

A historical family/industry memoir describing the establishment and expansion of the Australian national road passenger transit/tourism industry. Includes the activities of the very early participants between the two world wars and those who took up the challenge to greatly expand the industry during the post WW2 generation through to 1970.

Rex Law's Redline: The Biggest Little Bus Co. In Australia

By Glenn A Law

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Rex Law's **Redline**

THE BIGGEST LITTLE BUS CO. IN AUSTRALIA

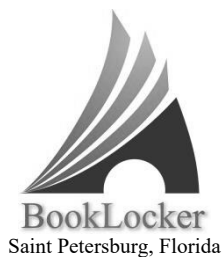
GLENN A LAW



Rex Law's Redline

THE BIGGEST LITTLE BUS CO IN AUSTRALIA

Glenn A Law



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Cover photograph:

Two Redline touring coaches pictured in Central Australia in 1963 at the base of Ayers Rock, (Uluru) the world's largest natural rock monolith.

Adventurous tourists can be seen climbing to the summit, 348 metres (1142 feet) above the surrounding desert.

(Laurie MacBeth Collection)

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Chapter 3

1946

The backyard of the recently purchased residence at Coorparoo became the maintenance and parking depot for Rex Law's fledgling bus business. At the same time, there was plenty of space underneath the high-set Queenslander house for parts storage and component repair activities.

Rex soon met a neighbour named Bob Scarborough who was an accomplished man living with his sister Madge, her husband Bill Harris, their young daughter Carmel and her little dog "Woofles," some three doors along Amelia Street from the Law property.

Bob was a licensed plumber by trade, and I suspect he and Rex became acquainted because of his abilities in that regard.

Soon, Rex was calling on Bob's broader talents so often that he eventually joined the little business's staff at Rex's eager invitation.

In early 1946, with the Kyogle run still embryonic, Rex learned the Queensland State Transport Commission had advertised for tenders to operate a passenger service from Brisbane to Canungra and Lamington National Park.

With his passenger carriage business aspirations far from fulfilled, he quickly had an application (or two) in the mail!

Tender applications closed on 26th June 1946 and stipulated that the successful applicant be prepared to commence the service on Thursday 1st August 1946.

The historical record, by way of the minutes of the 354th meeting of the Queensland State Transport Commission, held on 28th June 1946, identified ten applicants besides Rex Law. These included such existing bus service operators as Russ Penfold of Greyhound Coaches and Dick Hazel of Redland Bay Bus Service.

Rex was the highest bidder, in parallel with what appears to have been a proxy application on his behalf by a gentleman named C. G. (Gilbert) Gallagher, who, as I recall, was a family acquaintance, or perhaps a cousin. Gilbert later became a driver on both the O'Reilly's and Kyogle services.

Rex wasn't the only eager dual applicant, with Russ Penfold and another gentleman named Burling lodging tenders from the same mailing address, that of Penfold's Greyhound Coaches depot at 73 Grey Street, South Brisbane. So there were two "sly dogs" trying to get hold of those potentially lucrative licences.

It's safe to suggest Rex wanted them more, having tendered an amount triple that of Russ Penfold and £100/-/- (\$200.00) more than the second-highest bidder, which saw him emerge as the successful applicant.

The seeds of Rex's business expansion were sown way back in 1914 when a family group by the name of O'Reilly blazed a horse trail from the Kerry Valley up the McPherson Range into the Green Mountains area, on the western side of South East Queensland's Lamington Plateau.

By this means, they accessed dairying land parcels offered on very reasonable purchase terms by the Queensland State Government.

With their landholding secured, the fifteen-mile (25 km) trail, soon known as the Stockyard Creek Track, became the family's lifeline. All commercial and social traffic depended on this route for the next twenty years, as they developed their farming and domestic infrastructure.

Their day-to-day activities became increasingly divided between dairy farming and playing host to the ever-growing number of naturalists and bushwalkers eager to visit and camp out, surrounded by the beauty and remote serenity of the secluded mountain rainforest paradise.

Acting on a golden opportunity, in 1925, Tom O'Reilly took the initiative and engaged all willing and able family members in constructing a dedicated guest house. They completed the project within a year, the first visitors being welcomed into the new facility the following Easter.

During those early years, many visitors made the journey up and down the often-perilous Stockyard Creek Track, travelling in parties using saddle and pack horses supplied and wrangled by O'Reilly family members.

Such was the family's seemingly idyllic existence until fate intervened to expose them to the world. Bernard O'Reilly's extraordinary display of bush-craft and raw courage, which resulted in his miraculous March 1937 rescue of two survivors of the Airlines of Australia Stinson crash, made world headlines.

Naturally, the world bestowed hero status upon the modest bushman. The attendant publicity for the family's little accommodation business within the very same jungle wilderness revived old calls for public road access to the park and, especially now, to the O'Reilly family's guest house.

There's likely a general perception that the road from Canungra to O'Reilly's Rainforest Retreat was purpose-built to provide public tourist access to the national park and the family's original rainforest guest house, which was not the case.

Since the declaration of the national park in 1915, there had been calls from two groups for the provision of such access, each wanting a road routed through their localities.

These groups, representing the townships of Canungra and Beaudesert, no doubt foresaw the economic benefits that would accrue as the anticipated crowds of tourists would pause and spend real money en route to their destination in the park.

The Canungra group eventually proposed a State Government takeover of a logging access road privately constructed during the late 1920s and early 1930s by old-established timber getting and sawmilling interests.

This road coincidentally led from Canungra up the Cainbale Range to within just a few kilometres of the O'Reilly family's accommodation establishment.

The Beaudesert push, under the formal banner of the "Beaudesert and District National Park League," was calling for a new road via the Kerry Valley. They wanted it to follow the already declared Duck Creek Road alignment to access what is now Ladybrook Road, with a final section routed to the guest house.

The Queensland State Government had long expressed an intention to provide convenient public access to the national park and found itself under renewed siege from these local interests in the immediate emotional wake of Bernard's rescue of the Stinson survivors.

At its meeting on Tuesday 9th March 1937, the Beaudesert Shire Council again called for a road up the Kerry side of the range. However, on the very same day, the State Premier, William Forgan Smith, announced that Cabinet had decided to acquire the existing logging road from Canungra and extend it to the guest house.

He further mooted the possible naming of the new public road in honour of the man who found the crashed Stinson and the two survivors, although this didn't come to pass.

An immense sense of goodwill towards the hero bushman had prompted the government to act positively, leading to an agreement with the road's proprietors, the Lahey family, on 27th May 1940, for its sale to the Queensland Commissioner of Main Roads for £10,290/-/-. (\$20,580.00) Thus, fate had again played a significant part in positively influencing the O'Reilly family's prospects.

When the O'Reillys settled as dairy farmers in the mountains above Canungra in 1914, the Lahey family had been established in that little town for thirty years, as timber getters and sawmillers.

Theirs was the first of the two timber industry businesses to which I earlier referred, the family establishing an enterprise that eventually controlled the rights to approximately 16,000 timbered acres (6,500 hectares) in the McPherson Range, from the foothills to the lower verge of the higher level rainforest.

Their business activities included the establishment of the Canungra sawmill, along with their own privately constructed 3ft 6in gauge railway system with sixteen miles (26 kms) of track, which commenced operations in 1903.

The railway ran through a newly constructed 90-metre long tunnel in the Darlington Range to the south of the town which allowed access to timber in the Coomera River Valley.

The Laheys traded as Lahey Bros & Nicklin (the latter entity being an in-law, also from the timber industry) until 1908 when they incorporated as Lahey's Pty Ltd. They operated under this name until 1920 when they sold up due to an emerging scarcity of gettable timber within the Canungra sawmill catchment area.

On 1st January 1921, the Commonwealth War Service Homes Commission acquired the enterprise; however, because of a change in government policy just three months later, they closed down the sawmilling operations, leaving the entire Canungra/Coomera River Valley operation dormant.

On 11th February 1924, the Laheys exercised a buy-back option cleverly contained within the 1921 sale agreement, the new owner becoming Brisbane Timbers Ltd, a sawmilling business the family had established in 1910 in the Brisbane suburb of Corinda.

With the buy-back came a fresh business plan involving a new alliance, which would provide a future supply of logs for both the Canungra and Corinda mills, the latter facility then undergoing upgrading and expansion.

The partner business was the Standply Timber Co, run by a gentleman named George Washington Nutting.

Standply entered the Canungra scene on 27th April 1927 under an agreement to join forces with Brisbane Timbers Ltd to take previously inaccessible timber from the latter's remaining higher forest stand.

The plan relied on the talents of the Civil Engineer and Surveyor, Romeo Lahey. He was tasked with surveying and constructing a road from Canungra up the Cainbale Range to the highest and farthest boundary of Brisbane Timbers Ltd's leasehold.

The road would enable both companies to fell and process previously inaccessible high-quality timber, mainly of the Hoop Pine variety.

Standply was to remit royalties to Brisbane Timbers Ltd while also contributing towards the cost of the road, which seems to have been an astute deal on the Laheys' part.

Good timber was abundant in the higher forest, while the road provided a safer and faster means to transport the logs, with trucks and jinkers now replacing bullock teams.

Much of the timber from this new source went to Queensland Railways' Canungra siding for transport to Lahey's Corinda mill. At the same time, a substantial quantity also went directly to Lahey's Canungra mill.



Figure 15: Logs being transported by jinker down Lahey's Road to Canungra, circa 1932. (The State of Qld., Dept. of Education and Training, 2019)

Standply's quota went to their newly constructed veneer and plywood mill, complete with a drying yard, on the western side of Christie Road near the Canungra public railway station.

By 1935 the Laheys had spent over 90% of the total road construction cost of £39,479/7/5, (\$78,958.75) coinciding with the exhaustion of most of the economically gettable timber.

By 1938, the Standply Co had transferred its Canungra operations to a site near Cardwell in North Queensland. Within a couple more years, the Lahey sawmilling and tramway infrastructure had also been dismantled and removed.

On 1st July 1955, the Queensland State Government shut down the forty-year-old railway connection between Logan Village and Canungra, the rails and associated infrastructure soon being dismantled and removed.

Meanwhile, the enterprising O'Reilly boys established a bridle trail to connect the family's guest house premises with the now completed road terminus, which was becoming known as "the dump."

It became the practice that visitors, now regularly arriving in private motor cars with no objection from the road's proprietors, would be "dumped off" with their baggage at that point to be met by an O'Reilly's welcoming party on horseback.

Using saddle and pack horses provided and wrangled by O'Reilly's family members, in a very similar procedure to that earlier employed on the old Stockyard Creek Track, new arrivals experienced the majestic rainforest close-up as they transferred to their guest house destination.

The inbound vehicles had sufficient space at the dump to swing around and return to civilisation, often having arrived empty, by arrangement via the party-line telephone, to collect departing visitors.

The first commercial passenger bus ascended the range in September 1937. The contraction of the industry and associated logging truck activity saw the joint proprietor of the Red Bus & Car Service of North Street, Southport, Mr W J (Jack) Shaw, behind the wheel that day.

The Gold Coast business conducted regular passenger services between the Southport Railway Station and Surfers Paradise, Main Beach and Burleigh Heads, while actively promoting excursions into

such hinterland locations as Springbrook, Natural Bridge and Binna Burra.

The latter destination was a land selection on the eastern side of the Lamington Plateau purchased from the State Government by the very same Romeo Lahey and his project partner Arthur Groom. They initially established a camping area to provide basic facilities for naturalists in 1933, just as the O'Reilly family had catered for their first visitors more than a decade earlier.

The Red Bus, with its complement of fourteen students plus chaperones from The Southport School, was unable to traverse the mountain road on the outward journey due to wet and greasy conditions. Mr Shaw was therefore obliged to convey the party via Beaudesert and Kerry to the base of the old Stockyard Creek Track, allowing for escorted horse transfer up to the guest house, just like old times!

On Tuesday 28th September, after a four-day stay at O'Reilly's, the TSS party departed the guest house, again on horseback, to meet the Red Bus at the dump. The bus was there as arranged, having ascended the now dry road in elegant style to convey the group home via Canungra and Nerang to Southport, arriving around 6.45 pm that evening.

The Red Bus Service likely operated more similar journeys up the mountain; however, the proprietors did not tender for the service licence after the war.

Rex's new passenger and mail service commenced on the due date, 1st August 1946; however, the delayed post-war start on the promised construction of the last $3\frac{3}{4}$ miles (6 km) of the road would not see it completed until well into 1947.

Rex's new bus service, therefore, had to begin under the same pack and saddle horse regime, utilising the original passenger "dump." A succession of temporary transfer dumps was then employed with progressively shorter horse transfers, as the road was pushed ever closer to the guest house.

Rex employed the eleven-passenger Oldsmobile and five-passenger Chrysler and Studebaker cars on the service, soon to be

supplemented by two military surplus International KS5 buses with wartime austerity bodies.

The rather aggressive approach to the tender process and the subsequent successful acquisition of the Canungra and Lamington National Park licences played a big part in Rex's ambitious future passenger transport aspirations.

To ensure prospective clients were made aware of his new services and the location of booking agents along both routes, he proactively disseminated the information by way of press advertisements, such as the one reproduced next, published in the Beaudesert Times on Friday 23rd August 1946.



Figure 16: An August 1946 Beaudesert Times advertisement, promoting Rex Law's bus services to both Kyogle and Lamington National Park. (National Library of Australia)

The O'Reilly's service soon proved to be much more profitable (while somewhat more hazardous) in comparison with the Kyogle service.

The original timetable was the subject of much disquiet and debate among Canungra's residents, who lobbied for impractical daily multiple service frequencies between their town and Brisbane. In March 1952 Rex surrendered the Canungra passenger and goods licence to concentrate on the O'Reilly's service, with a timetable of four well-patronised return services per week.

Day tour and commuter services departed from 16 Roma Street at 8:30 am on Tuesdays, Thursdays and Sundays. A split passenger

service to cater for O'Reilly's weekend guests left Roma Street at 6:00 pm on Friday evenings, returning to the city at 6:00 pm on Sunday evenings.

Extra services operated on long weekends and holidays. The one-way fare to O'Reilly's was £1/4/- (\$2.40) and £2/2/- (\$4.20) return, with the journey distance officially assessed at seventy-four miles. (119 kms) The State Government levied a licence tax of one-halfpenny (approximately ½ cent) per passenger, per mile.



Figure 17: R. J. Law Bus Service's International KS5, No. 2, about to depart O'Reilly's Guest House, circa 1948. (Peter O'Reilly Collection)

The unsealed road between Canungra and O'Reilly's was sometimes rendered impassable during summer rain periods due to flooding, bridge damage, landslides and fallen trees.

Therefore Rex purchased at auction a four-passenger ex-military 4x4 General Purpose Amphibious (GPA) Jeep, known as a Seep, in then everyday parlance, meaning Sea-Jeep. He placed it into service to circumvent the seasonal weather inconveniences and get the passengers and mail through. The Jeep served without a fleet number, as was the case with the side-loader cars.

He based one of the small International KS5 buses on the O'Reilly's side of the troublesome Canungra Creek during the summer season.

The placement of this bus allowed for its use in conjunction with the GPA when the creek ford was in flood, or once or twice when a newly-built bridge would inconveniently disappear downstream!



Figure 18: Rex negotiates a landslide obstacle on Lahey's Road to O'Reilly's in the reliveried International KS5, No. 2, circa 1949. Note he had the passengers alight for their safety's sake. (Law Family Collection)

It's worth recalling the day soon after Rex took possession of the little mechanical "duck" when he included my brother and me in the crew on its test voyage.

This excursion occurred on a lagoon within a disused gravel pit beside Bennett's Road in the nearby suburb of Morningside, a short distance from our Coorparoo home/depot.

The worked-out Brisbane City Council pit was decommissioned and bequeathed to the local state school in 1930 as a swimming facility, being continually topped up and refreshed by natural spring water. Due to the lack of swimming facilities on Brisbane's Southside, the inviting body of water became an unofficial public pool.

Our shakedown trip to the quarry took little time and "Captain Law" soon swung off Bennett's Road onto the track (now Fitzgerald Street) leading down to the water's edge.



Figure 19: The International KS5 No. 1, and a side-loader car, both well immersed in Canungra Creek during a typical summer weather event. (Law Family Collection)

Then, with a short burst of extra down-slope momentum, he defiantly plunged the Jeep with its crew of three into the dark water! Everything operated satisfactorily as the little propeller pushed us around at a reasonable rate.

Rex was eager to use this outing to figure out the operating procedure associated with the array of five levers protruding from the central transmission tunnel.

These controlled:

2x4/4x4 Ground Traction

Front-Mounted Capstan Winch

High/Low Range

Propeller Engagement

Three Speed H-Pattern Transmission.

On the rainy Saturday afternoon of 26th February 1949, the lagoon was the official venue for that year's round of the Australian Diving Championships.



Figure 20: The Morningside Quarry during the official 1949 Australian Diving Championships. This was also the site of Rex's GPA "duck" sea trials. (Brisbane Courier-Mail)

The previous photo, taken on the day of competition, shows a diver on the Cyclone scaffolding-supported high board, in front of a crowd of over 5000 spectators!

Today in 2019 the site, comprising a dry semi-circular grassed depression which once contained the lagoon, is known as Bennett's Bushland Park.

The council bulldozed the southern bank (the general area closest to the camera in the picture) to stop any further accumulation of water as a matter of safety.

Such action was likely due to the tragic November 1953 drowning of two youths in a group taking running jumps from the highest bank into the water.

A subsequent coronial investigation found that the two youngsters collided during this activity, causing them both to lose consciousness and drown in the dark, relatively remote and unsupervised pool.



Figure 21: Passengers about to clamber aboard Rex’s amphibious Jeep (GPA) at O’Reilly’s for the trip down the range. The guest house is in the background. Note the rear wheel chains. (Peter O’Reilly Collection)

Bernard O’Reilly was the centre of much interest so far as the new service to Lamington National Park was concerned, and he sensibly capitalised on the fact by writing a book entitled “Green Mountains and Cullenbenbong.”

The book, published in 1949, some twelve years later, included a first-person account of his famous Stinson rescue, ensuring that it became a popular title.

On arrival of most services, Bernard would greet the day tourists and new house guests, usually with a china teacup in hand containing a beverage a tad stronger than tea!

He would generously provide himself to chat and sign autographs, although, for reasons one can readily understand, he preferred not to relive the great ordeal verbally in any detail.

As Rex built up his new O’Reilly’s service, the future also presented exciting new challenges for others, including Reg Ansett. He had the fire-damaged aircraft hangar at Essendon quickly rebuilt after the 1939 fire, resulted in doubling the space, with the concurrent addition

of a second building featuring a similar design with similar dimensions.

Ansett Airways' aircraft components manufacturing facility became the Ansair coachworks as a logical utilisation of that division's resources after the war. I often wondered when this concept formed in Reg's mind.

Had he already conceived of the establishment of this coachbuilding enterprise before purchasing the Pioneer Motor Tours business a year earlier?

Or had the idea formed afterwards as he pondered how to equip the new business with suitable rolling stock? Reg no doubt knew he would need plenty of new modern coaches after the war.

At war's end, Ansett Airways emerged as a transformed organisation. The years of performing work for the US military had considerably improved its financial position, creating a business more than ready to face the post-war unknowns with high confidence.

However, his ever-expanding vision required more capital, and he set about resolving this by once again turning to the same grazier supporters who had financially backed his initial rapid growth.

Having helped form Ansett Airways Pty Ltd and the purchase of the founding aircraft, several such individuals were delighted when offered shareholdings and directorships within Reg's latest venture.

At this time Ansett Airways Pty Ltd, Pioneer Tourist Coaches Pty Ltd and Ansair Pty Ltd became subsidiaries under a new umbrella entity known as Ansett Transport Industries Ltd. (ATI)

Later there would be more inclusions, such as the growing hotel division and other diverse yet complementary businesses.

Reg's grazier mates, Thomas Simpson of Dunkeld, William (Billy) Beggs of Hamilton and Henry Youngman of Grassdale, joined the ATI board, which quickly arranged a successful June 1946 public share float, raising £1 million (\$2 million) in expansion capital.

Soon another float raised a further £100,000/-/-, (\$200,000.00) one-fifth of which was used to discharge the debt incurred to purchase the three Douglas C47s from Singapore.

Ansett's first road passenger service, which operated under both "Ansett Roadways" and "Ansett Motor Services" banners, was retained as a separate business entity and publicly floated in 1946 on the South Australian Stock Exchange.

This business existed under the corporate title "Ansett Motors Ltd," which ATI eventually brought under the group umbrella in 1959.

In early June 1946 Pioneer Tours' ongoing resumption of operations included the Ansett organisation's first post-war tour to the Northern Territory.

A party of twelve passengers in the care of a crew of three drivers and a hostess travelled from Melbourne, via Sydney and Brisbane on an enormous sixty-day itinerary, the fare for which was a sobering £180/-/- (\$360.00) per passenger.

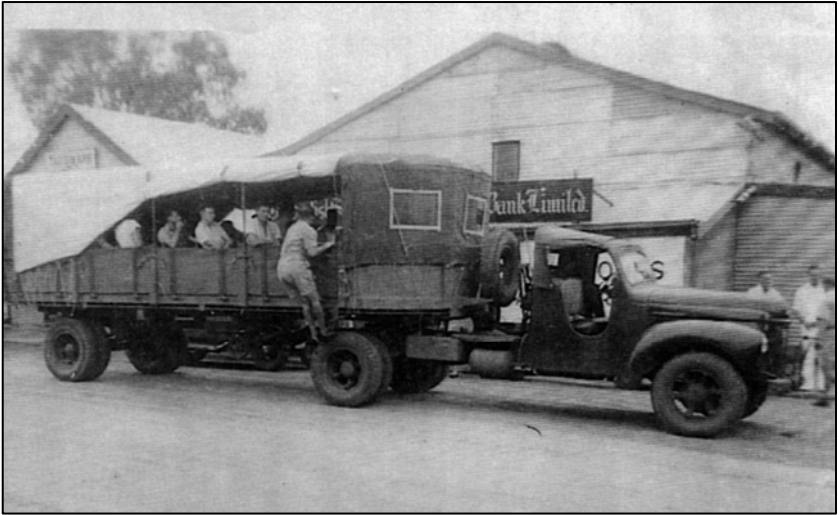
Ansett's post-WW2 Central Australia tour operations would continue to emulate and expand upon the well-established Withers' Pioneer Tours program.

No doubt Reg was well aware this would entail competing with the ever-present Bond's Tours, while he was soon to also cope with the Alice Springs-based trucking proprietor Len Tuit's expansion into the passenger carriage and touring arena.

Tuit, armed with his new Royal Mail licence, saw no reason why he shouldn't add several rows of wooden bench seats and an access ladder to a perfectly sound ex-military round-nosed semi-trailer, and call the thing a passenger bus!

He weather-proofed the conveyance with fitted tarpaulins and coupled it to an ex-military KS5 International prime-mover with a canvas-roofed "tropical cab," all to accommodate as many brave fare-paying souls as possible on his new service from Alice Springs to Tennant Creek and Birdum.

One wonders if there was a procedure for dealing with the inevitable comfort stop or two along the way!



**Figure 22: Len Tuit organises passengers aboard his first semi-trailer bus before departing Alice Springs for Tennant Creek and Birdum, NT.
(Ron Dingwell Collection)**

Jack McCafferty, having operated local Toowoomba-based bus services since 1940, tentatively entered the post-war interstate fray with a well-appointed twenty-passenger Shuttlewood bodied OB Bedford coach.

Jack offered departure date-specific packaged sixteen-day summer season tours to Sydney, the Jenolan Caves and the Blue Mountains, under the “Highway Holidays” banner.

This initiative continued through the late 1940s into the early 1950s when Jack retired from long-distance tour operations. In December 1980, McCafferty’s would re-emerge as an interstate express passenger service operator of some note.

Sadly, on 23rd October 1946, Ansett Motor Services recorded two passenger deaths and several injuries when one of the company’s Ford-based side-loader buses, registered CY-358, impacted a large roadside tree, tearing open much of the vehicle’s off-side.

The incident, the cause of which was a blown front tyre, occurred on the Western Highway near Horsham.

One of the first indications of Bertie Bond’s Australian Scenic Motor Tours’ aggressive approach to post-war re-establishment was his

fleet re-equipment program, featuring Roadcruiser-style touring coaches as favoured by Reg Ansett and later, Rex Law.

Being a genuine innovator and entrepreneur, he had these coach bodies constructed locally in Adelaide in his coachbuilding and maintenance workshops at Boskena Avenue, Kent Town. They were built mostly on the very popular International KS5 and KB6 chassis.

In 1946, Bond's acquisition of an ex-WW2 military staging post property on the outskirts of Alice Springs was the foundation for a new "Bond's Tours Chalet," which offered his future Central Australia tour clients in-house accommodation facilities at a very strategic location.

One of MVC's' early post-war initiatives was the introduction of four new twenty-five-passenger "Streamliner" semi-trailer coaches coupled with Gardner 5LW powered White WA20 prime-movers.

The marketing of these vehicles, while announcing the company had plans for more, described them as "big ten wheelers" with each coach crew comprising a driver and an onboard trailer saloon hostess.

Reg Ansett had operated three similar Lawton-built semi-trailer coaches coupled with Reo Gold Comet prime-movers on his Ansett Roadways passenger service connecting Portland, Hamilton and Mildura. He later sold these units to MVC.

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About the Author



As Rex's younger son, I have considered it a great privilege to record and honour my father's life. The advent of the Internet not only provided me with the research resources but also access to old Redline staffers and like-minded industry contacts who have all offered great encouragement.

I should also say that the memoir broadened even more than I estimated at the outset. The more I found I had no other option than to involve myself in my father's story, the more I saw a need to include more associated people and events.

These were necessary additions so the reader might appreciate a long-ago "Wild West" era of sorts, far removed from today's structured, mature, less complicated national scheduled express passenger coach industry. Note that I didn't refer to the current

national scheduled coach touring industry because sadly there is none.

Although Rex and I were not a close-knit team during my ten years with the company, I can reflect today on several productive instances when we combined and took effective decisions together.

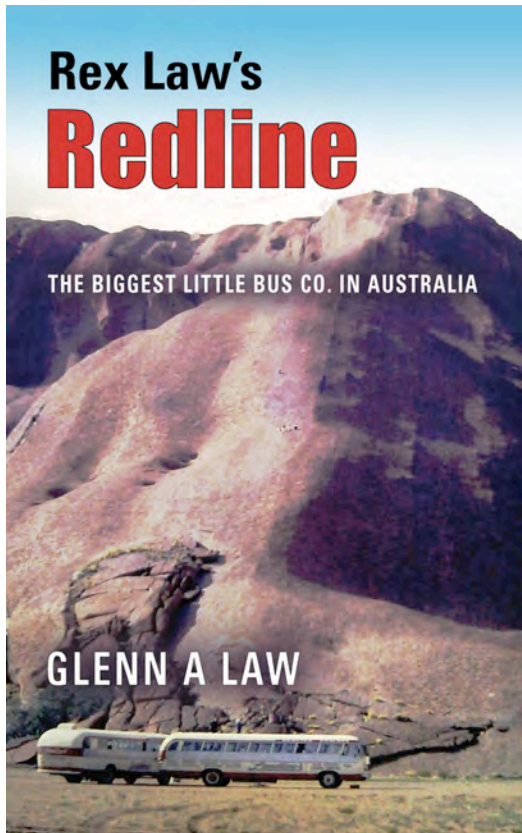
One relevant example was his agreement with my 1967 proposal to more prominently feature the company name “Redline” on the fleet’s vehicles, rather than the “Landliner” logo. The most innovative and enterprising was surely our joint commitment to enter the aviation industry.

I often reflect upon the negative circumstances that conspired against us, and the later dismantling of the national two-airline policy. Had Redline continued to evolve, there’s little doubt that the natural expansion of the company’s activities would have seen its further diversification as a Commuter/RPT airline operator.

Those events are enduring memories for me, many of which I vividly recall as if they occurred just yesterday.

Glenn Law

Beaudesert
Queensland.



A historical family/industry memoir describing the establishment and expansion of the Australian national road passenger transit/tourism industry. Includes the activities of the very early participants between the two world wars and those who took up the challenge to greatly expand the industry during the post WW2 generation through to 1970.

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