. And it's very strong - not very wide - but

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<sup>1</sup> Image courtesy of Macquarie Regional Library Pictures collection, Digital Image No. D000547

it's very, very swift, and of course when it hit the Macquarie, it just banked the water straight up into Dubbo.

Because the two rivers converge, you know, half a mile from the edge of the city. So that's where the water came from. And of course, we were having, at that time, minor floods all the time, there was that much water and that much rain. Not unlike this season, although it's the wrong time of the year, but at this time of the year now, we are having similar sort of rain that we had then, but of course, that was all back in the January, February area - we're in August, now.

And it looks awfully ominous to me that we're going to get another flood here, if they get the rain that they're talking about getting in the next few weeks here, the country's saturated, every creek and every gully's full of water, the water's oozing out of the ground in most areas, and it won't take a lot to make a big flood here.

**[0:04:31] (I): That's a bit of a concern, but I guess it is part of Dubbo's history.**

(S): It is, we're a flood prone - particularly along the base of the river. The river floor that runs through the centre of the city, and of course North Dubbo being the lowest area, that gets the flood first, yes.

**[0:04:51] (I): So was any precautions taken back in 1955 prior to the flood that you recall?**

(S): I don't think so. Well, actually the floods started in 1950 and we had a continuous run there for five or six years, where we were getting flooded quite regularly - not severely - but quite regularly. You know, the river flats were covered many times, many times, without it causing much damage. But I don't think there was any great concern about the river. I think they all thought well that's happened and it'll happen again, like it is today. It will happen again. Nobody's preparing for a major flood at the moment, but I rather suspect we could get one.

Because Macquarie Street is so close to the river, you feel it a lot, I mean, South Dubbo and West Dubbo really don't get flooded. It's really just down in the centre of the city, and North Dubbo, that's where the water gives us the trouble, yes.

**[0:05:55] (I): So after the water started to come up at Brisbane Street - that was quite an unusual occurrence I take it - the minor floods you mentioned before that had never happened?**

(S) No it hadn't. No.

**[0:06:07] (I) And then what happened after that?**

(S): Well, it just kept rising, of course. We didn't expect to get it - we got the floods down by the river - the river plain was flooded and it just kept coming, kept coming and coming and coming. Of course it was cut off the old, what we call the old White Bridge was there in those days, and that was cut off pretty quickly, because it was on the plain of the river. But it just kept coming up and up and up.

And then we finished up getting all that water through the middle of Macquarie Street. I swum up Macquarie Street that day - I swum up Talbragar Street and I rowed a boat up Macquarie Street. I was a young fellow and it was quite exciting (laughs). Most of the people that had property were very concerned about it, but, you know, it seemed quite an adventure to me.

**[0:06:56] (I): Where were you when you found out that Macquarie Street was flooding and what did you do?**

(S): Oh well, my family had a house in Macquarie Street, 320 Macquarie Street, so we could stand on the front verandah and look out. It never actually got into that house but it came up to the top of the top step, at the front of the house. That's in a bit of a higher area there. Those houses up there, on the other side, they were all flooded of course. But on that side of the street it wasn't so, I watched it just get higher and higher. And of course, we had a business where we had lots of records and, you know, they just sort of got soaked, and washed away, and all sorts of things, yes.



Watching the flood from the southern end of Macquarie Street.<sup>2</sup>

**[0:07:37] (I): Did that have any consequences for your business, losing all those records?**

(S): No, not really, it had a lot of consequence for a lot of farmers in the district because a lot of them were avoiding tax (laughs). Of course, we didn't do much to sort of keep their records, they went down the creek. So I think they were very pleased to see that flood at the time, (laughs) because the taxation man was about. It was in the '50s when they had - - - a lot of people were avoiding tax by selling in other people's names and doing all sorts of funny things, and I think a lot of them would've been caught, other than for the flood.

**[0:08:14] (I): So you had tax inspectors actually working out of your office at the time, didn't you?**

(S): We did, we had three tax inspectors there at the time, from the Taxation Department, they came and asked us if we could provide accommodation for them, and they worked out of there because they were interviewing people. Not so much they worked out of there, they did interviews there with farmers. They needed somewhere to sort of take them in and talk to them. And I think a lot of the farmers were quite appreciative of the fact that we couldn't supply the evidence that the tax man wanted.

**[0:08:46] (I): What would've happened if they'd been caught?**

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<sup>2</sup> Image courtesy of Macquarie Regional Library Pictures Collection, Digital Image No. D0000573

(S): Oh well a lot of them were caught. A lot of them were caught. Oh my word, lots of them, and they were fined of course. *Severe* fines, you know, enormous amounts of money. Because they'd avoided tax and they were fined and then they had to pay tax as well. So that was in the time when, you have to remember at that stage, we had a boom in agricultural activity, inasmuch as wool was worth a pound a pound. You know, sell a bale of wool and nearly buy a Holden car.

Sheep people around throughout the western districts and the central districts - they'd never had that amount of money before and of course, they were selling wool on the black market, if you know what I mean. They were selling it - a fellow would arrive at their properties with a truck and say, "I'll give you so much cash for a bale of wool," and they'd sell it. So they were all very, very affluent. They were having holidays and buying new cars and doing all sorts of things.

So that was one of the effects of the flood inasmuch as a consequence of all that money, a lot of them attempted to, perhaps, cheat the tax man. And a lot of them got caught. But a lot of them in our business didn't get caught because we couldn't provide the records. Yes, so that was an interesting - I would've thought that was a pretty interesting part of the whole affair. I can't just recount all the incidents, but there were a lot of them, yes. A good while ago now.

**[0:10:22] (I): It's fascinating, nobody would know that side of it, I don't think.**

(S): No, I'm sure they wouldn't, but you know - - - we were very involved with Max Hazelton, who had Hazelton Airlines at the time.<sup>3</sup> Big time airline from Cudal. And Max - we were orchestrating through Mr Ben Furney, small bales of lucerne hay. Little bales. And he was flying - and little bags of grain, small bags of grain that you could manage - and he would...

**[0:10:55] (I): Sorry to interrupt, do you have an idea of how big they were?**

(S): Oh, about the size of what we always called a sugar bag. A sugar bag size of grain. So that you could - as young fellows, we were sent on Mr Hazelton's plane

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<sup>3</sup> Hazelton Air Service Pty Ltd was founded by Max and Jim Hazelton in 1954. In 2001 Hazelton was merged into Regional Express (Rex) Airlines. Max assisted in relief efforts during the 1955 flood. (D Gregory (2013) The Hazelton Story, From an Auster to an airline, Colorcraft, Hong Kong)



- without a door on it - down into the marshes, and he'd dive around and tell us when to drop the bags out, or a little bit of hay, and that. Because in those days, there were a lot of - the whole of that western country down the bottom of the river was just covered in water. So stock were finding little islands to get onto, and there was no feed on the islands so they were trying to drop things onto those.

Then the people with the properties would row out, or get there somehow, and distribute the bags for the stock that were already there. It wasn't something that was going to change the course of the flood, or anything, but it was some sort of an effort to feed stock. And of course, we as young fellows were the fellows sent out with Mr Hazelton to push them out the door - mind you, a lot of the times you didn't want to go because you'd get awfully airsick. He'd be flying around doing acrobatics almost, to get the stock [feed] out.

**[0:12:10] (I): You told me that one time you went out with Max you had to land because you were running out of fuel.**

(S): Yes, he was probably the most experienced aviator in Australia at the time. He's got a wonderful reputation. He's not with us any more, of course. But he landed on a station property out there, and when he landed the plane actually sunk down - not a lot - but the ground was just so wet. And he asked them if they - they came out to see us - and they had an old blitz wagon, which was an old Army vehicle, high off the ground with big wheels. And he said to them, which I was astounded about, "Have you got any Avgas?" Well, I'd have thought that would've been a stupid question to ask, out in that part of the country (laughs) and the fellow said, "Yes, we have."

They had a little airstrip, of course, and I suppose they probably had a plane of their own, I don't know that. But anyhow, he said, "Well if you've got some Avgas and I'd like you to bring some planks." They asked him why, and he said, "I want to put them under the wheels." They brought about four planks, and they put two - in front of the wheels and got the wheels up onto the planks. Then he got fellows to hold the tips of the wings and he revved up the engine and some of

them holding the little plane up a bit, and soon as he gave them a wave, they let go, and off he went.

**[0:13:41] (I): With you in the back?**

(S): I was sitting in the – there was no seat, I was sitting on the floor. A number of the boys from the office did that, not only myself, but a number of them. In fact, one English boy that was there, he was an accountant, apprentice accountant in the office, and he'd asked if he could go. And he was very much of a novice as far as rural things were concerned and we sent him out once (laughs). Only the once. He came back - he was the colour of green, absolutely the colour of green. He said, "Never again will I get on another little aeroplane," (laughs). But he did the job, he did the job. He pushed out when Mr Hazelton said, "Right, push something out," and he'd do that. Hanging on with one hand and pushing with the other.

You wouldn't be allowed to that today, you know, they'd have more harness on you than you could put on a racehorse. But in those days, if you could hang on when - if you could see a handle you'd hang onto it and push the stuff out so (laughs). However, that was good experience for young fellas, we thought that was quite exciting.

**[0:14:43] (I): Do you remember the property where you took off from? Do you remember the name?**

(S): Well I can't - I think it might have been Quambone Station but I'm not sure of that, I think it was Quambone Station. I think Bucknell's had it at the time. But I am not absolutely certain of that. I know that I was terribly surprised when he said, "We've got to find somewhere to get some fuel," and we're flying about up in the sky, it didn't impress me very much (laughs). But he was a super aviator, that man.

He finished up getting lost in the Blue Mountains<sup>4</sup>, and I've forgotten how many days he was - they gave him up in the finish. They couldn't find him. They couldn't

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<sup>4</sup> On the 16 October 1954 Max Hazelton took off from Bankstown heading for Toogong. Flying in bad weather he crashed and was missing for six days before Max Found his way to a timber cutters camp in

find the plane, they couldn't find him. And it was something like eleven or fifteen days after, he turned – he found the Fish River and he followed the Fish River and walked out himself. Walked into a Post Office down there somewhere in the mountains and said, "I'm Max Hazelton and you've been looking for me," and they said, "We certainly have." But you know, he was very much of a survivor.

**[0:15:41] (I): He was fascinating, I did some reading on it.**

(S): Fascinating man, yes.

**[0:15:46] (I): To come back to the floods, another thing you mentioned was that all the cafes and everything were shut because of the flooding and that people couldn't get any food. Do you remember what they did in those circumstances?**

(S): Well, I suppose a lot of them would've had friends, or some relative, around the place. Dubbo wasn't the size it is now, may I remind you, it was quite a small place. Yes, they couldn't supply food because, you know, the water was in cafes right up Talbragar Street. And we didn't have, sort of coffee houses splashed around the city as we do today, there was a few. The Golden Gate and the Vogue Cafe and the California, were about the three major cafes. There were more than that, but they were the major ones, and of course they were all under water. And so were a lot of the hotels, The Castlereagh, The Royal Hotel, The Clubhouse Hotel, all those hotels, Tattersalls and The Exchange, they were all in the central part of the city. I know the Western Star would've been there, but they would've been under water too. Any of those food outlets probably were out of business. So I suppose they found places to get food, I suppose. Some of the little shops up the top of town might have had some food, but they existed.

It didn't last all that long, you know, I mean the water comes in a rush, but it gets away fairly quickly from here, once that Talbragar started to drop, well of course, the bulk of the water from here went fairly fast. Go in a matter of a couple of days, if it gets a full flow on. It [gets] right down there past Warren and then floods out across the marshes. And of course, they had a bad time down there

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the Burragarang Valley on 22 October 1954. (D Gregory (2013) The Hazelton Story, From an Auster to an airline, Colorcraft, Hong Kong)

because there was just so much water. It was just really flooded country. You could fly over it and it was just water everywhere, everywhere.

**[0:17:48] (I): How long did it take for the water to recede from Talbragar and Macquarie Streets, do you remember?**

(S): You're testing my memory about now, you know. You're talking about, what is it, how long ago was it?

**[0:18:00] (I): 50 years or so.**

(S): 50, 60, or 70 years ago. I don't know - but I can say - but it dissipated fairly quickly. Once it started to go, you know, if it was in your building, if it was sort of four or five feet in your building at the moment, it could've been out of your building by morning. So that's how quickly it would've gone because once it goes, it goes. Yes.

**[0:18:23] (I): Do you remember much about the clean-up once the water had gone?**

(S): Well I do. Because all the - - - I can only speak about the Macquarie Street businesses now - but all these buildings down here, there was a garage here at the time, Paull's Garage, on this site.<sup>5</sup> So all these buildings would've had basements, low level basements, which they would've kept a lot of their records in. Well, if they didn't get washed out they were just - unusable. You know, they'd have been soaked for days under water, and you know what clerical records' would be like. Look around your office here, if you got this full of water, you'd be saying, "well, we can't save anything, we'll have to throw it all out."

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<sup>5</sup> The interview was recorded at Macquarie Regional Library, located on the northwest corner of Macquarie and Talbragar Streets, where Paull's Garage was originally located.



Paull's Service Station, located on the corner of Macquarie and Talbragar Street, was one of many business inundated by flood water in Dubbo.<sup>6</sup>

The retailers I guess, weren't quite as badly affected in Macquarie Street as the people on the opposite side, because they probably had a bit of time. The Western Stores, which is now Myer, the Myer Store. The Western Stores, of course, had upstairs so they could get a lot of stuff and put it upstairs, I suppose. But they lost a lot of gear, a lot of gear. And all the little shops along there, little frock shops and jewellers and places like that they would've suffered quite a lot I'd say, yes.

**[0:19:40] (I): So do you remember much about what happened as the clean-up progressed?**

(S): No I don't. I think I was probably employed by my family's firm, and I guess I did what I was told. I was down there probably in the basement cleaning things out and busying ourselves washing down walls. All the offices, you know, there'd've been four or five feet of water in all those offices along Macquarie Street. And I guess I was doing as I was told, mopping out and cleaning the place out, and trying to open it up and air it out. Because those buildings start to smell after they've been full of water, and yes, I guess I did what I was told - at that stage (laughs).

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<sup>6</sup> Image courtesy of Macquarie Regional Library Pictures Collection, Digital Image No. D0000600

**[0:20:32] (I): Yes I would imagine so. Do you remember how long it took for normal life to kind of return?**

(S): I'd say it took some weeks. It took some weeks. Particularly, I don't know, but you take Orbell's Cordial Factory in Brisbane Street, it was a fairly substantial firm in those days. They were Coca Cola producers and all their *Orbell's eight great flavours*. And they had trucks everywhere, of course, that couldn't get back. It wasn't only wet at Dubbo, they had trucks out at Angledool and Walgett and Bourke, and the roads weren't like they are today. Most of the roads weren't sealed. You could bog a duck on most of them. So they had to wait until the weather dried out, until they could get them back.

And factories like Orbell's - it was an everyday sort of business, churning out bottled drink, because a lot of people, and they still do I suppose, drink cordials. Their production would've ceased altogether. The Ambulance Station was around there at the time, in Brisbane Street opposite Orbell's, and it would've been flooded. They'd've had difficulty trying to operate, I suppose. Probably operated from the hospital, which wouldn't have been flooded of course, because of its position. But I think everybody, every single person was affected. The tradespeople were affected because they couldn't do work, you know, painters and plumbers couldn't get any work done. It was just too wet. Everything was soaked, and I can tell you what, today's what the 29th August, and everything in the bush is pretty much, around these areas, as pretty much as wet before a flood, as it was then. So I'm concerned that if we get this big rain that they are talking about, that they think we might get in the next few weeks, I'd be very concerned, that if I had a punt on the river, I think I'd be taking it up and putting it somewhere else.

**[0:22:39] (I): So do you remember with the clean-up, people coming down from Sydney to help?**

(S): I don't. We had Army Ducks [DUKW] here, of course, at the time.<sup>7</sup> And I didn't really have anything to do with those, that sort of an operation. I was a young fellow, but more senior people than I were looking after that side of it. But they had Army DUKWs here for some time. Whether they had other people to help with the cleaning up - but I think most people did their own.

I think it's a matter of, you know, if you're in private business, private enterprise looks after itself most of the time. Perhaps some of the Government facilities would've had people from Sydney here helping with the clean-up, because it was a big clean-up, you know. If you can just imagine the whole of the place being underwater for two or three days. The mud and slush and everything that was about had to be cleaned up. It's a big job, make no mistake. And of course all the fencing, all the way along the valley, that was all washed away - - - and big stock losses. Big stock losses. You could stand up at the back of our place and watch all sorts of things going down the river. Great big bales - they weren't big bales in those days - small bales of hay, just coming down. And dead stock, washing down the river. You could see them, but it's amazing what a flood'll pick up. It cleans out the valley, I promise you. Where it goes down the river, down the marshes there I suppose, just dissipates out across the marsh country, yes.

**[0:24:15] (I): Were there any concerns then with the floodwater having bugs and things in it that could make people sick?**

(S): Probably there was but I'm unaware of that. You know, as a young person I wouldn't have worried too much about that (laughs). Yes I suppose that's the case, but most people, of course, in those days, most houses that were affected, would have had a tank, you know, a rain water tank. They don't anymore, but most of them in those days had a rain water tank, I suppose they used that - or boiled their water.

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<sup>7</sup> The DUKW is an amphibious 2.5 ton six wheel truck and were developed by the US Army during World War II. They are commonly referred to as a 'duck'. (DUKW Amphibious Vehicle, Encyclopaedia Britannica, accessed 14-05-2018 at: <https://www.britannica.com/technology/DUKW>)

Yes, I'm not sure of that, and the Council, I think, had trouble, sort of keeping the sewage works and all those sort of things going. I wasn't involved, but, John Gilbert was the Council Engineer at the time and I know he was a very busy boy, you know, looking after the infrastructure of the city. It wasn't a city then, oh I think it might have been a city then, but only just a city.<sup>8</sup> He'd've had a lot of problems with flood water and where it was going and where it wasn't going.

**[0:25:26] (I): Do you think it had long term effects on Dubbo?**

(S): I think it had a fear effect. Every time it rained everybody would think, "Oh we are going to have another flood." That didn't happen. But just that period from 1950 to the end of 1955 I think, we were very flood prone. We seemed to get minor floods, a lot of minor floods, little floods, but nevertheless they were floods. And there was all sorts of problems with livestock, with foot rot in livestock, it was awful, people trying to treat their stock, get them in and pare their feet. And oh, the amount of work that would have been done by some people trying to save their merino - their sheep flocks would have been tremendous. I don't know how they did it. Because everything was boggable, you know, the paddocks were wet.

Even down about Warren, through there, Collie, Narromine, Trangie and across to Condobolin, that was all very wet country. I don't know what they did out at Bourke. I'm not sure what happened, I think they were as wet out there as we were, but they probably didn't have the flood that we had.

But North Dubbo probably, from a residential point of view, was the worst feature of the flood here, because the people over there, they were flooded first and the water went from there last, if you know what I mean. They had the major part of the flood there. Along the river corridor that runs through the city here, the people that were most affected there, of course, were the businesses. Because it started up in the top of - south of the city, and came right through that

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<sup>8</sup> Dubbo was proclaimed a city on the 12 September 1966.



corridor where the river runs. But before that it had flooded back into North Dubbo, and that's always the first area that gets flooded, yes. How's that?

**[0:27:23] (I): That's good. A couple more questions. You keep bringing up amazing things. So you were saying that North Dubbo was most affected, do you think that affected residency in North Dubbo?**

(S): For a long time. I would say that North Dubbo is only just coming into its own now, and it's a long, long time after it, because people are always - - - the older people in Dubbo would've been saying, "No thanks I don't want to have a residence in North Dubbo." That's changed. North Dubbo because it's so close proximity to the major retail area of the city, the hub of the city, it is now - - - resurging. You know, people are more than happy to sort of go and live - it had that name for a long time, but I think they've overcome that now.

**[0:28:06] (S): Is it possible that North Dubbo could flood again?**

(S): Oh absolutely, could happen tomorrow! We could have a flood here next week. And if that was the case, well then, North Dubbo would be flooded. It's the way the country is, it's the way the water goes, it finds the least resistance and that's where it goes.

**[0:28:27] (I): So you don't think modern drainage and all that would prevent...?**

(S): Oh no, I don't think you can, I really don't think you can - you can't stop a flood. I mean, you might be able to stop a bush fire, but you can't stop a flood. And the water goes where it wants to go, and there's not much you can do about it. I would say that North Dubbo - parts of it, I don't say every house there - but the major part of the flood here over those years was North Dubbo, yes.

**[0:28:58] (I): Dubbo's experienced many floods, as you mentioned, what do you think it is about the 1955 flood that makes it such a potent memory for the community?**

(S): Well, we didn't have the dam at Burrendong, of course, in those days, and that's probably a major deterrent to floods here. Though I hear today that it's only 30-odd percent full so there's a lot of water can stop down there. But there's a lot of water falls on the ground between the Burrendong wall and Dubbo. All the little creeks and little - you know, the Bell River, and all the creeks around

these areas. Talbragar and Bell River, and the major creeks that flood into the, or flow into the Macquarie, this side of the dam wall, is quite extensive. And that could cause a flood in itself.

But, heaven forbid if we get a full dam at some stage and a big rush of water that'll be hard to handle. But they seem to handle the water at the Burrendong [Dam] very well. They release it in times when they think, well, we need to have an area for flood mitigation, they seem to always take that into consideration – and over years that'll probably have a good effect on Dubbo.<sup>9</sup>

But a flood's a flood. And if it's raining at Wellington and Dunedoo and Dubbo - big rain - some of these people had - up the top of the Talbragar - had as much as eleven inches of rain in one night, eleven inches! Well, the water's got to go somewhere hasn't it?

**[0:30:40] (I): It does. Can you think of anything we haven't talked about that you might want to mention?**

(S): I don't think I'm an expert on anything but I think I've given you my general views and my memories of what occurred at the time. I don't say that I'm an expert on it, I was only a young fellow, and, you know, it was quite exciting to me (laughs). But it wasn't exciting if you were on the end of a - - - flooded premises and all the work that comes. It's exciting to see it all rise but when it starts to fall you realise what work you've got to do (laughs). I think we have covered it well.

**(I): Thank you for your time. Your story will form part of Macquarie Regional Library's Oral History Project. This interview was conducted by Simone Taylor.**

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<sup>9</sup> Following the 1955 flood, which occurred while Burrendong Dam was under construction, the dam was redesigned to incorporate increased storage for flood mitigation. (Wellington Times, *The history of Burrendong Dam*, 18 August 1967 p.17)