HISTORY HERE 208

Journal of the Waverley Historical Society

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Contents

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 ... Situated on the crest of a hill, the house commands a grand view of the CBD and suburbs to the north; maybe 360º views from the attic of this stately Chadstone home.

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Coming Events

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).

MarJo Angelico
Research Officer

Waverley’s History

JOURNAL OF THE WEVERLEY HISTORICAL SOCIETY

43 Miller Crescent, Mt Waverley Vic. 3149

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Published by the Waverley Historical Society

Published quarterly in March, June, September and December

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Welcome to New Members
Marie Delbridge
Helene Durkin
Jane Turton (a previous member returns)
Lorraine Adler (a previous member returns)

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.

WHIS 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.

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, liliums, gum, rosemary and gumnuts. The contractor filled Prince's footprints in the wet pavement with new cement but 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.

Class Mascot
Prindle 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. 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 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.

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.

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.
Waverley’s Concrete Roads
A Monument to a Lost Dream Part 1 Geoff Brown

The new estate’s entrance was to be along Sherwood Rd from Stephensons Rd (originally named Stevensons 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 tenders 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 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.

A Monument to a Lost Dream
Part 1

Gold 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.

Construction
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 rifles 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 Clay-

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 meet 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 Moorne 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?

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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.

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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.

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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”, i.e. 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 cease. While a few concrete roads were built under “Susso”, 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.

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**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](http://en.wikipedia.org/wiki/The_Susso)

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**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

**Acknowledgements**

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MarJo Angelico
Laurie Burchell
Clive Haddock
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James Paterson
Monash City Engineering Office
Various long term local residents

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**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.

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