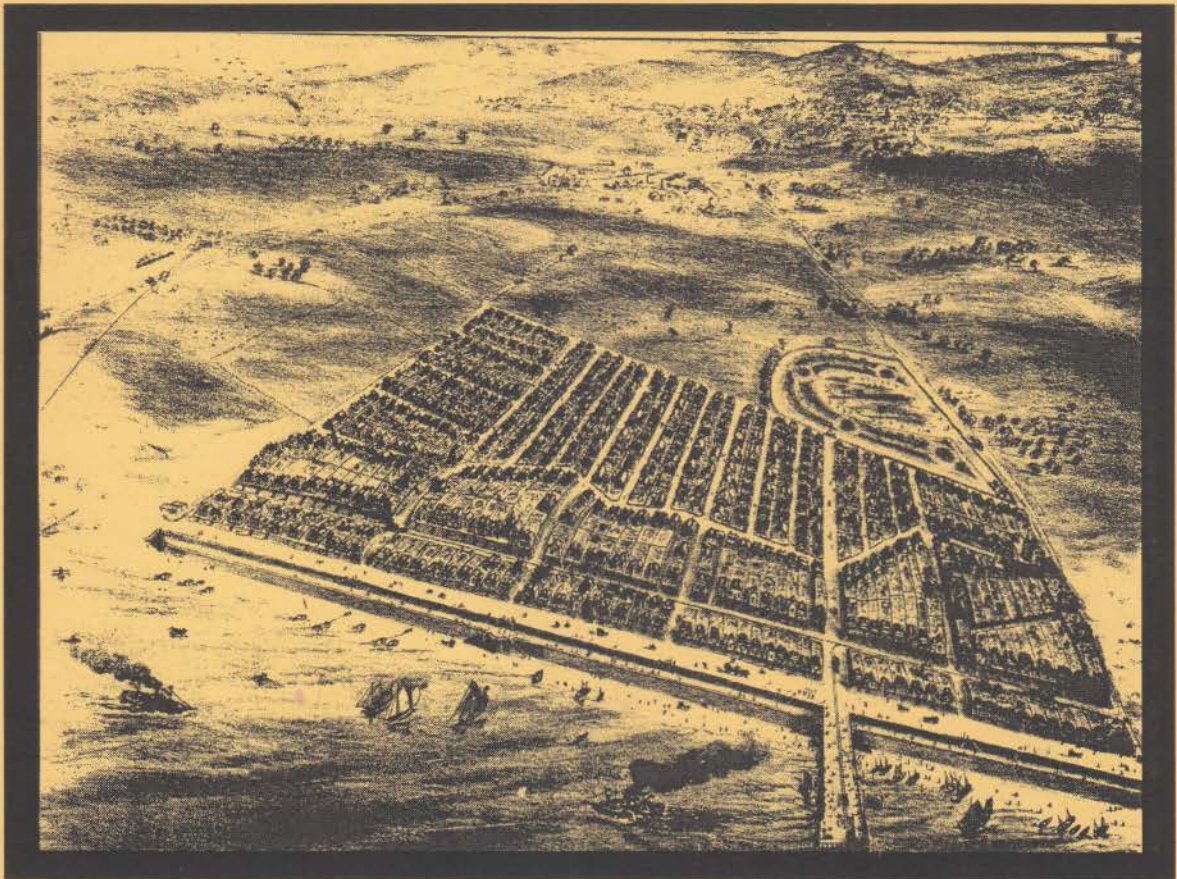




JOURNAL
OF THE
HENLEY & GRANGE
HISTORICAL SOCIETY

NUMBER 21
NOVEMBER 2000

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Editors: Rob McDade Irene McDade

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EDITORIAL

With great pleasure, we present the 21st edition of the Society's Journal.

Great thanks and congratulations must go to Ted and Nell Hasenohr and Audrey Willoughby who produced this high quality publication for twenty years from 1980 to 1999. It was a hard act to follow. But there was no doubt in my mind when the Hasenohr / Willoughby team relinquished their editorship that the Journal would continue.

This edition marks a new era for the Historical Society - not only in the change in editorship, but also in the creation of a presence on the Internet. Read more about this elsewhere in this issue.

Thank you to Advertiser Newspapers, City of Charles Sturt, State Library of South Australia, Trans Adelaide, Port Dock Railway Museum, and all the people who contributed material and assisted with the production of this Journal.

A special mention must go to our President and co-editor, Irene McDade, who has contributed most of the articles this year and took many of the photographs that appear in this issue.

Rob McDade

PRESIDENT'S REPORT

Our Society's last meeting for the 20th Century was the Annual General Meeting on the 14th November 1999. For this special event in our social calendar, it was decided to choose for our venue the grounds of Sturt's Cottage. A glorious mid-spring afternoon allowed us to conduct the official and social parts of the meeting under the shade of an old gumtree. Members and guests were then invited to partake of a splendid afternoon tea buffet catered for by Mr. and Mrs. Lobegeiger of Sturt's Cottage management. As three of our committee members, Mrs. Joan Ferguson, Mr. Dean Whiteford and I celebrated our respective birthdays on this day, the afternoon certainly took on a party atmosphere.

The most important part of the meeting, however, was the celebration of the publication of our 20th annual journal and the Society's appreciation and acknowledgement of the years of dedication to this task of our retiring editor Mr. Ted Hasenohr, who, with his helpers, Mrs. Nell Hasenohr and Mrs. Audrey Willoughby were presented with gifts. Mr. Noel Newcombe and Mrs. Joan Ferguson gave short expressions of thanks. Mr. Hasenohr then, for the last time, introduced the contents and presented the journal to the membership. To commemorate and immortalise these events, Mr. Jack Gamlin took photographs throughout the afternoon. Finally, Mr. Mike Nolan, one of the invited representatives of Council, gave a short address on the importance of the recording and preservation of the history of our City. Many thanks go to all who helped to make this meeting a most enjoyable occasion and a great success.

The new millennium began with the discovery that our computer had become the victim of the Y2K bug, so that work on the database of our historical records has had to be deferred for a time. After application to Council, we have been granted a new computer package for our future use. Our thanks go to Councillor Tim Dodds, who successfully championed our cause. With this new equipment, we will be able to accomplish a great deal more than has been possible in the past.

In February, during the Summer Sundays celebrations, we were once again invited to display our historical exhibits at the bands concert at Sturt's Cottage. This is now an annual event, taking place on

the second Sunday in February. It is always a most enjoyable afternoon and an opportunity to expose our work to the community. Over the years we have attracted new memberships on these occasions.

Mr. Noel Newcombe and I were invited to address the Glenelg Branch of the National Trust in February. Mr. Newcombe spoke on the history of the Society and its past and present role in collecting historic material of Henley and Grange and I gave an account of the development of the modern suburb of West Beach from its beginning some 40 years ago. After the meeting we enjoyed a tour of Partridge House, a beautifully restored mansion of great historic significance for the Glenelg area. At the conclusion of the meeting we were both presented with a recent publication of the early history of Glenelg.

Because of the indisposition of our guest speaker for the March meeting, we called on a local resident to address us. Mr. Jim Douglas gave us an account of environmental problems affecting our beaches.

Mr. Paul Cadd, the President of the Glenelg branch of the History Trust, entertained the members at our May meeting with a slide show and commentary on old photographs of Glenelg.

At our winter meeting in August, we welcomed Mr. Anthony Laube from the Mortlock Library, who spoke to us on Mt. Breckan, a historical home at Victor Harbour.

During the year we have begun work on many large old framed pictures in our collection for better preservation and storage.

The sale of our second printing of the Society's 1986 chronicle *From Sand and Swamp to Seaside City* has been very successful and profitable. We are considering an up-date of this publication as a project for the future.

With the increase in demand for access to our historical material, Mr. Rob McDade has established a web-site on the internet. This will greatly reduce the President's workload in answering many queries and assisting with research throughout the year.

During the year we have received many items of historical interest, such as photographs, articles and other material. These donations and the interest shown by members and our local community is very important for our collection and much appreciated.

It was with a great deal of trepidation at the beginning of this year that several of our members advanced the possibility of continuing the annual publication of our Society's journal. With the encouragement and initial assistance of Mr. Ted Hasenohr, Mr. Rob. McDade and I took up the challenge of researching, writing and compiling this year's publication. Several members have contributed articles and future participation will always be welcome and much appreciated.

For me, this third year of my presidency, has once again been a very busy and interesting one. With the joint editorship of the journal and close perusal of the past 20 editions, I have gained a greater knowledge of the history of this Society and its past and present members. I have also learned much more of the life of the Henley and Grange community to which I am a relative newcomer of a mere 40 years.

Once again I express my thanks to my Secretary Mr. Martin Darsow and his wife Hanni, Mrs. Joan Ferguson, my Vice-president, Treasurer Mrs. Bev. Fielder and her husband Mr. Chook Fielder, who have been busy with the sale of our chronicle and my committee who have continued to give me encouragement and support in the work of our Society.

I have no doubt that the year 2001 will see new and interesting events, beginning with the celebration of Federation and our Society will continue to collect and preserve the history of Henley and Grange as it unfolds.

Irene McDade

COMMITTEE 2000

President:	Mrs. Irene McDade
Vice President:	Mrs. Joan Ferguson
Secretary:	Mr. Martin Darsow
Treasurer:	Mrs. Beverley Fielder
Members:	Mrs. Hanni Darsow Mr. Rob McDade Mrs. Edna Newcombe Mr. Noel Newcombe Mrs. Mollie Sutherland Mrs. Alma Thomson-Campbell Mr. Dean Whiteford

COVER

Illustration from *Frearson's Monthly Illustrated Adelaide News*, September 1882.
'Henley Beach, The Future Ramsgate of South Australia'

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Mr. Lee Bament
Mrs. Freda Bartsch
Mrs. Bev Bills
Mr. David Duffner
Mrs. Edna Dunning
Mr. Theo Ellenbroek
Mr. Don Ferguson
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Mr. Francis Wilson
Mr. John Worrall
Mr. Peter Wyld

LETTERS / COMMENTS

This is a new section of our journal; an opportunity for our readers, who might be otherwise reluctant, to contribute any ideas, comments, etc.

Mortlock Library & State Library Redevelopment - how this will affect South Australian historical research - some comments by Rob McDade

Many people would be aware that the State Library is currently embarking on a multimillion dollar upgrade which should take up the best part of the next three years. Restoration work should have begun on the heritage Jervois Building, otherwise known as the Mortlock Library, by the time you read this Journal. The essential aim is to earthquake-proof the building against any such disaster expected in the next five hundred years (there's foresight for you!). This means that the contents of the building, currently consisting of thousands of published and unpublished South Australian archival materials, will be relocated to other parts of the State Library as well as offsite.

When the work is completed, some time in 2001, major rebuilding will commence on the Bray section of the State Library. This is a much larger project and will take two to three years, causing disruptions to the existing services provided by the State Library as a whole.

While the Jervois work is being done the Mortlock services will be conducted from the Bray Reference Library. However, during the major State Library development all services will be conducted in the newly renovated Jervois building and the Institute building. Only a small proportion of the State Library's collections will be available on site. Most of the collections will probably be redistributed around Adelaide to the State Library's other storage facilities such as Netley, adjacent State Records, and Hindmarsh, in the PLAIN building.

This will no doubt affect services provided to historical researchers. Hopefully the same, or most of the services currently provided will remain, but much of the collections and research materials will be located offsite. Hence, delays can be expected while items are retrieved from storage facilities on the other side of town.

In three (or four) years time we will have a newer, bigger and better State Library of South Australia. The Mortlock Library, as it is now, will not exist. The collections and services will remain. However, the Jervois building will possibly be used for special exhibitions, heritage displays, etc... In fact comments and suggestions are being sought from staff and public as to how this space can be best utilised. One idea was to open the building through to the Museum. What do other people think?

HENLEY AND GRANGE HISTORICAL SOCIETY WEBSITE

Rob McDade

This years Annual General Meeting marks the official opening of the Society's Website. The address, or URL (uniform resource locator) is:

www.geocities.com/henleygrange/

The Internet provides a cheap, often free, and easy medium of publication enabling virtually anyone to create a presence 'online'. It is important that our Society develops and maintains its own presence on the Internet.

Some time during 2000, several Committee members, began seriously considering the creation of our own website. Being the only suitably skilled person in the Society (having previously published

online), I took on the task. Two basic issues needed to be addressed. i). Where would the website be located? ii). What information would the website contain?

The location of the website means nothing to people with little or no Internet knowledge - other than that the address or URL is largely determined by this factor.

Cost was also an important factor, but I already knew that I could place a website on the Internet for free. There are a number of service providers (mostly in the United States) which offer free accounts for building websites - similar, in principle, to the free email services (like Hotmail) which have become very popular. What's the catch? - people usually say. Advertising!

To cut a long and boring technical story short...

I chose a service provider called Geocities, hence the *www.geocities.com* in the address. This is basically a huge computer system, somewhere in America, where our website is located. I opened an account for the Society, creating a catchy username - 'henleygrange'. This is basically a folder into which we can place all the text files, images, or whatever we wish to appear on our website. This folder is located within Geocities and you can see how the full address of our website becomes *www.geocities.com/henleygrange/*.

Now for the interesting part...

The website is a perpetual electronic advertisement for the Society. But it is more than that. It is - or has the potential to become - an extensive source of information about Henley and Grange. It could be an electronic journal. One of the purposes of the website is to enhance the useability of our 20 year old print journal. An interesting idea would be to place each and every journal we have published on to the website in its entirety. We could present them exactly as they appear in print form - with front cover, contents page, and the articles - or create an index of articles linking to the full text. There are many possibilities, and no one chosen method need be strictly adhered to.

As a promotional tool, it is important that the website contains information about our Society - who and where we are; what we do; membership information - a membership application form which can be printed out, and sent to us; how we can be contacted - by postal mail or email. Including historical information, fact sheets and journal articles on the website is the most exciting part. The essential aim is to provide a means by which our history can be disseminated freely and easily to as many people as possible. It will become useful resource in the study of the history of our area - vital for school students, researchers, other members of the community and tourists.

We are only at the beginning of the development of this dynamic resource. Let's see what the future holds...

HENLEY AND GRANGE 100 YEARS AGO

MAY 14: A public meeting was held at Kelseys Assembly Rooms, Henley Beach, to discuss the separation of South Reedbeds from Woodville District Council, to form a municipality.

SEPTEMBER 10: A public meeting was held at Henley Beach, re the Torrens Floodwaters. Interested persons from West Torrens and Woodville were invited to attend. Two months later there was an inspection of 'different places along the river', with reference to flood control.

SOURCE:
From Sand and Swamp to Seaside City



The Advertiser 1st January, 1900

DEL MONTE HOTEL

Irene McDade

The largest and most impressive historic building along the Henley foreshore is Del Monte. Situated at the corner of the Esplanade and South Street it remains a fine example of the late Federation style of architecture. Built in 1911 it has formed a significant landmark for the past nine decades.

Del Monte was designed and built as a guest house on a rather grand scale during a time when the township of Henley Beach had become a most popular seaside resort and the demand for holiday accommodation for the increasing number of visitors to the area was very strong. The building was opened on the 12th October, 1911 as a guest house; it was then known as Del Monte Palace. The 'Register' of the 13th October, 1911 published the following article extolling the beauty of the new building -

Another significant phase in the progress of Henley Beach may be seen in the completion of the Del Monte Palace, a well appointed establishment for the convenience of visitors, which was opened on Wednesday afternoon. The spacious balconies, which run the full length of the building, will afford an excellent promenade. From this point of vantage an extensive view can be obtained of the beach and waters of St. Vincent Gulf, and on a clear day it is possible to discern distant Yorke's Peninsula. The plains of Adelaide and the surrounding hills may also be clearly seen. The proprietor (Mr. Frank Bungey), with Mrs. Bungey, received about 150 guests, and refreshments were served in the spacious dining hall. The opening ceremony was performed by Mr. G.S. Wright (Chairman of the Henley Beach Progress Committee), who said the building equalled anything of its kind in the Commonwealth. Mr. Bungey deserved praise for his enterprise, and he hoped he would be amply rewarded. Mr. Bungey returned thanks. The furnishings throughout the building are of the best. The area of the building is 12,000 square feet, and there is 19,000 to 20,000 feet of floor space. There are 60 rooms, besides lavatories, motor garages, and other conveniences, including a bathing house. The whole structure has been erected within seven months. Messrs. W.H. Medwell & Sons, of Hindmarsh, were the architects, and Messrs. Durham & Sutton, of Port Adelaide, the contractors; while Messrs Kestell & Morris were sub-contractors for the mason work.

It becomes obvious from the above article that an impressive building such as this was constructed expeditiously and efficiently. Today it stands as a reminder of the care and pride in craftsmanship of a bygone era. Del Monte is a large building if compared with others along the seafront, such as the Grange or Henley Hotels. It is constructed of random coursed stone and its surrounds and quoins are rendered. The back wall facing Seaview Road and the south wall are also rendered. It has a corrugated iron roof with rendered chimneys. The two storey structure has a verandah along the northern and western side on the ground level which matches the lace balustrading and bracketing on the second floor balcony. There is an impressive arched entranceway to the west facing the sea with sidelight and fanlight panels. Also facing west is a large keyhole window. The western elevation presents an interesting mix of french doors and sash windows on the upper level leading onto the balcony whereas the lower level has windows of various shapes and sizes. In recent years the building has seen extensive renovations inside. Its facilities have been upgraded and old fixtures and fittings have been replaced. The exterior, however, has been repaired and repainted to its original design and has therefore lost none of its integrity and beauty.

The site on which Del Monte now stands had several owners before Mr. and Mrs. Bungey built the hotel; they included Saul Solomon of Adelaide, William Taylor, a resident of Hindmarsh who followed the trade of fellmonger, and a William Galbraith Johnston who with his wife Amy carried on the business of brewers in the Adelaide Hills town of Oakbank.

It is interesting to reflect upon the establishment of the three significant public houses in the settlement of Henley Beach before and after the turn of the last century. The Henley Hotel on the corner of Henley Beach Road and the Esplanade at Henley Beach South was the first to be built in

1878. It stood on its own for twenty years before the second, the Ramsgate on the Square, was constructed in 1897. It was some 14 years later when the Del Monte Palace opened its doors to visitors to the seaside town. Early records reveal that Henley Beach attracted thousands of visitors during the summer holiday season and accommodation must have been in high demand at those times.



Del Monte Hotel, 2000

The history of Del Monte as a guest house continued over many decades. It remained a popular destination for tourists to South Australia and was favoured in particular by the more sedate travel groups who looked for a pleasant situation away from the bustle of the city or the more populous and lively seaside resort of Glenelg. After the demise of the trainline to Henley Beach on the 31st August 1957 and the

cessation of the tram service from the city on the 2nd of February of the same year, the township seem to drift into a period of quietude. It was not until the late 60s to early 70s that some dramatic changes were conceived of by Council and set in progress. Henley Beach was clearly 'on the move'.

The new design for Henley Square, the construction of the shopping mall to the east and the proposed renovation and transformation of some of the rather shabby looking buildings, albeit of heritage value, which had been neglected for some decades all pointed to a renaissance of Henley Beach as a vibrant and desirable place not only to visit but also to live. The sleepy dormitory suburb was to be awakened to a new dawn of modernism. One of the first signs of change manifested itself in the rise of property values, particularly close to the seashore.

While the area around Henley Square saw a great deal of activity and change during the early 70s, it was not until January, 1990 that Del Monte became the focus of much attention. On the 24th January of that year, the 'Weekly Times' carried the astonishing headline 'Del Monte set for \$9m boost'. The subsequent article then gave an outline of the elaborate plans for the old building. The guest house was to be transformed into a three-star hotel and on the adjoining vacant land to the south, which had accommodated six old homes in the past, it was envisaged to erect 24 "high quality" home units to the value of \$355,000 each. \$1.5 million dollars was to be spent on Del Monte itself and completion of the work restoring the building to its former glory was to be completed by mid-March. It was quite an ambitious project. Council approved finance and there was much optimism towards the success of this venture, which was to rival others such as Sydney's most desirable harbour suburbs. It was believed that Henley beach was an ideal location for high-class developments of this nature since Glenelg was considered at that time to be built out.

The project was not without its critics, however, as it was felt in some quarters that a luxury development of 24 units in the most sought after area of Henley would price local residents out of their neighbourhood and that this would result in a dramatic change in the community. At the time it became an emotive issue in as much as it would become financially impossible for the older residents of Henley who might wish to remain in their community to afford such prices. Residents who had lived in Henley for most of their lives and contributed much to the area might be forced out against their wishes. Some members of Council argued that there was a place for mixed development with a view to a broader benefit to all local residents rather than establishing an enclave for a few wealthy people.

While the planned construction of the units remained in abeyance, the restoration of Del Monte proceeded without further delay and by June 1990 the hotel emerged in its new glory with a new

name. After the \$2.5 million renovations the building was called 'Royal-on-Henley' and the "80-year-old former guest house had been transformed into a gracious seaside hotel, with bars and restaurants." An article in the 'Weekly Times' of the 20th June, 1990 gave the following description -

After eight months work, the two-storey building's facade has been restored and the interior extensively renovated. A dramatic central staircase leads upstairs to where 34 spacious rooms have replaced the former 77 guest rooms. All have ensuites - several with jacuzzies - and a bed for the night ranging in price from \$85 to \$125. The Del Monte bar dominates the front entrance, leading into the hotel reception and restaurant which features the baby grand piano from former days.

Ms. Barbara Picotti, the manager of the hotel commented "you could say the old world charm has been retained but it never looked this good, it's better than it was in its former glory".

The new owners of Del Monte or Royal-on-Henley were a company with headquarters in Melbourne. The official opening ceremony was attended by the then Tourism Minister, Ms. Barbara Wiese, on Friday the 22nd June 1990.

However, sadly, after such an auspicious beginning, fortune deserted the new-look hotel. Just three months after its grand opening, the finance company backing the owner-developer Avoca Pty. Ltd. went into liquidation with debts of more than \$10 million. Del Monte, which had been bought in October of the previous year by a businessman from Melbourne was partly financed by a corporation which was closely associated with the ill-fated Pyramid Building Society. The dramatic collapse of this company became a famous event in the financial calendar of 1990. "The Advertiser" published an article on the 25th September 1990 reporting on the hotel's closure and the aftermath of outstanding debts. Options for the sale of the place were mooted but there was no early indication of a sale price. Ms. Wiese, who had been so optimistic about the future potential for local tourism to Henley, expressed her surprise and regret.

By the 3rd October 1990 the "Weekly Times" carried an article announcing the auction of Del Monte for the next month. At that time the liquidators Ernst & Young did not feel confident in predicting what price the hotel would attract.

Unfortunately, no purchaser was found for Del Monte and the ill-starred hotel languished on an indifferent market until May of the following year when moves were afoot to convert the plush Royal-on-Henley into a retirement complex of serviced apartments. Mr. Tony Stacy, the Council's Chief Executive at that time, was anxious to bring this valuable property back into focus. There was talk of the desirability for this type of establishment in this area and confidence expressed in such a project because it would not have to face any competition. Three years before this time there had been a plan for the development of a five-storey hotel between North Street and Henley Square on Seaview Road. This hotel was to become part of an overall plan to enhance the quality of the area. Only part of the plan had been achieved by 1991. Several restaurants had been opened and the centre of Henley Beach was becoming a well-known tourist destination once again.

At the Council meeting on Monday the 1st July 1991, plans for the proposed changes to convert and refurbish the hotel for retirement apartments were expected to be presented for consideration and approval. Del Monte's new proprietors intended to turn the building into 30 self-contained apartments for sale or rent. Each unit with its own ensuite was to be well appointed with quality fixtures, air-conditioning and television. Two lounges with sea views, a licensed dining room and club bar were to be part of the new design. The owners wished to retain the 'olde worlde' charm of the premises and envisaged no further exterior alteration since the hotel had only recently been restored. However, there was to be an enclosed courtyard and a lift for the convenience and comfort of the expected residents.

Although the new proprietors' application had been enthusiastically supported by Council in May, a headline in the "Weekly Times" of the 18th September announced to the readership that the Royal was up for sale yet again. It appeared that the proprietors had encountered financing impediments, and so their plans for the complex were abandoned. At that time it was thought that the economic climate

in South Australia was not conducive to attracting investment. Sadly Del Monte was forced back into the hands of the mortgagees, the Melbourne based Farrow Corporation and members of Council expressed concern about the fate of this gracious building. Del Monte remained vacant for a period during which time vandals were making their mark with graffiti and broken windows.

Eventually, Del Monte was purchased by the Federal Government and converted into accommodation units for the use of athletes with the Australian Institute of Sport. The adjacent block of land to the south of the building now houses a temporary building used as a training facility. Over the past decade five of the vacant allotments south of Del Monte have witnessed the construction of well appointed two-storey homes, one of which was built and is owned by a well-known South Australian footballer and another by a world-famous tennis champion.

At the time of writing this article, it appears that the next episode of the fascinating saga of the changing fortunes of Del Monte is already taking shape. We can but watch and wait.

SOURCES:

Advertiser - 25.9.90

From Sand and Swamp to Seaside City

Heritage Survey of the City of Henley and Grange

L.T.O. Records CT. 429/48

Register - 12.10.1911

Weekly Times - 24.1.90, 20.6.90, 3.10.90, 18.9.91

GREENING HENLEY AND GRANGE

Irene McDade

Early in 1993, Councillor John Behenna, the representative for the Henley Beach ward of the former City of Henley & Grange mooted the idea that a greening group should be formed in this City. He felt that local residents would welcome an opportunity to voice their interest and concern about their environment in the area. He also felt that residents often like to have a physical involvement in activities which would enhance the city. Henley and Grange is fortunate in that it has many parks and reserves scattered throughout its area and these were intended to be the focus of future greening activities.

The early meetings during 1993 and 1994, convened under the auspices of the Council, were well attended by local residents and plans were put in place to look at local areas in need of attention. Councillor Behenna, as chairman, not only generated Council patronage and help, but also rallied a sizeable number of people keen to participate in such a worthwhile venture.

Unfortunately, as is the case with many new ideas, action tended to be sacrificed for talking, and by the end of 1994, the group had attended a plethora of meetings without actually having turned a sod. It was then that the chairman decided it was time to go out into the field and a meeting was held on the 29th November, 1994 at the Will Atkins Reserve at Henley South. This meeting took place on a spring evening and it was agreed that this reserve should be chosen as a pilot project. Council had also given the group the services of a very dedicated and talented horticulturalist from its staff who was to select and purchase the trees and shrubs and to act as our guide and teacher in the preparation of soil and planting techniques. The need for this expert help became apparent when the first field day arrived on the 1st April 1995, at the Mitchell Reserve at Henley Beach where 25 people planted 100 trees. This proved to be quite a record and was only once equalled some months later at a working bee at Henley High School in 1996.

As the expertise and enthusiasm of the group grew, it began looking at local streetscapes and members were encouraged to investigate the efficacy of growing area-compatible plants in the region. It became apparent that the Henley and Grange area has four specific environments which need specific plants to survive and thrive. Members of the group went walking about, identifying trees and

shrubs which were doing well in different parts of the city and residents were then encouraged to apply to Council for street planting. It was also felt that uniformity in each street should be aimed at. Although street planting never became a major part of the activities of the group, quite a few streets were nevertheless attempted with the help of local residents and Council gardening staff. One of the most prominent of these is Halsey Road running parallel with the northern bank of the Torrens River which has been planted with Chinese Elms. These are now flourishing and will in time provide a beautiful avenue of shade for the pleasure of walkers and residents alike.

Although active participation in the monthly field days has diminished, there has remained a dedicated core group which has met for plantings and meetings over the past five years. The Council nursery at the southern end of the Henley Oval has over the years provided space for propagating and growing seedlings for the plantings. Working bees have also taken place on a regular basis in conjunction with the dune-care group on the second Sunday morning of each month. It has always been a pleasure for members of both these groups to watch the fruits of their efforts and subsequently go out on planting days to enhance our local environment.

The Greening Group now concentrates on about a dozen parks and reserves in the local Henley and

Grange area. Since the amalgamation of the Council of Henley and Grange with Hindmarsh Woodville Council in 1997, allocation of funds and staff assistance have been rationalised and the group has had to curtail its activities. However, a recent survey conducted by two members of the group discovered that since 1995 and up to the present time more than 900 trees have been planted and the survival rate has been over 80%. This is an excellent result and a credit to the group, Council staff and the chairman, who has never lost his enthusiasm. The monthly plantings have now become a most enjoyable get-together of friends who get the job done in record time. New plantings are now a secondary activity to regular care and attention in the form of pruning and mulching and replanting broken or lost plants.

In 1996, during the annual Arbor Day activities, the greening group was invited by the staff of Henley High School on Saturday the 8th June to participate in a tree planting morning in the school grounds. Students, parents, teachers and members of the group planted 100 trees around the eastern, southern and western perimeters of the school oval. Most of these trees and shrubs now stand as a tribute to community effort and return visits each year have continued. A number of staff members from the school have cheerfully given up a Saturday morning or two to assist the group. This has been very much appreciated.

It was in 1996 also, that a dream was realised of one of the foundation members of the group. A



River Red Gums on northern banks of
Torrens Outlet Channel, Henley South. 2000

resident of West Beach, who had a home adjacent to the river bank on Military Road, a keen naturalist and gardener himself, was eager to establish river red gums along the two sides of the Break-out Creek. He felt that since red gums had abounded in this area in the past when there was swamp and pasture land and before residential development in the 1950s to 60s, these trees would benefit the environment and thrive. When this idea was but in its embryonic stage some time before, seedlings were acquired and nurtured in the Council nursery until they were strong enough to plant out. In November 1996, two field days were devoted to planting about 40 red gums on each side of the river. Despite storm damage and infestations of diseases and parasites over the past three years, the trees

have conquered the adverse effects of nature and now stand tall. Already they give much pleasure to locals who know their genesis and, no doubt will in future afford shade and joy to all who frequent the linear park for their leisure.

Since its inception the Henley and Grange greening group has shown that a few people can leave a worthwhile and enduring legacy to the environment and future residents of this City.

CENTENARIAN HIGH TEA

Irene McDade

One of the functions held during 1999 the 'International Year of the Older Persons' was a 'Centenarian High Tea' arranged by the City of Charles Sturt. This most enjoyable event took place on Wednesday afternoon, the 6th October at 2 p.m. in one of the function rooms in the Civic Centre of our City.

As a representative of the 'Henley and Grange Historical Society' I had the honour of playing a very small part in the planning stages of this event. I also met two ladies, Ros McKenzie-Davies and Gale Roberts who, with a band of helpers, were the authors of this party. My initial meeting with Ros and Gale made me aware of the tremendous amount of planning and research required to stage such an important function. To begin with, calls went out through the media for families of the centenarians in our City to express an interest in taking part in the celebration. This, in itself, was no small task in as much as the City has 44 citizens between the ages of about 95 and 106. The next step was to arrange meetings for interviews with all the interested parties. Ros and Gale spent many weeks talking to the ladies and gentlemen and compiling short histories of their lives. It was decided to create a wall of fame of the 12 people who would eventually be of the party for the celebration on the 6th October.

The theme of the event, of course, was a century of life in the City of Charles Sturt and much creative and artistic energy went into the execution of this concept. Ros and Gale, with the help of Elke Bridges made panels holding the histories and old and new photographs of each of the centenarians. These large displays were reproduced in sepia and provided a stunning focus to the room. The Woodville and Henley and Grange Historical Societies supplied many old photographs and objects to decorate the walls. Each table had as its centrepiece posies of old-fashioned roses and other flowers which were later presented to each guest of honour. Corsages of orchids were pinned to the dresses and lapels of the guests at the beginning of the reception. Later the Mayor presented each with a commemorative scroll to mark the occasion.

The afternoon, itself, was quite a grand affair with Council and State dignitaries being placed at each table to entertain the guests of honour. Ros, in her capacity of hostess introduced the Mayor, John Dyer who welcomed the guests. Ros also acted as Master of Ceremonies and thus displayed her many talents in making the afternoon both memorable and exceedingly enjoyable for everyone. The affection and friendship she had generated during her association and work over many weeks with the centenarians was much in evidence at the celebration.

A splendid afternoon high tea was served by a band of very cheerful staff members. The afternoon's events, which included entertainment by three local artists, was immortalized on video, which will be presented to the families of the guests of honour. In some cases there were four generations of family members present. One of the highlights of the afternoon was the presence of Winnifred Alice Edwards and her husband William Thomas Edwards who are 93 and 94 respectively and have this year celebrated their 73rd wedding anniversary. All the other guests of honour were interesting and charming company and were having a wonderful time. Apart from Mr. and Mrs. Edwards, the guests of honour list included Susan Elizabeth McAllen (95), Marjorie Elaine Smith (95), Elizabeth McLeay-Hallett (96), Tom Cornelius (97), Irene Georgina Edwina Bahnisch (99), Jeanie Tubel

(99), Frederick Albert Percival Hocking (102), Enid Isobel Northern (103), Alice Ruby Cain (106) and Hilda Concordia Harwood (106).

At the conclusion of the afternoon a large group photograph was taken representing more than a thousand years of life.

I felt privileged to have been part of so unique and historical an occasion and compliments and congratulations must go to the City of Charles Sturt and its staff in general and to Ros McKenzie-Davies in particular for making this event such an outstanding success.

A SOUTH AUSTRALIAN ODYSSEY

Martin Darsow

It was a humid and rather unpleasant evening as the sailing ship SKJOLD of 400 tons dropped anchor at Port Misery on 27 October 1841. However, the weather didn't worry the passengers who joyously gathered on deck for a service of thanksgiving for the successful completion of the voyage begun 109 long days before. Although 274 people had set out on 11 July from Hamburg in Northern Germany, illness at sea had taken 54 lives, 31 of them being children.

Among the arrivals were Gottfried Lehmann, 42, a farmer from the village of Sawade in the Prussian province of Silesia, and his 36 year old wife Anna, together with six children (two had died on the voyage to South Australia). One was a young girl, Johanne, who continues in this story.

The immigrants had decided to leave their homes, in three eastern provinces of the kingdom of Prussia, in order to escape the edicts of King Frederick William IV and his father before him who were determined to impose on them a uniform system of beliefs and worship, contrary to their strongly-held faith.

This decision to emigrate necessitated selling homes and possessions and would not have been made lightly, as it obviously meant leaving relatives and friends as well as successful farms and other undertakings. All this to go to a strange unknown land, hardly established, although favourably reported on by the first German migrants of 1838.

They finally left on 22 March, travelling west by barges along canals and rivers to the port of Hamburg, a journey of 600 kilometres completed in 17 days. Here they faced difficulties in obtaining permission to leave, as well as having to wait for repairs to their ship, but eventually the SKJOLD sailed on 11 July with its passengers of farmers, woodcutters, masons and general labourers.

They were given accommodation for some weeks at the German settlement of Klemzig, on the eastern side of young Adelaide, before many of them moved north to help form the new settlement of Bethany, a few kilometres south of present-day Tanunda. Gottfried Lehmann was one of these; sadly Anna died there just 19 weeks after landing at Port Misery.

A few years later Gottfried and his new wife, Dorothea, packed up and moved to Penshurst in the Western District of Victoria. There Gottfried's daughter Johanne, now 21, married a young farmer, Traugott Noske, in 1855 at Tarrington, close to Hamilton. Over the years they raised a large family, of whom, a son also called Traugott, married Clara Walther in 1891.

Young Traugott became a farmer near Dimboola in the Wimmera District of Victoria, and later a successful flour miller and businessman in Melbourne. In 1915 his daughter Marie married John Darsow, a young Lutheran pastor, and mothered a boy who as a baby in 1916 was cuddled by that Johanne, who had arrived in South Australia as a seven-year-old in 1841 - and was now his great-grandmother.

That baby boy was the writer of this article!

Postscript

Port Misery is up-river from Port Adelaide, opposite the northern end of Delfin Island, and is marked by a neat memorial recalling those early days. So different now from the marshy swamps of yesteryear!

On 27th October 1991, 150 years after the Lehmanns had arrived at Port Misery, the writer and his wife together with his sister and other members of the family, stood at that spot - and reflected on those far-off events!

IN THE BEGINNING

A vision for the Henley & Grange Historical Society

The following is a transcript of a document prepared and presented by Mr. Glen Ralph dated the 16th October 1978 outlining the aims of our Historical Society. Now some twenty-two years later we may be able to measure our achievements against this early vision.

HENLEY & GRANGE HISTORICAL SOCIETY

SUGGESTIONS FOR PROCEDURES, PARAMETERS, OBJECTIVES, ETC.

by

GLEN RALPH

16-10-78

INTRODUCTORY REMARKS

The (proposed) Henley & Grange Historical Society has the prospect of starting off with the full support of His Worship the Mayor (Bronte Edwards) and at least some of the Councillors, and Alderman Iris MacDonald. This is good. It would be even better if it were to have local Public Library support, but our Library is not yet in being, not in the static sense, anyway. The only other thing such a Society needs in order for it to prosper is a band of enthusiastic workers who are organised to exploit all available local history resources. I believe that such people exist in our area, and that they can be found. It is early days yet to be formulating any hard and fast Rules, and what follows is offered only for consideration.

OBJECTIVES

These should be considered as short term and long term. I believe that the long term objectives must be the setting-up of a local history museum, and the writing of the history of our area. In the short term there is a wide variety of things to be done. Most important, the objective to keep ever before us is that all available local history material must be collected and/or recorded in such a way that its details can be retrieved as and when required. Then, what is collected must be preserved.

The objective must be for those who know (that is, those who have special knowledge) to teach, and for those who don't know to learn. Working, teaching, learning.

The Society should seek to cooperate with other societies, particularly other historical societies, but not only them, but with all bodies that can serve the Society, or whom the Society can serve. Cooperation.

One of the first objectives of the Society should be, I believe, to publish a Journal. This sort of venture has many advantages. It advertises the Society and makes others aware of its existence on a continuing basis. A well-produced Journal gives a good image; it demonstrates that the Society is doing something; it brings in, from outside, some quite unexpected help; it can be a means of earning

income; it can bring in similar publications (that may be of value or interest) from other societies. Publication.

It is imperative, right from the start, that all work done by members be coordinated, that there be uniformity of procedure; acquisitions must be recorded in a way that makes them identifiable, donors must be given receipts, conditions of loan or gift must be rigidly observed, the integrity of the Society must at all times be above question (I really don't think it is necessary to say it, is it?)

The Society would do well to cooperate with the National Trust of South Australia, and with the Heritage Committee. It should explore the area, identify and list all sites, buildings etc., of historic interest, and make this information available to the appropriate authorities.

It is wise to always have an ongoing programme of oral history recording, concentrating on the old residents.

Current events, personalities, etc. should not be beneath the interest of a historical society. Newsclippings, photographs, etc. of what is happening today are valuable.

Genealogical studies of people who live or have lived in the area are important; people who write their family histories are of value to those who do historical research; indeed, the two studies are inextricably entwined, often dependent on each other.

METHODS

The methods by which objectives like the above can be achieved cannot be determined until it is known what expertise the Society will have at its disposal. However, certain measures, mostly of a self-evident kind, might be mentioned ...

A catalogue should be kept of all library, archival, and museum items held by the Society; the catalogue should include cross-references, and should incorporate analytical cataloguing where this is appropriate. Entries should be alphabetical by name of person, thing, and subject, possibly in a dictionary form. There is much to be said, too, for maintaining a classified catalogue, though the details of such a catalogue would have to be carefully thought out beforehand. There should also be a chronological arrangement of information by specific date, by month, by year, by five-year period, by ten-year period, etc. It is a good idea, too, to have a geographical arrangement of information, but this, again, would have to be carefully thought through before being put into practice.

It seems desirable that museum items be cared for in such a way as to maximise the likelihood of their survival. The S.A. Museum extension officer is ever ready to offer gratuitous advice to the earnest seeker, and it would appear unwise to neglect such a valuable service.

Photographic files are immensely useful, and it should be a matter given high priority to build up a collection of historic and current photos. These are always good for displays, as well as being invaluable resource material.

Someone with sufficient leisure should be appointed to exploit the resources held in the S.A.A., the S.L.S.A., and the local council offices. These three together are, generally speaking, the most fertile areas to explore, though not always the easiest.

EXECUTIVE

It is essential that the Society have an intelligent and dedicated executive able to devote as much time to the Society as is required to do their jobs efficiently. There should never be any equivocation where responsibility is concerned - it should be possible, at all times, to identify a job, and to know who is supposed to be doing it. The President must be a person of good presence, and of good articulation. The Secretary should be literate, the Treasurer a person able to keep good books. There should also be a librarian/curator of artefacts and, in the long term, a historian.

Not all local history societies have all those things. How will our Society fare?

HENLEY AND GRANGE 50 YEARS AGO – 1

Three of the newspaper articles below expose social welfare problems, focusing in particular on public housing.

SEVENTY-TWO families living permanently in tents, shacks and caravans are to have special assistance in finding alternative accommodation'. This was announced yesterday by the Premier (Mr Playford), after he had received a report from an officer of the Building Materials Office, who made a sympathetic enquiry into the families' living conditions. The report showed that 68 of the families preferred to rent houses, preferably Housing Trust homes, three wanted to build, and one had a permit to build. The families totalled 225 persons, including 93 children. The report, which included families living at Largs Bay, Glanville, Balmoral Estate, Grange Oval, West Beach and Kingston Park, added that some were migrant families who were determined to remain in SA.

The Advertiser 12 January 1950
Reproduced from 'The Way We Were', 10 January 2000

Council Seeks Home For Elderly Invalid

Henley and Grange Council decided last night to ask the Federal Minister for Health (Sir Earle Page) if anything could be done for an elderly bed-ridden man who had nowhere to live.

The council's health officer (Dr. Charles Moody) had written to the council asking if it could help.

The man had lived for some months in a tent at Henley South, it was stated, and was now in a private hospital.

His son had borrowed money to pay the hospital fees.

Cr. A. E. Griffiths said that this type of case was not catered for by the social services.

Cr. Griffiths said that State and charitable institutions had been tried but no home could be found for the sick man.

The Advertiser 4 July 1950

Owner Of Land At Grange Sought

The Henley and Grange Council had failed by £1 / 1 to collect all its rates because it had been unable to trace the owner of a block of land at Grange, the Acting Town Clerk (Mr. C. H. Godfrey) said yesterday.

The land for which the amount was owing was a 40 by 150 ft block in Terminus street.

Unless rates were paid in 12 months the property would be sold by the council.

The Advertiser 2 August 1950

NOTE: This is an approximate reproduction of the original clipping (the quality of which renders it unsuitable for printing here). The article has been presented in this way for visual effect only. No infringement of copyright is intended

Aid For Aged Plan Supported

On the motion of Councillor C. F. Page, Unley Council last night agreed to support a move by Henley and Grange Council to have the question of providing suitable homes for the old and infirm considered by the Municipal Association.

In a letter to the council, Councillor A. E. Griffiths, of Henley and Grange Council, said that his council's Municipal Association representatives had been instructed to "support vigorously any move put forward to house those unfortunate who are unable through their senility to help themselves."

At Unley Council, Councillor Page said that the number of cases reported from time to time was almost tragic, and was even more tragic when it was realised that it could be avoided.

Alderman F. H. Yeo said that the matter was one for the Federal Minister for Health, to be financed through Social Services contributions. It was not a problem for the ratepayers.

Alderman S. J. Kneebone said that the crux of the situation was a shortage of staff for caring for such cases. The Government should make New Australians available to staff suitable institutions for these old people.

The Enfield Local Board of Health last night unanimously agreed to support a resolution that the Municipal Association should request the Federal Government to make provision from the Social Services Fund to establish an infirmary for aged and destitute persons.

The Marion Council agreed last night to support Henley and Grange Council's move to aid the aged.

The Advertiser 15 August 1950

GRANGE LAKES

Joan Ferguson

The area of Grange Lakes is situated between Grange Road and the railway line in a strip of land saved from housing development in the 1970s. The waterway along Charlotte Terrace and Charlotte Court is used to drain water from the streets of Henley and Grange through to West Lakes and eventually to the Port River. It is a covered drain to Grange Road and then opens out to provide a picturesque area for recreation.

In the 1970s the Henley and Grange Council in conjunction with a Federal Government employment scheme developed this area by widening and contouring the banks of the waterway, developing a lake in front of Sturt's House, planting trees, establishing lawns, laying paths, building walls and constructing recreation areas with barbecues and seating, children's play equipment and an access bridge from Michael Street.

Since its development, many people have used this area for recreation, walking, feeding the ducks and fishing. One of the great benefits of this open waterway is the range of bird life, which is attracted to it during the year. The many different types of birds show how diverse a range can be accommodated in a relatively small natural space.

Some birds remain at the waterway all year round; these include silver gulls, black ducks, feral ducks, wood ducks, coots, cormorants, magpies, Murray magpies, crows, white-naped honey-eaters, crested pigeons, yellow-winged honey-eaters, wattle birds, peach-faced parrots, rainbow lorikeets and nesting in the reed growth in front of Sturt's House are the reed warblers. Some other feathered visitors are pelicans, egrets, white-faced herons, ibis, little grebes, fairy martins, wagtails, masked plover, spoonbills (when the water is low), nankeen night heron, Adelaide parrots, Port Lincoln parrots and black-faced cuckoo shrike.



Grange Lake, 2000

The waterway itself is home to fish (mainly carp) and frogs. During the summer of this year, parts of the waterway dried out completely due to lack of rain and many large carp died, but as soon as the rain returned in the early autumn, small fish came back from the remaining wet sections and, no doubt, these will quickly re-establish themselves.

The original plan for this area was to place the entire waterway underground and to build houses on the land surrounding it. Fortunately, this plan did not come to fruition and the people of Henley and Grange have retained an interesting and pleasant open-space for recreation and enjoyment. The area of Grange Lakes is well worth a visit.

FOR SERVICE TO THE COMMUNITY

Irene McDade

Shirley Twist was one of the foundation members of this Society. Now in her 83rd year she has been an active member of the Henley community for some fifty years. She and her husband established a home on Seaview Road at Henley Beach South after the war and her great love for the seaside has not waned to this day. Shirley's association with this area, however, goes back much further than that. As a child she spent many holidays by the Henley seaside staying with relatives long since gone. She knows this area so well and has many interesting stories to tell of years past.

After settling here, she and her husband Laurie (having no children of their own) carried on the tradition of having children stay for the holidays and there were many of them since both partners came from relatively large families. The many nephews and nieces are now grown up, but they still come with their own children to walk along the beach with their beloved auntie Shirley.

However, these days she no longer goes for a dip as she did in her younger days in summer and winter at 6.30 a.m. with a group of early morning swimmers.

Some twenty-five years ago, when her baby-sitting days were over, Shirley became involved in community activities and since she is a very efficient and dedicated lady, she was soon appointed to voluntary positions of responsibility. Towards the end of the sixties she joined the Henley and Grange Meals-on-Wheels kitchen which was then located on Military Road. Even then this service provided meals for 120 people daily and had an extensive voluntary staff. There would be four rounds per day carrying meals to an area stretching from Flinders Park in the north-east to West Beach in the south-west.

While serving as Supervisor, Shirley would go out delivering the meals but eventually she was appointed staff officer and her duties increased to include creating staff records and ordering food. As Supervisor, she became also an excellent dietitian with concern for the health and enjoyment of food very much at the forefront of her planning.

In 1974 Shirley was appointed Supervisor and she held this position until 1988. During these years the kitchen saw some innovations, perhaps the most important of which was the change in food containers for delivery of the meals. The early photo shows ladies with large cans and many serving utensils



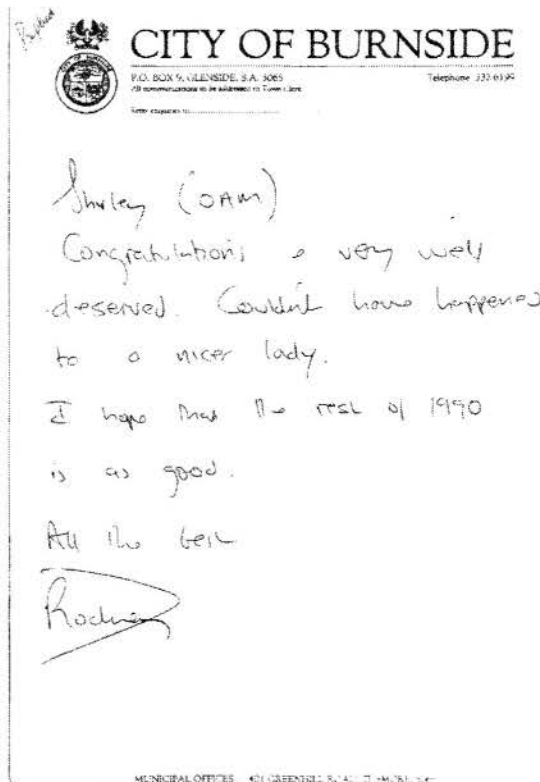
Shirley Twist (on right) with Clarice Willoughby & Roma Hill, Meals on Wheels, c. 1979.

heading off on their rounds. It was difficult to keep food hot throughout the delivery period, and many other problems manifested themselves such as keeping utensils clean and the serving up of each individual meal at the recipient's home. It is obvious that a meal of soup, meat and three veg as well as gravy, pudding and custard needed a lot of containers and serving spoons. Towards the end of Shirley's term of office, she was instrumental in the trial of large metal containers, known as "hot boxes" which were heated and the meals were pre-packaged. It is easy to see that this made the rounds so very much more efficient and convenient. Meals could also now be left at a patient's home and be saved for a later time. Shirley tells that this method had already been used in other States and she had been keen to introduce it to South Australia.

During her time with Meals-on-Wheels Shirley was also appointed to the State Executive for two years and while holding this position she led a delegation to Sydney. Although her involvement with the Henley kitchen took a great deal of her time, she did not neglect other community affairs. Apart from belonging to this Society for four years, she worked for the local Neighbourhood Watch group, she was a Friend of the Henley and Grange Library, she is an early member of the Henley Ladies Probus Club, which is the first Ladies Probus Club in this State; and she still is an active member of Henley Beach and Lockleys Legacy Clubs. Her capacity for community work has been astonishing and praiseworthy over many years and the products of her knitting skills have adorned many a trading table and child's bedroom. Her lounge-room is often covered with dolls and teddy bears and countless balls of coloured wool. Not only is Shirley an accomplished needlewoman, she is also skilled with the pen. She has been secretary and treasurer to various committees and clubs and has recently completed an autobiography of her life. She has also in the past, as guest speaker, regaled groups with many amusing accounts of her time in Meals-on-Wheels. Shirley has a wonderful sense of humour and she shares it wherever she goes. She is also a good neighbour and great friend to all who know her.

In 1982 Shirley was nominated and awarded the honour of 'Citizen of the Year', in acknowledgement for her dedicated services to our community, an award she very much deserved. She has very kindly donated the handsome wooden stand with brass plaque and medal to our Society to become part of our collection. This generous gift is much appreciated.

By 1988 Shirley considered retiring from the office of Supervisor but she remained with Meals-on-Wheels assisting the new appointee until she retired in 1990. In that year another honour was bestowed on her - the Order of Australia. This was indeed an exciting day not only for Shirley herself, but also for our neighbourhood. Although her congratulatory mail after this event arrived from many corners of this nation, there is one short note she has treasured above all the rest. Scribbled on an official letterhead from the City of Burnside, it came from a former Town Clerk of our City - Rodney Donne, an old and dear friend of Shirley's. The note printed here speaks for itself, and echoes the sentiments of many of us in Henley Beach.



TEMPLE UNITING CHURCH

Irene McDade

The Temple Uniting Church situated on the corner of Military Road and Durham Street Henley Beach is an imposing and historically valuable asset to this area. It has had a long association with the Congregational Church of South Australia and the expansion of this denomination throughout the State. Charles Walter Rutt, the architect who designed this church, was responsible for many notable buildings around the city of Adelaide. At the beginning of this century, Rutt won a competition to design

workingmen's cottages for the Sir Thomas Elder Bequest when he was in partnership with Edward Davies. He eventually established his own practice in 1907.

The church's octagonal floor plan makes it a somewhat unusual building, since churches in general at that time, were constructed on a rectangular or extended cruciform plan. Octagonal structures of this type are quite rare in South Australia; the Smyth Memorial Chapel in the Catholic Cemetery on West Terrace is a smaller example. This was built in 1870. Another example of this interesting architectural style is the Knoxville Jubilee Bible Church at Glenside. Constructed in 1887, it was thought to have been built to symbolise the crown of Queen Victoria, but it is a modest building compared to the Temple at Henley Beach.

Mr. Rutt, of course, is also remembered for designing the Henley Town Hall, the St. Peters Town Hall and Observatory House in Flinders Street, Adelaide.

The building is constructed of English bond brickwork with some rendering in the detail. The windows are pointed arches with lead lighting. It has a shingle roof. The doors display decorative moulding and ornate hinges. As the present building is not the original church, the hall attached to it at the eastern side has an arched connecting opening. This hall was in fact the original church.

However, the history of the Temple goes back further. Early services of the Congregational Church at Henley Beach were conducted at the residence of Thomas Fabian, with the Reverend J.C. McMichael officiating. By the early 1880 the present site was purchased and the hall was built and opened in November of that year. The cost of this enterprise was 640 Pounds. This rather plain building, with its gabled roof and small porch served the congregation well for some 40 years. It was not only a place of worship but also a Sunday school for the children.

During the early years of last century, the township of Henley Beach saw a rapid increase in population. The summer months swelled the number of worshippers even further with the growing popularity of Henley as a holiday destination for visitors and by 1912 the building had become so overcrowded at times that an extension had to be built to accommodate the congregation and a kindergarten. However, after no more than three years, it became apparent that insufficient space was to remain an ongoing problem. Conditions inside the building, particularly during the hot summer days, were uncomfortable to say the least.

Towards the end of the war it was decided to establish a War Savings Group with a view to raise funds for a new building. Additional monies came from the proceeds of the sale of the adjacent house, which had been used as the manse, and by 1920 Charles Walter Rutt had been invited to present plans for the proposed new building.

Mr. G.S. Wright and James Shearing laid the foundation stone on the 25th November, 1922. Mr. Naylor, the builder, provided the stone that was of Macclesfield marble. It was placed in front of the old hall.

At the opening ceremony of the new Temple on the 15th August, 1923, the assemblage of guests heard the following description of the beautiful new building -

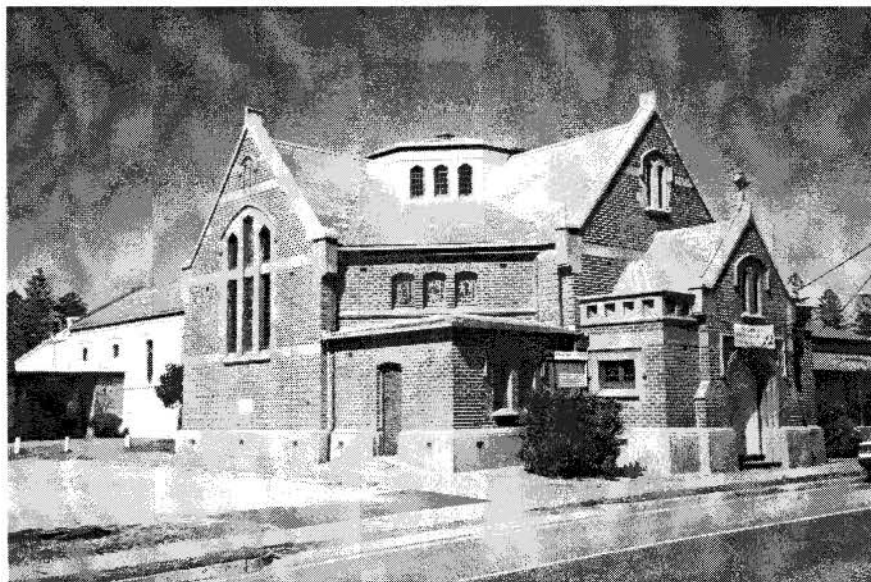
The interior of the new Temple is of Byzantine architecture and the exterior is of Gothic treatment. The interior ceiling is four gabled and surmounted by a fine cupola (a miniature of Ely Cathedral) and is 24 feet in diameter and crested by a Roman cross (7 feet in height) and lit with 500 candlepower of electric light. The carpeting for aisles and pulpit, choir stalls and vestries are all Axminster. The choir and pulpit newels and panellings are of grained Manchurian oak and a brass lectern is placed on the Rostrum.

The font is a block of Mount Gambier stone presented by Messrs. Henry Thomas and W. J. Barker. A fully equipped Baptistry has also been installed.

The pillars are relieved by gold bands of tracery. Eleven memorial windows have been installed and the two in memory of soldiers killed in the Great War and of Messrs. J. Burden and Sons, are fine specimens of the leadlight art.

The seating is of Tasmanian oak and in amphitheatre design. The ventilation is good the acoustic properties fine. The building from rostrum to end of nave is 102 feet 8 inches.

It is obvious that the Temple was a magnificent building and all those involved in its creation could be duly proud of their achievement.



Temple Uniting Church, Military Road Henley Beach, 2000

It is not clear from early records why the Byzantine style of architecture was chosen in the design of the church. There is a statement in 'Who's Who in Australia 1941' - "Henley Beach, 1916 - 1933 during which time a Byzantine Temple was built". This does not, however, explain the final choice. Parish minutes of the 29th November, 1922 mention the question of names for the proposed new church. The titles of "Temple, Tabernacle, church, chapel and auditorium" are listed for consideration. At a

subsequent meeting on the 28th February, 1923, the matter of a name was raised again and a Mr. Smith proposed putting this issue before the congregation two Sundays prior to the next meeting. He informed the worshippers during the service that a proposal for the name "The Temple" would be put at the next meeting. This in fact occurred on the 28th March, 1923. The motion was put by Mr. D.J. Smith, seconded by Mr. Mitton and carried with one dissension. Whether a democratic poll was taken involving all the members of the parish remains a question. It is not clear from these proceedings whether the architecture was chosen to suit the name or whether the name "The Temple", once decided upon, suggested an Asian influence.

The Byzantine style was favoured by early Christians in the Asian part of the Roman Empire. In their buildings of worship, they continued the eastern influence of their region and society. Construction was in the form of a cross with arms of equal length rather than the elongated form of the Christian cross of the Roman basilicas, as is the case with most churches of western influence. A most distinguishing feature of the Byzantine style is a dome over the centre of the cross. The Temple church at Henley Beach has an octagonal cupola with small paned windows at the centre of its ceiling to represent this architectural feature.

The Temple is quite a beautiful building. It is now 77 years old and very much worthy of preservation. Unfortunately, the site on which it stands does not give it the prominence it deserves, as is the case so often with public buildings placed in closely built-up neighbourhoods like Henley Beach. On its own, and perhaps without its attached halls, it might have become a more imposing landmark in this area.

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MRS. BARBARA WAUGH OF 39 GIBSON STREET WEST BEACH REMEMBERS -

Long ago, my mother, a dedicated beach swimmer, had visited West Beach. Me too, but I don't recall. Later, a friend and myself used to ride horses - (some trotting trainers had a track where the airport now is). We'd weave our way between the boxthorn bushes, maybe disturbing the odd lizard, but altogether feeling we were miles from civilisation.

There were a couple of isolated homes on the dunes. I never found out how the inhabitants went to and fro - it must have been real pioneering stuff.

A few years after marriage, looking for somewhere to bring up our children and being very disenchanted with inner suburbia, we heard of the Housing Trust group of homes at West Beach.

After inspection, two homes were within our price range, and, formalities and deposit accounted for, moving day became reality.

My husband's uncle loaned us some of his trucks (the drivers volunteered) and the move was on! No roads - surfaced, that is - existed beyond Tapley's Hill Road. Luckily, the drivers were made of strong stuff, and the trucks stayed upright, so by nightfall we were under our own roof.

Blinds and curtains came much later, and there were some very strange window treatments!

As this particular area was primarily reclaimed swamps, a fair amount of landfill had been necessary.

Our particular block, and some others nearby had been blessed with a particularly vile black-grey clay. It didn't dissolve with any great enthusiasm when bucketsful of detergent were added to the kids' clothes in the wash. It didn't come off the kids too easily either.

Rather than go the long way to Henley Primary School, (West Beach Primary was then a thought, not a reality) our cherubs crossed the mighty Torrens wherever they felt a safe crossing could be made. Sometimes, not so safe! Many's the time I scuttled up the Torrens embankment peering anxiously as the time passed and they still weren't on the horizon. Many's the time I berated them bitterly as I scraped the mud off, only to be told, "but it was dry on top. I just sank when I got half way over". The same mud was our street surface. The first husband attempting to go to work, almost inevitably became bogged. Next man out had to shift number one before he could pass. Often, the bog left by number one claimed him next - and so on down the street.

Sometimes my husband left the car where the Baptist Church now stands, so he didn't have to leave a half hour or so early in case he got bogged.

If I felt (a) desperate or (b) brave, and fancied a trip to town, I'd dress appropriately, then put on my oldest shoes (carrying others! and plod off - either to Henley Beach Road - Tapley's Hill corner, or down to Seaview Road to the Henley Beach Road corner.

Burbridge Road buses were, at that time, a figment of someone's imagination. As I plodded I'd reflect on the probability of S.T.A coming and discount the thought as a fairytale.

Likewise, shopping - with a family of enthusiastic eaters, shopping was a nightmare. I used to pedal my ancient bike with the carrier on the back full, and a stringbag dangling on either side of the handlebars with the vegetables and meat in them. The carrier had a carton for the groceries.

Then we found a brave little supermarket in West Beach - the owner would deliver! Foolish fellow!

Of course, in time, came surfaced roads and civilisation. We all stood out on Burbridge Road and cheered when the first bus made its way!

It meant the end of our "neighbours-only" beach - now anyone can bus to it or drive to it. We have local shops - no more "may-the-mud-go-with-you" as husbands and sons leave for work. No children pioneering a path to education across the Torrens - West Beach school is there where we were told it would be, years ago.

Years ago, too - when we had a good rain, large - I mean large - frogs would appear. From where - no one knew. I thought sometimes the poor things looked a bit bewildered, as if they'd been hibernating underground for a few years and came up, eventually, to find their friendly swamp had vanished and a concrete jungle was everywhere. Sadly, I haven't seen any for the last few years.

The odd turtle (tortoise?) I never know the difference - made an appearance too. The children - persuaded firmly by parents - took them back to the river.

West Beach is now - and becoming evermore so firmly suburban - safely and comfortably so.

But I remember when

A HISTORY OF THE GRANGE RAILWAY

Rob McDade

In the 1880s a railway line was built between the townships of Woodville and Grange, influencing the growth and development of the Henley and Grange region. The line branched off from the Adelaide to Port Adelaide Railway line - which had already been in operation for over a quarter century and was in fact the first steam railway service in South Australia. The Grange Railway continues to operate in the present day. This article will outline the development of this railway and many of the interesting additions and alterations that took place during the last 120 or so years.

Construction of the Grange Railway was authorised by the introduction of a Private Bill to the Legislative Council on 10 September 1878 by Sir Henry Ayres. The promoter of the Bill was the Grange Land and Investment Company, which was formed in 1878 by Arthur Harvey and Frederick Estcourt Bucknall. The main objects of the Company (which was later called the Grange Railway and Investment Company) were land speculation and railway operation.

The Bill, passed on 30 November of that year, became known as the *Grange and Military Road Railway Act of 1878*.

The description of the line is cited in the Act as follows:

A main line about three miles and a half in length, commencing at a point on the Adelaide City and Port Railway, situate a little to the north-west of the Woodville Railway Station and running to a point in Terminus-street, in the Township of the Grange. situate at or near the intersection of Terminus-street and the Military-road.

Due to slow land development and a poor economic climate this project was delayed.

Construction of the line began on 9 March 1882, and it was connected to the Port Adelaide Railway, at Woodville, in June of that year.

A narrow gauge line was laid from Woodville to Grange, with a station terminus on the Esplanade where there was a double platform and turntable. Rolling stock (two locomotives and four carriages) used on the line was imported from England. As a consequence of the different rail gauges, passengers to and from Adelaide had to change trains at Woodville.

The line was formally opened on 30 September 1882 when the first train of 3 carriages met the Port train at 12.30 p.m. at Woodville. After a 10 minute trip the visitors were welcomed at The Grange. An auction was also held that day by the promoters for the sale of land (Thompson 1988, p 95).

The Company suffered financially in its running of the railway. The line never paid its way. There were too few passengers to meet the cost of running the line, and a general financial crisis at the time added to the hardship. As an economy measure boys were employed to assist in the operation as firemen, and several employees were retrenched leading to deterioration of the line and rolling stock. In 1886 the Grange Company went into liquidation.

From the outset numerous approaches were made to the government to take over the line, which continued to operate despite hardship. Government operation commenced on 29 April 1891.

A Railway Commissioners' Report was presented to Parliament (*Parliamentary Paper 138 of 1892*) concerning the purchase of the Grange Railway. It looked unfavourably upon the idea, indicating the cost of running the railway for a twelve-month period, between 1891 and 1892, to be £718. With revenue of only £424, and guarantors' contribution of £127 for that period, there was still a loss of £167.

It was reported in the Paper that:

If the line were in the hands of the Government we do not think that the residents of the district would be satisfied with the present service or the present method of working, and there is no question but that if the line were maintained and worked up to the standard of the South Australian Railways, the cost would be very largely increased, while for some time we could not reasonably anticipate any large addition to the receipts.

Not wishing to see this important railway link abandoned, the government recommended that the matter be deferred for another twelve months to see if the region would develop further.

The matter was brought up on the 14 September 1892 when Mr Gould, Member for West Torrens in the House of Assembly, moved 'that in the opinion of this House it is desirable to purchase the Grange Railway' (Thompson, p 95). He announced his support for the government take over, and disputed the running costs quoted in Parliamentary Paper No. 138 of 1892. He also recommended that the line be extended to Henley Beach, to service the growing township situated one-and-a-half miles south of Grange.

The motion was carried on 5 October 1892. The government formally took over on 1 January 1893, after nearly two years of operation.

In 1894, the government purchased the line for £2000. The original cost was believed to have been between £15,000 and over £20,000.

The two locomotive engines were transferred to South Australian Railways, becoming Nos. 154 and 155. Engine 154 was henceforth never used, and later condemned on 23 October 1900. No. 155 was used until it too was condemned on 26 July 1905.

When the government first took over the running of the line double-decker steam trams were substituted for the former locomotives and carriages.

In December 1893, the Commissioner for Public Works instructed that work begin on the continuation of the line to Henley Beach as 'residents...had been agitating for an extension of the line to their suburb' (Thompson, p 96). It was also a plan to help alleviate unemployment. The cost was estimated at £2000.

Completed and open for traffic by 1 February 1894 'the line (which) ran within the Military Road road-reserve to stop 100 yards from Henley Beach Road' was of light construction, and consequently could only support the steam trams being used under government operation. The trams were Rowan Steam

Coaches, used for passenger transport, which had previously run on the Glanville to Largs Bay line. However, the steam coaches apparently did not meet traffic requirements. The line was subsequently strengthened to accommodate steam trains beginning 26 December 1894, after which time locomotives were again running from Woodville.

The Henley extension had been in operation for just over four years, during which time there had been no legislation passed by Parliament authorising its construction. On 4 October 1898 the *Grange and Henley Beach Railway Act No. 698 of 1898* was passed. The apparent reason for the original oversight was that the Grange to Henley line was 'constructed at a time when the (Military) road was considered to be a military road under immediate charge of the Government' (Thompson, p96).

From 1902 there were frequent requests from Grange and Henley Beach passengers for through trains to and from Adelaide, so as to avoid the inconvenience of changing trains at Woodville. As this would have involved altering the line, the request was refused on the grounds of expense. However, by 1909 the growing population in the region justified the cost of alteration, and hence the narrow gauge line was widened to enable a through service from Adelaide.

Descriptions of stations, sidings and various points along the railway line

Along the Woodville to Henley Beach railway there were a number of stations, sidings and additional line, some of which no longer exists in the present day. Running from the Woodville Station they were - Holdens, Albert Park, Hendon Siding, Seaton Park, Golflinks, East Grange, Grange, Kirkaldy, Marlborough Street, Henley Beach Jetty Road, and Henley Beach.

Holdens Station, constructed in 1928, was situated adjacent the Holdens Works.

The 'dangerous crossing on the Port Road was protected at first only at night by a signal man..., in 1896 a warning gong and light were installed' (Hardy, p 31).

Albert Park Station, named after Prince Albert, became an attended station with the opening of the Hendon Siding.

The Hendon siding, which opened 3 November 1940, consisted of a main line with two sidings. Rails and switches were removed leaving a single main line on 20 June 1979, shortly before its closure in 1980. The original purpose of the line was to service the Hendon Munitions Works which opened during the Second World War on a site which the government had purchased in 1922. This site was previously used by the Harry J. Butler and Kauper Aviation Company as an aerodrome. This line was regarded as a siding and hence no legislation was required to authorise its construction. On 10 May 1971 closure of the line was recommended after an investigation conducted by the Transport Control Board. There were too few passengers using the line, and the route was being considered for a major access road to West Lakes and the beach. A Parliamentary Standing Committee on Public Works conducted its own enquiry and decided that the line was in good condition, and should remain open - which it did for the rest of the decade.

Seaton Park Station was originally called 'Cross Road', renamed 'Grangeville' in October 1911, and Seaton Park in 1918.

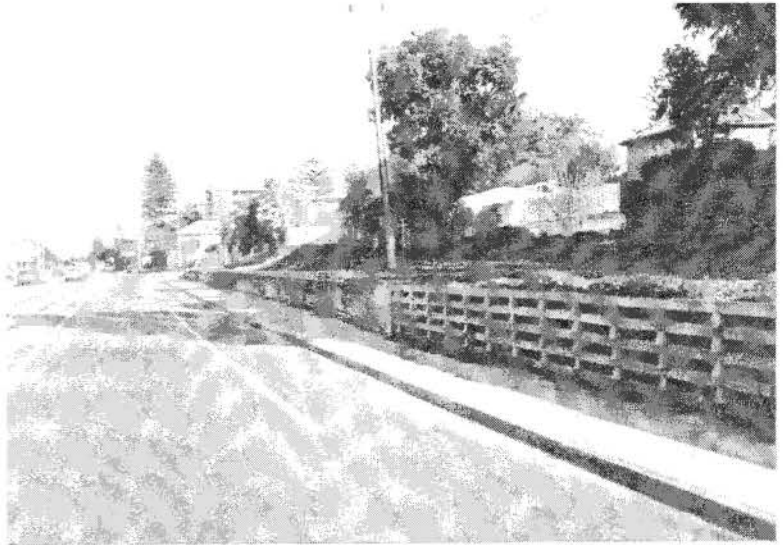
Golflinks Station was situated within the Royal Adelaide Golf Course. It was renamed 'Seaton' in 1911 and back to 'Golflinks' in 1918. In 1910 a siding opened, called Golf House Siding. This allowed crossing of trains and was used for goods by the golf club. In 1914 instructions were given that the siding was not to be used for goods traffic, and that trains were crossed as follows:

Down trains (to Henley) were to use the Main line and Up trains (to Adelaide) the siding. Guards of Down trains when crossing an Up train were to open the switches at the Adelaide end of the yard and when that train has gone they were to reset the switches. Guards of Up trains were to admit their trains to the siding and then reset the switches at the Grange end of the Yard (Thompson, p 98).

East Grange Station opened on 9 April 1961 due to the growing residential area.

Grange Station was the terminus until 1893. The line originally terminated on the Esplanade. Early plans were to extend the line northward along Military Road towards Fort Glanville. However, the decision to build the line to Henley Beach resulted in the curve southwards and the relocation of the Grange Station to the northwest corner of Military Road and Jetty Street. In 1909 a new curve with a larger radius was constructed as the original curve was too sharp and often caused derailments. A siding was also constructed, running north along Military Road toward Terminus Street.

Kirkaldy Station, Marlborough Street Station, Henley Beach Jetty Road Station, and Henley Beach Station located along Military Road, making up the Henley Beach section of the railway, were all closed on 1 September 1957 (see below).



Remains of the old Grange siding, northwest corner of Military Road & Jetty Street, 2000

Alterations and eventual closure of the Henley Beach Line

With the introduction of the electric tramline on Henley Beach Road, that length of the railway line extending beyond Main Street (or 'Jetty Road' as it was known) to the terminus at Henley Beach Road became virtually redundant. Also the passenger facilities at the terminus were considered unsatisfactory. Act No. 1041 of 1911 amended the earlier Act No. 698 of 1898 in order to stop the operation of trains beyond Main Street, remove the line and construct a new station.

Henley Beach Jetty Road Station was hence renamed Henley Beach Station, and was situated on the site presently occupied by the Henley Beach Police Station. The line extending beyond this point was not removed for at least another 20 years, during which time it was used as a goods siding. It is believed that the line was eventually pulled up around the Second World War.

For several decades there were discussions in Parliament regarding further developments and alterations to the railway system. Agreements were said to be made between the Railways Commissioner and the Municipal Tramways Trust, which was trying to expand its services. One such development, which never proceeded, was to relocate part of the Henley line to the other side of East Terrace, where it would be extended to Glenelg. It seemed that there was some competitiveness between the two transport authorities. (See article: 'Rail Chief Calls For Vision in City's Transport', *The Advertiser* 8 February, 1950 in HENLEY AND GRANGE 50 YEARS AGO - 2)

In 1957 the Metropolitan Transport Advisory Council closed the Grange to Henley line following a recommendation to the government. The Governor issued an Order-in-Council, on 28 March of that year. It ordered the discontinuation of a rail service between Grange and Henley Beach as from 30 June 1957; the removal of rail tracks south of Jetty Street, Grange; and the retention of land 'required for a right-of-way between Grange and Henley Beach' (Thompson, p 104). The closure was postponed until 31 August 1957. The following day bus services replaced that part of the railway.

A new station at Grange

For nearly thirty years the Grange Station, and hence, the termination point of the railway line, remained located on the north-western corner of Military Road and Jetty Street. The ticket office on the platform was closed in 1985 and demolished in 1986 when the station was finally closed. It may be hard to

understand why the line was not terminated at its present position much sooner. The old Grange Station which required a crossing on Military Road, would have caused considerable disruption to traffic on the now fairly busy road. The continuation of line was only really a matter of 100 metres or so beyond its present point.

The old Grange Station, the crossing and signal gongs were all decommissioned on Sunday 9 March 1986, the same day the new station was commissioned. All that remains of the old station today, and of the line's continuation south of this point, is the concrete platform. The closure of the Grange Station at this location, however, was the final step in wiping clean any obvious evidence of a grander era of public transport, which many people would fondly remember, but those too young (such as myself) can only imagine. Grange station today is located on the eastern side of Military Road, adjacent the garage / service station. It is a sign of a still vibrant metropolitan railway system, and perhaps one of Adelaide's most picturesque railway stations, as the photo below indicates.



**'3000 Class' car at present day Grange Station, facing west
(2000)**

Modern trains

'3000 class' - driver cabin at each end; single car use.

'3100 class' - driver cabin at one end; requires two cars joined.

'2000 class' - older version of '3100'; driver cabin upstairs at one end; requires two or more cars; middle car/s are carriages with no driver cabin - used in peak hour traffic.

Related articles from previous journals:

- No. 3 (1982) pp.23-24 'Trains and Military Road' (Ron Nash, Town Clerk 1950-1980)
- No. 4 (1983) pp.10-11, 30 (Reminiscences)
- No. 5 (1984) p.22 (Reminiscences)
- No. 6 (1985) pp.33-35 'Trouble on the old Grange Railway line.'
- No. 8 (1987) pp.19-20 (Reminiscences)
- No. 9 (1988) p.17 'Accidents at Rail Crossings' ; p.35 (Reminiscences)
- No. 12 (1991) pp.7-8 'Extracts from the Henley Beach and Grange Herald' (1913 - 1914) ; p.18 'Train Service for Munition Workers'
- No. 13 (1992) pp.13-18 'Transport Jottings, 1380-1894'
- No. 16 (1995) pp.14-15 'Commuting' from John Smiths Grange Diaries, 1883-1888
- No. 18 (1997) pp.11-12 'To your stations for another steamy saga' (M. Fatchen) ; pp.41-42 'Improvements to the railway, 1894-1913'
- No. 20 (1999) p.39 in 'Arthur Harvey...' ; p.50 'Henley Beach Railway Station in the 1920s and 30s' ; p.52 'Cows on the Grange Railway line, 1884'.

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 Act No. 698 of 1898 - *Grange and Henley Beach Railway Act.*
 Act No. 1041 of 1911 - *Grange and Henley Beach Railway Alteration Act.*

ACKNOWLEDGMENTS to the helpful staff of the Mortlock & State Library of South Australia, The Port Dock Railway Museum, Port Adelaide and TransAdelaide.

THE HENLEY AND GRANGE SWIMMING POOL

Irene McDade

During 1999 and the early part of 2000 the City of Charles Sturt completed reconstruction work along the Esplanade at Henley Beach from North Street to South Street. East of the site of the former swimming pool on the newly constructed promenade, three starting blocks were erected to commemorate this former public facility. It was the intention of Council to attach a plaque and pictorial representation of the pool. The Henley and Grange Historical Society's was able to provide from its archival collection a photograph suitable to be used as a template for an etching on metal. The picture on the resulting plaque is a silhouette of the swimming pool in its early years, viewed from a southerly aspect, with the tall diving tower on the western edge and a skyline of the kiosk and other prominent buildings in the square. The beach and jetty are featured in the background.

In March 2000 the pictorial and commemorative plaques were placed on the ground on either side of the centre block. The following inscription is engraved on the second plaque -

HENLEY AND GRANGE SWIMMING POOL

Immediately west of this site there was located an Olympic-sized saltwater pool which was opened in 1934 as a private venture. It was taken over by the Henley and Grange Council in 1955 after being closed for two years following severe storm damage.

The pool hosted State swimming championships, the Australian water polo championships, diving events and was the training area for the famous Dawn Fraser before her Olympic triumphs. It was the home of the Henley and Grange swimming club from 1934 until its closure in 1985 when costs became prohibitive.

HENLEY AND GRANGE 50 YEARS AGO – 2

Petition To Council On Henley Trains

A petition signed by at least 150 ratepayers complaining of annoyance and damage caused by oil-burning locomotives on the Henley line was being prepared for submission at the next meeting of Henley and Grange Council, Mr. J. J. Campbell, a Henley engineer, said yesterday.

Copies of the petition would be sent to the premier (Mr. Playford), the Minister of Railways (Mr. McIntosh), members of Parliament and the Fire and Accident Underwriters' Association.

The Advertiser 22 August 1950

Rail Chief Calls For Vision In City's Transport

The development of Adelaide transport services called for vision and courage unless there were to be grave difficulties in the future, the Railways Commissioner (Mr. R. H. Chapman) declared yesterday.

The proposed duplication of the Woodville to Henley Beach railway was described as "vital" by Mr. Chapman, who was giving evidence on the project to the Public Works Committee.

Mr. Chapman opposed the extension of the tramways service by trolley-bus to Grange.

"We have already lost any opportunity of serving, without considerable cost, our outlying districts with a modern system by the electrification of services on the eastern side of the city," he said.

"We should not lose the opportunity of having a proper system of transportation with the development on the western side.

This is bound up with the future electrification between Henley and Grange.

"Vital Work"

"That work is absolutely vital to the future needs of the whole seaboard.

"We are gravely handicapped because the Tramways can establish tram and bus services in any direction, whereas it takes us a considerable time to make plans and order rolling stock.

"It takes so long to get anything that the Railways are under a grave handicap."

Mr. Chapman said he had recommended to the Royal Commission on Transport that the whole of the transportation for the suburban area should be handled by some competent authority, such as the Transport Board with extended powers.

"Some Day . . ."

Some day, somebody was going to approve of electrification, and the public would be wanting it straight away, but it was extremely difficult to get things going.

"We have now on order about 11 1/2 m. worth of Diesel electric locomotives and rail cars, which can be joined up so as to form a complete train, making them flexible units for a number of country lines," Mr. Chapman added.

"When, however, it comes to track work, we are limited to an expenditure of £30,000, beyond which the project has to be placed before the committee.

"Compared with the Tramways, we are thus handicapped."

Seaboard Service

Mr. Chapman told the committee that he was not in favor of the extension of the Grange tramways service.

It should be extended only to a point which would permit the new railway line to serve a suitable area on each side.

When the railway was extended from Henley to Glenelg, it would serve a tremendous area at Glenelg not now served by the trams.

If the land for the proposed duplication were not obtained now, it could not be obtained in the future.

A RESIDENTIAL HISTORY OF WEST BEACH

This was originally presented as a leaflet by George Kelleher. Information and advice for the preparation of this history was given by Ted & Nell Hasenohr. Only one or two minor adjustments and corrections have been made.

In 1850 Joseph Johnston developed a flourishing farm of 500 acres in West Beach, which he called 'Frogmore'. It was a mixed farm with horses, cattle, sheep, pigs, poultry and grain crops. The farm was a fine thatched-roofed cottage located just northwest of the Tapleys Hill Road-West Beach Road 'T' junction. In 1858 William Henry Gray purchased 'Frogmore' to add to the sections he already owned. He continued to acquire land in the area until he owned an estate of several thousand acres covering what is now the West Beach Reserve, most of the airport, West Beach and North Glenelg. In his old age (he died in 1896) Gray subdivided his land amongst his four sons. Franklin Gray and Percy Gray farmed the area west of Tapleys Hill Road. Franklin Gray lived for many years in a large house, large enough to contain a ballroom - unusual in those days - which replaced the cottage built by Joseph Johnston. The 11 room house was demolished in September 1960 to make way for housing development after being uninhabited for some time.



House, 9 Rockingham Street, West Beach, 2000

In the late 1920s it was decided to level parts of the sandhills, particularly on Franklin Gray's property, and subdivide for building blocks. 50,000 tons of sand were spread to fill the swamps near the house. For those days this represented an immense earthmoving (sand moving!) project which involved 36 men, 24 scoops and more than 100 horses. The first auction of land at the 'new seaside town' (henceforth called West Beach) was held in a large marquee on Saturday March 2, 1929. These first allotments were situated between Military Road and The Esplanade and included the cross streets of West Beach Road, Cottesloe Street, Rockingham Street and Renwick Street. The sale was a great

success realising £26,760, a very large sum in those days. The terms of purchase displayed in the promotional brochures make interesting reading: 10% deposit, a further 15% payable after one month and 10% further within two years. A second auction was held but the effects of the Depression meant no widespread development followed these sales. Only three houses were built at first and they remained for 20 years the only homes in the new seaside town. Two of these homes in particular were splendid dwellings. Built in Rockingham Street these landmark properties still grace the area. These were constructed for Messrs. Lodge (Nos. 5 & 7) and Hill (No. 9). The former Lodge property was sold at auction recently for a little over \$400,000. Dr. Wells built a pleasant home near the southern end of The Esplanade (No. 3).

An important geographical improvement came with the construction of the River Torrens outlet channel in 1937. No longer were low lying areas subject to flooding. From 1939-1945 Defence Regulations closed all the suburban beaches with no further development taking place during this period. A number of short-term leases were however granted for the construction of beach shacks along the sandhills from North Glenelg to the Henley Sailing Club. Almost 100 of these temporary dwellings disappeared in a 1952 storm. The Premier of South Australia, The Hon. Thomas Playford, had a vision for recreations development for this suburb and in 1954 invited the Councils of Glenelg, West Torrens and Henley & Grange to establish the West Beach Reserve, now the West Beach Trust. The project highlighted planning variations between the councils. The West Beach airport was commissioned in 1955 and the Housing Trust and War Service Homes developed the area between the River Torrens outlet and Burbridge Road, completing the construction of several hundred homes by the 1960s.

In 1960 the stately home called 'Jluka' was constructed from Mt. Lofty stone for the late William George Hobbs on two allotments and stands today as one of the feature properties of early West Beach development. Some of the largest landowners of the contemporary postwar period included the Sabey family, H.J. Powell, Mrs. Waymouth and Ray Todd & Partners. They all encouraged project builders to develop the area with a broad selection of modern design homes. Australia's first Drive-In theatre was constructed by the Wallis family during the 1960s and has continued operation until only very recently. (The Blue Line Drive-In, located on the north-eastern corner of the West Beach Road & Military Road intersection, ceased operation in 1998 - the land has recently undergone extensive property development.)

During the 1970s subdivision of the land between Burbridge Road and the Drive-In theatre, incorporating Gray Street, Prinse Street and Newlands Drive created the opportunity to develop some of the most prestigious homes in West Beach. Later in the 1970s another area of high class architecturally designed homes was constructed between Miami Avenue and Swan Court. The last subdivision was coordinated by The City of Henley & Grange in the 1980s of approximately 20 allotments with the extension of White Sands Drive into the former market gardens adjacent the Drive-In theatre.



House, 5 Rockingham Street, West Beach, 2000

Environmentally friendly West Beach has natural boundaries on all sides, an unusual thing in today's sprawling metropolis. To the west is the sea, the airport lies on the east side, to the south is the recreation reserve and to the north the Torrens Outlet; thus making it a quiet residential suburb.

HENLEY SQUARE

Joan Ferguson

Henley Square has been a centre for entertainment and enjoyment since its inception. People flocked to the seaside on the train and tram to take advantage of the cool breezes and safe swimming. Sideshows operated along the foreshore and the salt-water swimming pool was a big drawcard.

During the 1970s Henley Square declined in use as people pursued other interests and, becoming more mobile, could travel further afield. Henley Square prior to re-development in the late 1970s had parking in the centre and alongside the shops and other buildings and a sand shell in front of the jetty. The swimming pool was still in operation and there was a snack bar alongside the jetty. The Esplanade roadway extended through the square which made the area dangerous for recreation.

The Henley and Grange Council decided to resurrect the Square's popularity. This was in response to a call from the Coast Protection Board in 1974 which wanted people to be drawn to the beach centres to try to protect the natural vegetation on the coastal dunes and to provide safer swimming. The idea was to use existing facilities, such as the jetty, swimming pool and commercial areas as a focus for the rejuvenation.

In 1975, the Council prepared a plan and by 1979 the Square was paved, had a performance area, a fountain and wading pool, seating, lawns and new parking facilities. This was done at a cost of \$700,000 with a State Government subsidy on an equal basis with Council. Henley and Grange Council had already received a \$15,000 grant from the government to purchase land adjoining the main square area on the corner of the Esplanade to be re-developed for recreation and parking.

On the 3rd of March, 1979, hundreds of people gathered for the opening celebrations of the Square. There were processions of children, sand-modelling competitions, swimming pool invitation races, life-saving demonstrations, a fire brigade show of skills, a swim around the jetty, brass bands, food stalls, sideshows and open-air dancing.

During the 1980s use of the Square declined once again. By this time the commercial facilities included a Chinese restaurant, arts and craft shop, snack bar and fish and chip shop. While locals used the Square, the area failed to attract tourism to Henley Beach.

By 1992 the Council embarked on fresh ideas for the Square with suggestions to include shady swaying palm trees and umbrellas, a tram linking Henley Beach to the city, alfresco eateries and a restaurant on the jetty. The restaurant on the jetty was debated at length and eventually turned down, however, eateries did start to develop.

Several cafes and restaurants were in operation by 1994: these included the Thai Orchid (formerly a Chinese restaurant), Estia (Greek), the Beach Hut (cafe style ice-creamery), Taste Buds (light meals) and the Eurasian Cafe on Seaview Road.



Café-Restaurant, 'Henley-on-Sea'. 2000

The Council tried to encourage visitors by staging cultural events in the Square on Sundays during the summer months and these proved successful. In late 1994, the Council again decided to re-invigorate the Square by spending \$97,000 on outdoor eating areas, extensive paving and landscaping. The fountain was changed and new toilet facilities erected behind the Beach Hut. At that stage, there was a suggestion to build backpacker accommodation but this did not eventuate. Henley Square was still in a state of decline. Some of the shops around the Square were paying as little as \$50.00 per week in rental. Some local business and community facilities were moving from the area. The Henley and

Grange Library relocated to East Terrace. The Westpac and State Banks as well as the TAB closed, while the Commonwealth Bank and Post Office downgraded their services. The Henley Post Office is now part of the Henley Newsagency at the eastern side of an almost deserted shopping mall.

However, by 1995, Henley Square began to regain some popularity. The Beach Hut cafe expanded from a snack bar to a cafe and then was sold to allow for the development of Cafe Stella, an Italian restaurant. Other eating places appeared. Estia. Taste Buds, Zoots, Henley-on-Sea, Bacchus and the Thai Orchid. These restaurants saw the need for outdoor eating areas and the Council came to an agreement for rental of the paved or lawn areas at \$50.00 per chair. Some residents were upset with this encroachment, fearing the loss of access to the Square by the general public, but Council assured them that the lawn areas were to remain a public space.

Perhaps one of the turning points for the Square was the filming of "Shine" starring Geoffrey Rush on location in and around Henley-on-Sea which is situated just south of the jetty behind the life-saving club-rooms. This award-winning film brought very welcome fame to Henley Beach and subsequently an influx of visitors.

The Henley Beach area now boasts many fine and popular restaurants and visitors come from all over Adelaide and beyond to eat around the Square. Wining and dining, often alfresco, has become trendy and this popularity has extended to this seaside suburb as a whole with young people buying houses and invigorating the area. Henley has become fashionable. During the past two years the new larger Council of the City of Charles Sturt has maintained a programme of redevelopment and beautification along the foreshore and Esplanade areas. Real estate close to the seaside is now most sought after, some fetching hundreds of thousands of dollars along the Esplanade. There seems to be a bright future for the Square.

During the period discussed in this article, many people tried to pinpoint what needed to be done to re-establish Henley Beach as a major destination for visitors. Many had the vision to keep trying and eventually it may have been just the Australia-wide desire to live and dine near the sea which ensured the area's popularity.



Café-Restaurant, 'Estia's, 2000

References:

Weekly Times/Messenger Newspapers

HENLEY AND GRANGE 30 YEARS AGO

Henley High School Old Scholars Football Club was formed.

MAY 25: The post office at Henley Beach South, formerly at the corner of Henley Beach and Seaview Roads moved to the new location of 11 Henley Beach Road. Site presently occupied by Grandma's Coffee Shop?

JUNE 11: The Town of Henley & Grange was proclaimed a city.

JUNE 13: Marineland was opened.

JULY: Dredging of the lake and land reclamation at West Lakes.

AUGUST 9: New clubrooms of Henley & Grange Senior Citizens Club - Military Road, Henley Beach, on old railway station land - officially opened by Mayor J.J.B. Edwards.

SOURCE:

From Sand and Swamp to Seaside City

HENLEY AND GRANGE 30 YEARS AGO continued...

HENLEY - GRANGE MAYOR'S WORK COMMEMORATED

A huge stone has been placed on the Fletcher Reserve to commemorate the efforts of ex- Henley and Grange Mayor, Mr. Dean Whiteford, to establish more reserves in the Henley and Grange area.

Council workmen are presently engaged in landscaping the area immediately around the stone, which bears a brass plate referring to Mr. Whiteford's work.

It is on a slight mound opposite Hoover Road, Henley.

Mr. Whiteford served as Henley South Councillor from 1959 to 1961 and as an Alderman from 1961 to 1967. He then served as Mayor from 1967 to 1969.

While associated with Council, Mr. Whiteford was a member of a committee which was responsible for the establishment of many local reserves.

SOURCE:

Weekly Times 4 March, 1970.

WINTER'S HERE

Winter usually arrives along the Henley and Grange foreshores with a mighty crash as huge waves pound the shore line.

Heavy seas in recent weeks have caused damage to some sections of the Henley and Henley South foreshores.

Mesh sand control fences at Henley South have been completely ripped off along some sections, which were erected some months ago.

The ramp, just south of Marlborough Street, at Henley, has a large section of its surface torn away by the sea.

SOURCE:

Weekly Times 12 May, 1970

NOTE: These are approximate reproductions of the original clippings. The articles have been presented in this way for visual effect only. No infringement of copyright is intended.

MAYOR SLAMS PUBLIC'S 'SHOCKING' HABITS

"The shocking condition Grange, West and Henley Beaches have been left in during recent hot spells by the well educated public is absolutely disgusting," the Mayor of Henley and Grange (Mr. Bronte Edwards) said last week during a council meeting.

Mr. Edwards said a meeting would be held soon at the council chambers to discuss certain KESAB proposals and other methods the council is considering to help solve the litter problem.

One suggestion put forward by Mr. Edwards is a litter train.

This would comprise a small tractor towing a series of carts into which litter can be thrown after they are left at intervals along the beach.

During the council meeting on Monday, Cr. J.B. Duncan said the matter of broken glass was no longer within the control of council.

Cr. F. Brogan said State Government support should now be sought on the matter.

"We need action and as quickly as possible," he said.

Alderman D.J. Newlands said people should be a little more tidy when on the beach.

"I saw eight bottles at the foot of some foreshore stairs," he said.

"The beachgoers were just too lazy to take them up the stairs and place them in the bin at the top," said Ald. Newlands.

Some councillors questioned the overseer, Mr. D.J. McCarthy, as to how many times a week the litter bins were emptied, some complaining that on occasions they had observed bins overflowing and with rubbish piled up around them on Sunday and Monday mornings after heavy crowds had been at the beach the day before.

Mr. McCarthy said the bins were contracted to be emptied every 24 hours during certain months of the year and a council appointed inspector reported any discrepancies to him.

According to Mr. McCarthy there had been little or no adverse reports from the inspector during the recent hot spells.

Mr. Edwards told Council a letter had been received from PAN public relations with a \$20 cheque to help cover the cost of cleaning up litter that may have been caused through their recent disposable panty promotion.

SOURCE:

Weekly Times 25th February, 1970

GUEST SPEAKERS AT MEETINGS

Mr. Jim Douglas of Henley Beach was our guest speaker at our first meeting in March of this year. A long time resident of this area, he recounted some of his childhood memories when the seafront provided most of the pleasure and entertainment for young and old. He spoke of the changes that had occurred along the coast-line during his lifetime. He remembers when the sand dunes at West Beach south of the Life Saving Club were huge and afforded much pleasure to locals and visitors to this area. He voiced his concern over the erosion of sand due to natural causes over many decades and the ongoing problem of replenishment.

During the past several years Mr. Douglas has been the moving force behind organised protests, along with many other local residents, against further degradation of our foreshore by man-made structures such as the boat harbour at West Beach. As part of his address he showed a video-tape, which has recorded various aspects of the media coverage of this protest.

Mr. Douglas is a passionate environmentalist and last year he received an award for his work.

**

Mr. Paul Cadd, Chairman of the Glenelg Branch of the National Trust and **Mr. Mervyn Perry** his Deputy were guest speakers at the members meeting on the 26th May this year.

Mr. Cadd and Mr. Perry showed slides produced from old photographs and sketches of Glenelg from the late 19th century up to the 1950s. Amongst these were many representations of old buildings, private and public around the Holdfast Bay area. Unfortunately many of these are no longer in existence, and this collection is, therefore historically very significant. Mr. Cadd had prepared a commentary to the slides and he pointed out that further research was in progress to make this resource much more comprehensive.

It was apparent that Glenelg was a favoured and busy seaside resort in its early history. During the second half of the 19th century, a great deal of development took place which was undertaken by prominent citizens such as Ayers and Moseley. Several churches were also constructed during this period and these have been rebuilt and enlarged over the years.

Glenelg was noted for its magnificent mansions, some of which still stand today. Originally these were constructed as holiday homes for the more affluent citizens of Adelaide, the few that remain are now used as public facilities. The shopping area along Jetty Road also had its early beginnings soon after settlement in 1836 and even today some of the original family names still adorn the shop-fronts. One or two businesses are still conducted by subsequent generations of the same families, such as Kithers' Butchers.

Most significant and important for the seaside town was the train line from King William Street in Adelaide to the seafront at Glenelg. This train was replaced by the present tramline in the 1950s and has remained the most enduring and efficient link between the city and Glenelg.

Glenelg foreshore held a substantial amusement park with a huge ferris wheel and big dipper drawing holiday-makers to the area. It is obvious from the photographs that Glenelg attracted large crowds to its jetty, swimming pool, aquarium and fun park from a time before the turn of last century

This pictorial collection represents an important record of the early years of settlement at Glenelg, especially as this seaside town is presently undergoing dramatic environmental changes in the name of development and progress.

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Mr. Anthony Laube, Librarian from the Mortlock Library of South Australia was the guest speaker at the members meeting on the 25th August this year.

Anthony grew up in Victor Harbor, and his particular interest is in the history of the area, having published several books. At this general meeting he gave a talk, with an accompanying slideshow, on the historic homestead of Mount Breckan at Victor Harbor, and the Hay family for whom it was built.

The Mount Breckan homestead was built in 1879 for Alexander Hay and his second wife Agnes. At a cost of £10,000, the 2 storey, 22 room mansion was constructed in a Gothic revival style, and was 'packed with Victorian clutter' - typical of the well-to-do in the Nineteenth Century - much of which was purchased at the 1880 Melbourne Expo.

Mount Breckan was the summer house for the Hays and their four children. They also owned a property at Linden, Burnside. Many notable Adelaidians often stayed at Mount Breckan for the summer. At that time a train journey could be taken from Adelaide to Victor.

Alexander Hay died after an exhaustive return trip to Adelaide in 1898. The house at Linden, as stipulated in his will, was then sold. Agnes began to travel a lot with her daughters and write travel articles and books. In February 1909 Mount Breckan was burnt down, but much of the ground floor furniture was saved. That same year Agnes and one of her daughters took the fateful sea voyage on the *Waratah* from Port Adelaide. The steam ship disappeared before its planned arrival of Cape Town. There was only one survivor; a man who had a bad premonition in a dream, tried to warn others (including Mrs Hay) of the impending disaster, but was the only one to leave the ship at its last port of call.

A second man to have a similar premonition was also booked for the voyage, but cancelled right at the last minute. He was Mr. William Frederick Connell, who felt more and more uneasy about taking the voyage as the time grew nearer. Some time later, he and his wife took a drive down to Victor Harbor, saw the remains of the magnificent Hay's homestead, and purchased it for £5600 in 1912. It was opened as a guesthouse in 1914.

Mount Breckan has since been used as a training school for the RAAF and WAAF during World War 2, a rehabilitation hospital, a bible college, and is now, once again, in the hands of private owners.

Anthony's extensively researched history was very entertaining, and had the feeling of a Victorian period drama. He provided an interesting insight into the social life of the upper class in the late Nineteenth Century.

FURTHER READING:

Laube, A. *The Hays of Mount Breckan, 1879 - 1909*, Adelaide, 1982.
Mortlock Use Collection: Z/929.20994232/H413.L

CORRIGENDA & ERRATA

Journal No. 18, page 34. *Henley & Grange Historical Records Collection*.

There is a typing error in the third paragraph. The last sentence should read:

"...the sorting and preservation of the Historical Records was undertaken in late 1995."

Due to a printing error page 6 was missing from the 1999 (No. 20) Journal.

The article affected by this omission was about Cyril James Stobie.

Copies of the missing page, produced by the printers, were given to the Society and have been sent to all members with the notices of meetings early in the year. The editors have decided to reprint this page overleaf.

He was an active member of the Henley Beach Methodist Church in which he served as a Trustee. He later transferred to the Malvern Methodist Church which he supported with the same spirit of service.

He was the foundation Editor of this magazine in 1926 and successfully carried it through its awkward stages of development until, when he resigned as Editor in 1940, it held a high place among Australian House Magazines. The Adelect still operates closely on the lines which he laid down at its inception.

His interest in the welfare of others, the assiduity with which he visited the sick and aged, and his kindly concern for the younger engineers and students won him countless friends.

These people and all who met James Cyril Stobie in his wide circle of activities remember him with pride, respect and affection, and will count it a privilege to have been numbered among his friends.'

Much has been said and written, both for and against, in discussing the Stobie pole.

We reprint from the Advertiser, with acknowledgements, three extracts which favour the pro side of the debate.

The first, from a letter from John Barrien, comments on the earliest use of the name.

'When I joined the Adelaide Electric Supply in 1935, they were known as C-S poles (concrete-steel), I well remember a note to all employees from the managing director (F. W. Wheadon) to the effect that 'it would be a graceful compliment to the inventor if they were henceforth known as Stobie poles'.'

The second is the major part of an article by P. M. Lusk. (30/6/1986).

'OUR 'STOBIE' IS UNIQUE

Next time you pass one of those familiar concrete and iron "stobie" electric power poles, look at it with some respect.

It is a unique piece of work, a South Australian invention which is extending its usefulness far beyond this State.

It may not be a thing of beauty, but to the Electricity Trust it is certainly a joy for ever, having solved problems of finance and of shortage of timber.

It is the trust's own "baby", designed in 1923 by the late Mr. J. C. Stobie, design engineer at the trust.

It evolved in its present form almost by accident. The first version was a steel lattice pole, erected on the Port Road, near Croydon.

Children used it as a ladder, to their own considerable danger, and the trust retaliated by filling the middle of the pole with concrete.

Then it found that the new pole had such strength that most of the internal steel lattice could be left out.

It also developed in service a quality absent from all-steel or iron poles – resistance to corrosion at ground level.

Rain washed just enough lime from the concrete in the pole to neutralise the acid in the soil which corrodes iron poles at ground level.