

Historical Machinery from Waverley City

What child was not fascinated with those powerful (but ominously slow), snorting, hissing chugging beasts that were the steam-powered road rollers of yesteryear? Remember the aura of awe that always surrounded them? No home-bound school student could resist standing and staring as rollers flattened the steaming-hot asphalt (and if one was working when the child was en route to school, the strap for tardiness was almost worth it!).

This particular once-admired road roller was recently donated to the National Steam Centre (NSC) on Ferntree Gully Road, just the other side of Dandenong Creek, by the City of Monash. After it had finished its useful life in forming Waverley's roads, it spent some years in Valley Reserve, in the playground. Then, when deemed too dangerous for climbing children, it languished in the Works Depot for long years. The NSC would love to know more about this



NSC Photo

and similar machines used in our area for road-making. Do you have memories you could share? Or photos of your children or grandchildren admiring or playing on them? Do you remember the roller in Valley Reserve, and could you hazard a guess as what dates it was there?

Any information or pictures would be much appreciated.

Below is another photo, from August 1960 of a road roller, manufactured earlier than the one above, with Mark Irving at the controls and father Bill (dec., ex

WHS President) looking on. The location is Stephenson's Road, Mt Waverley, looking to the South East. The Irving family lived nearby. The buildings in the background are the house and farm shed of Tony and Myrtle Bridle.

*MarJo Angelico
Research Officer*



Irving family collection

Errata

On page 4 of the previous Newsletter *History Here 207*, replace the last sentence of the caption under maps with the following:

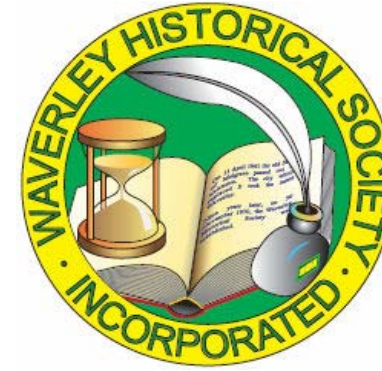
The grading guidelines Yarra Valley Water now use are as a general rule of thumb, L/pipe diameter. That is, if the pipe is 225 mm diameter then the minimum grade will be 1 m in 225 metre.

On page 5 at the end of Sources substitute: *Waverley Gazette* 31 August 1963 p.1 for "indexes to *Waverley Gazette* 1961.

Also on page 5 add to the end of sources:
Jack McDonald, Planning Engineer, Yarra Valley Water.

Did you know?

The origin of the name Brandon Park? This was the name given by Major George Steward, a commissioner of Police who purchased the land in 1902 and operated a sheep stud at the corner of Ferntree Gully and Springvale Roads.



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HISTORY HERE 208

Journal of the Waverley Historical Society July 2014



MarJo Angelico 2014

ROBIN HILL

This attractive house with tall chimneys, tiled roof and an attic storey is elegantly surrounded by one of a few extant Edna Walling gardens. The existing house was built in about 1946, but the garden was already well established by then. It was created for Lewis B Milne, founder of Skipping Girl Vinegar, who is believed to be related to Walling. Situated on the crest of a hill, the house commands a grand view of the CBD and suburbs to the north; maybe 360° views from the attic of this stately Chadstone home.

Can you add to our knowledge of this house? Please share your memories with us..

Coming Events

Please note that General Meetings are now held every two months and are afternoon meetings starting at 2.00 pm. Special activities will be held in most alternate months. We are located above the Mt Waverley Library 41 Miller Crescent, Mt Waverley.

Wed Jun 25, 2pm *Jordanville History* in the WHS Rooms.

Wed July 23, 2pm Flood memories. Bring your stories of excessive water in your area.

Wed Aug 27, 2pm **AGM**, reports, what's new and a great afternoon tea.

Sun Oct 12, 44th Birthday Celebration (in the WHS Rooms).

Wed Oct 29, 12 to 4pm *Open Day* (Monash Seniors and RHSV History Week).

Welcome to New Members

Maree Delbridge

Helene Durkin

Jane Turton (a previous member returns)

Lorraine Adler (a previous member returns)

WHS MEMBER RECEIVES RHSV MERIT AWARD

On May 20, at the Annual General Meeting of the Royal Historical Society of Victoria, the unprecedented contribution Laurie Burchell has made in increasing our awareness of and preserving our local history and his meritorious service to Coburg and Waverley Historical Societies was recognised when an Award of Merit was presented to him by the Vice President, Professor Richard Broome.

Laurie had been nominated for the award by Coburg Historical Society, which was supported by Waverley Historical Society. Both societies contributed to the writing of the citation read by Professor Broome which accompanied the award. It detailed Laurie's many achievements and his exceptional contributions to Coburg history over 21 years.

From the Coburg Historical Society



Laurie and Pat Burchell with Prof. Broome

Dr Cheryl Griffin 2014

WHERE IS THE WHS?

Our rooms, which are located above the Mt Waverley library in Miller Crescent, are open each Wed (except over the Christmas break), from 1pm to 5pm, or by appointment, for individual research and working discussion groups. When the library entrance door is locked at meetings, use the doorbell at the far left to gain entry. Members are asked to bring a plate of afternoon tea to general meetings which for 2014 are every second month.

Displays Displays & Open Days

September Glen Waverley Library
Notice display board

The items used in the displays included old photos, artefacts, old Melway street directories, *Then and Now*, *Once There Was Jordanville* and other books for sale.
Beverley Delaney

Celebrating AUSTRALIA DAY in Monash

Many visitors were welcomed at the Open Day held in our rooms on 27th January 2014. Aerial maps, old local newspapers and photo albums were on display. The most popular exhibits were "Going to school in times gone by", the "History Mystery Quiz" and "Toys of Yesteryear" – a display of colonial games played by Australian children. We look forward to seeing some of our members at the next Open Day during History Week in October 2014.

In May, MarJo Angelico hosted groups of local school children in the rooms for sessions on local history. Many of the children were remarkably knowledgeable on their local area.

Margaret Boyes

ANZAC Day Service

Service: Sunday 20th April 2014

Waverley RSL arranged for the ANZAC Day Service to be held on Sunday 20th at 10.15am.

The crowd included ex/current service personnel, young service cadets, scouts, local State MP Michael Gidley and Mayor Geoff Lake.

It was an inspiring commemoration, WHS President Ed Hore placed a wreath on behalf of the Society at the Cenotaph, Glen Waverley. Other members and visitors from the WHS were Norma Schultz, Margaret Boyes, Beverley and Brian Delaney, Norm Gibbs and Margaret Walsh. The wreath was made of red poppies, gerbera, lilliums, gum, rosemary and gumnuts.

Beverley Delaney

Class Mascot

Prince was a cross between a Labrador/boxer, Great Dane and Alsatian but he looked like a dingo with a cut off tail! The dog was bought by Chris Norton for \$1 at the Mt Waverley School fete in 1966.

On one occasion, to show him where he went every school day, he took him to school. This laid the foundation for Prince attending daily!!

Chris would take the dog home but it would always come back again. Everyone knew the dog, and one day Chris saw the dog catcher (out of the window) chasing several stray dogs, including Prince. Chris thought Prince had been caught, but fortunately Sports Monitor, Rick Causey, locked Prince in the sports equipment shed. . . so he escaped the catcher! All this was in school time

(Actually, Prince was caught about eight times by the local Pound, but he was always released for the Norton family.)

In Grade 6D, Prince was the class mascot. He would walk down the corridor and sit in front of the class, having been invited in by the teacher, Mr Lance Perryman.



Chris and Prince 1969

Then there were the rats!

When Alvie Road was unmade with open drains, full of the release from each house-hold, rats would breed there. Prince would frequently catch these rats and leave them on the front door mat!

Once a week, seeking scraps of food, perhaps, Prince would push the rubbish bins over and, if the lids did not come off he would roll them down the road till they did.

While Chris Norton, was sharing some of his memories with the Burchells, he began to tell about his dog. This was too good a story to lose and so here it is. To cap it all, he said he had photos of the dog and paw prints, as reproduced here.

On rubbish bin morning Chris's father would look down the road and see all the bins knocked over. He would exclaim "Oh no! Prinny - not again!" When Alvie Road was made in 1967, Prince chased another dog along the footpath leaving his paw prints in the wet concrete. Running on the road edge, the other dog



Chris Norton 2014

left no marks. The contractors filled Prince's footprints in the wet pavement with new cement but of another colour.

They can still be seen today!

When Chris left to go to High School, he took good care that Prince did not follow. He need not have worried. Prince was quite happy to continue attending the same class at the Park Lane school, till one day he came home, went to sleep on the back lawn and never woke up again.

Chris Norton

Rifle Ranges in Mulgrave

Although "Cattlemen to Commuters" mentions the Mulgrave Ladies Rifle Club (p129-130), I was not sure exactly where it was until recently. It was in fact at the bottom end of Lawrence Rd, where the wetlands are now. The shooters aimed towards the north bank of Scotchmans Ck.

This was neatly confirmed recently when an enquirer with a powerful metal detector and a hobby of seeing what could be discovered under the surface, came in. He had found a number of bullet shells buried 8-12 cm in the bank of the wetlands and wondered why. One is shown here.

The following article by Helen Gobbi provides more details about the Club, which was successful though short-lived.

MarJo Angelico

Following closely on the formation in March 1900 of a Mulgrave Rifle Club, in August the opening shots of a newly formed Mulgrave Ladies' Rifle Club were fired. The formation of the Mulgrave Club was the work of shooting enthusiast Malcolm Muir, farmer and Shire president. At least two of Muir's daughters were among the twenty or so strong Ladies' Club. In fact matches between the two clubs "were closely fought affairs, especially if the ladies were allowed to shoot on a short range of one hundred to one hundred and fifty yards."

Full-bore rifle clubs existed since colonial times, the Victorian Rifle Association forming in 1860 and the first inter-colonial match fired on the Sandridge range in Melbourne in 1862. Australian women were among the first in the world to form full-bore ladies' clubs. The forming of Mulgrave Ladies' Rifle Club may only have been bettered in Australia by an Adelaide club formed in 1897.

In 1901 members of the Mulgrave Ladies' Club fired the volley at the Black Flat school in celebration of the birth of the nation. Firing Francotta ri-



Weekly Times

cles the women met on Saturday afternoons for practice at the Mulgrave range. The range, formed on land loaned to the Club, was located off Waverley Road west of Blackburn Road running down to Scotchman's Creek. Women associated with the Ladies' Club included Miss Rita Knights, club treasurer in 1900 and daughter of the Shire secretary Edmund Knights. She was a skilled shot: at a meeting in September 1900, she scored 40 of a possible 50 points over a 100-yard range with no fewer than eight bull's eyes.

In 1901 the women held a first anniversary social and shoot at the range. Prizewinners were Miss E. McNally, Miss Jean Macintosh and Mrs T. Bartells; Club president Miss Edith Muir distributed the prizes. An impromptu match between the men (in uniform) and women resulted in a win for the Ladies' Club. Two weeks later Mrs Bartells was given the honour of firing the opening shots at the Port Melbourne range.

When trooper Richard Ernest Gessner, 4th (Imperial) Contingent, returned home from the Boer War he donated a gold brooch as a prize to the Ladies' Rifle Club. Keenly contested, the brooch, containing a Boer half-sovereign as its centre-piece, was won by Amy Wilson of Clayton.

In September 1903 Malcolm Muir described the Mulgrave Club as having two ranges with three targets erected at a cost of £80. Importantly, it was free of debt. Having fallen below the government's prescribed membership of 30 and located about a mile and a half from Oakleigh, Muir hoped to attract an Oakleigh contingent and met with a favourable response. However it was not enough to sustain the Club which is not apparent after September 1904.

The Ladies' Rifle Club was still active in summertime 1903 when the opening of the season of the Commonwealth Ladies' Rifle Club at Moonee Ponds in March saw a return match being fired with the Mulgrave Ladies, ten a side, seven shots at 50 and 100 yards. The prize was taken by Commonwealth.

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H. G. Gobbi, © March 2011 revised May 2014

References : A list of references is available upon request to the WHS

Can you help?

We are aware of at least two rifle ranges (or practice sites) in what is now the City of Monash. We could believe that there might be more. Do you know of any places or clubs where there might have been another site?



Stephen Angelico

WAVERLEY'S CONCRETE ROADS

A Monument to a Lost Dream Part 1

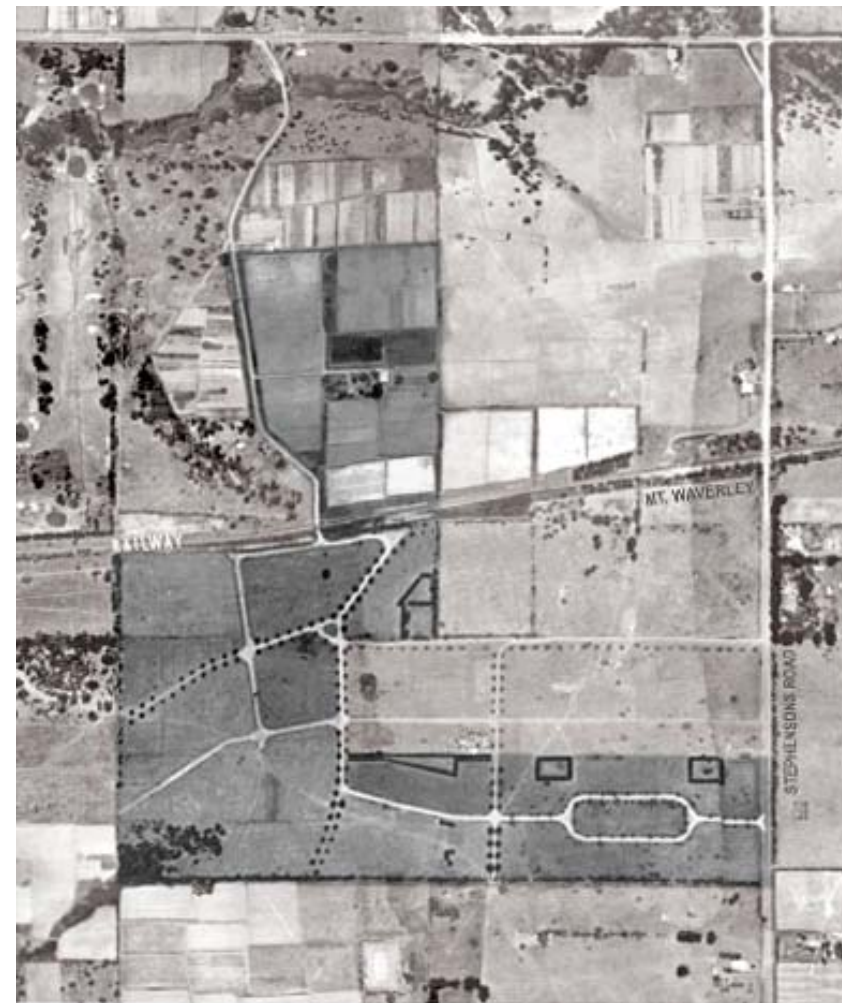
Geoff Brown

Many Waverley residents know of the old and weathered concrete roads that pave a few streets south of Mt Waverley Railway Station and shopping centre. But few know the details of their construction. What follows will provide some insight into their history and heritage value.

The Grand Plan

As construction workers toiled to build the Darling to Glen Waverley railway line in the late 1920s, farm owners and developers were planning to subdivide adjacent farms into residential blocks. The name "Glen Alvie Estate", which in 1916 had referred to 12 farm allotments fronting High Street Road, reappeared as the name of the lots which formed an L-shaped estate north and south of the new railway line (see photo below).

This 1945 Aerial photo of the Glen Alvie Estate (the darkened L shaped area) bisected by the railway line. Also evident are the concrete and unsealed roads bordered by the evenly spaced trees.



The new estate's entrance was to be along Sherwood Rd from Stephenson's Rd (originally named Stephenson's Lane). A number of longer and shorter streets were planned throughout the estate and many were open-ended to permit connection with future subdivisions. A second access point from the north was along Alvie Rd and under the new railway line.

The developers adopted an upmarket design known as a Garden City estate, which was to include parklands and sporting clubs for the benefit of residents. As a tangible sign of its progressive nature and as an incentive to prospective buyers, arrangements were made for the local government authority to borrow funds to pave all road surfaces with a modern, up-to-date concrete surface. New residents would pay a levy to finance this loan and to support the coming railway. It was thought that this extra expense would not deter the right kind of buyers.

Construction

In July 1929, Mulgrave Shire (as Monash was then known) advertised for tenders¹ to construct the concrete pavement in three parcels covering all the estate's roads (see box next page). In 1931 construction commenced using the Sunderland cement penetration method invented by Sandringham City Engineer, Mr W T Sunderland.

This method used less cement than the premix concrete of the day and therefore cost less. It was promoted to various government representatives by the Australian Cement Manufacturers' Association with the aid of a film. In 1929 *The Argus*² newspaper described the construction method as follows:

- ♦ First, the road bed was formed and graded, a layer of broken stone three inches thick spread along the surface and a light-roller used to compact it.

♦ Then steel reinforcement was laid on this bed and further rock laid to a depth of another five inches. This was consolidated by means of a 10-12 ton roller down to a total thickness of about five to six inches.

♦ Next, a grout of one part of Portland cement and two and a half parts of clean, fine sand was mixed with water by a power-driven machine and kept well stirred. This grout was poured into the compacted stone bed until all empty holes were filled.

♦ The grout was then flushed to the surface with a light roller or by tamping (vibrating with a rod) and the rolling was repeated until all air pockets had been removed and the surface looked reasonably smooth.

While only two thirds of the planned Glen Alvie Estate concrete roads were eventually constructed, most of these are still in place and further characteristics of this Sunderland method can be observed.

♦ The rough top surface of the roads with its protruding rock aggregate was evident from the time of construction.

SHIRE OF MULGRAVE

Tenders, addressed to the President, Shire Hall, Notting Hill, will be received until midday, July 31, for the following WORKS:-

GLEN ALVIE ESTATE.

(a) Construction of Railway Parade south, Glenmore grove, Pall Mall, and Beverley grove (part).

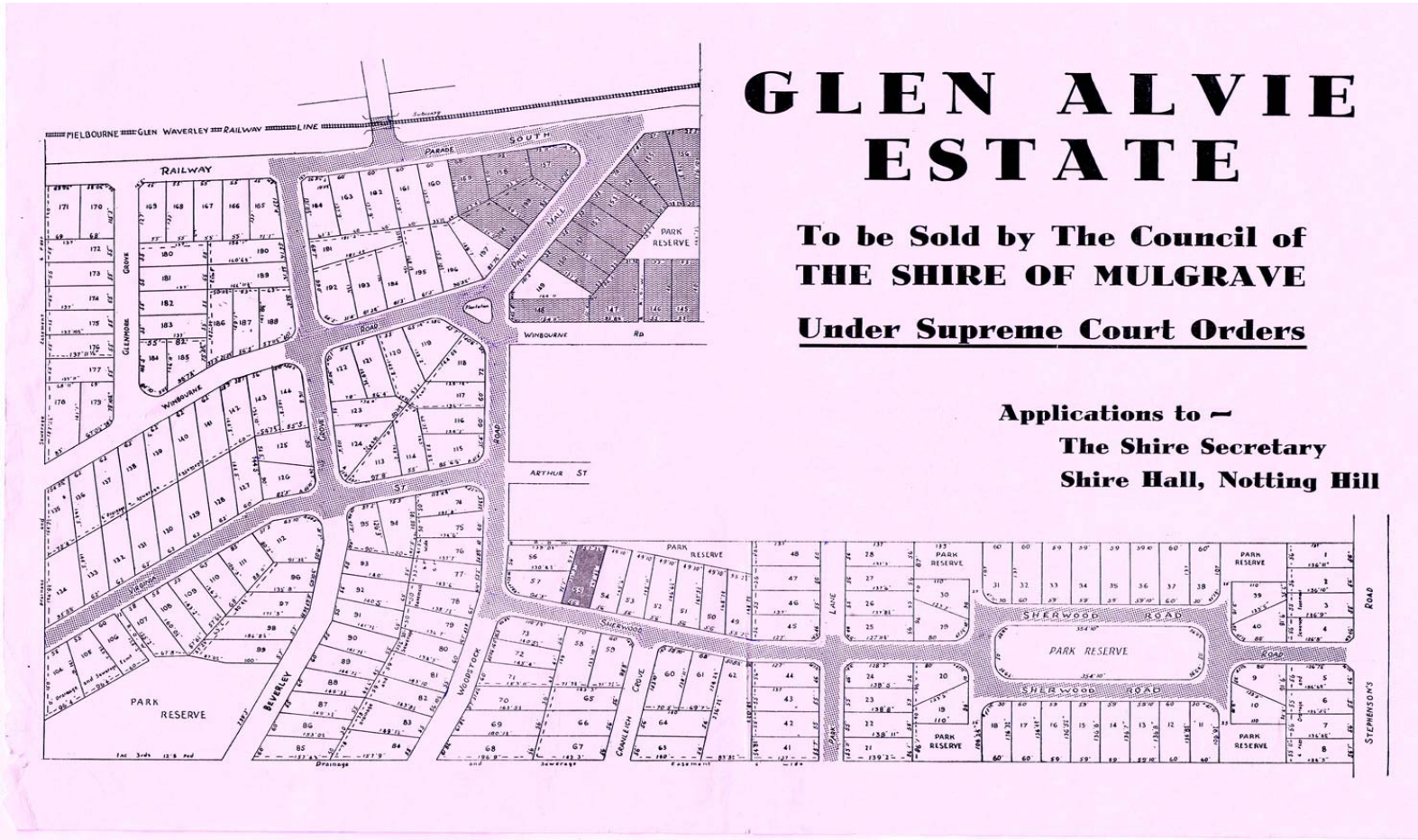
(b) Construction of Virginia street, Woodstock road, and Beverley grove (part).

(c) Sherwood road, Cranleigh grove, and Park lane.

Plans and specifications may be inspected at the Shire Hall, Notting Hill, or at the office of Messrs, Walters and Creswell, civil engineers, 443 Little Collins street, Melbourne.

E. L. G. CRESWELL, C.E
Shire Engineer

Extracted (sic) from the Argus, p.5 of Sat 20 July 1929



No doubt this rough surface helped horses obtain a foothold in wet weather, but children with solid wheel billycarts experienced a rough ride. The varying sizes of the rock suggest manufacture by "knapping", ie. the breaking of larger rocks by hand.

♦ No control joints were included in the pavement to allow for the inevitable movement and cracking. The extensive and haphazard pattern of cracks now evident began in the early years following construction.

♦ No underground drainage was installed to remove water run off from the roadway's shallow concrete curbing. Where pooling might occur, shallow open channels were formed across the road surface at various locations to direct the run off from the higher side to the lower side of the road. Two of these can still be seen at the western end of Sherwood Park and the corner of Sherwood and Woodstock Roads. (See photo next page.)

The Grand Plan Crashes
As concrete-only roads started to appear in upmarket estates such as Waverley, East Malvern and Camberwell, the US Stockmarket Crash and ensuing world financial depression shrank public and private cash reserves.

A 1938 Mulgrave Shire advertisement for the Glen Alvie Estate auction which also shows the location of the concrete roads. (There are some slight but subtle changes to what was actually constructed.)

Some Melbournians argued that along with other spending cuts, this expensive road construction method was an extravagant waste and should cease⁴. While a few concrete roads were built under "Sustenance", concrete road construction lost its popularity. The Glen Alvie Estate's concrete road construction and land sale were one of many victims of this Depression. Only two thirds of the planned roads were constructed, most of the land failed to sell and the developers went into liquidation. Eventually the Mulgrave Shire Council purchased the estate along with its debts and tried to auction the blocks in 1938 (see illustration above). Again there was little success and the ensuing World War II stopped all such developments for a further decade. The concrete roads lay unused in farmland for 20 years and, according to some local residents, were traversed only by the occasional grazing horse, children riding bikes and others testing their motor vehicles.

From WHS Files

- Sources**
1. *The Argus*, 20/7/1929, page 5
 2. *The Argus*, 19/8/1929, page 3
 3. *The Argus*, 23/11/1929, page 1
 4. *The Argus*, 25/8/1930, page 6
- Acknowledgements**
My thanks to the following for their assistance:
MarJo Angelico
Laurie Burchell
Clive Haddock
Chris Norton
James Paterson, Monash City Engineering Office
Various long term local residents

Part 2 will look at the concrete roads in the decades following WWII; what might be their future and why bitumen roads are now dominant in Melbourne. Plus more of the features of the Glen Alvie Estate and its promotion.



This 2014 photo of the corner of Sherwood and Woodstock Roads shows the concrete roadway today. Note the extensive cracks, the large aggregate embedded in the cement, the replacement low profile curbing installed in 1991 and one of the original shallow surface drains running from right to top left.

*"Susso" was the slang term used in Australia in reference to the Sustenance payments (welfare) during the Great Depression. By 1932, more than 60,000 people depended on sustenance payments. This was only for the truly destitute, who had been unemployed for a sustained period of time, and had no assets or savings. Payment was typically in the form of rations and vouchers. The construction of Lechte's cutting on High Street Road was another example of a sustenance project in Waverley.
See: http://en.wikipedia.org/wiki/The_Susso

Geoff Brown 2014