The CSU Regional Archives is currently extending its opening hours to include the first Saturday of the month. This initiative has been put in place to cater for those researchers who are unable to visit the Archives on weekdays during normal business hours.

The next Saturday opening will be on April 6, 2013, from 10am to 3pm.

at the archives
Wayne Doubleday

It is not known when the horse-drawn cabs started business in Wagga, but it is estimated to be circa 1860. They operated continuously until perhaps around 1918 when motorised cabs became much more popular.

It was at this time, too, that the mail and other deliveries were transferred to motorised transport from Wagga to Tumbarumba. Early cab and hackney carriage ranks in the main part of Wagga were to be found on the north-eastern side of Fitzmaurice Street, the south-eastern side Gunwood Street, and outside the Court House in Little Gunwood Street.

THE WRONG WAY

BY OCTOBER 1914, the flow of traffic had increased and the cab and car stand in Gunwood Street became an issue to be discussed by the Wagga Council, which was fairly evenly divided on the question.

It was recommended by council that Inspector Palmer be instructed to enforce the by-law in connection with the Gunwood Street cabs facing the wrong way. At the time, contrary to traffic regulations, the cab drivers had to travel on the wrong side of the street to reach the stand. It was eventually decided that the stand would remain, but cabs must face the west.

THE SALVOS AND CABSTANDS

IN NOVEMBER 1914, the corner of Fitzmaurice and Gunwood Streets on Saturday nights had become very congested due to the presence of both the large cab stand and the Salvation Army.

Wagga council advised the Salvation Army to conduct their charitable fund-raising on the southern side of Little Gunwood Street instead of behind the cab stand, in order to help reduce the congestion.

The Salvation Army asked council to reconsider their decision in shifting them and Alderman Dobyen moved that they be allowed to stay and that on Saturday nights the cab stand be limited to three cabs. This motion was carried.

Owing to the depression in 1914-15, licensed cab owners submitted a petition to the Wagga Council asking that license fees for public vehicles be reduced. The cabs were fortunate in so much that it was decided that fees for licenses and for transfers of licenses for vehicles and drivers be reduced.

Fares were: four-wheeled vehicles £1 (one pound); two-wheeled vehicles 10/- (ten shillings); driver's license 5/- (five shillings); for each transfer of vehicle license 2/6d (two shillings and sixpence).

ACCIDENTS

STREET accidents were well reported in the Wagga Advertiser/Daily Advertiser. As with motor vehicles today, some were badly smashed and others escaped with very little damage. The following are just a few examples of traffic mishaps in Wagga:

THE Daily Advertiser, April 9, 1892

"A horse attached to a buggy the property of Mr. Whitehurst, was driven by Mr. Rudd's saddler, and was going down the street, when a horse and buggy dropped in front of the Garrington Hotel when the horse was caught and the driver was thrown over the side of the vehicle. The horse was in good condition and it was thought the death was probably due to heat apoplexy."

THE Daily Advertiser, February 6, 1914

"BOLTING HORSES — When Wm. Moffatt, cabdriver, was about to go into his cab near the railway station, he bolted his horse attached to the cab and ran off. Moffatt was knocked down and his arm injured. The horse bolted down Baylis and Fitzmaurice streets to the imminent risk of a large number of persons and vehicular traffic which was about at the time, and eventually was brought to a standstill on the bank of the Parken Pregan Lagoon in North Wagga. The vehicle struck a tree after the horses left the roadway on the north side of Hampden Bridge and the cab was considerably damaged. W. McGrath exhibited good horsemanship in catching the runaway."


Compiled by June Dietrich