

SALISBURY & DISTRICT HISTORICAL SOCIETY INC. NEWSLETTER



DECEMBER 2019



Salisbury & District Historical Society Inc.
3 Ann St Salisbury

Museum Open— 2pm-4pm on the 1st Sunday of the month

Water Wheel Open—2pm-4pm on the 1st and 3rd Sundays of the month

These times may vary due to long weekends and school holidays.

The Museum and Water Wheel visits can be arranged at other times,
please contact the President on 0408086545

2020 General Meetings & Activities

February 15th Saturday 9am

Working Bee — Clean-up at Museum

March 11th Wednesday 7pm

Pamela Rajkowski "The First Cameleer Settlers"

the first author to research the history of the Afghan cameleers of Australia

April 5th Sunday 12pm

Picnic on the lawns at rear of Museum

May 17th Sunday 1:30pm

History Month Salisbury walk

June 10th Wednesday 7pm

Keith Ellison "Ferry Sound Industry, Radio & Magnetic Recording"

July 15th Wednesday 10am (Note daytime Meeting)

Rachael Harris "Women in WW2 in SA including Munition workers at Penfield "

October 14th Wednesday 7pm AGM

"Show & Tell"

December 6th Sunday 12:30pm

Christmas Luncheon (details to be advised)

Committee Meetings 7pm on Thursday;

Feb 6th, April 2nd, June 4th, Aug 6th, Oct 1st & Nov 5th



*On behalf of the SDHS I wish you and your families a safe
and happy Christmas and we look forward to
your involvement in 2020.*

— Des Brown President

Report from the President – Des Brown

Greetings, the following is an abridged version of my report for 2019.

Our Society's position and committee for 2020 were elected at the October AGM and the members are as detailed on the back page of our newsletter.

I would like to extend my thanks to those who have been

- members of our committee
- part of the newsletter team who have done a tremendous job in producing four excellent publications. We are again grateful for the Office of the Hon Zoe Bettison MP, Member for Ramsay, who has printed off each of our newsletters.
- generous with their time in being rostered on to ensure the regular opening of our Folk and Water Wheel Museums.

Our financial membership last year was 42, with an additional five honourable members.

Earlier in the year I was interviewed on ABC North and West SA Radio regarding the function of the Water Wheel and how Salisbury was the state's main supplier of citrus for about 100 years.

We had the privilege of showing about 30 Salisbury Cubs through our Folk Museum and the Water Wheel making good use of our worksheets, in addition to sharing the history of the early years of Salisbury with two different groups at the Jack Young Centre. As we were privileged to have



Mrs Chris Shillabeer play and record the piece of music written by Ruby Davy entitled "Australia Fare & Free", I was able to include this as part of the presentation.

A walking group of about 20 visited the Water Wheel Museum in August, and in September a group of 17 bike riders from Seacliff were also shown through.

Our History Month Walk was again successful despite inclement weather. We had 28 people participate in the Walk around Salisbury Historic sites.

They all appreciated the great home-made afternoon tea which followed, a rare event these days.

Following our notification to the Council regarding the deterioration of the Water Wheel and other issues with the museum display area we were unofficially advised that funding has been allocated this financial year for extensive maintenance and improvements for the Water Wheel Museum. News we were delighted to receive as there has been no major maintenance work completed on the Wheel since it opened 33 years ago.

During the year we received the full police uniform belonging to the last police officer, Don Tanner, who lived in this station with his family. The Society purchased a mannequin and Don's uniform is now proudly on display in the front foyer.

We have renewed our lease with TAFE SA, under previous arrangements, for the continued use of our facilities for the next 5 years.

In order that our Society can make available the many historic photos that we have, we have opened a Flickr account thus making it possible for online access to anyone, anywhere. There are currently over 3,000 photos that can be accessed from www.flickr.com/photos/sdhsphotos/

I trust next year we can all be involved again and help "Keep alive the History of Salisbury".

Errata—Sept Newsletter "Thomas Keyworth was born in 1827 not 1847 as shown."

SALISBURY RAILWAY STATION

By 1846, a decade after the proclamation of the province of South Australia, moves were under way to open up this vast new land with the most modern transport – railways.

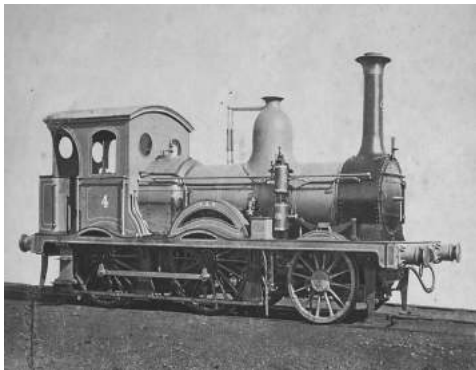
While the public's attention was focused on the first railway from Adelaide to the Port, the idea of a few farsighted people was a railway network spanning the entire state. First priority was to the more locally populated areas, then on to the River Murray and beyond.



In 1854 an Act of Parliament authorised the construction of a railway line between the City of Adelaide and the Town of Gawler. Work commenced in 1855 and the first official event was laying the foundation stone for the Salisbury station on 3rd June in 1855. It was the first structure on the line between Salisbury and Adelaide. The stone was laid by Mrs Scott in the presence of nearly the whole population of Salisbury, including Mr W G Coulls the assistant engineer and Messers Neale and Turner the contractors.

As the locomotives required water, several wells were sunk near the station site and the water pumped into overhead tanks just south of the station on the eastern side.

Work progressed and by September 1856 the laying of the rail was only a couple of miles from Salisbury station and a trial run to the end of the track so far was taken. It was recorded in the Register; One Wednesday morning the Commissioners accompanied by several of their friends and a small party of gentlemen made a trial trip upon the few miles of line on which the rails are



laid. The new passenger engine No 4 manufactured by Messers Robert Stephenson and Co of Newcastle-upon-Tyne was used on this occasion for the first time.which whatever inaugural ceremonies may take place hereafter, has been actually the first to travel on the Gawler line.

When the railway line was completed to Salisbury, a train transporting the Governor, Sir Richard MacDonnell, accompanied by Lady MacDonnell, a group of ladies and some South Australian dignitaries made the journey to Salisbury. On their arrival Dr Fisher and John Harvey greeted them on behalf of the citizens of Salisbury.

The official opening of the railway at Salisbury took place on 29th December 1856. Some 400 passengers paid half a guinea each for the pleasure of the inaugural trip to Salisbury. The train left Adelaide Station at 12.45pm, consisting of 10 carriages of three compartments each.

The distance to Dry Creek, 6 and half miles was accomplished in 19 minutes, a short stop was made there to give passengers an opportunity to inspect the work on that part of the line. At 1.22pm the train started again and arrived at Salisbury Station a 1.45pm. The whole distance of 13 and half miles was accomplished in 42 minutes running time.

On arrival at Salisbury the passengers were greeted with loud cheers and the Saxhorn Band played. The railway officials including Captain A.H. Freeling, chairman of the Adelaide to Gawler Railway, Mr B.T. Finnis Chief Secretary and Mr Justice Boothby were formally welcomed by Dr John Fisher, on behalf of the people of Salisbury. An unfinished wooden building, known as the Goods Shed had been decorated with flags of all nations and had been specially fitted out for the reception of the visitors. Between 300 and 400 people sat down to a splendid spread. The return journey to Adelaide left Salisbury at precisely at 5 o'clock.

On the 1st January 1857 the railway line to Salisbury was opened to the public, with three trains each way per day on the single track railway. A trip from Salisbury to Adelaide 1st class cost 4 shillings, (40 cents), 2nd class 2s 6d, (25 cents), children half price. The first station master was Edward Cherry.

The section to Smithfield was opened on the 1st June 1857. The final section to Gawler was delayed due to the loss of the ship Champion, carrying timber. The opening of the Gawler station took place on 5th October 1857. The cost of the Adelaide to Gawler line worked out to about 11,000 pounds per mile.

The temporary wooden Goods shed, which had also provided housing for the station master and his family, was replaced within a few years with a permanent station office and residence which remained for the next 100 years.

From 1883 onwards the Railway Station performed the function of the Post Office as well and it appears that the Stationmaster and the Postmaster were one and the same.

Such officers were W.H. Marsden 1887 -1898; J. Harrison 1899 – 1903; Alf Smith 1904 – 1912; Percy Gill took over as postmaster in 1912 and continued in the role when the postal service moved from the railway station to John Street in January 1914. When James Harrison was Station Master he had a cricket pitch where the western platform was later built. This proved popular with boys who would pass their time on their way home from school.

It was proposed in August 1879 that Salisbury be the new location of the railway workshops which were to be moved from Adelaide. Other locations which were considered at the time were Port Adelaide and Islington.

The track was duplicated in 1916 and a platform and building containing an office, control room and parcel room were constructed on the western side.

The building on the eastern side was demolished in 1969 and replaced with a new building which did not include any residential accommodation.

In 1983 the Standard gauge line was laid from Adelaide to Port Pirie thus creating a third track through Salisbury. This caused the removal of most of the building on the western side.

In 1985 the eastern side was again demolished and the Railway – Bus Interchange was established.

Other stationmasters included F.B. Litchfield 1879 -1883; E. Hanson 1899 – 1900; E. Rumball 1913 – 1914; W. Price 1915 – 1924; C.F. Powning 1924 – 1940; S.S. Megaw 1941 – 1954; H.F.T. Green 1954 – 1970; Roy Tobin 1970; Les Pito 1980.



Salisbury Station 1960
photo N Brown

The importance of the railway meant that the focus of Salisbury shifted from Commercial Road to John Street. The building of The Governor Mac Donnell Hotel in 1857, near the railway station reflected the change of focus. The location of the station was the reason that John Street ultimately became the commercial centre of Salisbury.

Submitted by Jennifer Paine

Information from: Gawler 150; John Street, A Pictorial History; I Called it Salisbury

Note; Past residents, page 9



Salisbury Station
1953



Salisbury Station
1984

DUKE AND DUCHESS OF CORNWALL VISIT TO BUCKLAND PARK VIA THE SALISBURY RAILWAY STATION

In 1901 the Duke and Duchess of Cornwall, later King George the V and Queen Mary, toured Australia and included a visit to Salisbury and Buckland Park.



Sir Richard Neville and Duke of Cornwall
at Buckland Park



Duchess of Cornwall arriving
At the Salisbury Station

Mr Leonard Browne, the owner of Buckland Park (and at the time in England), invited the Royal party to a shooting excursion to his property. The Royal party consisted of H.R.H. The Duke of Cornwall, Prince Alexander of Teck, Lord Wenlock, Sir Charles Cust, The Hon. Derek-Keppel, Commodore Winsloe and Comander Faussett.

On 3rd July 1901 a special meeting was held in the Salisbury Institute to make arrangements for welcoming their Royal Highnesses, the Duke and Duchess of Cornwall, who were to make a short stay on their journey to Buckland Park on Friday 12th July. There was a large attendance and Mr. J.P Swann was elected chairman on the motion of Dr. E. Brookes, seconded by the Rev. S. Moncrieff. It was decided to form a committee who were empowered to make the necessary arrangements. As Salisbury was the only town in South Australia to be visited by the Royal party there was great enthusiasm from the residents with suggestions for decorating the railway station. An orange arch, consisting of branches, blossoms and fruit would be formed and extended from the station gate to the spot where his Royal Highness's carriage would stand. The scholars of Salisbury and neighbouring schools would constitute a guard of honour to the Duke.

The Royal train left North Terrace station a few minutes after 9am, driven by Mr Thomas Youll, and sped swiftly on its way reaching Salisbury at 9.25am. A crowd of townfolk had assembled and church choirs and state school children united in singing the national anthem. The Hon. J Stirling M.L.C., drove His Royal Highness from Salisbury to Buckland Park, arriving at 11am. A good morning's sport was obtained in the swamps near the sea and luncheon was prepared in two marquees. A facsimile of the pigeonogram sent by His Royal Highness follows:-

"We only got about 325 ducks this morning, hope to get some peacocks this afternoon. G."

The Duchess, who had been detained in town for a reception for the Ministering Children's League started for Salisbury at 11.30am, the Royal train returning specifically for the Duchess. The members of the party being Lord and Lady Tennyson, Lady Katherine Coke, Lady Mary Lygon, Sir Arthur Bigge, Sir Donald Wallace, Canon Dalton, and Colonel Byron. At the Salisbury railway station Miss Isla Swann, daughter of the chairman of the decoration committee, presented the Duchess with a basket of oranges. Upon reaching Buckland Park they were entertained with a sheep shearing exhibition, buckjumping and bullock riding .

The special train left Salisbury at 6.08pm and arrived in Adelaide at 6.20pm.

BUCKLAND PARK

Shortly after the settlement of South Australia one of the largest properties north of Adelaide was granted to George Milner Stephen who was the son in law of Governor Hindmarsh. It was called Port Gawler Estate. In 1839 Captain William Allen and Captain John Ellis purchased the right to the title and it became known as Port Gawler Station. In 1856 it was purchased by the brothers, William John and John Harris Browne, and the station was subsequently named Buckland Park. In 1910 it was taken up by the Brooks family. Buckland Park comprised 3,500 acres and included in the area mangroves and fresh water swamp land, open plains and teatree scrub, thus providing an excellent habitat for many species of birds and other wildlife.

Submitted by Alice Foster. Sourced the National Library of Australia.



Buckland Park Homestead

SALISBURY METHODIST CHURCH

Among the early arrival of immigrants in South Australia from England, there would have been Primitive Methodists wishing to plant their faith in their new land.

In 1849 Nicholas Goodwin purchased allotment 59 on Commercial Road Salisbury where he set up business as a blacksmith. Associated with his enterprise was a wheelwright shop, the wheelwright being a primitive Methodist. Nicholas and his family were from Cornwall and members of the Wesleyan church. It was in the wheelwright shop that the first religious services were held under a roof in Salisbury.

John Pickering was one of the founders of the Primitive Methodist Church in Salisbury. In 1849 he purchased allotment 16 in John Street from John Harvey for the Primitive Methodist Church.



John Pickering and other Primitive Methodists built a chapel on the southern portion of allotment 16. The northern portion was set aside for a cemetery. The earliest recorded burial being 18th February 1855. It appears to have opened for services in March 1851 at about the same time as St. Johns Church of England in Mary Street.

They were without an ordained minister but there were probably enough lay preachers to conduct services.

The Primitive Methodist Society in Salisbury continued to grow and by 1854 they had purchased the adjoining allotment 18 from John Harvey for £5 making the total cost of land £10.

A sabbath school anniversary was held on 5th October 1856 when Rev. J.G. Wright, who had arrived from England earlier that year and Stationed at Kooringa, was the preacher. A tent was erected on adjoining ground to accommodate the expected large congregation. However, heavy rain on the Saturday night caused the Little Para river to overflow and prevented many people attending. The sabbath school enrolment at that date was 120 scholars.

By 1856 the existing chapel was not large enough and a larger building was being planned.

On the 1st January 1857 the foundation stone of a new church situated immediately east of the existing chapel, was laid by the Hon. T. Reynolds M.L.C. The new church was given the name "HEPHZIBAH" – "in her is my delight" (Isiah 62:4) and opened on the 18th April 1858. The original old chapel continued to be used as a Sunday school.

When the Primitive Methodists began meeting in Salisbury in 1849 a few Wesleyans worshipped with them. By the end of 1856 more Wesleyans had settled in the area and they built their own church in the Hillbank area. It was known as the "Little Para" church. Just over a year later a second church was built in Chapel Street Salisbury. These two churches operated independently and within different circuits until the 1880s when the "Little Para" Church ceased to function.



In 1900, when the Wesleyan, Primitive Methodists and Bible Christian churches united to form the Methodist Church in Australasia, the Salisbury Wesleyans united with the Primitive Methodists in Salisbury to become the Salisbury circuit of the Methodist Church. They worshipped in the Chapel Street Church.

The churches comprising the Salisbury circuit at its beginning in 1900, were the Salisbury Methodist Church, the Burton Methodist Church and the Northfield Methodist Church. The Rev. R. J. Rose who was the resident Primitive Methodist minister in Salisbury pastored the new Methodist Circuit until the arrival of the newly appointed minister in April 1900. There after the general administration of the circuit was under the authority of the quarterly meetings of the church officers and lay preachers.

At the first Circuit quarterly meeting held in June, the ministers' stipend was set at £150 per annum plus £8 per annum horse allowance. At that time the circuit recorded a membership of 119. Church services were held at 11am and 7pm and Sunday School at 2.30pm.

A Christmas fair became an annual event for the Salisbury church, the first one being held in the Salisbury Institute on 12th December 1900. These continued for many years.

A proposal to build additions to the John Street Church was considered in 1911. The trustees of the Chapel Street property agreed to sell that building to provide funds for the building of a hall at John Street and to the transfer of furniture and fixtures from the Chapel Street church to John Street. The property proved difficult to sell but eventually an offer of £300 from Mr. W. Shepherdson was accepted in February 1913. The Salisbury Methodist Church was now completely consolidated at the John Street property.

At the beginning of 1917 a Young People's Club was formed under the leadership of Mr. S. Arthur. This catered for the social activities of youth 14 years and over. At the time it was probably the only club for youth in Salisbury.

On July 8th 1918 a meeting was held and it was decided to plant a number of trees in the street fronting the church and a row of trees down the side street to honour the soldiers who had enlisted from the church and fought in the Great War. It was reported that *"The memorial trees planted in honour of our soldiers who enlisted and whose names are on the honour roll are carefully guarded and are growing well. In years to come they will only add beauty to our Church ground but also to our town of Salisbury."*

Over the next forty years the Salisbury Methodist Church remained centred around *"Hephzibah"*. It grew and the buildings were expanded to accommodate the growth. It weathered the economic depression and then World War II and the explosion of Salisbury's population that followed. Eventually, its location at the commercial centre of the town and its further need for expansion, forced the congregation to relocate its worship centre and *"Hephzibah"* was sold. Allotments 16 and 18 in John Street (except for the cemetery) which had been purchased in 1849 for the sum of £10 were sold 110 years later for £15,320. The church building and Manse were demolished. Eleven building allotments on the corner of Park Terrace and Brown Terrace which had previously been *"Cabin Home"* land, were purchased from the District Council of Salisbury in 1960 for £3,300. The opening ceremony of the new church was held on 19th March 1961.

In 1977 the Salisbury Church had a membership of 541 and a Sunday School enrolment of 330. The Salisbury Methodist Church became the Salisbury Uniting Church with an inauguration ceremony taking place on 26th June 1977. The Methodist, Congregational and Presbyterian churches joined together.

The 20th Anniversary of the Salisbury Uniting Church was celebrated on 15th June 1997 with it also celebrating 148 years since the Primitive Methodists first gathered together on the bank of the Little Para River.



Submitted by L Potter sourced from "Little Para Pilgrims" by J.L.Potter)

Salisbury Past Residents



Edward & son Robert 1930s

Edward (Ted) and son Robert (Bob) Brooks



Bob operating the points

- Edward was born in May 1882 and died in April 1965
He married Carrie Chapple and they had 6 sons
- Edward was the resident Porter at the Salisbury Station for 31 years 1916-1947
At his retirement in July 1947 the Orange Growers of Salisbury made a special presentation for faithful service and someone ever ready to lend assistance
- His son Robert (Bob) took over the job as Porter at the Salisbury Station in 1947 and remained there till his retirement in 1984 (37yrs)
Robert & his father's combined service was 68 years as Porters at the Salisbury Station.
- Robert was born February 1924 and died in September 2018
He Married Rhonda Curtis and they had one daughter Lynette



Salisbury & District Historical Society Inc.

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*The Salisbury & District Historical Society was established in 1981.
The Society was formed to promote the discussion and study of South Australian
and Australian history, particularly within The District of Salisbury.*

*Other tasks include the collection, recording and classification of works, source
material of all kinds relating to the history of the District of Salisbury and to
facilitate access to the collection by the community.*

SDHS Committee 2020

President:	Des Brown	0408086545
Vice President:	Delwyn Ayling	
Secretary:	Lynette Potter	
Treasurer:	Jan & Hugh Tonkin	
Salisbury Council Rep:	Shiralee Reardon	

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and Alice Foster

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and Des Brown

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Auditor: Anna Gordon

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While every effort is made to ensure the accuracy of the articles printed, responsibility is not accepted for any errors they may contain that are out of our control.

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*Our Newsletter is printed courtesy of the Office of the
Hon Zoe Bettison MP, Member for Ramsay*