

Amstel East Oakleigh Walk

Sun 23rd May 2021 promptly at 1pm

Who lived and farmed this area, which has been variously named Coleraine, Oakleigh, East Oakleigh, Notting Hill, Amstel and now Mt Waverley? What businesses and services struggled to survive, or thrived here? What remnants remain to mark their spot? What happened to the Coleraine township? Which impressive 1929 building is still being used for its original purpose? Explore the area like never before!



Bookings essential

waverleyhsvic@gmail.com

Meeting point will be advised to registrants

Members free; non members \$5

Wear flat shoes and bring water

Mont De Lancey

Sat 19th June at 10am

Meet at Mont DeLancey Historic Homestead in Wandin for a guided tour of the site at 1 Wellington Road, Wandin North Vic 3139 The cost of the tour is \$10.



Then we plan to have lunch together. This would be at each person's cost. Options are to bring your own, or eat at the homestead cafe (average cost \$12.50) or at the Upper Yarra pub.

After lunch, we will meet at the Upper Yarra

Museum for an informative afternoon of exploration.

Everyone is welcome. We suggest getting a WHS group together, and maybe travelling together. An **RSVP by June 4th** is essential for catering at the cafe and for guides at both sites.

Please let Kerrie know if you are intending to come. Email waverleyhsvic@gmail.com or leave your name and phone number on 0419 835 451 and we will get back to you.

The Mysterious Mr Ross

Sun 27th June in our rooms, 2pm

Our first gathering in our rooms for so long! Please come and hear about one of the big mysteries of the Waverley area.

When the CRB were excavating for the Monash Freeway (as it is now called), a plaque for a war hero was found, but it was not like any locally made ones, and no soldier of that name had lived in the area.

Who was this Mr Ross, and where was he from? After years of wondering and guessing, Geoff Dare actually solved the mystery.

The plaque can be seen at the Blackburn Rd entrance to the freeway, outbound.



Bookings essential. Email preferred

waverleyhsvic@gmail.com

0409 488 868

Schramms Cottage & Museum

Sun 25th July at 2pm

Rieschiecks Reserve,
62-78 Victoria Street, Doncaster East

Schramms Cottage dates from c.1875. It was built for Max von Schramm, a German immigrant, for use as a house and a Lutheran (denominational) school.

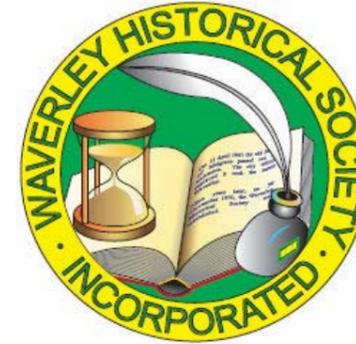
The cottage was originally located in Doncaster Road, near the present Council offices, and was moved to this site following the decision to widen Doncaster Road. \$5 entry fee on the day,



bookings essential by 13 July

via our Email waverleyhsvic@gmail.com

0409 488 868



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Contents

The House	1
Acquisitions	2
Melway has moved	2
AOEHS Report	2
Wurrundjeri Autumn	3
Amalgamation of Two Mt Waverley Churches	3
Driver Bus Co. Turns 90	4
Kirks of Clayton	5
Tweddle at Riversdale	6
George McKenzie Anderson	7
Events	8

Annual subscriptions 2021/22 are
due on 1 July. \$25 per household

HISTORY HERE 235

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The House

Grace Cottage

William Prowd (sometimes Prout, 1817 – 1901), from Armagh, Northern Ireland and his wife Mary (nee Doolan 1818 - 1897) arrived in Victoria in 1851. William bought land north of Ferntree Gully Road from the crown in 1853. His family consisted of five sons and a daughter, and his descendants continued to hold 65 acres here for at least 100 years.

A devout Anglican, William helped start a Sunday School at the Oakleigh Church of England where local children could learn to read and write on Sundays, since they helped with farm work on other days. Later he petitioned for the establishment of the Oakleigh State School.

Unless otherwise stated,
General Meetings are held
at 2pm on the fourth
Wednesday or Sunday in
our rooms above Mt Waverley
Library (Lift Available) 41
Miller Cres., Mt Waverley.
For excursions and outings
please carefully note time
and location details.

Coming Events

The WHS is in hibernation until the lifting of restrictions on crowd events in our rooms.

See page 8 for some events that we have planned for dates to be advised.

We are working on some more planned for later in the year.

Melway has moved!

Our favourite Waverley product, now 55 years old, has always had its HQ nearby. The first Melway Street Directory was produced in a Mt Waverley garage, then it had a shop front in Glen Iris, then for many years a factory in Ricketts Rd, and now new offices just east of Monash University.

There was a lovely report on the latest the company is doing recently. It can be viewed at <https://fb.watch/4QPA23sHfB/> - worth a look. Despite the coming of Sat Nav systems, hard copy Melway directories are still popular with many people, who prefer the detail available, and the fact that street names do not fade just when needed! Emergency services are never without up-to-date copies.

Please remember never to throw away old Melway editions. The WHS uses them to track the

Assoc. of Eastern Historical Societies

Members may not be aware that our Society is part of a large group of historical societies in the outer eastern area of greater Melbourne. It meets four times a year, and the conferences are particularly interesting and well-received.

Norma Schultz and Kerrie Flynn represented WHS at the last AoEHS meeting which was held in the Rotunda at Hookey Park, Mooroolbark. Due to Covid restrictions we have been finding new places to meet. The park is well worth a visit.

In place of the biennial conference, and due to Covid restrictions AoEHS is planning a day outing instead.

Development reveals history

Demolition of store in Railway Parade Nth, Glen Waverley has uncovered the sign advertising Halls Carpet Store, (*Halls Carpet & Furniture Specialists*) famous in the 1960s to 1970s. The business operated in what is now Dollar Curtains. How many local residents purchased their carpet from Halls ?



WHS File image

Acquisitions

Even though WHS was in abeyance most of last year our members did not forget us and have donated many items from very big to small.

Firstly the big ones were 3D models, one of the Monash Aquatic Recreation Centre which is 1.5 metres by about 1 metre and the second one is the Monash Gallery of Art a little smaller.

High Street Road Uniting Church has donated a carton of their book "One in Christ". If you would like a copy come in on a Wednesday afternoon.

Some Old Colonial Games, such as 5 skittles, quoits, ropes, 2 poles and 8 bamboo sticks that had been cared for in someone's garage were returned home to the WHS rooms.

A Jordanville South School bag and tee-shirt will be added to our school items. As well there was a Jordanville South School Mothers Club Recipe book which illustrates how our diet has changed over the decades.

Some old farm equipment of a bellows, a scythe, an iron wheelie measuring "thingie", a set of round wooded blocks (use unknown) and an empty bottle of gunpowder!

More school related items were a number of Caulfield Grammar Year Books, an Oakleigh Technical school key ring pendant and some Syndal Technical School enamelled cuff links and brooch.

Syndal High School bag girls winter and summer hats and school tie. These were shipped to the WHS from an ex student in the Netherlands.

Finally, three interesting books from Laurie Burchell – Coburg Between the Creeks, Land Boomers by Michael Cannon and Halls of Learning written by Laurie Burchell.

Available FREE!

Several issues of that amazing magazine, *Burwood Bulletin*, always full of articles of historic and local interest, and

A History of High Street Rd Uniting Church

Please collect at our rooms any Wednesday afternoon.

George McKenzie ANDERSON

Regimental number: 6272

Religion: Methodist

Occupation: Dairy farmer

Address: Tally Ho, Victoria

Marital status: Single

Age at embarkation: 19

In the last newsletter (HH234) we had an article about a medal presented by Mount Waverley residents to soldiers who enlisted in World War 1. Since then we have received more information about the family of the one whose medal was shown.



George McKenzie ANDERSON is engraved on this medal but we believe there were many made. George was the son of Alfred and Christina Anderson who lived in Tally Ho. Their farm was on Highbury Road. Part of their farm was sold to become the quarry which is now the Sienna housing estate.



George Anderson's medal

George enlisted on 28th October 1916 and left Melbourne on 23rd November 1916 on the Hororata. He travelled via Cape Town and Freetown to Plymouth in England. He arrived on 29th January 1917. For the next three months he was at Larkhill in Wiltshire until he moved to France at the start of May 1917. The journey was via Folkestone. On 9th October 1917 he was wounded at Paschendale George sustained his gunshot wound to the hip. He returned to England on the H.S. St Denis. On the 14th of October he was admitted to Napsbury War Hospital in Middlesex.

On 17th April 1918, he was admitted to Sutton Veny with an abscess. He convalesced at Sutton Veny until returning to Australia on the ship Somerset. He landed at Port Melbourne pier in January 1919.

George married Henrietta Wilson. They settled in Highbury Road on the west side of what is now the quarry. They ran a mixed farm with 20 cows and heifers. George's parents lived next door on the quarry site and it had a small dam.

Fred Bennett

His friend Fred Bennett also enlisted and was aged 18 years and 7 months. He unfortunately did not return from the war. At some time on October 4 1917 Fred was killed. His body has not been identified but he is remembered at the Menin Gate, Belgium. The location of his name is Memorial Panel 93,29, the Ypres (Menin Gate) Memorial Belgium. Initially, Fred was thought to have been killed on October 9 1917, the same date that George was severely wounded with a gunshot wound to the hip. Given the nature of the casualties suffered by the 21st Battalion and the fact that Fred's body was not found it is possible that he was killed in the initial bombardment of October 4 1917.

On May 11 1918 Fred's personal effects were returned to his family. These were listed as including wallet, letters, cards, pipe, mirror, religious book, disc, whistle, comb, pencil holder, 2 coins, photos and a knife.

With thanks to George Schwab and Andrea Long, the grandchildren of George McKenzie Anderson, for providing this information and images.

Laurie Burchell in care

Long time member and previous Editor, Laurie Burchell has gone into care at Menarock, 982 High Street Rd., GW Ph. 9887 9846. Laurie is actively interested in day activities and is up very early but please do not visit in the afternoons.

Tweddle at Riversdale

Riversdale Golf Club has an interesting history, considering that it began its days in Surrey Hills. With its lease expiring it looked elsewhere, including nearby Kew.

Eventually it was established on land which was more satisfactory. The original Crown Grantee was Pascoe, who sold to Jno Collings and then to John Cunnington in 1857, who named it *St Johns Wood*. A substantial family home was built on the site. Cunnington died in 1869. The house was bought by Louisa Barrow, the mistress of Sir Redmond Barry, a leading cultural and legal figure in Victoria in the latter half of the 19th century. Louisa was the mother of his four children. At the time, the entrance to the driveway was from what is now High Street Rd at Warrigal Road. The comfortable home had the added attraction of an attractive garden, laid out allegedly, on the advice of Redmond's friend, Baron von Mueller.

After Barry's death in 1880, Louisa's son Nicholas continued to live there until Louisa's death in 1889.

The next resident was Hezekiah Willis when the property was taken over by the St John's Estate Company. Then James Brewer, nephew of Willis, lived there. The Riversdale Golf Club purchased the property in 1928 from the St Johns Estate Company (having occupied since 1924). At this time, the old-fashioned residence was still in good repair and could easily be



turned into a presentable pavilion, with all the necessary accommodation for a first-class club. The house was modernised, although the basic plan was left intact. A new jarrah verandah replaced the old structure, thus opening up the space for entertaining. On the north-eastern side of the house, four rooms were knocked into one to provide ample space for a dining-room and double glass doors replaced windows. Staff requirements were placed downstairs and, from the upstairs sun-room, there was a glimpse of the Exhibition Building, nearly twelve miles away.

During the Second World War, most golf clubs were faced with serious financial difficulties. The large number of members enlisting meant

a drop in subscription revenue, as all volunteers were placed on the absentee list and their subscriptions suspended. At the same time, few people were being nominated for membership. With less golf being played there was a drop in bar receipts, which formed an important part of club revenue. In an effort to raise funds, Riversdale entered into negotiations with the Trustees and Agency Company early in 1942, to arrange for them to rent the Club's premises should they be forced to vacate their city offices. This indicates the extent to which some companies factored in their survival.

Tweddle Hospital

Negotiations began with the Tweddle Hospital for Babies and the School of Mothercraft Training, which wished to rent the Clubhouse for use as a hospital because their quarters in Footscray were needed for the war effort. Arrangements were successfully concluded and the tenancy of the babies' hospital was to pay the Club £167.10s a quarter to take over the ground and upper floors of the Clubhouse, with exclusive use of the front door! The sunroom was to be made available for the use of Club associates and the dining-room for the members, with the hospital agreeing to

provide meals. The professional shop was converted into an office and part of the men's locker-room was used as a store-room for the Club. After some teething problems, including an unexplained ultimatum to the hospital to vacate the premises in fourteen days, the arrangement worked satisfactorily, so much so that the hospital remained at Riversdale for the duration of the war.

Today, with its atmosphere of relaxed splendour, it is hard to imagine the scene where possibly up to thirty babies and infants were wheeled or toddled around the house and gardens, the air resounding with their squeals and cries. The country atmosphere would have been seen as ideal for these wee children of various classifications – orphans, premature babes, failure to thrive, along with social problems, not unlike the scene at Tweddle today. Tweddle continues to operate in providing holistic services at a number of locations in the west and north west of Melbourne.

Virginia Barnett

Ref: *Riversdale Golf Club – Centenary History 1892-1992*, John Arnold & Joseph Johnson, Griffin Press South Australia, pub.1992

Wurrundjeri Autumn

As cooler weather comes to Melbourne, and most of us contemplate increasing our power uses to ensure hotter showers and less chilly air (inside at least), we might spare a thought for those with thousands of years' experience of our climate. What would the Wurrundjeri people do at this time of year?

According to Jim Poulter's book, *The Eight Wurrundjeri Seasons in Melbourne*, and the Museum Victoria website page "Eastern Kulin Calendar," April to July is the time of highest rainfall and lowest temperatures. There are misty mornings and cool often rainy days, and maybe thunderstorms. The people preserve pelts and sew rugs, cloaks and bags. Hearts of Kombadik (soft tree-ferns) are the major food when no fruits are available. The Superb Lyrebird (Bulen-bulen) males perform their courtship displays, as beautifully described in Mavis Thorpe Clark's award-winning children's historical novel, *Blue Above the Trees*.



MarJo Angelico

By mid-April, when the wombats (waring) are tunnelling and the possums nesting, the men consider the annual burn designed to create fresh vegetation the following spring. Areas have been chosen at interclan business time, the previous month. Some areas (songlines, kangaroo paddocks and myrnong [yam daisy] farms) are burnt every year, while other areas on a multi-year cycle, according to regeneration patterns. Burning drives livestock on predicted paths away from fires and some become food for the people.

The waring emerges to renovate its tunnel, or just bask and graze in the sunshine. The first morning dew is awaited carefully. This is the safe time when fires can be controlled – kept out of tree canopies – and before the cold west wind of June and July makes burning difficult.

When the constellation Sagittarius rises in the southeast after sunset, the mid-point of cold weather has come. This time is not conducive to travel, so is spent in villages. Children are instructed. Shields, spears and boomerangs are made, and Marngrook (football) played. Then, when the Guling (orchids) and Muyan (Silver Wattles) are flowering, the cold season is over and it is bark-harvesting season.

Continued >>>>

Amalgamation of Two Mt Waverley Churches

On Sunday 7th Feb 2021 at 2:30pm an amalgamation service took place at St John's Uniting Church, Virginia St and High Street Road Uniting Church, both of Mount Waverley.

In attendance were many Uniting Church dignitaries, members and friends from both churches. Afternoon tea followed. Due to Covid restrictions, numbers were limited to a certain extent.

At present a new name is being considered, and discussions continue as to where future services will be held. For now, services are held at on 1st and 3rd Sundays at St John's, and 2nd and 4th Sundays at High Street Rd. This will continue for the 2021 year.

According to the 1987 centennial history of High Street Rd Uniting Church, "One in Christ" by Margaret Turnbull, the tall palm tree outside the front door was planted in 1917, so is over a century old.



High Street Rd Church - Mt Waverley



St Johns Church, Virginia Street - Mt Waverley

As 21st century people interested in history, we do well to keep an eye on remnant vegetation areas and any other indicators of the original climate, to recognise the changes in the Wurrundjeri seasons and appreciate the knowledge accumulated over thousands of years.

MarJo Angelico

MarJo Angelico

Driver Bus Co. turns 90!

Twenty years ago, WHS was treated to a grand tour of the Driver Bus Museum, complete with a potted history by Daryl Driver himself, and an Aussie arvo tea – Australian-grown tea swung in a billy until just right, damper with vegemite, lamingtons, and scones – a wonderful afternoon celebrating 70 years of the local service.



Waverley Transit (Driver Bus Co) bus on Kingsway, Glen Waverley's old "End of the Line" before Icon, 1987.

We heard about Daryl's father and uncle wanting to start a business, but should it be boots or routes? Shoe sales or bus driving? Their surname gave a small nudge in the latter direction and the rest is a four-generational history of enthusiasm, service and hard work.

The company started as a route-bus service, before any metcard systems as we have now. Then, each journey was paid for separately, to the driver or station staff, who drew their wages from the takings. Their first route was 612 (Camberwell junction to Glen Iris station). Later, it was extended to Chadstone Shopping Centre, the first of the regional centres that now dominate. Occasional charters and snow trips added variety, but the driving force behind the company was community service, so route-runs were the bulk of the work.

In 1978 the small Driver Bus Lines acquired a neighbouring route and while re-organising, also added overnight tours. Then in 1986 they again



Driver Buslines Headquarters Mount Waverley

bought a much larger company – Shave Bus Service, temporarily re-labelled Waverley Transit: 3 extra routes, 35 additional buses in various states of repair, and a depot in Mt Waverley (now Sushi Sushi).

Suddenly everything went into overdrive: more brand names (like Great Sights), many more vehicles in the fleet, additional mechanics, more

routes, revised timetables... and a facelift for the newly added staff, who were encouraged to look tidier – shirt (tucked in) & tie, polished shoes, and polite attitudes.

In 1989 Pioneer Tours was added to provide a day sightseeing service, which gave opportunities for more of the family to be employed, especially Daryl's daughters. A decade later school charters were the mainstay. When the Monash Freeway was completed the works depot in Ricketts Road became available and Driver shifted there, a great site (pun intended) for its (now) 145 buses, and all the necessities for its variety of services.

This is a company that has never coasted, but always driven itself to give more to the community. A little arithmetic will show the wonder of that. It started – and soon flourished - in the teeth of the Great Depression, yet continues to excel today.

MarJo Angelico

Kirks of Clayton

In 1918 Hugh Henry Kirk (1882-1946) established as a blacksmith on Dandenong Road on its north-west corner with Clayton Road. The site was a high-profile corner in a modest village which even then was moving its focus southward of the main highway toward the rail line. Its neighbours on the main road were Clayton State School No. 734 on the southeast corner; the Methodist church further east on the high side of Dandenong Road and a corner store adjoining the Kirks' property. While a skilled artisan, Hugh Kirk was also a more than fair artist and painted a record of his surroundings. These included oil paintings of the Methodist Church and the School.

In 1915 Hugh Kirk married Elsie Irene Spratling (1894-1978). They arrived in Clayton with their children Henry Gilmore Kirk, born in Dandenong and Eliza Mary Kirk, born in Korumburra. Hugh's brother, Joseph Kirk, joined him at the forge. Smithing was very much a family business; the brothers' parents, Hugh and Mary Kirk, had left Ireland for Australia and established a blacksmiths and coach building business in Smythesdale, Victoria.

Work for a blacksmith in a rural town was often in making and repairing farm implements and shoeing horses. As well as the smithy, Hugh H. Kirk was engaged in the building and repair of buggies, case building and painting. With his artistic talent Kirk was able to offer signwriting and intricate scroll work that appeared on the buggies that they built. With trotting horse trainer Will Whitbourn nearby, Kirks repaired Whitbourn's sulkies.

The business developed as Kirk Bros Coach Builders and General Blacksmiths. To accommodate the various work the Kirks' property held several buildings including a shoeing forge and paint shop. The family home was on the corner site.

After settling in Clayton five more children were born to Hugh and Elsie: Hugh Ronald, Alan, Evelyn Grace, William Percival and Raymond

Frederick. As they left school their sons Henry ('Harry'), Alan and William ('Bill') were absorbed into the business. Bill took most of the blacksmithing work. With an increase in motor vehicles moving along the main road, in 1932 the Kirks installed petrol pumps close to the house and motors increasingly became their trade.

Hugh Kirk's brother Joseph died in 1940; Hugh died in 1946. At the time his son Harry was age 30 years and working in South Melbourne with a company that, during wartime, was making truck bodies. Harry returned and the three brothers took over the family business of Kirk Bros. Responding to changes an electric pump replaced the manual one and in time Kirks ceased to be a blacksmith. The family decided to demolish the old corner building for conversion of the site to a motor garage and in the 1950s a new home for Elsie was built on the western edge of the property in Dandenong Road.



Kirks premises on the NW Corner of Dandenong Rd and Clayton Rd

The business ultimately fell to Henry ('Harry') Gilmore Kirk who took over after his brothers left. Alan Kirk married and left for life in the country. Bill, who had lived in Clayton Road immediately behind the garage, married and took his family to Mirboo, in Victoria.

Harry who bought out Bill's share, lived with his wife and family at 112 North Road, Oakleigh later numbered 1174 North Road, Oakleigh.

By then Kirk Bros was in motor sales selling Hillman and Humber cars as well as making motor bodies. Elsie supported her son Harry in the business with office work up to her death in 1978 age 85 years. In the 1970s sales of Hillman and Humber motor cars gave way to Renault and Peugeot and the business was renamed Kirks of Clayton. It was sold in 1979 to Salerno Motors.

Helen G. Gobbi

Note: This article was substantially written from information supplied by Yvonne Dunn, nee Kirk, as well as Val Dobson nee Kirk.