

**TAPE 149A SONNY KERVIN Recorded 30 November 1983. Part 1/2.**

Sonny was a very early bus driver originally with Foggs and then many years with Rover Motors.

0:38	b. Boolaroo, 1912
0:42	Shifted to Neath, 1913
0:58	Shifted to Aberdare, 1917
1:10	Patrick's horse bus. They lived in Northcote St. Sonny's family lived in Patrick's house in Congewai Street.
1:43	Father worked as coal carrier
1:50	Jack was told by George Wilkinson that Patrick had a horse bus in Kempe's Hill, Aberdare.
2:40	Patrick had a place where he kept horses and drays in Northcote St.
3:20	Old Joe Doyle and Patrick ran a horse bus out to Central. It was before Sonny Kervin could remember.
3:49	They moved further down Congewai St to a house also owned by Patrick.
4:23	The Patricks had 3 sons – Sonny could only remember 2.
4:26	Ernie Patrick, Tom Patrick
4:50	Cessnock Eagle newspaper, 1913 – Jack's research.
5:23	Cessnock Express newspaper, 1907
5:30	Kurri Times newspaper, 1903
5:50	Shifted into "bag house", Aberdare which his family built in Shanty Town.
6:07	Jimmy Johnstone
6:09	Roy McMahon – Arthur McMahon's father
6:36	Fred Kane, Bill Kane
6:52	Estelle Darcy – Bill's wife
7:29	Community water tap, Aberdare put there because there was no other water – opposite old Jack Davis' place
7:49	Jack Davis, Fanny Davis – a good hearted woman.
8:10	The Depression came and "you couldn't buy a job" – he did a few odd jobs - Amos Fogg
9:02	Collected fares, racecourse buses in 1930. Worked locally.
9:54	Andy Stewart
9:55	Stan Barksby
9:56	Herb Bailey
10:10	George Ryder
10:40	Jimmy Lake
10:49	George Reid
11:55	Rover purchased Barksby's run.
12:36	Les Kervin (brother) worked for Rovers.
13:20	Fred Wallace was carrying long before George Ryder.
13:30	Mel Jurd took over the business of Wallace and Rovers.
14:02	Ten children in Kervin family – 4 girls and six boys Les was the eldest, then Sonny
14:28	Jack Kervin, Jimmy Kervin (brothers)
14:20	Tommy and Joe Kervin (brothers)
14:24	Eric Anderson (brother-in-law) from Aberdare
14:27	Reg Webb (brother-in-law)
14:30	Jack Colter (brother-in-law)
14:40	Mort Tate (?)

	Sonny began as a "greaser" with Rover Motors – Les used to grease, change tyres and was a general rouseabout –he went from carrying into the buses.
15:13	Ray Thomas
15:14	Ernie Ditton – son of Alf.
15:30	Hugh Ryder
15:32	Ray "Tiger" Ryder
15:35	Jack Wells he was a bus driver.
16:26	Bus companies purchased by Ryder. Backers to George Ryder.
18:20	Gov't works program during Depression
18:42	Drove buses in Depression, Bulahdelah
19:40	"Numbers" Lewis – Rab's father
20:40	Recollection of bus run to Wangi- taking on a Friday night taking 10/- and on a Sunday from 1pm to 10pm, he'd take \$1.50 – The fare to Wangi was 60c.
21:48	Ken "Porky" Johns
21:54	Jim Chalmers
22:13	Brian Ivans – later to run buses in Taree with Ernie Ditton. Died in a boat explosion.
24:08	Matt Tracey, Joe Tracey
24:15	Tom Fairfull
24:52	Andy Stewart – a good roster man. He always wanted to be higher. He went to Kurri and left to go to Wollongong.
26:11	Sam Simpson, Ted Simpson from Bellbird.
26:44	Recalls Cessnock-Maitland show buses – They had up to 10 buses outside the gates.
28:40	Bill McIntyre tipped the bus over at East Greta and killed someone.
30:22	Sonny worked in the shed as well as driving. "Republic", early Rovers bus
31:22	Starting times at Rover Motors 4.30 am start in winter. Arrived in Maitland at 5.30am. They had to be crank started.
31:41	Recollection of "crank start" buses. Towing the bus with a chain to get them started.
32:20	Bus numbers, Rover motors – 26 – 32 in the fleet.
32:34	Make of Rover Motor buses – Leyland and AEC and Reo.
32:49	"The Painted Lady", early Rover bus
33:04	"The Painted Gentleman", Rover bus
34:12	Accident involving Ken "Porky" Johns – Porky (Aub Johns' brother) lost an eye in an accident in The Painted Lady at Hexham.
34:35	Kurri Bus Company (The "Blue Buses")- late 40's Ken, Herb and Howard Simpson were shareholders.
35:20	Owners of Kurri Bus Company -
36:08	George Orchard – Rab Lewis knew blokes at AEC and he got 10 AEC engines before the war ended. Then after the war they got Matador trucks and made trailers out of them. They bought 9 and 5 worked and four were used as spare parts. Sonny was hurt in the work converting the buses.
38:24	Reason for George Ryder selling out.
40:07	Perkins' "prime-mover" buses – When the war finished in '45 they were bought from AEC.
40:42	Double-decker buses came in before the war. They had an open stairway at the back. Rover Motors.
	Tape duration 41:18 (Tape 149/Side A)

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