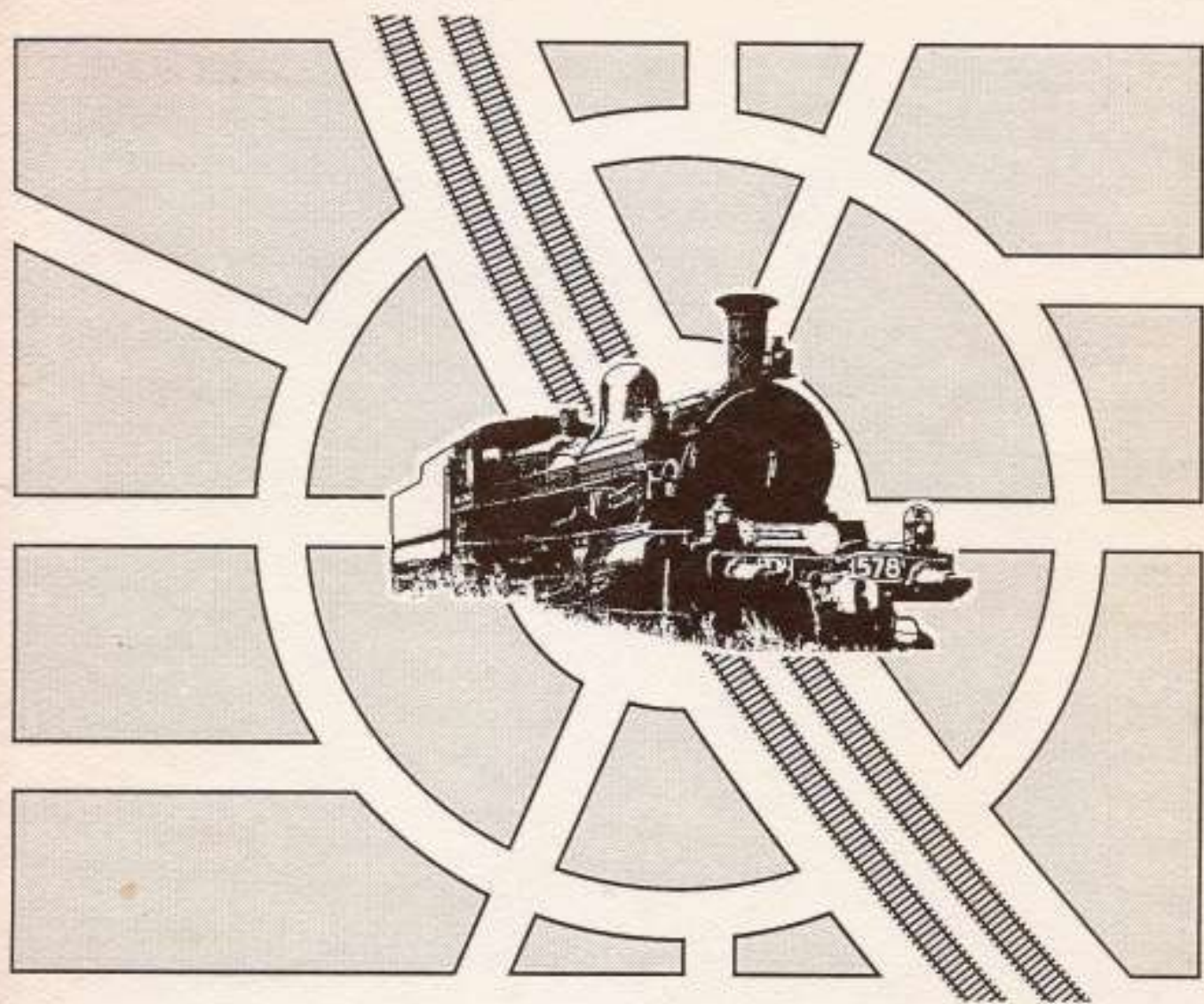


St. Albans

The First Hundred Years



1887-1987

St. Albans Railway Centenary Committee

St. Albans
the first hundred years

**The St. Albans Railway
Centenary Committee.**

First published in 1986 by
the St. Albans Railway
Centenary Committee
127 Power st. St.Albans 3021
Victoria

© St. Albans Railway Centenary Committee 1986.

ISBN 1 86252 705 9

Design and typesetting by C. Dennis
Printed by Big Print.

Contents

	Acknowledgements	i.v.
1	Introduction	1
	<i>Part One - The City</i>	2
2	Early European Settlement	2
3	Development	28
4	Organisations	48
5	Snippets	54
	<i>Part Two - The Railways</i>	61
	<i>Sources</i>	75
	<i>Index</i>	76

ACKNOWLEDGEMENTS

This book and the centenary celebrations would not be possible but for the initiative of Mr. Tom Rigg, the 1986 Station Master of St. Albans. Station Masters are career men who, during the many years reaching that position, spend a fair amount of time on country service. While stationed in a country town they tend to join in and contribute to all the activities of the area. It is a little different in the city and suburbs, but everywhere they are respected citizens who take an interest in their, even temporary, locality. Tom Rigg, in the course of his work, noted the coming of the centenary date and decided that it was too important to go unmarked. In his spare time he has spent hours researching the history of St. Albans and we hope his unstinted efforts will be echoed by the whole community as we celebrate our first one-hundred years.

The committee would like to thank everyone who participated in preparing this book for publication, gave their services, or the use of their equipment, without monetary reward as a community effort. In particular, Mary Smith (nee Stein), oral history; Michael Guiney, railway history; Joan Carstairs, editing photography and research; Christine Dennis, book design, artwork and research; Tony Smith, computer graphics for the cover; P I C A , use of computers and laserwriter, and the staff of the Public Records Office, Laverton North.

As some of the information presented in the book has been compiled from oral history, any omissions or inaccuracies, while sincerely regretted, are unintentional.

INTRODUCTION

In publishing this book, it was decided to separate it into two parts - The one-hundred year history of the Railway Station and the one-hundred year history of the town of St. Albans.

On the 1st of February 1887 the station of St. Albans on the Spencer Street - Sunbury line was opened. Unofficial evidence (Kate Padley's diary) indicates that only an embryo settlement, comprising 'The Circus' sub-division, Alfred Padley's 'Kieglo' and perhaps a couple of other houses existed prior to that date. Therefore, we really cannot separate the two histories as they are complementary to each other. The usual sequence in the development of any area has been that a settlement of farms or trading posts has sprung up and transport facilities have followed. St. Albans, however, maybe unique in that the transport facilities came first and permanent settlement followed. Imagine that happening today when 'financial viability' must be proven beyond all reasonable doubt before transport authorities can be moved to supply facilities to new, booming, transport starved, residential areas.

And so St. Albans, as a viable proposition, began as a railway station with a few dwellings to house the railway workers being erected in the station area. This alone made the place suitable for development and today's central area was soon sub-divided by optimistic land speculators. With the opening of factories in today's suburb of Sunshine, it must have seemed quite feasible that the factory workers would be happy to live in the new St. Albans and travel to work just one station down the line. And this is what happened; the tiny population of railway workers was supplemented by the factory workers of Braybrook - as Sunshine was then known.

The cycle repeated itself and, during land booms, the sale of St. Albans land was always an attractive proposition due to the accessibility of reliable rail travel connecting with the city and most other suburbs. The real boom in St. Albans though happened after the second war, in the late 1940s and early 1950s, when thousands of migrants from war-torn Europe found their way here to relative peace and security. They were no doubt attracted by the fairly cheap land and by the very convenient rail service.

In this centenary book we have attempted to show how our community developed from a tiny settlement of English speaking pioneers to the complex society, with its seventy different languages, that it is today.

The Railway Centenary Committee hopes that, after this book has been published, residents of St. Albans - both past and present - will be moved to provide more wide-ranging and detailed information about the people and events that shaped our community. If such information is forthcoming, it should be possible to produce a much more comprehensive history of St. Albans within the next few years.

EARLY EUROPEAN SETTLEMENT

One of St. Albans boundaries on the Maribyrnong River is close to the place where the first white people traded with the Aborigines as they made a short trip up the Salt Water River. Our boundaries include part of the trail of the explorers Hume and Hovell in their quest to find the site of the early Sorrento settlement - which was later abandoned. Unfortunately the two explorers were on the wrong side of Port Phillip Bay. They rested at the spot now known as the Taylor's Road Rail Crossing; they then cut through the St. Albans area to Deer Park and headed for Lara. Bluestone cairns mark both of these historic places - the Deer Park one being located in the grounds of the primary school near Ballarat Road.

In 1836 Solomon grazed a few sheep in the area. Earlier the Surveyor General had reported the land as useless, consisting as it did of too much bluestone.



Hume and Hovell memorial, on Taylors Road, erected by local residents in 1924.

Very early settlers were the Clarkes of Rupertswood, Sunbury, who took up land practically to Williamstown. William Taylor selected property in Keilor, built Overnewton, and played a big part in the development of St. Albans. Both these houses (they are more like castles) still stand.

The Clarke property had its own army and fortifications - partly to resist Aborigines, but more in fear of the French or Russians claiming settlement. The railway was built from Melbourne to Sunbury to provide rail transport to Rupertswood Castle (now Silesian College) - the Clarke mansion. St. Albans became one of the intermediate stations. The town of Sunbury has just celebrated its 150th anniversary.

SELECTION TO SUB-DIVISION

Land in the Parish of Maribyrnong bounded by the present Main Road, Sunshine Avenue, Taylors Road and Kings Road became available for selection in 60 to 80 acre lots at £1- per acre in 1869. After the original selectors improved, paid for and received title to their lots, the Cosmopolitan Land and Banking Company acquired, in 1886 and 1887 the lots numbered 14, 17, 18, 19, 20, 21, 22, 25, 26, 27, 33, 34, 35, 36, 37, 39, and 40 - comprising a total of approximately 1,264 acres. It is hard to imagine why the government released land in these small parcels, considering the rocky nature of the soil and the lack of water, as making a living by farming such blocks would be impossible. Thus after a few years of unrewarding, hard work, the original selectors must have been happy to sell out to land speculators.

A very interesting feature - after the Cosmopolitan sub-division - was that just over one third of all land purchases were made by women in their own right. A much more comprehensive study of similar sub-divisions of the same period would have to be made to determine whether this was a normal pattern for that time, or whether something in the land sales' advertising attracted women with some capital to St. Albans. Another interesting point is that the Union Bank was the largest purchaser of land, but they acquired it from Cosmopolitan in 1908 after the company went into liquidation, whereas the women were early buyers. A brief history of these lots shows how the suburb of St. Albans took shape.

- Lots 14, 17 & 18: Selected by three brothers - Arthur, George and Edmund Davis. They stone-fenced the circumference of the three blocks, sank two water holes, built a galvanised iron house and commenced cultivation. They collectively sold their lots on 30th July 1879 to a man called Ferdinand Bond Brown Sharland Hann, who subsequently sold the land to The Cosmopolitan Land Syndicate Ltd. After sub-division, buyers included: Margaret Mary Thompson Beck; Caroline Ann Sterk; Susan Richardson; Jane Ellen Johnson; George Hyme; Stephen Lewis.
- Lot 19 Selected by James Finn. When approved for purchase, he had made the following improvements: stone fencing and post and wire fencing, a water hole, a stock yard and kitchen, 23 head of cattle, 8 pigs and 16 acres under crop. Finn died on 26th of May 1875 and his executors - Michael O'Connor and James Dickson - sold the property to James Evans, a lithographer, on 8th of November, 1887 and one minute later the title was transferred and registered in the name of the Cosmopolitan Land and Banking Company. After sub-division, buyers included: Percy & Co.; Alice Power; Simon Frederick Smith; George Hyme; John Bamber; Horsefall, Oakden & Padley (site of reservoir)
- Lot 20 Selected by John Cavanagh, farmer of Williamstown Junction. Improvements, valued at £132 - , included a house, stone fencing, a water hole and 15 acres of cultivated land. 29th October, 1885 - Lot 20 was bought by Francis Melbourne Cox, gentleman of 'Coringsby', Jolimont. On the 9th March, 1887 at 3 p.m.; William Colley received the title of Lot 20 - Transfer No.185383. Also on the 9th March, 1887 at 3 p.m., William Colley transferred Lot 20 to the

13279r 2224 740
420

SECTION 31, "LAND ACT 1869."

No. 10056

Date 5th Jan 1872
Reg. 5th

John Cavanagh
licensee under the 42nd Section of "The Amending Land Act 1865" of 63
acres 1 roods 20 perches in the parish of Trillickprouny
forwards Board's Certificate and applies to purchase said land.

Mr. Crown Lands Staff	Ditto's Return.										
<p><u>James</u> will inspect the land above referred to and report the nature and value of the improvements, and return without delay.</p> <p><u>James</u> Assistant Commissioner of Lands and Survey.</p>	<p>The improvements consist of</p> <table border="0"> <tr><td>a house</td><td>£100.0.0</td></tr> <tr><td>about 50 chains of stone fence</td><td>65.0.0</td></tr> <tr><td>a large water hole</td><td>12.0.0</td></tr> <tr><td>15 acres under cultivation</td><td>13.0.0</td></tr> <tr><td></td><td><u>£190.0.0</u></td></tr> </table> <p>John Gordon 3/2/72</p>	a house	£100.0.0	about 50 chains of stone fence	65.0.0	a large water hole	12.0.0	15 acres under cultivation	13.0.0		<u>£190.0.0</u>
a house	£100.0.0										
about 50 chains of stone fence	65.0.0										
a large water hole	12.0.0										
15 acres under cultivation	13.0.0										
	<u>£190.0.0</u>										

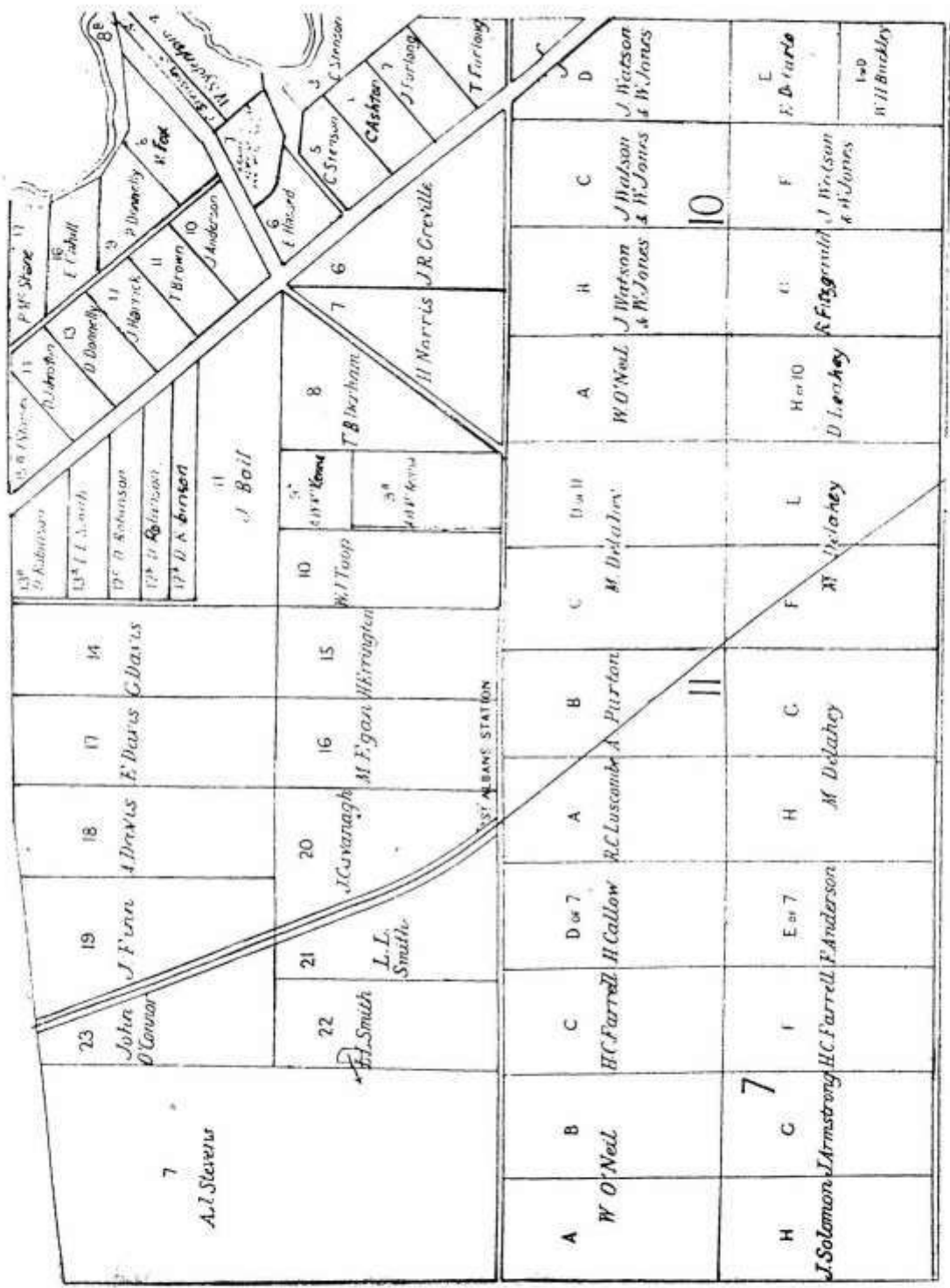
Referred to Mr. District Surveyor Mullineau
to report if there are objections of a public nature against the alienation of said land, and, if not, state the upset price of the nearest land sold by the Crown before the issue of said license.

James
16.1.72
Assistant Commissioner of Lands and Survey.

No Objection
Mullineau
6.3.72

Referred to the Secretary for Mines, who will please state if there is any objection to the alienation of said land on the ground of its being auriferous.

James
Assistant Commissioner of Lands and Survey.
The title to be applied for Mining Rights.



Part of the Parish of Maribyrnong showing the original selectors land.

Cosmopolitan Land and Banking Co.- Transfer No. 185384. After sub-division, buyers included: Frederick George Cross - the first land buyer in St. Albans (Today, No.11 Victoria Crescent); Alfred Henry Padley; Frederick Lewis Von Stieglitz; Edward Baxter Porter; William Colley; Clara Winchester Clark, mother of Mary Elizabeth Padley; Edward Joseph Baldon O'Keefe; Henry Servante; James Edgar Laing (site of Presbyterian Church); Joseph Livingston; David Alexander and Gordon Richard Calder.

- Lot 21 Selected by John O'Shannessy. No improvements made - transferred to Dr. Louis Lawrence Smith in 1870. Cosmopolitan Land and Banking Company acquired a consolidated title to lots 21, 22 and thirteen other lots in 1886. After sub-division, buyers included: Emma Amelia Archer; Edward Stiffen; Joseph William Wild; Gustav Levenberg; Phillip Reginald Doran; Percy & Co. (which later bought Luscombe's Lot A of Part 11), Adam Clapperton; Conrad Liebmann; John Bamber; Abraham Edwin Biggs; William Colley; Fanny Margaret Mary Dickenson; Marks Rochstein; Thomas Marston; Hugo Pfannenstiel; John Canterbury; Mary Ann Brydon; Alice Errington; Mary Louise Delahey; Mary Anne Linnell; Jonathon Edward Boyd; Laura Elizabeth Turner Turner.
- Lot 22 Selected by Samuel I. T. Croad. Fenced, and transferred to Dr. Louis Lawrence Smith in 1870. After sub-division, buyers included: Alice Errington; Sarah Elizabeth Vine; Clara Lee Jones; Anglican Church Trust; Daisy Eleanor Sykes.
- Lot 16 Selected by Margaret Egan. Purchase approved 6th January, 1874. Improvements to that date: 49 chains stone fence, house valued at £100. Margaret Egan lived on the land. It later became the Pinnacle Estate.

The Delahey Family: Henry Delahey and his family arrived in Melbourne in 1840 from Tipperary. By 1846, he had 1,350 acres in Keilor. He died in 1851 and on the 27th January, 1853, his wife Mary selected 13 Lots in the Maribyrnong Parish, south of Main Road between the Kororoit Creek and the vicinity of the railway line. Her son, William, lived at 'The Oaks' Keilor and was a councillor for the Doutta Gallia ward for more than forty years.

The Stenson Family: One early settler in the Keilor area, that was later to become a part of St. Albans, was Charles Stenson. He came from Somerset, England in 1854 and selected 37 acres of land on the Maribyrnong River. They were lots 3, 4a and 5 of Section A, and were bought from the crown in 1883 and 84. Here he planted grape vines and fruit trees. This orchard became the first to produce fresh fruit and wine in the district. In 1888, his nephew - Frederick Stenson - arrived from England to assist his uncle in this venture. Fred married Eve Skinner, raised a family, and played a vital role in the development of the St. Albans community as we know it today. After a few years in a cottage on the

river orchard, Fred and Eve Stenson, with their family, moved into 'Kieglo' where they stayed until Fred Stenson's death. One of their children, Emily, later Mrs. Hall, is the oldest resident of today's St. Albans to have been born and lived her entire life here.

ST. ALBANS - 1880

St. Albans did not rate a mention in Municipal Directories in the 1880s - it was simply a division between the Shires of Keilor and Braybrook (later Sunshine). It is situated on the wind-swept Keilor Plains with unfriendly clay soil that can open into four-inch cracks during the dry summers. The paddocks reflect the fact that St. Albans is built on a table of bluestone - box thorn bushes introduced as wind-breaks for cattle spread alarmingly and the plant was later to be declared a noxious weed. Prickly pear, now sometimes cultivated and called Indian fig, also grew wild and became troublesome.

In season, the paddocks became a sea of blue-purple - a delight to the eyes, but the artichoke thistles which produced such attractive flowers, were very prickly and a threat to man and beast. The entire area was a haven for snakes. There were unbroken views from the growing city of Melbourne to the Dividing Range - with Mount Macedon standing sentinel over the Keilor Plains.

Farms came with the Closer Farm Settlement; family dwellings came with the railway station and the Cosmopolitan Land and Banking Company settling in the area. There was little to attract settlement - no roads, no water, no lighting, no school - hence a very, very, slow development of the area.

SOME RESULTS OF THE 1890 - 1910 LAND ACTS

Under the Land Settlement Act and Closer Farm Settlement Act the Government of the day acquired private land for the purpose of closer settlement. During these years six estates were purchased, four of which were in country areas. A price of £98,500 was paid for 33,751 acres. Other Acts came into force, but it was the Closer Settlement Act which enabled Keilor and later St. Albans to become residential areas.

In 1900 the government of the day saw the need to encourage our main industry of the time - farming and agriculture. To this end the Closer Farm Settlement Act was introduced and the government assisted farmers who were prepared to take up the newly created properties.

With this inducement, farms sprang up all along Taylors Road from the Maribyrnong River to the Kororoit Creek. As well, there were several in Biggs Street, Kings Road, Station Street, Main Road East and West. Among the early farmers in this area were F. McRae, J. Anderson, J. Boyd, McAuley, Griffith, A. Fox, Evans, M. King, A.J. Stevens, Calder, McKechnie, F.C. Stenson, Manjue and Lewis.

Many of these farmer-settler families stayed in the district and have been influential in St. Albans up to the present day.

The Farquar **McRae** family of Taylors Road, near Green Gully, successfully crop farmed and ran sheep and cattle. Mr. McRae represented St. Albans as a Keilor councillor.

The **Anderson** family grew grain crops on their Taylors Road property as well as on land rented from H. V. McKays, between St. Albans and Albion. The sons continued to farm after their father's retirement. They also bred and trained show ponies and won many trophies at the Royal Melbourne Show.

The **Boyd** family farm was on the Keilor side of Taylors Road at the railway crossing - now part of Keilor Downs - and stretched as far back as Sydenham. Father and son worked the farm and ran sheep and cattle and raised crops. The four Boyd girls married and settled locally and they and their families - the Knowles, Wright, Roberts and Pietrie families made their contributions to St. Albans by running successful businesses (haberdashery, clothing, real estate, The Nuts' reception centre, etc.) and participating generally in the cultural life of the community.

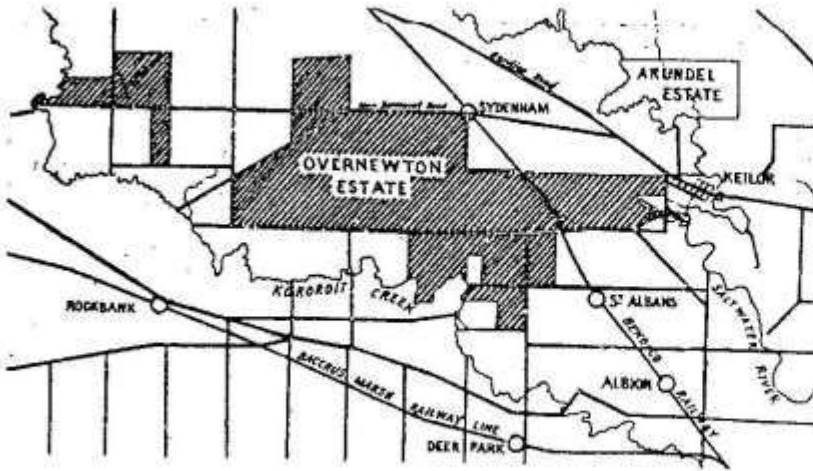
The **McAuley** family farmed the area today owned by Telecom and used for 3LO and 3AR radio broadcasting. The small, early community relied on this family for many things - the most important being water cartage.

Farmer **Griffiths** was a successful farmer and a staunch supporter of the Church of England.

Farmer A. **Fox** became our first local Estate Agent - a tradition carried on by his son Jim in Sunshine today. He also represented St. Albans on the Keilor Council.

Farmer Malcolm **King** came to St. Albans from Deer Park in 1906 and farmed a property in Main Road West. He had four daughters and two sons, one of whom married Ethel, daughter of Farmer Anderson of Taylors Road. This couple ran a dairy farm in Station Road (now Kings Road) for many years and Les King was known by all as the 'milkman' during that time. They were a hard-working family - up at 5.30 a.m. every day of the year with milking, separating and loading of the horse and cart done in time to deliver their three children to school as part of their milk round. When Mr. and Mrs. King retired, their farm land was sub-divided and is now the attractive Kings Park housing estate. They also donated the land for the recreation ground, 'Kings Park Reserve'. Today their children and grand-children live in new homes on the estate just a stone's throw from where the original farm house stood.

The **Stevens** family farmed the area which is known today as the Stevensville Estate. With the help of his four sons and some early English migrants, Mr. Stevens ran the farm until the end of World War 2. Mr. Stevens, as a Keilor councillor of long standing, was largely responsible for bringing water, electricity and some properly made roads to St. Albans. Mrs. Stevens played a prominent role in all social activities, especially in supporting the school in fund raising campaigns, picnics, Christmas parties, socials and concerts. Many business enterprises with the Stevens name played, and are still playing, an important part in the commercial development of St. Albans - e.g.: hardware and timber, furniture, real estate and home building. Two of the sons, Douglas and John, were fine vocalists and were very popular in the entertainments scene. The family were staunch supporters of the Presbyterian Church from the time Mr. Stevens snr. served as a lay preacher until today.



Left: Taylors Overnewton Estate, 1921. Some of those who took up land on it were named in a petition shown pages 46 and 47. The issue was St. Albans water supply.

Below: A letter from A.H. Padley to The Premier, Thomas Bent. It is one of many on the subject of the development of St. Albans.

A. H. PADLEY,
MELBOURNE.

386 Flinders Lane
Novr 14th /05

4682
17.11.05
Hon. T. Bent
Premier & Co.
Melbourne.

Dear Sir :-

I notice in the papers some adverse remarks concerning the Overnewton Estate on the Keilor plains, & would like to say to you that the people who so talk know nothing of the very excellent land it is. With the exception of some very stony land on the borders of the creeks every bit is good sound land & will grow anything if only supplied with water, & sheltered with trees. A quantity of the land sold to the Government was the property of the Cosmopolitan Land Banking Co. & was bought by the late Mr Taylor, & as the Manager of that Co. & a resident at St Albans for many years I know all about the place.

The Govt. with all its resources could make all this Country a smiling series of farm homesteads, if properly undertaken. The very stones that are complained of could be used for making the streets & supplying the Railways with ballast & screenings, & what is at present regarded as the most unlikely land would then become the pick of the place. I would only like to have the running of the concern with the Govt. at my back, or an equally strong Company with proper Water supply & Railway facilities.

Yours faithfully

A. H. Padley

P 05
4722

ST. ALBANS - THE NAME

St. Albans, as a future suburb, became a possibility with the opening of the railway station on the 1st of February, 1887. The Cosmopolitan Land and Banking Company acquired the land which comprises present-day central St. Albans and carried out the first sub-divisions. The earliest written record found which directly refers to St. Albans is a letter to the Victorian Railways from the manager of the Cosmopolitan Co., Mr. A. H. Padley, offering the Company's assistance in making the opening of a railway station possible. The only stipulated condition to this offered assistance was that the station be named St. Albans.

It has, naturally, always been presumed that our suburb was named after the cathedral city of St. Albans in Hertfordshire, England, but why it was so-named has for many residents always been a mystery. No geographic resemblance could have inspired such a naming. With the finding of the above mentioned letter, it seemed reasonable to presume that someone in the Cosmopolitan Company had a special attachment to the name. As Mr. A. H. Padley was the name of the company director making the request, it seemed sensible to start looking at the history of that gentleman for a clue to the problem. Many hours of research at the Public Records Office and the Genealogy Library at the Church of Latter Day Saints (Northcote) indeed produced fairly conclusive evidence that Mr. Padley himself was, for family reasons, the person who named St. Albans. The research also indicates that Mr. Padley was responsible for naming many of the early streets in St. Albans. Having reached these conclusions, it seems only fair to acquaint present-day residents with some information about Mr. Padley as it would seem right, one hundred years later, to honour the gentleman who founded our suburb.

Alfred Henry Padley was born in Edgeware Road, London in 1850. He arrived in Melbourne on the sailing ship "Persian" on the 27th of December 1852, along with a sister Mary, his father Thomas Padley, a bricklayer, and his mother, Caroline Padley, (the daughter of Thomas Jeffs and Elizabeth Fielding). The family came to Victoria as assisted migrants. After their arrival, Thomas and Caroline Padley had four more children, only one of whom survived infancy. This was a daughter named Emily Eliza who was born in Melbourne in 1854. Thomas Padley died in Melbourne aged 59 in 1877 and his wife Caroline died at St. Albans in 1890 aged 78.

In 1874 Alfred Henry Padley married Mary Elizabeth Clark who was born at Haddington in Scotland. They had nine children - eight girls and one boy. The one boy was named Thomas St. Albans Padley and included in the girls' names are many of those names which are reflected in the streets of St. Albans - e.g. Alfrida, Winifred, Victoria, Kate, May, Emily, Helen and Thomas. In 1881, Emily Eliza Padley married Charles Servante, the son of one of the early farming families of Kyenton.

Charles Servante was also connected with the Cosmopolitan Land and Banking Company, and he and his wife played a part in the very early development of St. Albans. The names of their children are also reflected in the St. Albans of today - e.g. Charles, Victor, Linda, Alma Leslie and Emily St. Albans Servante.

On searching early English parish records no Padley connection could be found with St. Albans, England. However, further research revealed that marriages and births of the Jeffs family name have been registered at St. Albans Abbey since the 1500s., with Thomas Jeffs a frequently appearing name over the centuries. This is not conclusive, but, until any more evidence is forthcoming, I think we must be prepared to agree that our suburb was named by Alfred Henry Padley and his sister Emily Eliza Padley Servante, possibly in honour of their mother's family - certainly for some family reason.



Alfred Henry Padley 1850 - 1929.



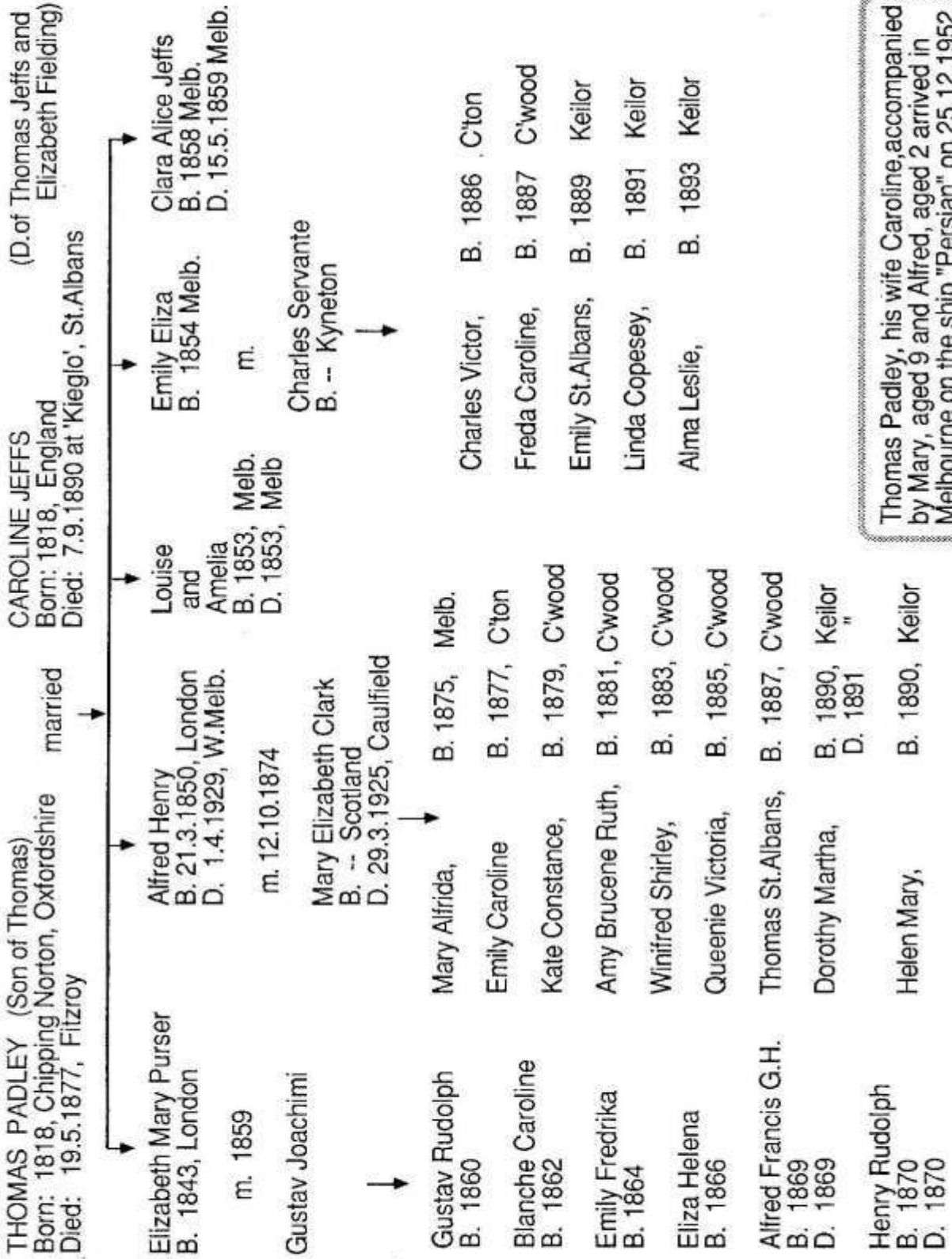
*Mary Elizabeth Clark
(Mrs. Padley)*

It would seem that Alfred Padley's association with St. Albans did not last very long. For a few years either side of 1890 he was a councillor on both the Keilor and Braybrook Shire Councils - positions which he no doubt used for the advancement of his 'in-between' settlement of St. Albans.

He built the large and impressive residence, "Kieglo" which today is the Catholic Presbytery. Then with the land crash after the turn of the century, the Cosmolitan Company disappeared to become another file in the list of recorded insolvencies. The only other recorded fact relating to Alfred Padley that has been unearthed, was that he died on the 1st of April 1929 at West Melbourne, a pensioner aged 78.

In conclusion - it is nice to know in 1986 that our flourishing suburb of St. Albans, which has been populated and developed by the assisted European migrants of the post-war era, was founded by the children of another assisted migrant couple, who were no doubt escaping from the poverty of the post-industrialisation era in England.

So please, next time you shop in Alfrieda Street; or drop your kids off in Winifred Street; or drive round Victoria Crescent, Emily Street, Kate Street, Amy Street and Linda Street looking for a parking spot; or when you buy a ticket at the station; give a thought to the pioneers who had the courage to settle in this empty land; who, though no doubt well into the business of speculation, must have had very difficult living conditions to contend with in those pioneering days. They got us our station and gave us our name - and all the rest followed along from that. So please, say a quiet 'Thank You' to Alfred Henry and Emily Eliza Padley.



Thomas Padley, his wife Caroline, accompanied by Mary, aged 9 and Alfred, aged 2 arrived in Melbourne on the ship "Persian" on 25.12.1952

MEMORANDA.

Above Henry Padley born 21/3/1850
in Edgeware Road, London.

Spaced Henry ^{the name of the} ^{children} Charlotte Clarke
in N. Plotsman Oct 1874 at the
house home by Rev. C. W. W. 12/10/74

Children

1. Mary Alfreda. ^{to Jack} 10/11/75
2. Emily Caroline (C. M.) 5/7/77
3. Kate Constance (C. Kitty) 2/4/77
4. Anne Bessie Ruth (Anny) 2/4/81
5. Wimpsey Emily Clara (Wimpsey) 18/5/83
6. Thomas ^{the name of the} ^{children} 24/5/85
7. Thomas ^{the name of the} ^{children} 10/9/87
8. ^{the name of the} ^{children} Molly 23/6/89

9. ^{the name of the} ^{children} Dorothy Matilda who died
aged 15 Nov 24 Sept 1891 & buried
in same grave as Grandfather &
Grandmother & Aunt Clara

Of the above Wimpsey was
married

The Jacobins had 1 Son Gustav
& 3 daughters Blanche, Emily &
Helena of which the 2 first
Gustav & Blanche are alive
Blanche married H. Barnes

The Evans had 1 Son & 3
daughters, all alive the son &
1 daughter married.

Est. P. lived at N. Plotsman from 1883 to 1896

At an Ordinary Meeting of the
Keilor Council held August 24th 1889.

Present Councillors Williamson and
Goudie.

Mr William Delahay having been
re-elected for the Riding of Drouth Gully,
Mr. Malcolm Ritchie having been
also re-elected for the Riding of Sullivan,
and Mr. Alfred Henry Padley having
been Elected for the Riding of Meribyrnong,
signed their Declarations in the Minute
Book, in accordance with the further
amendments in the Local Government
Act 1874, made November 3rd 1883, and
took their seats as Councillors for those
Ridings.

Directions were given to roll the large stones
from off the road leading into Green Gully, also to
have the ruts picked in on Balls road, also to
attend to the piece of new road near Doby's at
the earliest convenience.

Read & Confirmed.

William Goudie, President
Chairman

Above: Keilor Council Minutes showing the electoral results for 1890.

Below: Keilor Council minutes, Padley requests that improvements be made to the
road across Green's Gully.

THE NEW SUBURB OF

St. Albans

TO BE SOLD BY AUCTION ON THE GROUND,

Saturday, February 11, 1888,

AT THREE O'CLOCK P.M

TERMS:

40 Deposit; Balance, 3, 6, 9, 12, 15 Months with 6 per cent. added, 18-24 years on Company's Tables, or Cash less 2 1/2 per cent.

If the amount of Purchase Money exceeds £250 the terms will be extended to 12 quarterly payments with 6 per cent. interest added on 5 years on the Company's Tables.

TITLE CERTIFICATE.

SOLICITORS,
EGGLESTON & DERHAM,
BANK PLACE, MELBOURNE.

SURVEYORS,
TERRY & OGDEN,
ST. JAMES' SQUARE, MELB. ST.

The Suburb contains some of the highest land at St. Albans, and is very convenient to the Railway Station.

ALL THE LOTS 250 FEET WIDE AT THE

Special Views in every direction.

No Noxious Trades or Carrying Allowed.

W. H. PERYMAN & CO
AUCTIONEERS,
33 COLLIER STREET WEST.

Trains leave Spencer Street at 12.15 and 2.15 p.m. on Day of Sale.

FREE PASSES FROM AUCTIONEERS
SALE IN MARCHES
1888
The Cosmopolitan Land Banking Co.,
LIMITED

Cosmopolitan Land and Banking Company's Auction poster

THE COSMOPOLITAN LAND AND BANKING COMPANY

The Cosmopolitan Land and banking Company was registered on the 30th of October 1884. The articles of the Company stated that their business was the purchase of land; the holding, selling and leasing of same; building, buying, selling or renting houses; borrowing and lending money and trading in real or personal estates. The original shareholders were: James Evans, Charles Troedel, Miles McNaughton, Alfred Henry Padley and William Colley. The Company issued an extra thousand £1- shares in February 1888. In the Argus advertisement for this issue, the report was headed as follows:

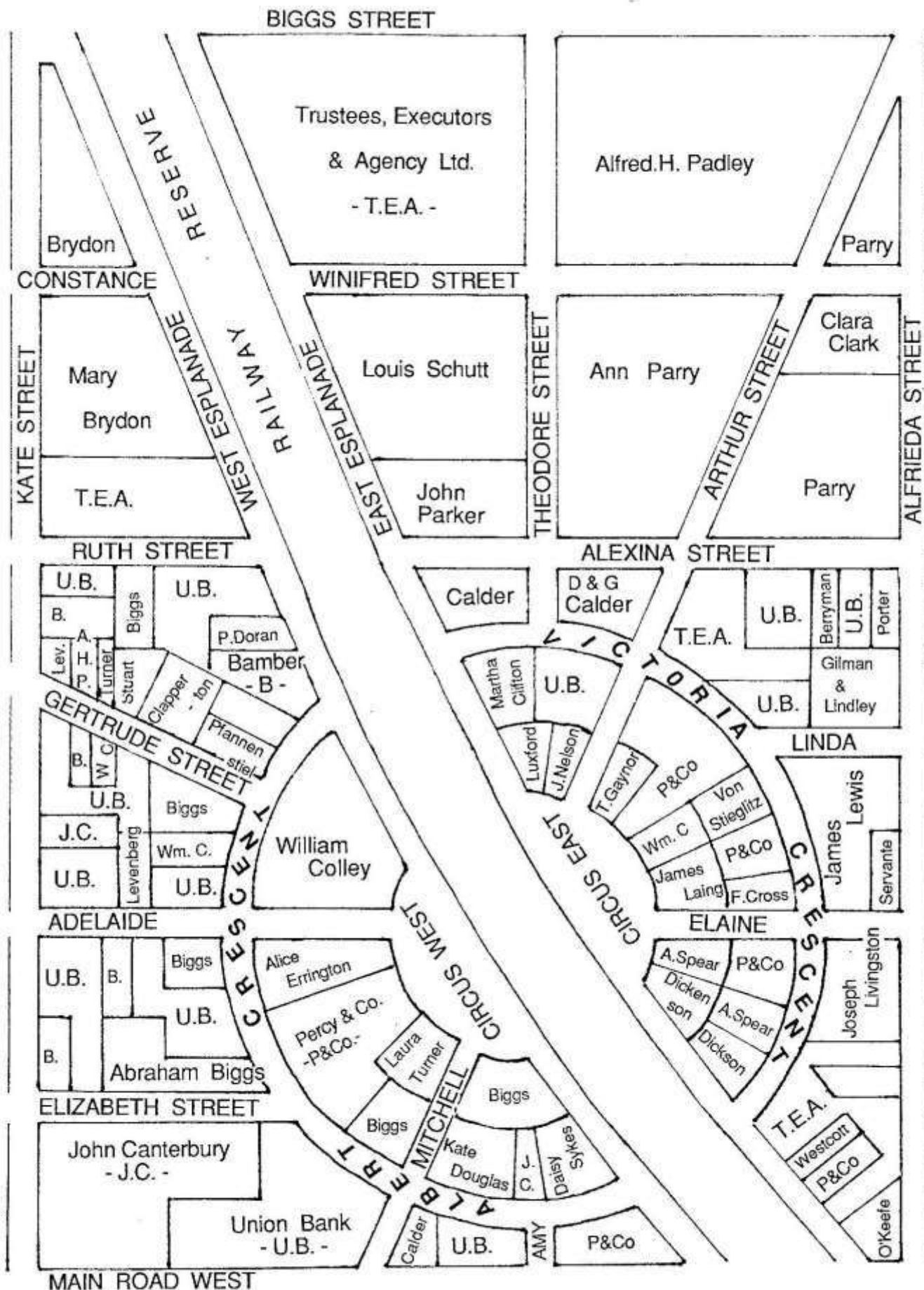
DIRECTORS

J. Evans, Esq.	W. Colley, Esq.
A.H. Padley, Esq.	J. Canterbury, Esq.
(Managing)	J. A. Lambert, Esq.

- Solicitors - Messrs. Eggleston and Derham, Bank Place.
- Architects - Messrs. Oakden, Addison and Kemp.
- Surveyors - Messrs. Terry and Oakden, St. James Buildings, William Street.
- Bankers - The Commercial Bank of Australia Ltd.
- Auditor - J. H. Flack, Esq. (Chartered Accountant).

Percy Oakden, Esq. was a partner in the firm Terry and Oakden from 1868. He was born in Tasmania and studied architecture in Hobart and London and won the first Donaldson Silver Medal there. Besides planning and surveying the St. Albans Estate, he designed the Ballarat and Clunes town halls, Queen's College, Melbourne University, Fire Brigade Station, the Congregational Church in Victoria Parade, St. Barnabas' South Melbourne and St. Matthew's Church Prahran and many other places. He was co-owner, with A. H. Padley and J. A. Horsefall, of the block of land in Fox Street where the first reservoir was built. He remained a Trustee of the reservoir until well into the 1900s and old documents indicate that he maintained his interest in St. Albans. It is possible that the present Power Street was named after him as the original survey maps show that the street was called Percy Street in 1887 - maybe it was changed to Power Street (after Margaret and Alice Power who later owned several blocks in the immediate area) when the present Percy Street was named. We are indeed fortunate in having had such a talented gentleman plan the splendid design of St. Albans - the Crescents and Circus area still has the potential to be a very picturesque town centre.

The influence of the Cosmopolitan Land and Banking Company on St. Albans is referred to many times in this history. Sadly, like so many land companies of the time, the Cosmopolitan Co. experienced difficulties when the crash in land sales came early in the 1900s and went into voluntary liquidation on the 30th of March 1903.



Subdivision Plan of lot 20 and part of lot 21 showing the original buyers' names.

This is the Account marked "A" referred to
Companies Act 1896.

In the Cosmopolitan Land Banking Company Limited.

Nature of proceedings. Voluntary Liquidation
Date of commencement of winding up. 27th
Date to which statement is brought down. 31st
Name and address of the Liquidator.

Particulars		Particulars of Receipts	Amount	
Date 1894	of whom received	Particulars of Receipts		
April		Total Receipts to date	9007	18 4
	M. Kealey	By Purchase price land at St Albans	11	10
	W. Campbell	"		10
	D. G. Roberts	"	7	10
20	L. G. Stenson	Bank of Lond at St Albans		18 4
21	W. Campbell	By Purchase price Land at St Albans	1	
27	J. Evans	" Debt owing at date of Liquidation	4	4 11
May 12	M. Kealey	" Purchase price Land at St Albans	3	0
14	L. G. Stenson	" Rent		18 4
25	Geo Brington	Purchase price	15	
26	G. J. Balke	" Rent	3	
27	Geo Brington	Purchase price	3	
30	Geo Brington	By	1146	5
31	G. J. Balke	By Rent	2	
June 5	- O'Callaghan	"	1	12 6
	J. Evans	" Debt as above	4	4 5
6	Geo Brington	Balance Purchase price Land at St Albans	17	
20	M. Kealey	"	3	6
	L. G. Stenson	" Rent		18 4
22	W. Taylor	Bank of Lond at Longmans	64	5 6
	W. Taylor	Purchase price Land at St Albans	5295	8 9
		Forwards	13549	10 5

Cosmopolitan Land and Banking Company assets account from the Liquidation file showing some of the names of the people who bought land from the company.

Melbourne Directory Listings of St. Albans Residents

Alymer	1902	Anderson & Martin	1905	Anderson, J.	1907
Baker, George	1902	Balmer, Benj.	1903	Beck, Margaret	1902
Belsey, Richard	1903	Bower, J.	1910	Boyd, Jonathon	1908
Brown, Edwin	1903	Calder, Richard	1908	Campbell, Donald	1902
Cass, John	1909	Chippis, Charles	1903	Cleary, William	1903
Clifton, William	1903	Courtney, William	1904	Coward, William	1904
Cree, David	1902	Delahey, Mary	1902	Douglas, Andrew	1903
Ellis, John	1903	Errington, George	1902	Errington, Wm. & G.	1902
Faulk, James	1910	Fincham, John	1902	Foat, Richard	1906
Fox, Andrew	1910	Furlong, Mrs. C.	1903	Gibson, Alexander	1906
Grabasch, Mrs. H.	1910	Gressell, T. J.	1907	Hamilton, T.	1902
Healey, Dennis	1904	Hester, Charles	1902	Jones, Fred	1902
King, Melford	1903	Laslett, William	1904	Le Courtier, William	1910
Lewis, Stephen	1902	Linnell, Francis	1902	Linton, R.	1909
Luxford, E. J.	1904	McAuley, James	1909	McDowell, Rev. A.	1905
McElwee, D. G.	1905	McIlwaine, John	1904	McNamara, J.	1907
McRae, F.	1908	McRae, Donald	1911	Madden, Jonathon	1908
Maine, George	1902	Makin, H.	1905	Mancey, Henry	1903
Marston, Thomas	1902	Menesdorfer, Alex	1902	Misson, -	1902
Mitchell, Mrs. S.	1905	Motteram, Ed.	1910	Murrwood, J.	1907
Newstead, G.	1902	Padley, A. H.	1902	Parker, C.	1903
Parry, William	1902	Pfanninstell, H.	1902	Porteous, R.	1902
Power, Patrick	1902	Reidy, G.	1910	Richardson, Fred	1907
Roberts, David	1902	Robertson, Stafford	1909	Robinson, James	1906
Schwartz, Wilhm.	1902	Scorah, J.	1903	Sheehan, Thomas	1902
Shortell, James	1904	Sinclair, Robert	1911	Slater, Harold	1907
Smith, A. C.	1905	Spear, William	1904	Stanworth, R.	1909
Stanworth, Sam	1910	Stenson, Frederick	1902	Stevens, A.	1910
Sykes, H.	1909	Trevena, W. J.	1904	Turnley, Emma	1902
Wakenham, Rosa	1902	Watts, D.	1910	Woods, J.	1907
Wolf, Anna	1902	Worthington, Isobel	1902		

The date indicates the first time any name was listed between 1902 and 1911. Before 1902 all entries came under Keilor and it is impossible to work out which were the St. Albans residents.

This house, still standing in Biggs street, was built by A. H. Padley.



Some entries in the 1908 Electoral Roll

(Division of Corio, Sub-division of Sunbury)

NAME	OCCUPATION	NAME	OCCUPATION
Baker, George	Indept. means	Baker, Thomas	Grazier
Browne,	Coachsmith	Calder	Farmer
Clifton,	Carpenter	Clifton,	Poulterer
Coleman,	Farmer	Courteney,	Shipwright
Delahey,	Dairy farmer	Dickson,	Carpenter
Douglas,	Line-repairer	Errington, Miss	-----
Errington, Miss	-----	Evans,	Grazier
Fox,	Farmer	Fox,	Dairyman
Furlong,	-----	Gibson,	Poulterer
Healey,	Line-repairer	Healey,	Shop assistant
Hester,	Poulterer	Jenkins,	Poulterer
Johnson,	Grazier	Jones,	Art fitter
Kellaway,	-----	King,	Farmer
Lewis,	Poulterer	Littlejohns,	Cutter
Luxford,	-----	Madden, Bridget	-----
Madden, Mary	-----	Main,	Printer
Main,	Moulder	Menesdorfer,	Dressmaker
Mitchell,	Dressmaker	McAuley,	Farmer
McDowell, Thomas	Clergyman	McIlwaine,	Marine dealer
McNamara,	Line-repairer	McRae,	Farmer
Parker,	-----	Porteous,	Photographer
Ringrose,	-----	Roberts,	-----
Robinson,	Station master	Schwartz,	Photographer
Shortell,	Poultry farmer	Smith, Albert	-----
Spear,	Sawyer	Stanworth,	-----
Stenson,	-----	Sykes,	Farmer
Thomas,	Poulterer	Thorliss,	-----
Turnley,	Clerk	Waters,	Poulterer
Wolfe,	Poulterer		

This list is probably not complete, but it gives an indication of the type of work being done in St Albans in 1908 - the names listed all gave their address as St. Albans within the above sub-division.

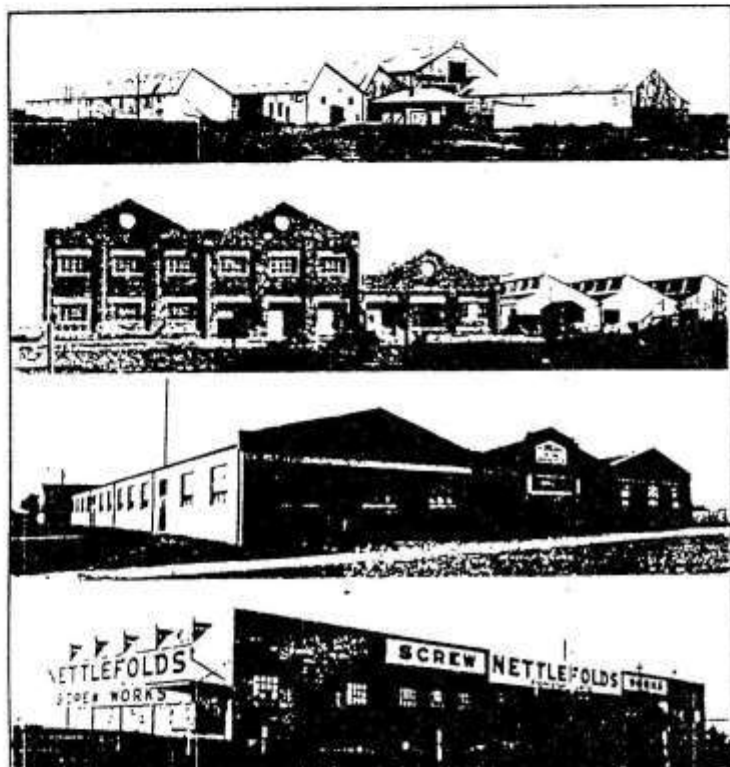
Opportunity is Ever Present. This is a Present Opportunity.

Parents it is *your duty* to own a home—set a good example to your children

Henry Ford says:—“It is better to teach a child to INVEST than to teach him to save.”

START NOW! ————— Buy a Lot in the Pinnacle Estate, St. Albans

EVERY LOT MEANS A HOME AND EVERY HOME MEANS A LOT



These Factories are 5 minutes on the train from the Pinnacle Estate.

We will build you a *TWO ROOM* bungalow containing 5 rooms, etc., for £65, plus the cost of lot selected on a £10 Deposit and 25/- weekly, including Principal and Interest, and no legal expenses to pay for mortgages. Let us send you 50 copies, at our expense, the best buying proposition in suburban land today. Only 1 minute' walk from Electric Railway Station, high rising ground, close to industrial centre.

Meet somebody's need. Buy a block on this beautiful Estate, practically one Station from Sunshine, on high ground. Build a home on £10 deposit and 25/- weekly.

SUNSHINE, which is only 5 minutes away in the train, has developed wonderfully in recent years with its many industries, etc.: McKing's Sunshine Harvester Works, employing 2,000 men; John Darling's Mill in course of erection; Concrete Construction and Engineering Works; Porcelain Enamel Works; Nettlefolds's Screw Factory; Spalding's Sporting Goods; Crutwell's Metal Windows; Wundorick's Metal Collings; Turbostone, etc.; Chemical Works; and many others. Most of the employees engaged in the above industries live away from the district owing to the difficulty in the past of securing land and houses at reasonable prices, but with the opening of the PINNACLE ESTATE at St. Albans, this situation will rapidly change.

There is unprecedented activity on the PINNACLE ESTATE, St. Albans, the first block was sold on the 8th day of March, 1928, and there are now 12 Villas in course of erection for different owners. Get busy—secure a Nominal deposit, secure a block in this glorious subdivision, and let us help you to double your money in less than 5 years.

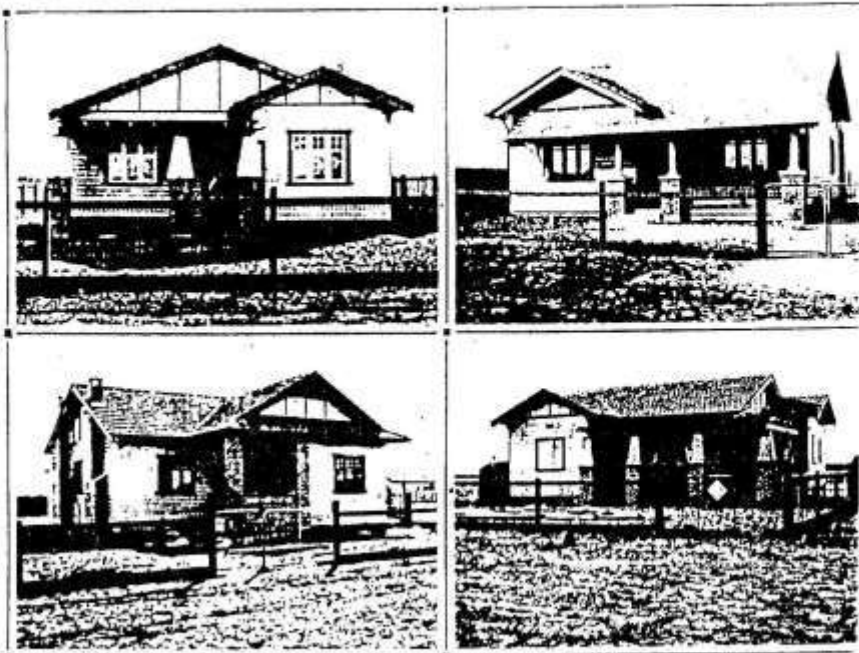
PRICES from
£65
PER LOT

Nominal £1 per Lot
Deposit. Monthly.

Interest 6 p.c. quarterly.
Balance in 5 years. More
than 1 Lot—15/- per Lot
per month.

Note a Mail. Pay a Deposit and when you have paid the sum of £50 on account of your purchase money, the Architects will then commence the erection of a house.

Get on the
High Ground.



Types of Villas already in course of erection on the Pinnacle Estate.

FARM LAND TO HOUSING LAND

Pre-Migration:

Pinnacle Estate - 1926 - Walmer Coleman. Gumm's Estate - Off Percy Street

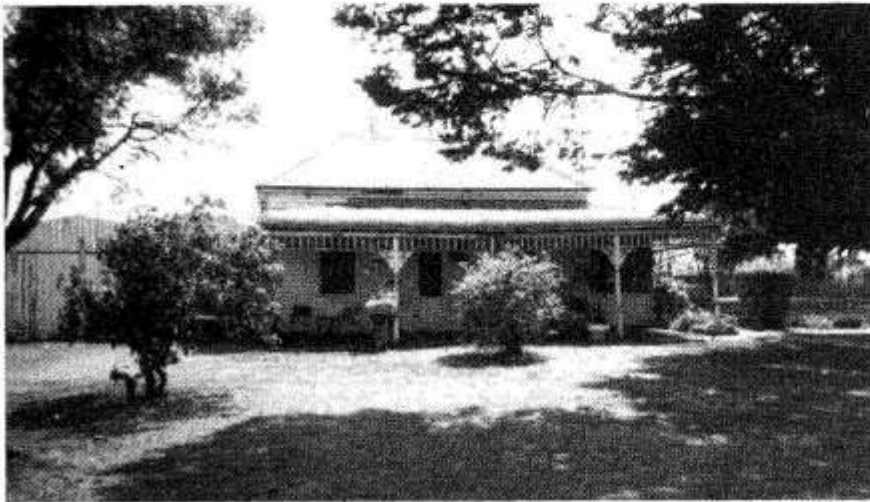
Post-Migration

Pinnacle Estate (McKecknie's Farm)
St. Albans East

Nicksons Estate (McKecknie's Farm)
Furlongs Estate

Nicksons Estate (McKecknie's Farm)
St. Albans West

Stevensville Estate (Stevens' Farm)
International Gardens



*Stevens' farmhouse
on Main Road West.*

Albanvale
R.D.C. Estate (Calder's Farm)

Kealba
Hooker Estate (F. McRae's Farm)

Keilor Downs
Urban Land Development..... (Anderson's and Boyds' Farms)

Kings Park
Urban Land Development..... (Les. King's Farm)

Movelle
Urban Land Development..... (Sykes' Farm)

HOUSING and EMPLOYMENT

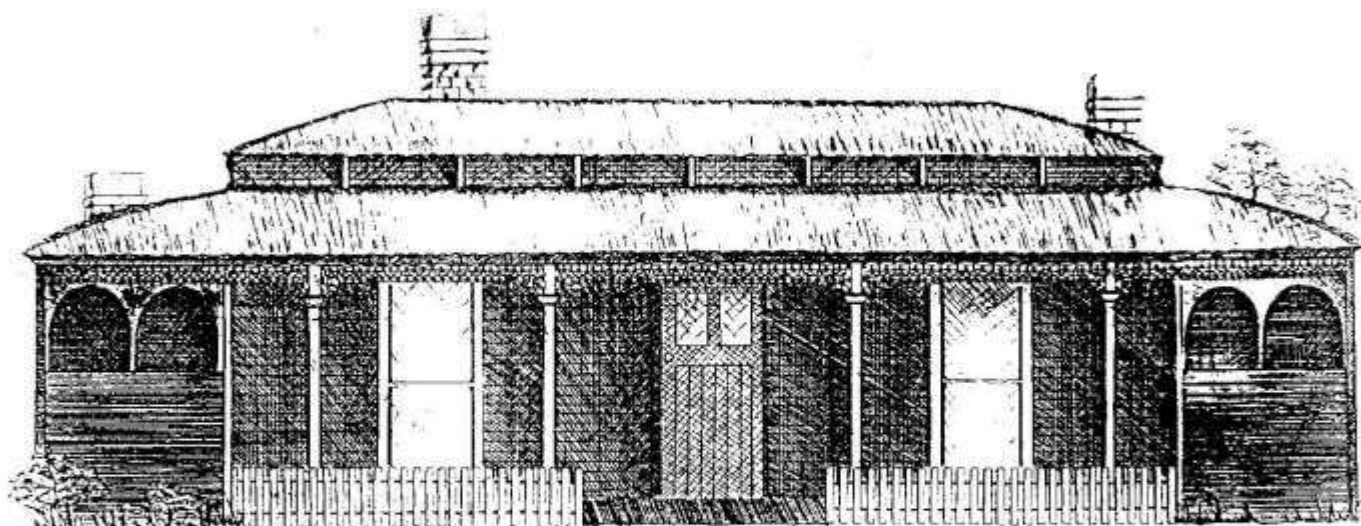
Opportunity of near-by employment was the major factor influencing the development of housing in the pre-1940 era. Some of the agents with the Cosmopolitan Company settled in St. Albans at the time of the first opening up of sub-divisions and built quite large, timber dwellings. Mr. Padley built a house in Biggs Street and the big house 'Kieglo' in Winifred Street as well as one in The Circus. 'Kieglo' is illustrated and marked 'Mr. Padley' on the poster advertising the first sale of allotments in St. Albans - then a new suburb. The sale took place, by auction, on Saturday, February 11th, 1888 at three o'clock P.M. 'Kieglo' still stands today and serves as the Presbytery of the Sacred Heart Parish.

In the 1890s 'Kieglo' was a grand place - very much suited to its owner who drove a carriage and four, with postillions. In the grounds, with their beautiful gardens and lily ponds, were three large aviaries - one for parrots and large birds, one which housed more than fifty varieties of canaries and one for mixed varieties of birds. There was a summer-house as well as stables and sheds in the grounds. The garden well was surmounted by a dome to house pigeons. The flag pole on top of the house held a lamp which the servants had to light every night so that Mr. Padley and family could find their way home.

'Kieglo' was owned for a short time by Mr. John Ellis (of Joseph Ellis and Sons, Flinders Lane) before it was purchased by the Stenson family in 1908. The family remained there until Mr. Stenson's death in June, 1958, after which it became part of the property of the Catholic Church. It is indeed fortunate that the decision was made to restore the house, when it could just as easily have been knocked down. Or perhaps it is fortunate that Alfred Padley built so well in the first place, so that today we have a show place that is as old as St. Albans itself.



This photograph of 'Kieglo' was taken before the renovations were done.



This house in Arthur street was built on a block first owned by Clara Clark. Its present owners, Mr. and Mrs. Freeland are uncertain of its age.

The Victoria Railways also built houses for staff stationed at St. Albans. Other railway workers - i.e. gangers and fitters - either rented or built their own homes close to the station.

Many timber houses in the inner suburbs of Melbourne were bought, transported and erected on land already purchased in St. Albans. This was a quick and fairly inexpensive way to have a dwelling put on a block and, with the inner suburbs beginning to upgrade their own housing by pulling down old weather-board places and replacing them with brick homes, an adequate supply of 'ready-built' houses was available for people setting up in the new, out-lying suburbs.

Expansion of industry in neighbouring areas produced more workers wanting homes in St. Albans. Each new industry provided a trickle of new residents to St. Albans. In 1900, Nobels Ammunition factory opened in Deer Park and employed some local people. Then McKays moved from Ballarat to Braybrook Junction in 1907 and greatly expanded their output of the famous Sunshine Harvesters and other agricultural machinery. They originally brought a lot of their workers with them and by 1919 were employing 300 men - quite a few of whom came to live in St. Albans. McKays had 6,000 employees by 1940.

Workers were attracted to St. Albans by the easy availability of rail travel and by the cheapness of the land - 6/- per foot, or £30 to 35. per block.

In 1919 the John Darling flour mill was built at Braybrook. A Mr. W. White of Biggs Street and his brother-in-law worked on the construction of the first mill. This was burnt down in 1928, but re-built a few years later. Mr. White went on to work there for over twenty years, commuting to his home in St. Albans all the while. The story is still told of how, when the beautiful stained wood-work caught ablaze during the fire, the workmen escaped down the bag chute.



This house was built in the 1910 - 1920 period.



A fibro dwelling typical of the post-war period.



One of the first double storey houses built in St. Albans.

In approximately 1920, Nettlefolds - the bolt, nut and screw manufacturer - came from England and established a factory in Braybrook. They brought many skilled tradesmen with them and employed a lot of local machine hands - many of whom also chose St. Albans as their home. The pattern of workers seeking employment in Braybrook while living in St. Albans continued with the establishment of Spauldings Sporting-goods factory, Wunderlich's cement sheet works and a Pottery, amongst other smaller enterprises.

In the early 1920s, after the first world war, a number of English migrants settled in Percy Street and in an area off Main Road West - This was called, by the local kids of the day, "Pommie Paddock".

In 1926, St. Albans, during a land boom, saw the development of the first of its very many Housing Estates. In an extensive advertising campaign, Mr. Walmer E. Coleman, the sole agent, publicised "The Pinnacle Estate". Many attractive inducements were offered would-be buyers - Low deposit and £1 - per month repayment; 4 minutes walk from the railway station and 59 fast electric trains daily; Extensive views; Highest land in the district with Perfect Drainage; Trees with tree guards being planted; Close to the industrial area of Sunshine; etc. etc. A total of 578 lots were offered, bounded by Main Road East, Walmer Street, McArthur Street and Biggs Street, at prices ranging from £65 - to £140 -. Soon about 40 houses were sprawled across the estate (No roads! No water!) These were the first homes financed by the State Bank to be built in the district. Then came the depression of the early 1930s. Unemployment ... inability to repay the Bank... eviction. An estate of many empty houses, people's hard fought for homes stood and deteriorated for years. A cruel and sad episode in the life of the Pinnacle Estate.

St. Albans more or less came to a standstill for the next twenty years. Firstly, people were totally disrupted by the depression and secondly, the building of private homes was not permitted during the six years of the second world war - all materials and labour available being commandeered for the war-effort.

However, 1946 saw the return of servicemen and they, after undergoing rehabilitation courses, started to build their own homes back in St. Albans. A Mr. Gumm developed another housing estate off Percy Street.

Then came the migrants. Land was still cheap, building regulations reasonably lax and thousands of people urgently needed a place to call home. The quickest way to achieve this was to put a 'skillion' on a block, with the barest of amenities, but with the hope of one day extending it into a 'proper house'. Today there is little evidence of the sprawling, 'half-house' suburb that St. Albans was in the 1950s and 60s. Post-war economic boom conditions lasted for nearly thirty years, our new-comers and their families worked very, very hard and converted their original shacks into the attractive rows of suburban houses, with their colourful and sometimes quite spectacular gardens, that we are proud to have in St. Albans today. Many of the children of the original 1950s migrants, who as babes in arms or mere infants were brought from war-torn Europe to somewhat sub-standard housing and an education system in chaos in St. Albans have, despite all adverse conditions, become successful business men, doctors, teachers, lawyers, politicians, public servants, bank employess, skilled tradesmen, etc. Many have stayed on here, building beautiful homes in the surrounding satellite areas, to bring up another generation of Real St. Albans People.

DEVELOPMENT

St. Albans has gone through three distinct stages in its century of growing and maturing, for now, after one hundred years, it has matured. Liken it to a person - a baby slowly growing and developing until adolescent years when growth suddenly spurts; the settling down and the steady development to maturity; the enjoyment of adulthood and eventual retirement.

- Early 1900's: St. Albans was not yet even a small country town ... very sleepy, imperceptibly growing, few changes over twenty five years, gaining some momentum as industry comes to nearby Sunshine.
- 1945: Early migration years. Suddenly the sleepy village really becomes alive, disturbed by the sudden influx of peoples of different origin. Now, it has so many different problems to cope with.
- 1980: The migrants are well established. There are now many second and third generation Australians - most of them remaining here, integrating the generations. The first generation have often established their second or third home. The then young couples look back on forty years of work and enjoy the fruits of their labour and their years here. Some live on only memories. St. Albans has progressed with them. Many have spent more than half their life-time in Australia.
- Today A modern town, a thriving suburb, part of the municipalities of Sunshine and Keilor; enjoying the amenities of Primary and Secondary Schools, both State and Private; soon to have a Tertiary Institute. Fine electric trains and bus services; very good and comprehensive shopping; good roads and footpaths. Medical facilities - doctors, dentists, specialists of all kinds and opticians, as well as a wide variety of para-medical services are now, in 1986, well established .

ROADS AND STREETS

There were very few made roads in the early days of St. Albans. The streets were just dirt tracks with the exception of Main Road (East & West), Victoria Crescent, The Circus, East Esplanade and Percy Street - which was the best made road in the area being built and paid for privately. There were private roads and government roads - the latter being main thoroughfares laid out, built and maintained by the council.

Those made roads that existed were formed by roughly four- inch lumps of bluemetal being embedded in previously loosened (by pick and shovel) mud. Such roads were so hard on horses and carts that most travelling was done along either side of the road. Deep ruts formed in these side tracks during the wet weather so that the roads were no more than fairly useless metal strips edged on both sides by deeply rutted, un-made tracks. The last of these mud/metal roads was still to be seen in 1980 at the west end of Main Road West.

During the depression of the early 1930s several roads were built to this formula by the unemployed men of the district under the government Sustainance Work scheme. Walmer Avenue, Sunshine Road and Sydenham Road were built in this way - the temporarily employed men having as their tools of trade in this arduous undertaking nothing more than picks and shovels, horses and drays.

The original route to Sunshine was via Main Road East and McIntyre Road, while to reach Sydenham one travelled north, then along Taylors Road to a track which led across the paddocks to end on the west side of the Sydenham school.

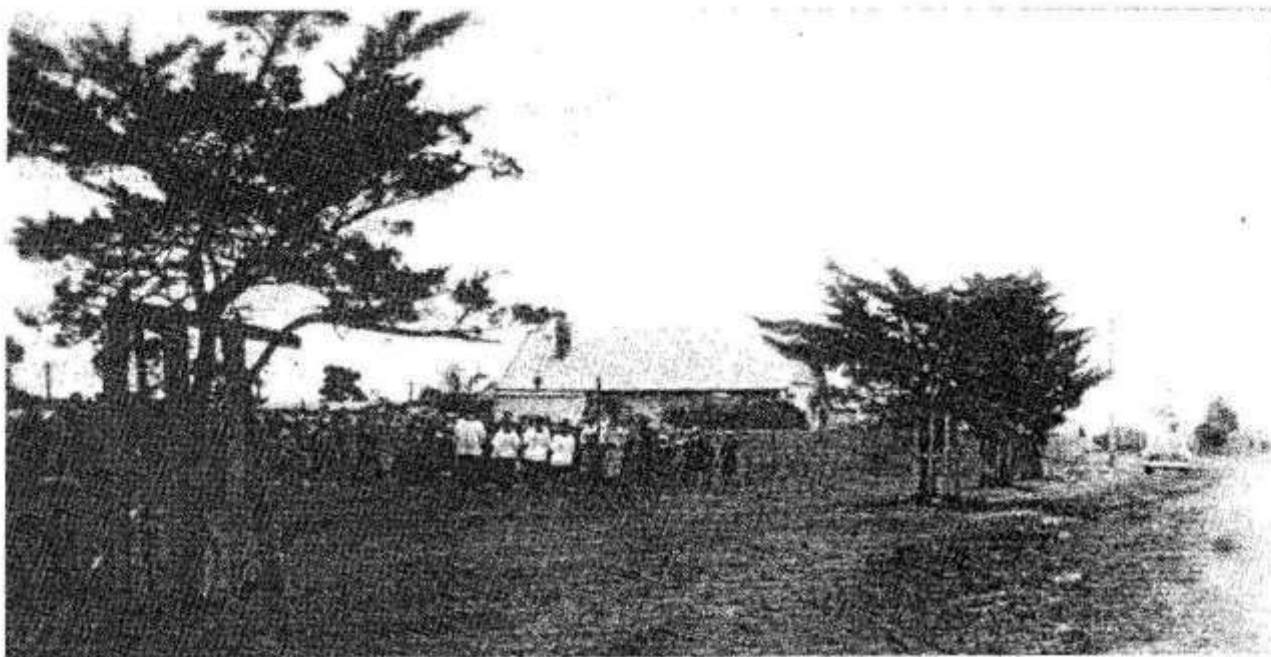
When the land was first sub-divided and the original houses were built, there were no roads and no drainage what-so-ever. To drain their blocks, the residents took up a shovel and dug a ditch drain to the nearest empty land. In winter, even with the small amount of traffic on them, the formed roads became heart-break streets - either quagmires or lakes. Gum boots were an essential item of footwear for everyone - and at times a rowing boat would have come in very handy.

As the population grew and there were more and more sub-divisions, the council enacted a by-law requiring formed roads to be built. These were graded tracks with a thin layer of small metal on top - so, more winters and more heart-break streets. It was not until the late 1960s that proper drainage and sealed roads became a pre-requisite for the granting of permission for further sub-divisions.

THE PUBLIC HALL

After the first settlers had established themselves in St. Albans, they approached the government requesting that a hall be built to serve the needs of the community. In 1906 a timber hall was built, opposite the then existing station, and was known as the Mechanics Institute. This became the centre of all local entertainment, which had previously taken place in peoples' homes or the small cottage school. For many years concerts, dances, picture shows, meetings and church services catering for many denominations were held in the hall. It became home to the Infant Welfare Service and the public library. In 1956 the old hall was pulled down and Keilor Council built the present brick hall.

There are a number of halls in St. Albans now, mostly attached to Churches and sporting clubs. After the war the St. Albans Youth Club purchased an ex-army Quonset



Winifred street, still unmade in the 1950's. The small crowd is gathered on the site of the Catholic Church.

hut and Keilor Council gave permission for it to be placed and used as club rooms on Errington Sports Reserve. The original hut was partially destroyed by fire, but was later re-built and a new facade added. To this day the hut is used by hundreds of St. Albans children as a social focal point and a place where they can pursue their interests, be they ballet, judo, table tennis, cooking, arts and crafts, etc. etc.

Since the 1960s there has been a proliferation of social clubs and new club-houses in St. Albans. The Senior Citizens are well established in their own well-designed building. The service clubs are well represented and many ethnic groups have their own flourishing social centres. To do justice to the enormous amount of work done by the socially conscious people of St. Albans who have built and organised the very many clubs and societies we have today, is beyond the scope of this book. It is to be hoped that all the existing organisations will record their own history so that it may be used in future publications.

THE ST. ALBANS QUARRY

The bluestone quarry at St. Albans was situated at the south-west end of the present railway station. (More or less opposite where the hotel stands today). A rail siding ran into the quarry and over the years many tons of metal were taken out by rail. The quarry opened in 1912 and ceased operations when the available stone ran out just before the second world war. The last manager was Mr. Self (of Self Bros. and Goddard). Mr. Self was badly injured in an accident at the quarry and never fully recovered. He went on to open his well-know grocery stores.

The quarry was the only industry operating in St. Albans as it was a purely residential area until 1950. Since that date a few light industries have been allowed to operate. Against many objections from local residents, the old quarry became a tip site. There can be no objections today as the area is fully utilized as a soccer ground.

ELECTRICITY

It was as late as 1930 when electricity came to St. Albans and the long-suffering residents were able to throw away their lamps and candles and luxuriate in the benefits brought by the power supply - benefits which most of the population of Melbourne and suburbs had had for years. Privileges such as electricity and water weren't simply handed to the residents of St. Albans - they had to be begged and fought for. The coordinating point of the peoples' fight was the early St. Albans Progress Association, without whose valiant efforts we might today still be lighting candles and queueing up for the weekly bath.

RECREATION

For a long time, the only recreation ground in St. Albans was the Errington Reserve, donated by Mrs. Errington and her family. She was a sister of the early building and timber family - Hounslow of The Circle. To begin with, the reserve was marked only by a post and wire fence - there were no buildings. Later, a couple of tennis courts were added. St. Albans had very competitive cricket and football teams, whose members later built the small club room. Later still, they provided the spot-light on the reserve. It was the centre for all open-air events and a carnival was held annually. The residents of Percy Street, who were mostly Nettlefold migrant families, wanted their road built in 1920. The trustees of the Reserve considered they were unable to afford this luxury, and so Braybrook Council acquired the land. Many years later, there was a dispute over one boundary when it was found that, according to the title deed, a resident's backyard encroached on the then developed area, and another deal had to be done.

The Maribyrnong River at the end of Biggs Street, a spot about three miles from the station, was a popular swimming and picnic area for many local families. Farmers' dams were also used for swimming, but often these contained rubbish and were considered by many to be dangerous. The nearest swimming pool was the Footscray Pool which was built in the 1920s.

Keilor Council held an annual combined schools picnic at the Keilor Sports Ground. It was always a great day. St. Albans was the largest school, maintaining an average attendance of about one hundred children for many years, and was represented by two teams. Small children were transported to the picnic by the very few cars that were available; the older children walked the three miles each way - and competed in all the sporting events. A lunch of sandwiches, cakes and raspberry vinegar was laid on in the old Keilor Hall. At night, a dance was held for the adults.

Being almost a country town, St. Albans had only a few sub-divisions for housing, and, those that were established, made no provision for sporting or outdoor recreational

areas. A by-law now provides for this refinement.

After the migration years, Churchill Reserve, King's Park and Green Gully were the main recreation areas. Churchill Reserve and Green Gully are used mainly for soccer and have recently acquired really palatial facilities. King's Reserve was donated by the family of Les King (milk retailer) and is used for football, cricket and little athletics. It is slowly improving its facilities. All these grounds cater for a variety of junior sports. One serious deficiency must be recorded in this year of 1986 - that is, practically nothing is done for the women of the district who are interested in sports and athletics. We hope they won't have to wait another 100 years.

WORLD DEPRESSION 1930s

St. Albans was hard hit by the economic depression that swept the world in the early 1930s. As industry slowed down, or came to a halt, men lost their jobs. Long queues of men on the footpaths outside factories became a common sight as there was always that faint hope that there might be a vacancy. They were there, day after day and week after week - just waiting.

Social security as we know it today did not exist then. Desperate families suffered the indignity of fortnightly hand-outs of vouchers that could be exchanged for food - they had to eat. Maybe a pair of army boots would be issued too - and it didn't matter whether they fitted or not. Some of the men were put on sustenance work, and, although the pay was minimal, they were glad to take what they could get.

Families were evicted bodily from their homes as unemployment dragged on and on and mortgage payments could not be met. Goods were repossessed if they were being purchased on time-payment, if the payments had fallen behind. The local shop keepers suffered too, as they stood by their customers and allowed them to have necessities on credit.

Men took to the roads looking for work. They accepted any sort of job and any rate of pay - a day's wood chopping might bring in one good feed. Many houses in St. Albans stood vacant as young mothers and their children had no option but to go back to the parental home while their husbands were off looking for work in the country. The newly opened Pinnacle Estate was one of the first to suffer - the 'easy-repayments' the buyers were offered just a few years before became 'impossible repayments' when there was no wage coming in. The bank foreclosed, the people were evicted, and after a while, those almost brand-new houses were used to house farm animals.

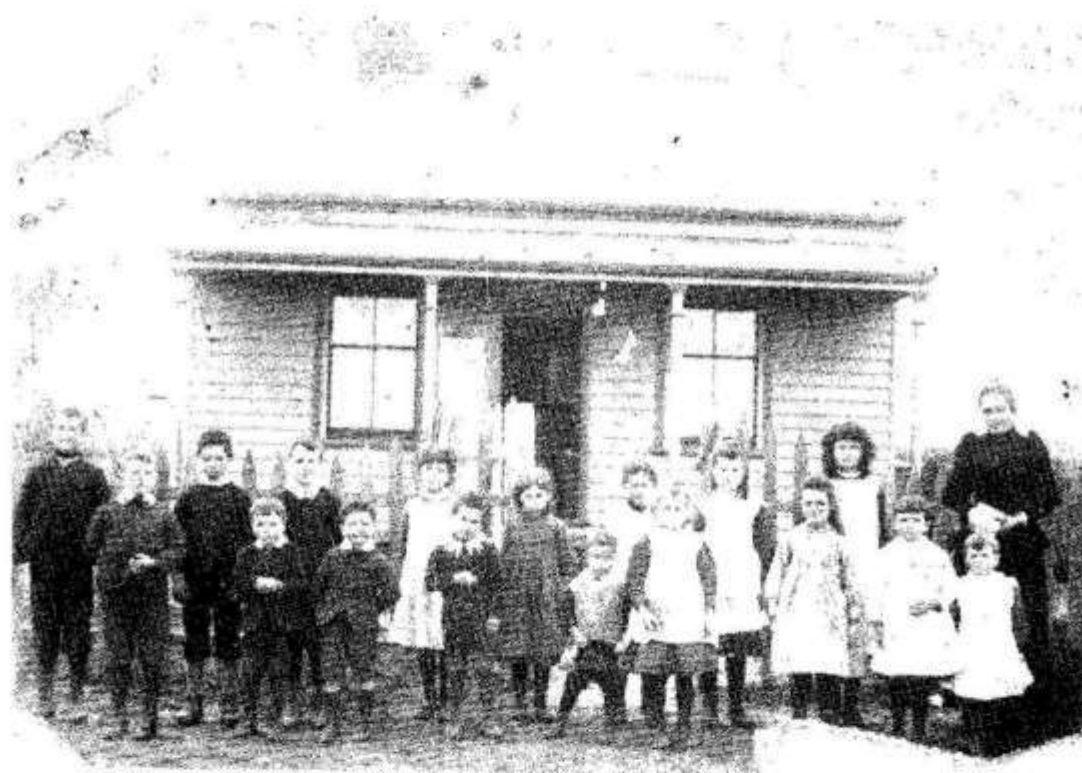
Many unemployed men, swagmen as they were called, passed through St. Albans daily, and even people who were on the breadline themselves, tried to find at least a cup of tea and a sandwich to fortify them for their journey into the unknown. Some 'jumped the rattler' - that is, they hopped into trucks as trains slowed down on hills or around bends. If they were lucky, part of the long walk to the country was avoided. If they were unlucky, they climbed straight into the arms of the waiting railway police - then they could say goodbye to any hope of a job in the country.

The hardships suffered in the depression didn't really end until the second world war broke out - then the factories wanted all the hands they could get and the armed services wanted men. There was money again - plenty of it, but it was earned with even more suffering.

EDUCATION

By 1889, the residents of St. Albans began to feel the need for the establishment of a school for their children. The sub-division of the St. Albans area, the families of the Land Agents settling in the area, the Closer Farm Settlement plan and the opening of the railway station were the factors which combined to produce a small, though fairly stable population.

The Cosmopolitan Land and Banking Company (the agents for the sub-division) set aside a block of land for a school. The Education Department, claiming to be short of money at that time, were not prepared to build a school on the land offered, but, after lengthy negotiations, agreed to pay a minimal rental of one shilling per week for a small cottage that could be used as a school-house.



Miss Helen Couston and her pupils at the St. Albans School in 1894.

Padley Kate	14 yrs 6 months	6th Class	1 Pupil
Padley Amy	12 yrs 6 months	5th Class	4 Pupils
Rodgers Maggie	11 yrs 8 months	5th Class	
Crosbie Jenie	11 yrs 5 months	5th Class	
King Daisy	12 yrs 7 months	5th Class	
Padley Winnie	10 yrs 6 months	4th Class	6 Pupils
Finck Doris	11 yrs 1 month	4th Class	
Crosbie Elsie	9 yrs 0 months	4th Class	
Beattie Mary	11 yrs 6 months	4th Class	
Healey James	10 yrs 9 months	4th Class	
Barry Patricia	11 yrs 10 months	4th Class	
Healey Nellie	9 yrs 0 months	3rd Class	6 Pupils
Padley Queenie	8 yrs 5 months	3rd Class	
Sherlock Josephine	8 yrs 7 months	3rd Class	
Mitchell George	13 yrs 7 months	3rd Class	
King Harold	9 yrs 3 months	3rd Class	
Bedford Luther	11 yrs 4 months	3rd Class	
Sherlock Winnie	6 yrs 8 months	2nd Class	5 Pupils
Servante Victor	7 yrs 7 months	2nd Class	
King Leslie	7 yrs 6 months	2nd Class	
Bedford Ernest	9 yrs 3 months	2nd Class	
Beattie George	9 yrs 1 month	2nd Class	
Servante Abbey	6 yrs 4 months	1st Class	10 Pupils
King Molly	5 yrs 8 months	1st Class	
King Ivy	5 yrs 8 months	1st Class	
Crosbie Fred	6 yrs 11 months	1st Class	
Padley Thomas	6 yrs 1 month	1st Class	
Healey Gerald	6 yrs 7 months	1st Class	
Cleary John	5 yrs 10 months	1st Class	
Sherlock Henry	4 yrs 9 months	1st Class	
Bedford Herbert	7 yrs 1 month	1st Class	
Beattie Alan	5 yrs 2 months	1st Class	
TOTAL No. of Pupils		32	

Names of pupils attending St. Albans School in November 1893.

In August 1889, St. Albans State School No. 2969 (unclassified) opened in the rented cottagè. Twelve girls and fourteen boys were enrolled, but average attendance was not very high as often only half the children were able to attend. The first teacher appointed was Miss Helen Couston and she was followed by Miss Ellen Bird in the next year.

In June 1900, a one-room school was built on the site of the present St. Albans Primary School. By the early 1920s, this room became very cramped and, after more correspondence, the Education Department finally agreed to extend the existing building and a three-room, timber school-house resulted. Sliding doors between two rooms allowed for the simple conversion to a much larger open area which provided an adequate space for the holding of school social functions. It was in that school that all the children of St. Albans were educated for the following thirty years.

Between 1952 and 1954, with the unexpected and unimaginable influx of over three-thousand migrants, the sleepy little suburb of St. Albans was thrown into chaos - particularly on the education front. In an unbelievably short space of time schooling conditions deteriorated to deplorable for old and new Australians alike. Emergency arrangements had to be made and classes were held in Church Halls, Kindergartens, the old timber hall - anywhere spare room could be found. Children were sent off in bus loads to schools in neighbouring suburbs whose populations hadn't experienced the sudden and dramatic explosion. Some children were switched between four and five different schools before completing their primary education. The government eventually erected pre-fabricated portables in the grounds of the old St. Albans school. The pressure was relieved with the opening of St. Albans East in 1954 and, soon after, the opening of St. Albans North.

For the decades before the sudden growth in population, very few St. Albans children received the benefits of secondary education. Primary schooling lasted nine years, with pupils sitting for the Qualifying Certificate at the end of Grade 6 and the Merit Certificate at the end of Grade 8. That was the end of the education line for the vast majority of local children, with the nearest secondary school - Williamstown High - being an almost impossible journey away. The management of the H. V. McKay factory eventually contributed financially to a secondary school which became known as Sunshine Technical School - and that was the beginnings of technical education in Victoria. McKay's hoped the school would provide technical training for the many apprentices they employed. At first the boys received their practical training in the factory and attended night school for theoretical training; later they won the right to have one half day per week, out of factory time, to attend school.

Sunshine Technical School educated many St. Albans boys from Grade 6 on in the skills of carpentry, sheet-metal work, etc., as well as further general education; while the girls specialized in domestic science. A small school for girls opened in Barkly Street, Footscray (Footscray Girls School) which concentrated on the teaching of Domestic Arts.

As there was no Catholic Church in St. Albans, there was no Catholic School until 1946.

Secondary schooling eventually came to St. Albans with the opening of the High School in 1956, followed by Kealba High, Kings Park High and St. Albans Technical School in 1962. A Catholic Secondary College opened in the Sacred Heart Parish and a Regional Catholic College opened at Sydenham.

Many other primary schools have been built since 1970 to cater for the children of the newly developed areas, while some of the older schools are experiencing a levelling off, or even a decline, in the number of enrolments. St. Albans will really reach maturity - education-wise - with the promised opening of a Tertiary Institute in 1987. It's been a long, long wait.

THE POST OFFICE

Soon after the opening of the railway station, a mail receiving depot was set up in the same building and the station-master also undertook the duties of post-master - for which an allowance of £8 per year was made.

During 1891, 7,997 letters passed through the St. Albans post office. A commercial directory of 1893 lists the business people at St. Albans as: two blacksmiths, a commission agent, a furniture manufacturer and the Nico Explosive Company. It also records that the station-master cum post-master was William McCallum, but adds - "as yet, St. Albans is not a township".

The "Australian Handbook" for 1906 describes St. Albans as - "A railway station with a post office, 11 1/4 miles from Melbourne; fares 1/5 1/2 d. and 1/1 d. Has State School (No.2969) and Anglican Church. Agricultural and pastoral district. Population - 200.

For some years before 1914, Mr. Robinson performed the dual duties of post-master and station-master, but during that year, the management of the post-office was transferred to Mr. H. Harrison, and the post office was then operated at Mr. Harrison's general store. In December 1922, Mr. Harrison was succeeded by Mr. J. O'Callaghan, and two months later, in February 1923, both store and post office were transferred to Mr. John Perrett, with Elizabeth and Eric Perrett as assistants.

Apart from a confectionary shop, Perretts store was the only one then operating in St. Albans. There were no official mail deliveries at that time, but letters were delivered by the Perrett family with the bread and groceries, three times a week. Money Order facilities were provided from the 17th February, 1927.

On the 15th October 1938, Mr. E. Perrett took over the duties of post-master, following the death of his father. The post office continued to operate at the general store in Main Road West.

Telephone facilities were provided late in 1951, with the installation of an automatic exchange. By 30th June 1952, there were six subscribers.

The post office was raised to official status on the 1st September 1955. Mr. Frank Curtin was appointed post-master, and the post office was transferred to a small fibro-cement building erected on the site now occupied by the new post office. The building measured approximately 24 feet x 10 feet and contained two rooms - one used for counter service and the other for housing the telephone equipment and mail sorting. Later, a second building of approximately the same size was provided for sorting purposes.

When Mr. Curtin took charge of the St. Albans post office in 1955, the counter staff numbered only three. Letter deliveries were performed under contract by Mrs. Joan Young and Mr. Battye. Mr. Battye became chief postman at St. Albans.

On the 22nd July 1957, the post office was transferred to a larger fibro-cement building, which measured approx. 48 feet x 20 feet. This was also located at 45 Main Road West, but it was moved clear of the actual building site when work on the new office began.

In March 1966, Mr. A. E. Tilton, with a staff of thirteen, succeeded Mr. Curtin as post-master at St. Albans. By this time the population was approaching 20,000 and there was an urgent need for a larger office. Tenders for a new official building were therefore invited, and the contract was finally awarded to R. J. Grills of Surrey Hills. Work on the new building began on the 5th June 1967. The Supervising Design Architect for the new building was Mr. J. Keane, of the Department of Works, and the Construction Architect was Mr. P. Incol, also of the Department of Works. The new post office has an over-all area of approximately 48 squares, the ground floor area providing space for general counter business and mail sorting, whilst an upper floor provides an amenities section for the staff.

In 1986, the post office is again being extended and renovated and Post Master Stewart Brown has a staff of thirty-one. There are seventeen mail rounds - five per motor-bike, forty-three mail boxes and forty telephone boxes within the boundaries of the St. Albans post office area. Approximately twenty-thousand articles of mail are handled daily - contrasted with the 4000 letters handled in 1889, the development of St. Albans, and its post office, is well illustrated.

SHOPPING

In the very early days, a baker and butcher brought their goods by cart twice weekly from Braybrook to St. Albans. However, it wasn't too long before two weather-board shops with attached dwellings opened for business in Main Road West. The smaller sold sweets, block cake and biscuits and carried in stock a limited miscellany of goods useful to the residents of the day.

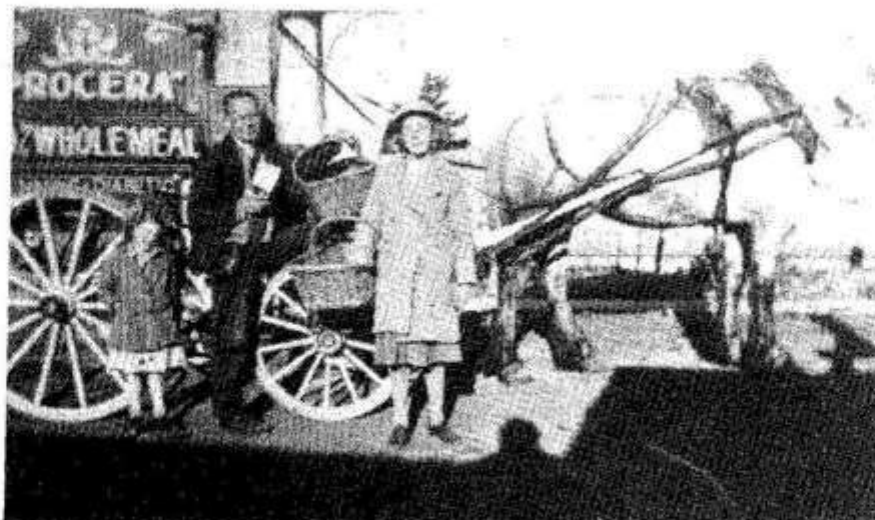
The other was a larger General Store and catered for all the needs of those days: at first, groceries, hardware and papers; later on, bread; and later still Post Office facilities. Deliveries were made twice weekly to the small population. The General Store had a Produce Yard next door from which wood, coal, mallee roots, cattle fodder, poultry food, kerosene, etc. could be purchased. This yard also housed the horse and cart that were used for the deliveries. The early owners of the General Store were: Mr. O'Callaghan (1910), Mr. Harrison (1914) and Mr. J. Perrett Snr. (1923). This business was taken over by Mr. Eric Perrett on the death of his father and he continued in the store for more than twenty years. He was respected by all for the service and friendship he gave to the people of St. Albans. Now in his 80th year, he still lives in St. Albans. His son John Jnr. is a well-known pharmacist who runs a chemist shop in Main Road West - almost exactly opposite the site of his grandparents' original General Store.

About 1920, Mr. Hobbie Wilson had a green-grocery next to the produce yard which was later owned by Mr. Paint and, later still, by Mr. Hasset. Mr. Irons ran a small butcher's shop on the corner of Main Road West opposite the railway (present site of the Esso service station), which became a Barber & Tobacconist, run by Mr. Cox, when a new butcher's shop was opened near Perrett's General Store.

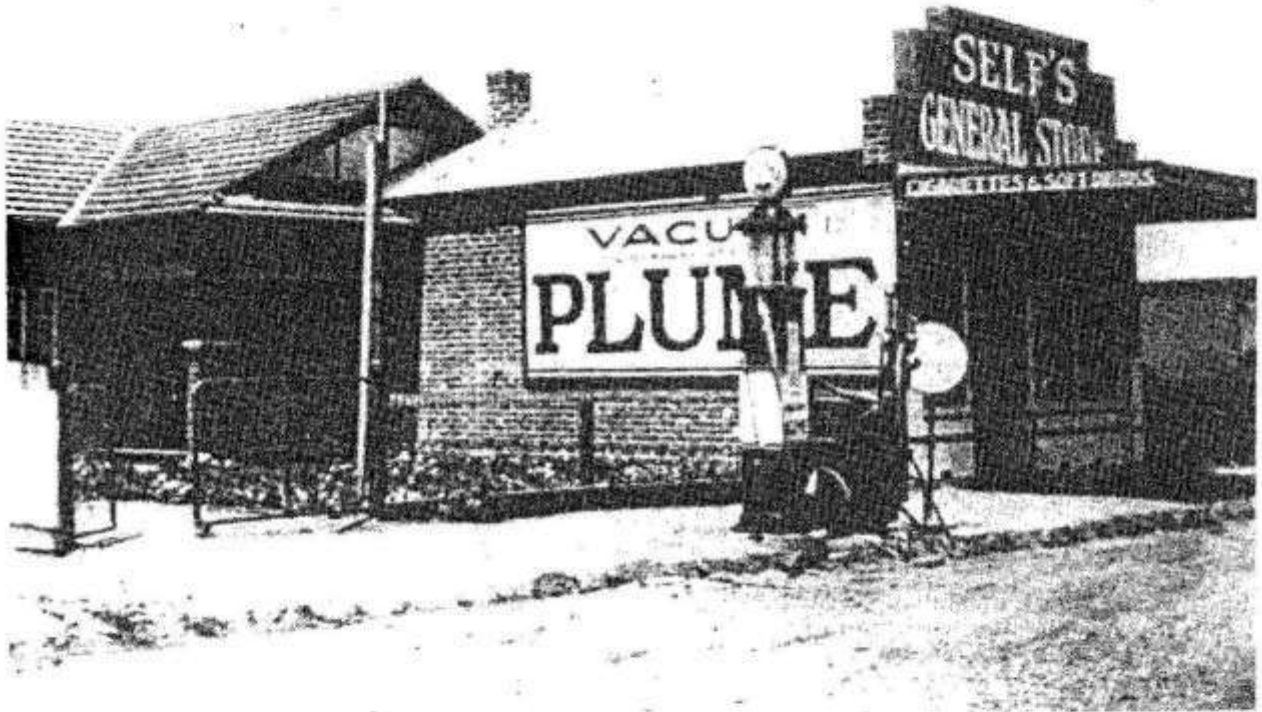
On the east side of the line, in Main Road East, Mr. Dunn ran a very small boot repair shop. Mr. Percy Johnston built a small shop in front of his dwelling in Victoria Crescent from which he sold green groceries - he also had a delivery round extending to the local farming communities.



The Post Office and General Store was in Main Road West in 1914. It was owned by Mr. Harrison.



Mr. Tong, the baker with his daughters.



Self's shop in East Esplanade, taken in about 1930.

The Self family grew with St. Albans, always helping and encouraging St. Albans to progress. The two elder Self girls took over the running of the small wooden Main Road West shop, adding home-made cakes to the general stock of groceries. The family then moved a house from the Pinnacle Estate, situated it on a block opposite the station and built a shop in front. They also installed a manually operated petrol pump which was purchased from the timber yard in Main Road West. This stood for many years on the footpath in front of the shop and was St. Alban's sole source of petrol for many a year. This shop underwent three expansions, always keeping in step with the needs of the growing population. A few years ago Self Bros. joined the flourishing SSW chain and, is still today, the Mecca of the shoppers of St. Albans.

Around 1930, with the population fluctuating between 150 and 200, St. Albans had six shops, a school, a recreation area, a hall, a quarry and two churches. By 1942 - 43, the population had risen to 700 and the opening of Mr. Clark's Mens-wear shop and Mr. Harold Easton's Hardware brought the number of shops to eight. By 1956, rapid progress everywhere assured the viability of the then existing twenty-one shops. When the population hit the 7,000 level in about 1962, seventy-eight shops were needed to meet the ever increasing demands for goods and services. And just two years later, in

1964, there were eighty-two shops and the people of St. Albans could congratulate themselves on having a modern, comprehensive shopping centre. With the opening of the Big Sam market in the middle of the 1970s, it seemed all our needs were well catered for.

Bus services now take shoppers to the not-too-distant, vast Shopping Complexes where everything is available from a cup of coffee to banking and medical services. Specialty shops continue to pop up in the old central area, so that today the people of the hundred-year-old St. Albans village are in a more than enviable position.

CHURCHES

Church of England

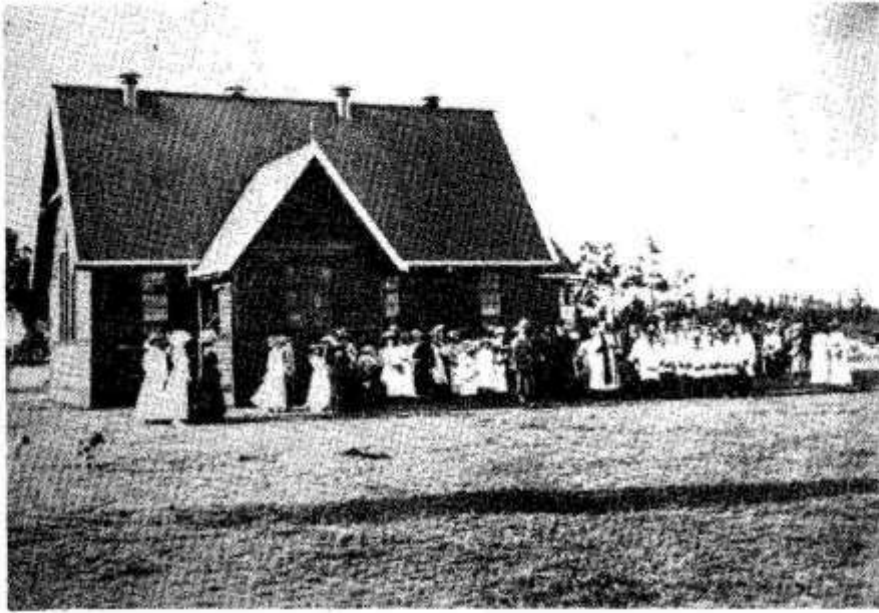
The first services were held in the school-house, then in the Mechanics Institute when that hall was built in 1906. The first church, St. Alban the Martyr, was built in 1910 on a large block of land at the corner of Alexina Street and East Esplanade. In 1922, a Vicarage was built on the same block. Members of the clergy who lived in the vicarage over the years included: Rev. and Mrs. Faulkner, Rev. F. C. Thornton, Rev. and Mrs. Kerdel and family and Rev. and Mrs. Cerruty and family. The vicarage was later rented and eventually sold - much to the regret of many of the parishioners. The original weather-board church was destroyed by fire on the 22nd of December 1966 and replaced by the modern, brick building we have today.

Presbyterian Church (Uniting)

The Presbyterians built their weather-board church on the corner of Circus East and Elaine Street in 1912. The first couple to be married there were Miss Anderson and Les King (our milk man). Sunday School classes were held weekly during the adult services. There was originally a tennis court at the back, where the church hall now stands. The tennis club played in the inter-church competitions. The Ladies Happy Circle Group was held every few weeks. Harvest festival was always a big day in the church calendar. Carols by Candlelight, organized by the church, became a part of the Christmas tradition in St. Albans.

St. Albans Catholic Community

For many decades, the only way a St. Albans person of the Catholic faith could go to church was by catching the 10 am. train to Braybrook Junction. After the service, the options were to wait for the 2 pm. return train or a three mile walk home. After the Mechanics Institute was built, a priest from Braybrook held a service once a month in the hall. Later on, two nuns gave religious instruction after the mass. Before that, the two Misses Beck conducted Sunday school in their home, assisted by Mary and Elsa Stein -



The old Anglican Church, in 1910.



The Presbyterian Church built in 1912.

both of whom still live in St. Albans today.

In 1953, the Sacred Heart Parish was established to cater, not only for the local parishioners, but also for the very many people of Catholic faith who settled in St. Albans after the war. The first building was erected by voluntary labour, the community responding well to the call - even Mr. Tolhurst came in his wheel-chair to help lay bricks. This building served as a church hall and a school and was used for many other general needs of the parish. The Sacred Heart Parish today is a very big one and has many other parishes adjoining it. It caters for both primary and secondary schooling. The Sacred Heart Primary School opened at just the right time to help relieve the schooling emergency in St. Albans in the early years of immigration.

THE SIGN

Page 9

CROFTBANK DAIRIES Pty. Ltd. MAIN ROAD EAST, ST. ALBANS—65-9142 — For Your — SAFETY PASTEURISED MILK AND CREAM	NEWSAGENCY MILK BAR UNGER'S 304 MAIN ROAD EAST, ST. ALBANS Phone: 65-9273 For Your GIFTS — TOYS — STATIONERY RELIGIOUS REQUISITES
---	---

VOLUNTARY WORKERS - TEAMS

1	2	3	4
MR. WARD (C)	MR. MLEWSKI (C)	MR. VAN DER VOORT (C)	MR. BARNARD (C)
- A. LECKIE	- MAJKSCH	- POLESZ	- TOLHURST
- BAKOWSKI	- BERBEKA	- BILAN	- BORKOWITZ
- BANKI	- BLAHT	- CASHILL	- C. FARRUGIA
- BATTYE	- CIECHANOWICZ	- A. COORT	- F. FARRUGIA
- CAR	- CZYZEWSKI	- F. COORT	- D. GAVAGHAN
- KILLEEN	- JABLONSKI	- GERB-ABELA	- E. GAVAGHAN
- MULCAHY	- KORCLYNSKI	- GERBEC	- HENCION
- LAWLER	- KRO	- T. McMAHON	- KAPLON
- PLEBAN	- KROCKEL	- MATHYSSEN	- KARPIK
- ORLIKOWSKI	- PATYKOWSKI	- NIEDZWIECKI	- KARWOWSKI
- SCIBERRAS	- SROKA	- PEPPARD	- KENNEDY
- SKWARLO	- LISLUXIEWICZ	- PSAILA	- KOSCHWITZ
- STAWICKI	- ZABA	- ZBRGJEWSKI	- HEWITT
- MATUSZCZAK	- ZAWADA	- ZITERSCHLAGER	- MILLAY
- AITKEN	- ZYBERT	- TRYBUS	- A. McMAHON
- BAZALUK	- BOBEK	- HRYGALIS	- ROWAN
			- RUS
			- SWIKS

[As rostered 17/9/1953 — 1/10/1953]

This is a photograph of the original list used in the old Public Hall where Holy Mass was celebrated on Sundays until October, 1954.
 More men worked on the Church whose names did not appear on this list.
 From these Volunteers, St. Joseph's Guild was born and has thrived ever since.

SIGHT TESTING

Phone
67-9885
MELBOURNE

56-5825
CHADSTONE

Coles & Garrard
OPTOMETRISTS & OPTICIANS
Direction: J. E. Brown
Optical Suppliers to
St. Vincent's Hospital

B. T. D. ELECTRICS
BRUNO T. DAPCICH
"A" Grade Electrical Contractor
83 MAIN ROAD WEST,
ST. ALBANS
Telephone: 65-9435
After Hours: 65-9058
DOMESTIC AND INDUSTRIAL
MAINTENANCE AND REPAIRS
ALL ELECTRICAL GOODS

B.P. Circus Auto Service Cr. ARTHUR STREET and EAST ESPLANADE Prop. J. ZURAWIECKI All Car Repairs — Oxy and Electric Welding Our work is speedy, efficient and cheapest in town Telephone: 65-9013	W. & E. GRINHAM QUALITY BUTCHERS MAIN ROAD WEST, ST. ALBANS Telephone: 65-9112 ORDEPS DELIVERED
--	---

A list of voluntary workers who helped to build the church, 1953.

Post-war Churches

The thousands of people who settled in St. Albans after the war were of many different religious persuasions, and, as they settled in and established their places of worship, St. Albans became enriched by a great diversity of religious practices. Today, Greek Orthodox, Russian Orthodox, Serbian Orthodox, Salvation Army, Lutherans, Assemblies of God, Baptists, and Jehovah's Witnesses are all represented in St. Albans. For many newcomers, their church becomes the hub of their social life. A place where clubs can be formed, friends can meet, advice can be given and received and, most importantly, their own individual cultures can be maintained.

THE WATER SUPPLY

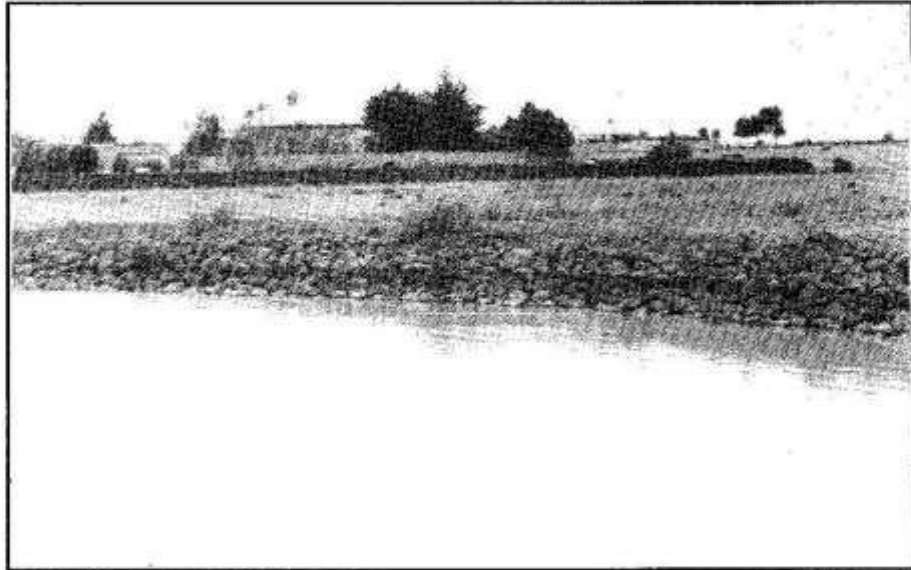
This paragraph should probably be headed "The No-Water Supply" for that would more accurately tell the story of the long, constant struggle of the inhabitants of St. Albans to get anything like a regular and reliable supply of water. The early settlers endeavoured to have enough tanks filled in the winter to tide them over the long, dry season. Farmers had deep wells sunk to supply water for domestic use and dug out small dams - really water holes - in each paddock for stock use.

Messrs A. H. Padley, Percy Oakden and J. A. Horsefall built a reservoir on their block of land in Fox Street and formed a Trust to care for the reservoir in the interests of the residents of the St. Albans Estate. Problems were encountered as shown in the 1905-7 documents re-produced here. The Keilor Council eventually bought the site and, when the town was less dependent on it for water, it was of great benefit for stock watering, even if, in winter, many a horse or cow got bogged in the muddy edges and had to be hauled out. It was also the scene of tragedy when a much loved local lady, after shooting her husband, ended her life in its waters. In 1950 the reservoir was drained, filled and the site today is a playground for the neighbourhood children.

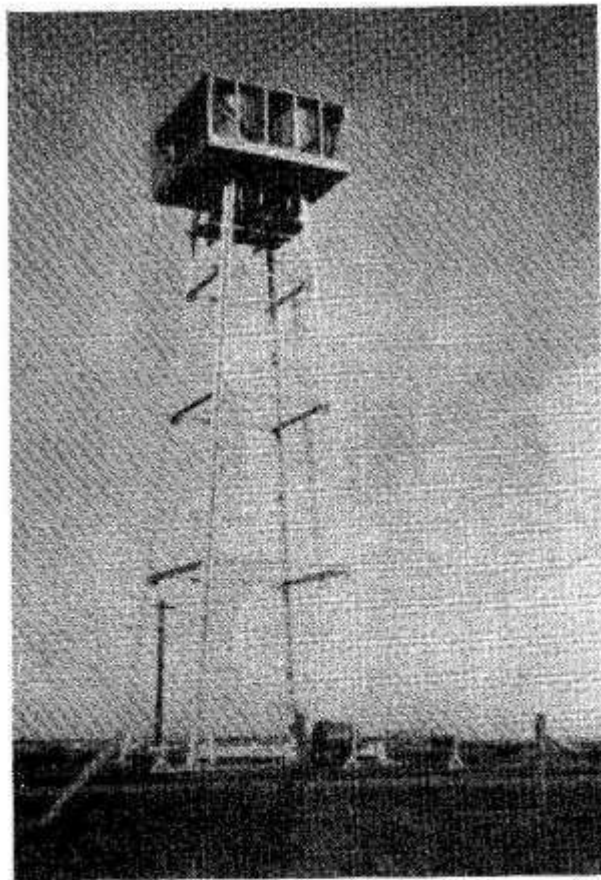
Many 'town dwellers' found that their rented houses were provided with only two tanks - one large and one small, so it was imperative to conserve water right throughout the year as it was not possible to foresee the coming of drought conditions. Bath night had to be carefully planned and a strict schedule adhered to: children into the bath first - one at a time or all together; after the addition of a little hot water, in with mother; another topping up and dad had his turn. That was not the end - that well-used water washed the 'dark' washing, then after all that, it was baled out and thrown on the garden.

When the house tanks dried up, water had to be carted from the council stand. A small fee would be paid to the council and thirty shillings was paid to Farmer McAuley to cart the water. Farmer McAuley had a lorry (a long, four-wheeled cart) that was pulled by one or two horses. An iron tank about eight feet square was mounted on the lorry, from which precious water was pumped out into householders' tanks. Wages were very low and the cost of water often accounted for half a weekly income. No wonder the people of those days were expert conservers of water!

Water was eventually laid on to the town in 1940 - over fifty years after its founding. The supply only became fully adequate when the storage tanks were built in Taylors Road after 1970 and a St. Albans water scheme became a reality.



The Reservoir built by Padley, Oakden and Horsfall in Fox street.



The tank which replaced the reservoir as a source of water.

388 Flinders Lane, 2845

Melbourne, July 10th. '05.

The Hon Thomas Bent
Premier etc.

*Acted
inquiries will
be made.
24.7.05*

Dear Sir :-

Referring to the Government purchase of the "Overnewton" Estate we desire to take this early opportunity of advising you as Trustees of the Reservoir on the St Albans Estate that the source of supply for this Reservoir is the natural one that has always existed by watercourses through the Overnewton Estate, the surface waters from which, when rain comes, empty into this Reservoir, and when it is full overflow in their natural course down south-west, finally discharging into Kororoit Creek. As Trustees we must see that the sources of supply are kept pure and unpolluted as has been always, and also that they are not diverted or interfered with.

At the same time we are willing to work in with any Government scheme that would secure a wholesome and permanent supply of water, and would not be averse to allow this Reservoir to be made the centre of a scheme of supplying the country round within a reasonable radius supposing it were filled from the Yan Yean or Deep Creek and thence distributed either by pumping or gravitation.

A number of the paddocks the Government has purchased were formerly a part of the St. Albans Estate, and at the time when our Trust was formed schemes were projected for supplying the whole of the Estate. The Reservoir of which we were Trustees formed a part of the scheme, but unfortunately in consequence of the financial collapse their completion was postponed.

Both of us surviving Trustees are thoroughly acquainted with every detail of this part of the country seeing that Mr Padley was Managing Director of the Cosmopolitan Land Banking Co., the owners of the St. Albans Estate, and Messrs Oakden and Terry were the Surveyors of the Estate, and possess complete surveys of the same, and we would be glad to work in with the Government in any scheme.

We have however to formally advise you that we must see that all the rights as regards this Reservoir are conserved as we hold it in trust for the residents on the Estate.

We are,

Yours faithfully,

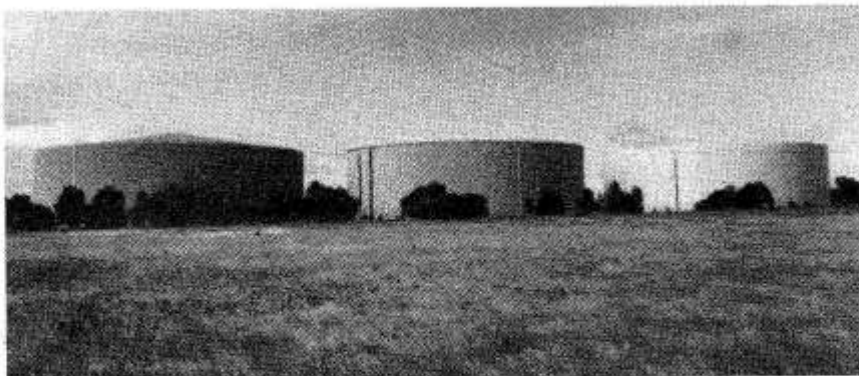
A.H. Padley

Corresponding Trustee

Perd Oakden
Trustee.

24.7.05

P.S. For your information we would state that the Deed of Trust was executed 20th November 1892, the Trustees being A.H. Padley, Perd Oakden and J.A. Horsfall, of whom the last named is deceased.



The modern water tanks in Taylors Road.

CLARKE PADLEY & CO.
MELBOURNE.

TELEGRAPHIC ADDRESS: PADLEY MELBOURNE.
MAILING ADDRESS: A.B.C. (4TH EDITION).
PRINTED BY THE WESTERN UNION.
THE STANDARD SUPPLY CODE, UNICODE AND PRIVATE.
Telephone 466 "City".

The Hon. Thos. Bent,
Government Offices.

Dear Sir.

The trustees of the St. Albans' reservoir at St. Albans, have received a petition dated the 10th inst. ^{from the residents} and which we beg to enclose you copy in which they state that the Overnerton Closer Settlement ^{folks} are trespassing upon the Estate & using the water from this reservoir. You will doubtless remember that - some few months ago, at the time when you were cutting up the Overnerton Estate, the trustees notified you that the Government would be held responsible for anything that went from the Closer Settlement land in this reservoir, and made it unsuitable for domestic purposes; but we did not dream that at any time your settlers would try to deliberately steal the water of this reservoir.

The trustees feel sure that you will see the necessity of issuing instructions forthwith, otherwise they will have left no alternative than to place the matter in the hands of their soliditors to recover damages from the Government. This of course they have to do, you know, as trustees of this reservoir, in the same way as you being a trustee for the Government would have to do - in a similar case. You will see that the names of the principal trespassers are, Johnson cattle, McRae horses & cattle, Boyd cattle horses & sheep. Boyd has taken possession of the place. The people of St. Albans Estate are getting very short of water and the reservoir is getting very low. For this special reason your -- prompt attention is asked and the trustees, in the meantime, are also writing to the Braybrook Police asking them to attend to the matter.

I am,

Yours faithfully,

A. H. Padley

Corresponding Trustee for self & Colleague (Percy Oakden.)

533 Collins Street.

Sept. 18th. 1907.



C O P Y .

September 10th 1907.



A Petition Signed by the Property Owners on the St. Albans' Estate to the Trustees of the Water Reserve asking them to prevent the Overnston Settlers from Watering their Sheep & Cattle at the Water-hole & from trespassing on the reserve.

Names of the Trustees.

Messrs Oakdon / Padley.

J. Shortell	Susan Boyd
T. Baker	Robert Linton
Amy McDowell	R. Douglas
S. Lewis	C. Hester
S.T. Stanworth	J. Johnson
Fred Clifton	G. Baker
Mary Delahey	E. LeCourtour
Annie Wolfe	A Dickson
Jane Linton	P. Power
H. Matin	W. Schwarze
W. LeCourtour	W. Watford
A. Spear	R. Shortell
Geo.P. Main	R. Main

Namee of the principal trespassers, Johnson cattle,
McRae Horses & cattle
Boyd Horses cattle & sheep.

Boyd has taken possession of the place. The people of St. Albans Estate are getting very short of water & the reservoir is getting very low.

THE KINDERGARTEN

St. Alban's first kindergarten was established after a long struggle to raise the £400- required to help the Church of England build a hall in which the kindy was to be conducted. Dick Yeomans, Alf Clarke (who, sadly, was accidentally killed soon after the realisation of the project) and Lorna Cameron organised and ran many fund- raising functions - some vaguely illegal, but mainly concerts, dances and fairs. As in all suburbs in the 1950s and 60s, the children of the untiring volunteers did not benefit from their parents' efforts, (they were too old by the time the money was raised) but hundreds of other St. Albans children have benefitted since those days, and the young parents who subsequently brought their children along to the hall must have been deeply grateful to the three people who worked so hard, not for their personal gain, but for the good of the community as a whole.

THE COMMUNITY YOUTH CLUB

The Youth Club, as it exists today in Main Road West, is not only a hub for an amazing diversity of educational, cultural, communal and sporting activities, but also a living memorial to the stalwarts of St. Albans who strived throughout its entire history to keep it going. The club started off in the 1950s in a tiny tin shed and with £400 in a kitty - money salvaged from an earlier boys' club. Involved in the setting up of the club were Jack Cameron (who was its President when he was tragically killed in an accident in 1962), Constable Frank Miller, Cliff and Em McCulloch, Tiny and Beryl Brundel, Eddie and Esme Mundy, Col Thorpe and Clem and Betty Buckingham. At the beginning the club was mainly involved in the sponsorship of junior football teams, and remained so until the senior football club incorporated the juniors into its own organization. After Jack Cameron's death, his wife Lorna became the first female delegate to the Footscray District League - a position she held for many years. Indeed, at this time, Lorna Cameron took over the reins at the Youth Club and has steered it on its successful course ever since.

The pressure to raise money for better premises and running expenses never abated, and it came in in dribs and drabs until a chance opportunity to organize a carnival was taken up by Jack Cameron and his band of helpers. Hopes ran high as it was expected that £100- would be raised with this event - no one dreamed that £1000- would be added to the meagre coffers of the struggling club. But that is what happened, and a Quonset Army hut (exclusive of floor, toilet block and brick ends) was purchased for £600-. And from then on the club flourished, hosting over the years activities including, dances, concerts, gymnasium, marching girls, table tennis, boat-building, balsa-wood classes, drama, scouts, guides, discussion groups, pre-school play groups, arts and crafts, painting, yoga, pottery, adult literacy, floral art, first aid, ballet, school holiday programmes, Christmas holidays for low income families, ethnic cultural activities, courses on women's affairs, hydrotherapy, etc. A girls softball team and a boys football team formed the base of a Saturday night dance, supported by Claude Coupo, Ken and Sybil Jacks, Oriel Jeffery, Kevin and Kath Toogood, Bill and Thel Walker and Joy Harris.

A set back in the club's activities came in 1974 when fire partially destroyed the building, but despite this brief lull (although some activities did continue in the re-building phase), the club today is a very vibrant community centre.

ST. JOHNS AMBULANCE BRIGADE

Mr. Bill Knowles and Mr. Trevor Kerr must be given credit for the establishment of the St. Albans St.Johns Ambulance Brigade for Boys (since disbanded). They got the group together and took on training the boys in first aid. All the lads they trained attained high standards in the set exams. Bill and Trevor also contributed to the social life of the club. The band they formed with the boys was always in great demand for performances at civic functions - Anzac Day marches, carnivals, school celebrations, etc. As St. Albans was such a small town, with little or no provision for entertainment, clubs such as this contributed greatly to the development of the boys and helped prepare them to take their place in the world as enriched and valued members of their chosen communities. There is a very successful Girls Brigade still in existence.

ST ALBANS R.S.L. SUB-BRANCH

This organization functioned from 1960 to 1970 and during its brief, ten-year life span had many enjoyable outings to such beauty spots as Trentham Falls, Kyneton Botanical Gardens, Anakie Fairy Park, Barwon Heads and the You Yangs. When the branch disbanded, their 25lb. artillery piece was moved to stand next to the Memorial Gates at the Sydenham Public Hall.

Frank Pringle and Lance Gliddon never ceased honouring their fallen comrades and have, for the last 26 years, distributed Remembrance Day poppies and Anzac Day tokens at the St. Albans station. Members of the branch included:

AXIAK, C.		LYNCH, T.	*	A.I.F.
BAULCH, W.	R.A.A.F.	MANSFIELD, K.		A.I.F.
BARLOW, F.	R.A.N.	MARSHALL, F.		A.I.F.
BOYCE, A.	R.A.N.	MONTGOMERY, J.		R.A.A.F.
BRADLEY, C.	R.N.	NOVAK, S.		R.A.F.
BROTCHIE, W.	A.I.F.	O'BRIEN, Dr.P.A.		R.A.F.
(Secretary)		PERRY, W.		A.I.F.
CAMERON, J.	R.A.A.F.	PRINGLE, F.	*	A.I.F.
COUGHLIN, G.	BR.ARMY	(President)		
DOHERTY, J.	R.A.N.	ROGANINSKI, J.		-
DUSTING, M.	A.I.F.	ROWLEY, W.		BR.ARMY
EARL, T.R.A.A.F.	SANDS, V.	A.I.F.		
FLEETON, R.	A.I.F.	SELF, N.		A.I.F.
FRY, B. A.I.F.	STEVENS, D.	R.A.A.F.		
GLIDDEN, L.	R.A.A.F.	STEWART, L.		A.I.F.
GOODALL, -	R.A.A.F.	UNGER, H.		R.E
HAMPTON, T.	R.A.A.F.	WALE, N.		8.ARMY(Br.)
HARLOCK, W.	A.I.F.	WATSON, D.		A.I.F.
HARRIS, C.	R.A.A.F.	WATSON, J.	*	A.I.F.
KERR, C.	R.A.F.	WHITE, R.		-
KNOWLES, H.	A.I.F.	WRIGHT, R.		A.I.F.
		ZEGLINSKI, B.		ARMY (Canada)

(* indicates foundation member)

GIRL GUIDES

Guiding first began in St. Albans with the 1st St. Albans Brownie Pack on the 9th of March, 1946 with Heather Alderson as Brown Owl. The District Commissioner at that time was Janette McKay.

On the 11th of May, 1959, the Local Association was formed and held its first meeting. Mrs. Ethel O'Hare was elected President. The first St. Albans Brownie Pack was re-opened on the 14th of March 1960 with Mrs. Aileen Leigh as Brown Owl. Mrs. Glasheen became a Guider and opened the 1st St. Albans Guide Company on the 23rd of September 1960.

Mrs. Townsend became District Commissioner for Deer Park and St. Albans. McKay Division was formed including Deer Park, Sunshine and St. Albans. Brownies and Guides went into recess.

1st Pack and 1st Company were re-opened in 1965 and 1966 by Mrs. Cross and Mrs. Thorpe; 2nd St. Albans Brownie Pack was opened by Mrs. Kilgour in 1966; 3rd Pack was started in 1971 by Joan Beighton and the 4th Pack by Mrs. Ruth McQuienn in 1977.

2nd St. Albans Guide Company was opened by Mrs. Perry in 1969 and the 1st Ranger Guide Unit opened in 1980 by Katrina Allen.

At present in St. Albans we have four active Brownie Packs, 2 Guide Companies and a Ranger Guide Unit, thanks to the dedication and enthusiasm of 13 Leaders, 2 Junior Leaders. Unit Helpers and our District Commissioner.

Queens Guide Awards have been presented to Maria Dobes, Pat Lovelock, Lynette Harvey, Kathy Bell and Karen O'Shea. Through the Ranger Section, they have been awarded to Louise McQuienn and Simela Karasavidis.

Special congratulations must go to Mrs. Val Bell who received the Banksia Award for her excellent service to our local area over the past twenty years.

Thanks must go to our Local Association for keeping our District running and to the families who have given their continued support over the years.

Well done ! Bravo !

Brenda Payne

SCOUTING in St. Albans

Scouting was introduced in St. Albans by the Church of England minister, the Rev. C. Nash, in 1930. Numbers were small and activities took place in conjunction with another small troop from Deer Park. This early organization disbanded in 1935, due to a lack of a leader.

In November 1955, Mrs. Jean Pringle chaired a meeting of interested people and the scouting movement was again introduced to St. Albans, which flourished for almost twenty years. Early meetings of scouts and cubs were held in the club rooms at Errington reserve. The group achieved independence when a Nissen hut was purchased and officially opened as a Scout Hall on the 9th of December, 1959. The present Scout hall, built alongside the old Nissen hut, was opened on the 25th September, 1965 and the subsequent eight years saw scouting activities reach their peak achievements.

Tribute must be paid to the following people for their contribution to scouting in St. Albans:

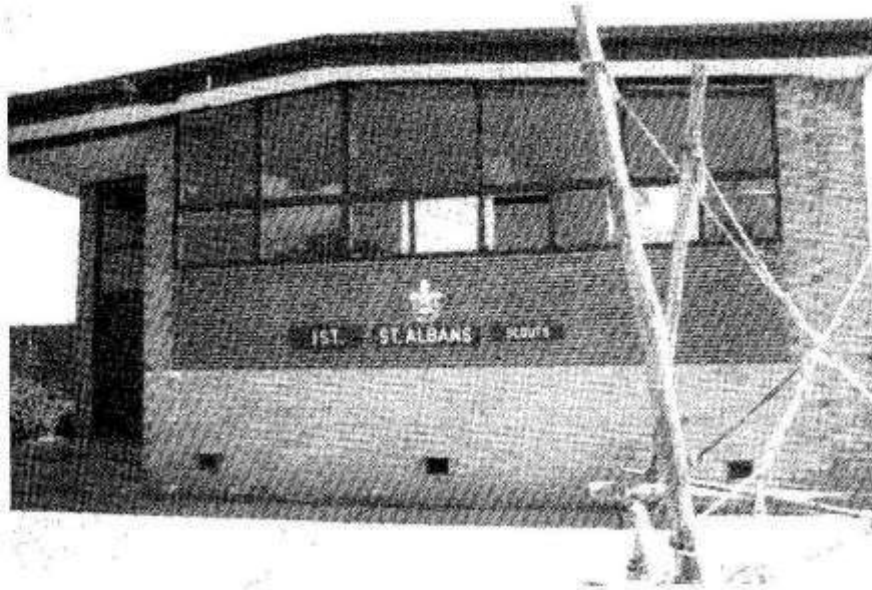
Mrs. Jean Pringle	<i>The first president</i>
Mrs. Isobel Sharp	<i>An early president</i>
Mrs. Oriel Jeffery	<i>Lady Cub Master until 1960</i>
Mr. Ted Thorpe	<i>First Scout Master</i>
Mrs. Magdalena Krois	<i>4 year term as treasurer; Lady Cub Master; later district and area worker until her retirement in 1981. Twenty -five years dedicated service.</i>
Mrs. Betty Bradley	<i>Treasurer from 1968 to 1981.</i>
Mr. Charlie Bradley	<i>Committee member 1955 to 1980</i>
Mr. Jack Krois	<i>Group Scout Master 1960 to 1971 District appointment 1971 to 1980</i>
Mr. Clive Mackenzie	<i>Scout Master 1961 to 1971. Group Scout Master 1971 to 1975</i>
Mr. Rick Turner	<i>Scout Master from December 1975</i>
Mr. Lance Gliddon	<i>Senior Scout Leader 1966 to 1970</i>
Mr. Ron Bell	<i>Senior Scout Leader 1971 to 1972</i>
Mr. Brian Hawkin	<i>Assistant Senior Leader in 1971 and Leader from 1972</i>

Cub leaders and their assistants, 1955 to 1973:

Mrs. Oriel Jeffery; Mrs. Magdalena Krois; Mrs. Baker; Mrs Pat Lee; Mrs. Thelma Nuske; Mrs. Doreen Thorpe; Mrs. Mary Thurgood; Mrs. Fran Glidden; Mrs. Estelle Mackenzie; Mrs. Beryl Hill; Mrs. Elaine Young.

Assistant scout leaders:

Mr. Ken Coulson; Mr. Rick Turner; Mr. Boris Kolendowski; Mr. Albert Frendo; Mr. Tony Staddon.



The new Scout Hall in Percy street.

St. Albans Scouts who achieved high awards:

Leo Dobes; Ron Krois; Ron Perry; Ratko Tomic; Harry Coulson; Les Rendall; Ray Gliddon; Ian Mackenzie; Bruce Mackenzie; Paul Fairbrass. (All qualified as Queen's Scouts) Ray Gliddon was the first scout in the Sunshine District to receive the Duke of Edinburgh Silver Award.

The Dads Club:

Formed to provide financial support for the Scouts, members included: Messers. Baker; Hargreaves; Lee; Krois; Bradley; Roberts; Binks and Daws.

Thanks to Peter Searle who drove the St. Albans Building Supplies truck and to Dudley Self who drove the Self Bros. & Goddard truck on the many bottle drives

Special thanks to the many unnamed helpers and supporters who assisted over the years and without whose loyal and untiring support we, who trained the boys, may not have attained the success which was achieved.

Curley

SPORTING GROUPS

Tennis:

The **Errington Reserve Tennis Club** began with one court and a small wooden club house, to which another court was added a little later. Names associated with the early club include: Clarke, Self, Goddard, Jarrod, Bob White, Jim Knowles, McLee, McKechnie, Patterson and McQueen. The club went from strength to strength and today includes a strong junior club - all well catered for with four courts and spacious club rooms.

The **Linton Tennis Club** originated on a court behind the Presbyterian church. As a church club, the players enjoyed their sport and the associated social life. Unfortunately the court had to give way to a new church hall which was required for social functions and Sunday School classes for the expanding Presbyterian community. The name list of early players include: White, Johnston, Eileen Phillips, Batten and Stevens.

Soccer

The **Ajax Soccer Club** originated when a young lad borrowed a soccer ball from his uncle, Mr. Harry Mokes. He kicked it around with a few of his mates, then came back to uncle and asked him for help to start a club - the boy knew his uncle had coached a junior team back in Malta. In the wake of the boys' enthusiasm, the Ajax club came into being and was registered in 1955. The first match was played in a paddock where the East St. Albans school is now. The name was adopted in honour of a junior soccer club in Malta. From the happy, carefree days of the late 1950s, when matches were played on a very small reserve in Vincent Avenue, Pinnacle Estate, the club went from strength to strength, winning many championships along the way. Today they occupy part of the fine council sporting complex - on the old tip site - and are well-known as the Ajax Green Gully soccer club.

Other teams catering for juniors gradually joined the competition - **Olympia; Lions-Sokol United** and **Sacred Heart**. An abundance of junior talent in these clubs ensured the future of today's strong senior teams.

Swimming

Swimming has come a long way since the days when the residents of St. Albans had no choice but a three-mile hike or bike ride to the Maribyrnong river or an illicit dip in a farmer's dam if they wanted to swim. This, of course, resulted in very few people being able to swim and there were several tragedies when non-swimmers drowned in the Kororoit creek.

The situation improved slightly when the Footscray baths opened, but with many schools in the district having to travel to Footscray and share time, any swimming programme undertaken had limited success. The opening of the Sunshine pool improved things somewhat, but again travelling limited access. After many years of hard work, a Deer Park community group got the building of a pool there underway. When the first section was finished, however, it was found that the pool itself had some engineering problems and it could not be used. Keilor council provided a pool at Avondale Heights,

Avondale Heights, but access to it for St. Albans people - except by car - was almost impossible. It was just another drain on the ratepayers of St. Albans without any appreciable benefits.

Eventually, in the 1970s, the Taylors Road swimming pool was opened here, much to the public delight. Schools have been able to plan realistic swimming programmes and the 'Learn to Swim' campaign operates in the Christmas holidays. At long last every child in St. Albans has the opportunity to become a safe, strong swimmer. The St. Albans swimming club has competed regularly and successfully in local competitions since its formation when the facilities became available. The complex has been extended recently to include an indoor heated pool, gymnasium and restaurant, making it a truly valuable family recreational centre.

Indoor Sports

For many years the **Health Studio** in William Street has been a popular venue for people of all ages. The **Squash Courts**, also, have attracted many groups to the sport - schools, junior clubs, mens and womens clubs, as well as making it possible for individuals to drop in for the occasional or regular game.

The **St. Albans Indoor Sports Complex** in McKechnie Street, although not yet complete, has greatly enhanced participation in indoor sport in the district. It already involves a thousand young people per week in an **Indoor Cricket** competition and five-hundred players per week in Indoor Soccer. For the less energetic, a large **Bingo** hall is home to hundreds of enthusiasts twice daily from Monday to Friday.

As facilities for more indoor games are added, the young people of St. Albans will hardly be able to say that they have nowhere to go and nothing to do - which has been the case for so many years. As recreational facilities continue to develop in St. Albans, the only problem our people might have will be choosing which to attend - then our town will have really caught up with the older, more affluent suburbs of Melbourne.

ST. ALBANS SNIPPETS

Green Gully

Known more often as Green's Gully, this valley was always a popular and pleasant place for a Sunday walk. To the left of the gully is the Maribyrnong River. At the bottom of the gully, on the left going towards Keilor, was the very lovely market garden of Mr. Don Anderson of Keilor. On the right side of the gully, an interesting nest of caves cut back into the cliff. These were sand caves and they were exploited in the early days for the manufacture of sandsoap, which was a common household product. Sandsoap was a hard block of soap, approximately 4 x 3 x 3 inches, distinguished by its orange wrapper. It was made of sand and soap and was used for scrubbing table-tops, benches, floors, etc.- a real necessity in those days. One man lost his life while working in the caves and another was killed while collecting sand. For safety's sake, they were then filled in.

Later, when soil was being excavated a little further around, bones were found that, when carbon-dated, proved extremely valuable in research into the history of the early Aboriginal inhabitants.

Another sand pit was established on the site of our last tip and Keilor had several sand pits.

Our Volcanic Area

Near the west side of the Taylors Road Crossing, not far from the M.M.B.W. water tanks, is a volcanic area - an undulating area surrounded by flat land. Many large boulders of pumice rock were gathered from the site - very perforated, and so light that small pieces floated. Macedon, of course, was volcanic, but the origins of our small, localized area are puzzling. Is it the remains of a run-off of lava from Mt.Macedon? Or was there a small eruption locally in an earlier geological era?

St. Albans is much better known for its bluestone - to be seen today at the old Braybrook Hotel in Ballarat Road.

The Railway Bridge

Big Bridge, or Quartermile as it was known, spans the Maribyrnong River at the east end of Main Road East. It was built during the depression and spans a very deep gully. It is a quarter of a mile long. One man lost his life during the building of the bridge. It is reputed that the distance between the bottom of the bridge and the surface of the river is greater than the same comparative distance below the Sydney Harbour Bridge. Prior to the opening of the bridge, all Albury/Sydney bound rail traffic was routed through the busy Essendon/Broadmeadows line. At first, only goods trains used the newly opened line, but it was used for troop trains during the war. Now, since the standardization of the Victoria / N.S.W. line, all Albury / Sydney trains cross the Big Bridge. A road bridge to link Main Road East and Buckley Street, Essendon, has been proposed for a long time. A lot of talk - but still no bridge.

Radio Transmitter Station - A.B.C.

The McAuley property, on the corner of Taylors and Sydenham Roads, was purchased by the government in order to set up a radio transmission station for the Australian Broadcasting Commission (Stations 3AR and 3LO). Transmission from the new site - which replaced the previous two separate sites at Braybrook and Broadmeadows - commenced in the middle of 1938.

The main transmitting tower, set among other smaller towers, is a landmark in the north of St. Albans. When the tower was built, the design of the base was quite revolutionary. With the tower reaching to a height of 705 feet (approx 215 metres), one would envisage that a wide base structure would be needed. It is, however, quite small - is mounted on a steel ball with an allowance for movement caused by wind. The base was machined by Kelly & Lewis, Engineers of Dandenong, and Alf Stein - a St. Albans man - was responsible for the main part of this work.

The distinctive red flashing light was placed on top of the tower after an aeroplane, flying towards the Essendon aerodrome in very bad weather, over-compensated when trying to avoid the tower, missed the airport, and crashed into Mt. Dandenong, killing all the crew.



The Railway bridge over the Maribyrnong River.

A Migrant's Story

1937: I lived a happy, comfortable life with my two sisters and four brothers in a town called Floriana in Malta. We lived in a villa. My parents ran a cabaret, two restaurants and three bars. The girls and the boys assisted with the running of the business.

There were rumblings of war. 1939: War was declared. It was to alter our way of life completely - little could we believe in those early years the complete disruption of our early life, and the path to our future. A new country and a new life for ourselves and for the following generations.

My four brothers went to war. A year later one of my brothers died when the ship he was on was sunk. A year after my brother's death, my father died after he was hit by a piece of shrapnel in an air raid. One week after the death of my father, all my family owned was destroyed by a bomb. The only thing left standing was a balcony and the stairs leading up to it. The war ended in 1945.

I met my husband who is English and was serving in the R.A.S.C. after the war in Malta. We were married, then we went to England to get his discharge from the army. We then returned to Malta to operate a restaurant. Our old business was rebuilt, but it became a losing proposition, as my brothers were unable to settle down after the war.

So my husband and I discussed migrating to Australia as it offered a new way of life. My husband arrived in Australia in 1954 and was living in a boarding house in St. Kilda. He had a job with Rosella Cannery, where he was earning £12 - per week. He scouted round looking for a place for us to live. He settled for St. Albans as it was one of the only two places in Melbourne where the council would allow migrants to partially build a house (bungalow) with the understanding that when they were financial enough they would finish building the rest of the house.



Migrants leaving a ship in Melbourne

My husband bought a package deal which consisted of land and a bungalow on it for £750 -. He bought it through a Mr. John Eisner who was a land agent for Horsefall Homes in Footscray. As soon as my husband sent word to me, I migrated to Australia eight months later with our two sons. All my brothers and sisters and my mother then followed us later and they all settled in St. Albans.

Four years after we arrived in Australia, we built on the rest of the house, so our bungalow became a three-bedroom brick veneer house, which we later extended to cater for our growing family needs.

We had five children, two boys and three girls, who married different nationalities - Australian, Dutch, Polish and Hungarian. Many of them run their own businesses - some in St. Albans. 3rd. Generation: Thirty wonderful little Australians, mostly growing up in St. Albans.

(This is one migrant's story, but it really tells the story of the post-war migration - why people came here, what they did when they got here, and where they stand in our community today - they are our community !)

An old St. Albans resident's view of 'The Migration'

We grew up in St. Albans after the first world war. We had eight years of primary education in our little three-roomed school before going off, when we were about fifteen, to work in the factories in Sunshine or Deer Park.

Our parents lived through the 1914-18 war and we experienced the depression years; consequently our needs were simple. We could perhaps liken our lives to village life in overseas countries that we had heard of, and were soon to learn a lot more about.

Australia had a small migration programme after world war one, and on hearing of new migration plans thirty years later, we expected something much the same. So it shouldn't be too difficult to imagine the impact the massive migration of the 1950s had on our way of life.

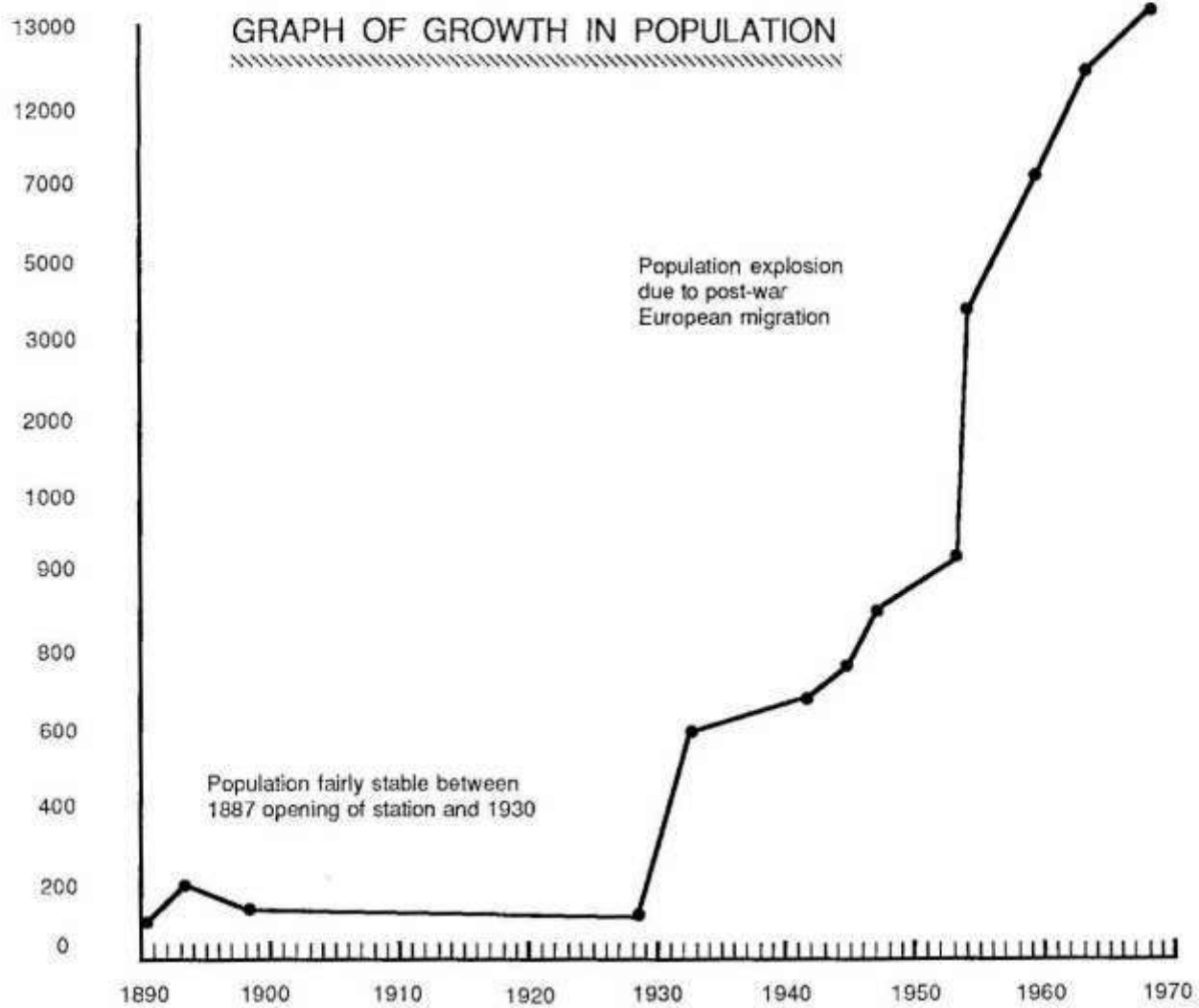
Our familiar population of about two hundred became twenty-thousand almost overnight. Within just a couple of years we were surrounded by over twenty-seven different nationalities speaking their different languages. We heard all this incomprehensible talk going on in our own little town and we were afraid that all these new-comers were talking about us and criticising our life styles. Of course, in reality, they had far more complicated problems to discuss with each other.

Our trains were over-crowded; our schools were over-crowded; everything was stretched beyond the limit.

We had always got along very well with the few amenities available - how could we understand that these very limited amenities could not possibly serve, even in a minute way, such an explosively expanding population. We could not understand the discontent and complaints of the newcomers. Hadn't we lived with the same conditions for years? And lived happily! What we really couldn't come to terms with was that there were suddenly twenty-thousand more people in our midst who had to be catered for.

The paddocks we had happily roamed all our lives suddenly became streets and streets of ugly bungalows. We thought it was awful! Yet we couldn't help but observe that the migrants, even with the living conditions they had, seemed to be happy - getting together and enjoying life. And actually playing the strange game of soccer in our traditional mushroom paddocks.

Assimilation began in the factories where men and women worked together and got to know and accept each others way of life. But *friendship* began in the schools, where these children with the strange names weren't migrants or New Australians, but simply mates of our kids - learning together, playing together, totally accepting and understaing each other; until they grew up, married each other and laid the foundation of the integrated St. Albans we have today. And we 'oldies' like the new St. Albans; we like being 'city people'; we love our grand-children - even if we have a bit of trouble spelling their names. We are proud that our two parliamentary representatives are Greeks. We have acquired quite a taste for Italian, Maltese, Chinese, Lebanese and Vietnamese food. We might miss our mushrooms, but are very proud that Green Gully won the national soccer championship this year.



What's in a Name ?

St. Albans, Victoria, Australia, shares its name with St. Albans, a cathedral city, market town and municipal borough in the St. Albans parliamentary division of Hertfordshire, England. This book has given brief histories of the founders - the patron saints - of our St. Albans, so let us look at two saints from St. Albans in England.

1. **Saint Alban the martyr** - traditionally of Verulamium, the Roman city that became St. Albans. According to (the Venerable) Bede, Alban served in the Roman army and was converted to Christianity by a fugitive priest whom he sheltered and exchanged clothes with, so that he was martyred in the priest's place. It is told that the executioner, having been impressed by Alban's martyrdom, requested that he be executed with Alban, instead of having to carry out the sentence. His request was refused. He therefore carried out his orders and beheaded Alban, but, as the decapitated head rolled away, the executioner's eyes fell out and rolled after it.

The Abbey Church (cathedral) stands on the hill which is the traditional site of the martyrdom. The present church, built after the conquest by Paul de Caen (1077) of Roman brick from the ruins of nearby Verulamium succeeded the Saxon Church of the monastery founded by Offa of Mercia, about 793 BC, on the site of a still earlier church.

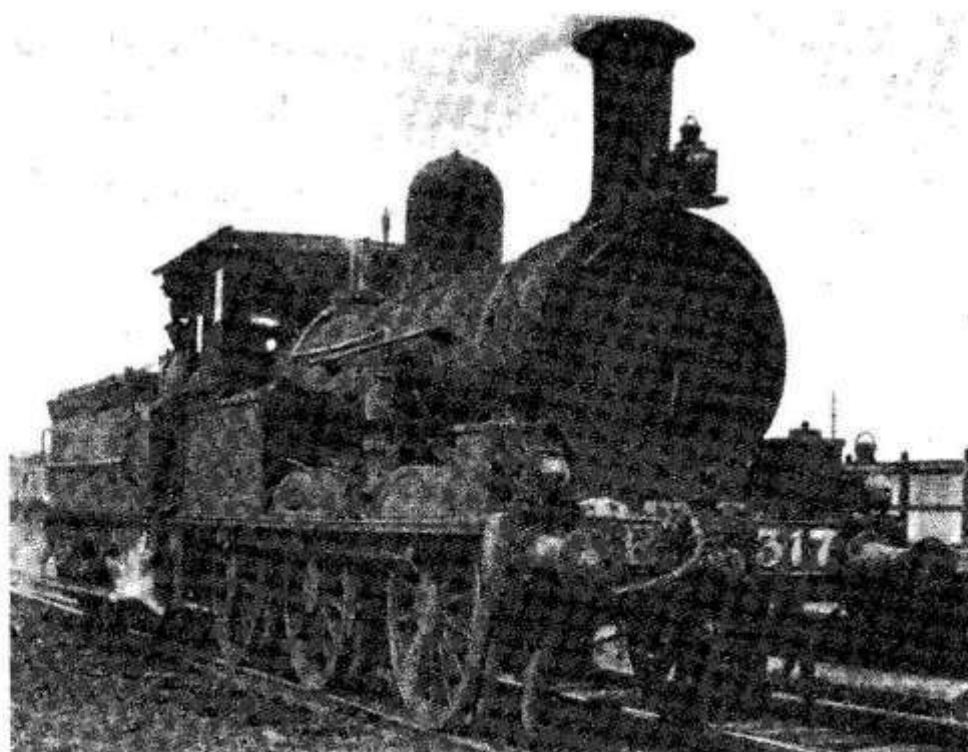
2. **Christina of Markyate** - born Theodora Autti 1097 in Huntingdon, Hunts, England. In 1112, at the age of fifteen, she visited St. Albans Abbey and made a private vow of virginity, intending to devote her life to some form of public dedication. This was not acceptable to her parents. Ralph Flambard (after he became a bishop) attempted to seduce her in 1114. Bishop Robert Bloet of Lincoln at first supported her in her refusal to marry Burhtred - the man of her parents' choice, but was later bribed to give judgement against her. She retained her virginity after a year of virtual imprisonment, a betrothal and a marriage; then was helped in fleeing to Flamstead where she took refuge for two years with an anchoress named Alfwen. She then moved to a hermitage at Markyate, outside St. Albans, where she remained for the rest of her life. She attracted many disciples as her fame spread far and wide, and her house became a regular priory of nuns. She had many invitations to become Abbess of larger nunneries, but she chose to remain at St. Albans - the place of her first dedication. She died in 1161, but the nunnery remained at Markyate until 1537. Saint Christina is included in the December 5th feast of St. Albans.

Irreverencies:

As Theodore Street, St. Albans, is the only early street name unaccounted for by the large Padley brood, it is nice to know that the lady Saint of St. Albans, Christine, was born Theodora. When Tommy Rigg accidentally met Christine Dennis in the search room of the Public Records Office (where he was hunting up railway history and she was checking out her ancestors), Christine easily succumbed to Tom's touch of the blamey when he proposed she should help in the publication of this book - then only in its embryonic stage. A few weeks later, when he saw how much work she had done on the book, he dramatically declared, "You are a Saint !" And there, with a lot more work to do and deadlines still to be met, the story ends.....

RAILWAY HISTORY

by Michael Guiney



R 317 shown above.

Locomotive built by the Phoenix Foundry Company, Ballarat 1884.

Wheel arrangement: 0 - 6 - 0. Builders number: 126. Entered service in Victorian Railways on 9. 5. 1884. Tractive effort: 15,244lbs. Original number 317.

Average cost of R 317 £3551.16.6.

Last Loco in class. Withdrawn from regular service 5 / 1933 and used at Newport Workshops as Local pilot. She was fitted with a tender of an old S class loco, and used at Newport Power Station as a shunter in turn with T class locomotive 92 . 94. She was scrapped at the Newport Shops on 23. 9. 1944. Attempts were made to have this loco preserved in October 1935 but to no avail.

Introduction

The local history of what is now the suburban railway between Flinders Street and St. Albans, has been prepared to coincide with the 100th Anniversary of the opening of the St. Albans railway station on the 1st of February 1887.

From being a little, insignificant country station serving two or three passengers a day, St. Albans station today caters for many thousands of commuters. The station is one of the busiest in the metropolitan area and services extensive residential, shopping and business interests.

The suburb has extended to such an extent that today it has the satellite suburbs of Kealba, Keilor Downs and Taylors Lakes adjoining it. The residential area surrounding St. Albans has so expanded over the past few years that a new station at Ginifer, 1.61 km. from St. Albans on the Melbourne side, was opened on the 31st of October 1982; and a new station serving Keilor Downs, between St. Albans and Sydenham, has been proposed. In addition, because of the location of St. Albans station on Main Road, a suggestion has been put forward that the station be lowered. This would not only eliminate a number of problems associated with the existing station and level crossing, but would also allow for a large-scale development of a major shopping and business complex.

The future of St. Albans looks very bright and it is not unreasonable to predict that in years to come it could very well be the hub of the western suburbs.

The locomotive used in the cover illustration is a type 4 - 6 - 0 Saturated. It was built by Beyer Peacock in 1912 in London, Builders number 5546. Her original number was 553 in 1912, and she was renumbered DD 578 in April 1925. She was reclassified D1 578 in 1929 and scrapped at Newport in November 1960.

The First Railways

When the railway from Footscray to Sunbury, passing through what is today St. Albans, was officially opened on the 13th of January 1859, Australia's first steam-hauled railway had been opened for traffic just over four years earlier. On the 12th of September 1854, the Lieutenant Governor, Sir Charles Hotham, R.N., had opened the Melbourne and Hobson's Bay Railway Company's line from Flinders Street to Sandridge (re-named Port Melbourne on the 1st of April, 1884). On the 13th of May 1857, the Company opened a branch railway to St. Kilda and thus the nucleus of Melbourne's suburban railway network had begun. Victoria's first country railway, from Geelong to Greenwich, a small village near present day Newport, was opened by the Geelong and Melbourne Railway Company on the 25th of June 1857.

The first government railway in the colony, from Spencer Street to Williamstown, was opened by the Governor, Sir Henry Barkley, on the 13th of January 1859. After

proceeding to Williamstown by train, the Governor then travelled to Sunbury, via Footscray, where His Excellency laid the foundation stone of the Jackson's Creek viaduct. At the conclusion of the official festivities, the Vice-regal train departed from Sunbury at 6.20 p.m., arriving at Spencer Street at 7.05 p.m. The construction of a main trunk railway to the central goldfields and to the river Murray, along with a branch line to Williamstown had originally been undertaken by another private railway company - The Melbourne, Mount Alexander and Murray River Railway Company.

Prior to the completion of the Williamstown Railway, the Melbourne, Mount Alexander and Murray River Railway Company got into financial difficulties and in 1856 the government acquired the assets of the company by Act of Parliament and it was they who completed the Williamstown line and commenced construction of the Sandhurst and Echuca Railway.

Other private railway companies who constructed lines in Melbourne were as follows:

The **Melbourne and Suburban Railway Company** who opened their first railway from Princes Bridge to Punt Road on the 5th of February 1859.

The **St. Kilda and Brighton Railway Company** whose railway from St. Kilda to Bay Street, North Brighton, was opened on the 19th of December 1859.

The **Melbourne and Essendon Railway Company** who constructed a railway from Essendon Junction on the Williamstown Line, to Essendon, and which opened for traffic on the 1st of November 1860. The company lost heavily on the venture which forced them to close their railway on the 1st of July 1864. On the 27th of August 1867, the railway was sold to the government for £22,500 -.

In 1865, the **Melbourne and Hobson's Bay Railway Company** purchased the railways of the Melbourne Railway Company (as the Melbourne and Suburban Railway Company was re-named in 1862) and the St. Kilda and Brighton Railway Company, and became the Melbourne and Hobson's Bay United Railway Company. While the government operated all the railways to the west of Melbourne out of Spencer Street, the company ran all the railways to the east of Melbourne from Flinders Street and Princes Bridge stations. This continued until the 1st of July 1878 when the government purchased the railways and assets of the Melbourne and Hobson's Bay United Railway Company. The government now owned and operated all railways in the Colony of Victoria.

Later private railways constructed were the **Rosstown Railway** from Elsternwick to Oakleigh; the **Altona and Laverton Bay Freehold and Investment Company Ltd's** railway from Williamstown Racecourse to Altona Beach; the Shire tramways from Kerang to Koondrook and from Dookie to Katamatite.

All of these, with the exception of the Rosstown Railway, were subsequently acquired by the government, and when the Kerang to Koondrook railway was taken over by the Victorian Railways Commissioners on the 1st of February 1952, all public railways in the State of Victoria were government owned and this has continued to be the situation up to today.

The St. Albans Line

Following the official opening of the railway between Footscray and Sunbury on the 13th of January, 1859, public traffic between these two places commenced on the 10th of February, 1859. The line was built by Cornish and Bruce and the only intermediate station provided was at Diggers Rest where Cobb & Co's coaches to Castlemaine and Sandhurst connected with trains, thereby saving passengers an hour and a half on the through journey. Keilor Road station (re-named Sydenham on the 1st of April 1887) at 15 miles opened on the 1st of March 1859. Albion & Darlington station at 8.5 miles, at the site of the present Albion Station, opened on the 5th of January 1860, but was short-lived and closed on the 1st of January 1861. On the 2nd of March 1861, the Age notified that all passenger trains on the Sunbury line now stopped at Upper Footscray and Maidstone. The exact location of these places is not known, but neither survived for very long, Upper Footscray only receiving a brief mention on one other occasion, and Maidstone was closed on the 1st April 1865.

It is hard to imagine today, that from 1865 until 1884, there was no station between Footscray (M & E) and Keilor Road, a distance of 11.25 miles, in an area which is now suburban Melbourne. The long stretch without a station was broken on the 2nd of April 1884, with the opening of Braybrook Junction (re-named Sunshine on the 15th of July 1907). A signal box was provided at the junction on the 1st of December 1884, with the station opening for passengers on the 7th of September 1885. The station came into existence at the result of being selected as the junction point of the direct line to Ballarat. The first portion of the line was opened to Melton on the 2nd of April 1884.

In 1885, a goods siding was provided at 8 miles 50 chains for the Albion Quarrying Company, leading from the "Down" Bendigo line on the St. Albans side of the Ballarat Road level crossing (No.7 gate), near the site of the old Albion & Darlington station..

The late 1880s saw the land boom in full swing, and the next station to open, between Footscray (M & E) and Keilor Road, was St. Albans. It opened on the 1st of February 1887, and was provided to serve the estate of the Cosmopolitan Land and Banking Company. Another land-boom company at this time was the Queensville Land and Investment Company which was actively involved in opening up an estate between Footscray and Braybrook Junction. While this Company was pressing for station facilities at Geelong Road, Footscray, the North Western Suburban Railway League was in frequent communication with the Railway Commissioners, via the Premier, lobbying for increased railway facilities for Braybrook, St. Albans and Kororoit residents.

On the 28th of July 1888, the Railway Commissioners ran a special train, no doubt for the public to attend a land sale, to and from the new platform at Footscray West. The station at Footscray West (altered to West Footscray on the 1st of September 1912) was officially opened for passengers on the 1st of October 1888, the same day on which a suburban train service from Spencer Street to Braybrook Junction was inaugurated. It had originally been intended to open the suburban service to St. Albans on the same date, but this was not possible because the crossovers between the "Up" and "Down" lines had not been provided at St. Albans. The suburban service to St. Albans commenced on the 19th of November 1888, when it was announced that trains would run as per the published time-table dated the 1st of October 1888. A service of 10 trains was provided between Melbourne and Braybrook Junction, with 5 of these trains operating to and from St. Albans. The time-table for the 1st of March 1889 shows that six of the ten trains provided ran through to St. Albans, with an extra train on Saturday running to and from St. Albans.

North Suburban District

1st Oct., 1888.

MELBOURNE TO BRAYBROOK JUNCTION AND ST. ALBANS.

WEEK DAYS (SATURDAYS INCLUDED).

Height above Sea.	Miles.	STATIONS.	1	2	3	4	5	6	7	8	9	10	11
			A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	Sats. only.	P.M.	P.M.	P.M.
32	..	MELBOURNE .. dep.	6 15	7 35	9 5	11 5	12 35	1 45	2 25	2 55	5 20	6 35	10 35
18	1½	North Melbourne ..	6 19	7 39	9 9	11 9	12 39	1 49	2 29	2 59	5 24	6 39	10 39
50	3½	Footscray	6 25	7 45	9 15	11 15	12 45	1 55	2 35	3 5	5 30	6 45	10 45
80	4½	Footscray West ..	6 28	7 48	9 18	11 18	12 48	1 58	2 38	3 8	5 33	6 48	10 48
124	7½	Braybrook Junction ..	6 35	7 55	9 25	11 25	12 55	2 5	2 45	3 15	5 40	6 55	10 55
218	11½	ST. ALBANS .. arr.	6 45	8 5	..	..	..	..	2 55	..	5 50	7 5	11 5

ST. ALBANS AND BRAYBROOK JUNCTION TO MELBOURNE.

WEEK DAYS (SATURDAYS INCLUDED).

Height above Sea.	Miles.	STATIONS.	1	2	3	4	5	6	7	8	9	10	11
			A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	Sats. only.	P.M.	P.M.
218	..	ST. ALBANS .. dep.	6 53	8 10	..	..	..	..	..	5 40	5 55	7 10	11 10
124	3½	Braybrook Junction ..	7 3	8 20	9 40	11 40	1 10	2 19	3 35	5 50	6 5	7 20	11 19
50	6½	Footscray West ..	7 10	8 27	9 47	11 47	1 17	2 26	3 42	5 57	6 12	7 27	11 26
50	7½	Footscray	7 13	8 30	9 50	11 50	1 20	2 29	3 45	6 0	6 15	7 30	11 29
18	10	North Melbourne ..	7 19	8 36	9 56	11 56	1 26	2 36	3 51	6 6	6 21	7 36	11 36
32	11½	MELBOURNE .. arr.	7 23	8 40	10 0	12 0	1 30	2 40	3 55	6 10	6 25	7 40	11 40

The first Braybrook Junction and St. Albans timetable. Trains ran only to and from Braybrook Junction until the 19th November 1888, when the above timetable became fully operational and the trains shown commenced running to and from St. Albans.

On the 24th of March 1891, both the Tottenham station and a new Albion station at 9.5.miles were opened for traffic. The British Bank of Australia was involved in the provision of a station at Tottenham, no doubt in connection with the opening of another estate in the area; while D. Munro was associated with the opening of Albion station. Plans show that there was a properly surveyed town, with named streets surrounding the Albion station. It is remarkable that the station at this site survived until 1919, as there must have been very little there in 1891, and there is certainly nothing there today.

North Suburban District. 1st March, 1889.

MELBOURNE TO BRAYBROOK JUNCTION AND ST. ALBANS.

WEEK DAYS (SATURDAYS INCLUDED).

Miles above Melb.	Miles	STATIONS.	1	2	3	4	5	6	7	8	9	10	11
			A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	Sats. only.	P.M.	P.M.	Sats. exceptd.	P.M.	P.M.
0	—	MELBOURNE .. dep.	6 15	7 35	9 5	11 5	12 35	1 45	2 25	2 55	5 20	6 35	11 20
15	1½	North Melbourne ..	6 19	7 39	9 9	11 9	12 39	1 49	2 29	2 59	5 24	6 39	11 24
30	3½	Footscray	6 25	7 45	9 15	11 15	12 45	1 55	2 35	3 5	5 30	6 45	11 30
40	4½	Footscray West ..	6 28	7 48	9 18	11 18	12 48	1 58	2 38	3 8	5 33	6 48	11 33
124	7½	Braybrook Junction ..	6 35	7 55	9 25	11 25	12 55	2 5	2 45	3 15	5 40	6 55	11 40
128	11½	St. ALBANS .. arr.	6 45	8 5	..	11 35	..	..	2 55	..	5 50	7 5	11 50

ST. ALBANS AND BRAYBROOK JUNCTION TO MELBOURNE.

WEEK DAYS (SATURDAYS INCLUDED).

Miles above Melb.	Miles	STATIONS.	1	2	3	4	5	6	7	8	9	10	11
			A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	Sats. on y.	Sats. exceptd.	P.M.
128	—	St. ALBANS .. dep.	6 53	8 10	..	11 40	..	..	..	5 40	6 55	7 10	12 0
124	3½	Braybrook Junction ..	7 3	8 20	9 40	11 50	1 10	2 19	3 35	5 50	6 5	7 20	12 10
80	6½	Footscray West ..	7 10	8 27	9 47	11 57	1 17	2 26	3 42	5 57	6 12	7 27	12 17
50	7½	Footscray	7 13	8 30	9 50	12 0	1 20	2 29	3 45	6 0	6 15	7 30	12 20
15	10	North Melbourne ..	7 19	8 36	9 56	12 6	1 26	2 36	3 51	6 6	6 21	7 36	12 26
22	11½	MELBOURNE .. arr.	7 23	8 40	10 0	12 10	1 30	2 40	3 55	6 10	6 25	7 40	12 30

This second Braybrook Junction and St. Albans timetable saw the introduction of an additional train to St. Albans, departing from Melbourne late in the morning. The 11.40 a.m. departure of this train from St. Albans was possibly run to accommodate shoppers going to the city.

The Footscray station on the Melbourne and Echuca Railway had been re-named Middle Footscray on the 5th of July 1889, but with the opening of the new Footscray station at the physical junction of the Williamstown and Echuca lines on the 20th of September 1900, the station was closed to passengers on that date. However, Footscray residents, who found that they then had an extra quarter of a mile to walk to the new station, protested; with the result that a new Middle Footscray station at 5 miles (a quarter of a mile to the west of the original station) was opened for passengers on the 10th of December 1906. As a result of the building of the South Kensington to West

October 5, 1888.

BRAYBROOK TRAINS.

On and after 1st October a suburban train service will be provided between Melbourne and Braybrook, and a new station named Footscray West, situate between Footscray and Braybrook Junction, will be open for passenger traffic. Trains will run as under, viz. :—Leave Melbourne for Braybrook Junction at 6.15, 7.35, 9.5, 11.5 a.m., 12.35, 1.45, and 2.25 p.m. (Saturdays only), 2.55, and 5.20 p.m. (Saturdays excepted), 6.35, and 10.35 p.m. Leave Braybrook Junction for Melbourne at 7.3, 8.20, 9.40, 11.40 a.m., 1.10, 2.19, 3.35, and 5.50 p.m. (Saturdays only), 6.5 p.m. (Saturdays excepted), 7.20, and 11.19 p.m. For particulars of times at intermediate stations and fares, see time-tables exhibited at stations. Special note.—The trains shown in the above service on the time-tables exhibited at stations as running to St. Albans will not run beyond Braybrook Junction, with the exception of the 2.25 p.m. on Saturdays, which will run as usual and return at 5.40 p.m. The train also shown as running from St. Albans to Braybrook Junction will not run until further notice.

An extract from the Government Gazette announcing the introduction of a suburban train service to Braybrook and that trains will not run to St. Albans until further notice.

Footscray Goods Line -commenced in 1926-, it was necessary to move Middle Footscray station to a site about ten chains on the St. Albans side of the former location and the present station was opened on the 3rd of July 1927.

On the 10th of December 1927, a single platform was opened at White City to serve patrons using the adjacent White City Dog Track. With the growth of industry in the area, "Down" workmens' trains commenced stopping at White City platform on the 10th of June 1940.

The Albion station at nine and a half miles was closed on the 24th of November 1919, and on the same date Albion station, on the site of the former Albion & Darlington Station, at eight and a half miles, was opened. On the 29th of October 1961 an overpass was opened at Albion and the level crossing closed. At the same time, a new island platform was erected at Albion. Coinciding with the standard gauge works, the signal box at Albion was replaced by a panel on the 8th of January 1961, but this panel was abolished on the 15th of August 1965 when its functions were incorporated in the signal box at Sunshine.

The latest station to be opened on the St. Albans line is at Ginifer, which was opened on the 31st of October 1982, and is situated one and a quarter miles on the Melbourne side of St. Albans. Constructed as a result of the spread of the residential area towards Sunshine, it serves a large and growing population. Known as Furlong during construction, it was re-named Ginifer in honour of the late Mr. Jack Ginifer, MLA, on the day on which it was opened. For some months after it opened, both the station name-boards and the tickets exhibited the name Ginifer (Furlong).

Steam passenger trains to St. Albans were replaced by electric trains on the 2nd of October 1921, when the wires were extended there from Footscray; where junction was made with the already electrified Williamstown line. As the areas through which the St. Albans line passes were then only sparsely populated, services were relatively

infrequent. Prior to the electrification, steam trains were at best operating hourly to Sunshine, with only eight trains daily proceeding to St. Albans. This was only a slight improvement on the 1888 time-table. However, with the inauguration of electric trains, the St. Albans service was substantially improved; with trains operating there every 40 minutes by day and about hourly by night. Weekend services also ran to a basic hourly time-table, but on Saturday afternoons, the service provided for a 45 minute interval between trains; while on Sundays all but four trains terminated at Sunshine. For the first five months of the new electric service, St. Albans line trains ran only to and from Spencer Street, where they terminated in what was then Platforms No.7 & 8. On the 5th of March 1922, all St. Albans line services were extended through to Flinders Street, Platforms 4 & 5. With the gradual increase in population along the line, particularly in and around St. Albans, the train service has seen great improvement to the extent that, during the day between the two peak periods, there is a 20 minute service; whilst in the evening, there is a 30 minute service. On Sundays, a 40 minute service is provided, the same as that on the majority of suburban lines of Melbourne.

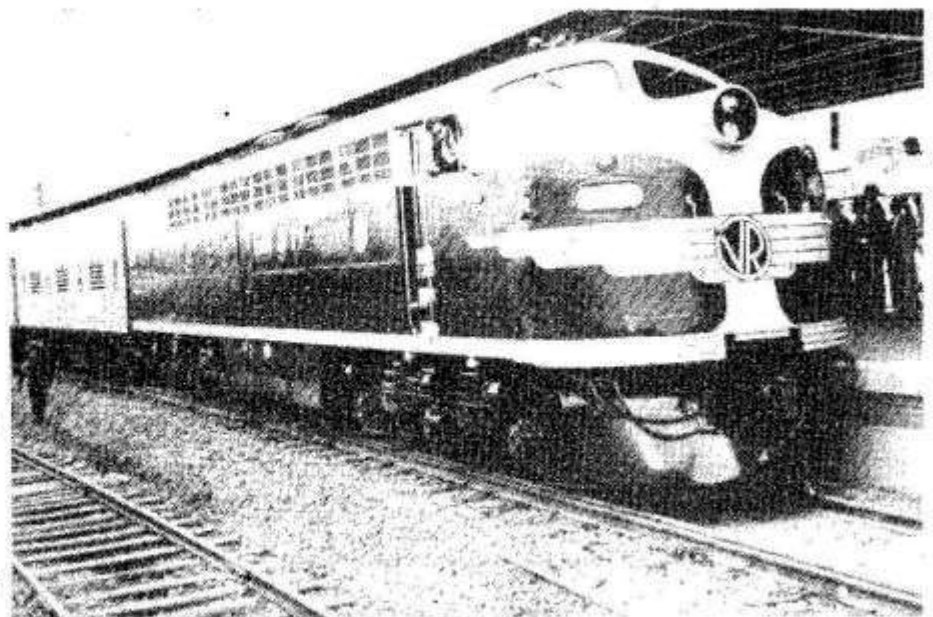
When the St. Albans line was electrified, the route beyond North Melbourne was controlled by manual semaphore signalling. However, by August 1930, the entire line had been converted to automatic light signalling. The first section, between South Kensington and Footscray (and to Yarraville), was brought into use on the 7th of August 1927; followed by the section from Footscray to West Footscray on the 15th of October 1927. Then the 10th of June 1928 saw its introduction between North Melbourne and South Kensington. Connection of the remainder of the St. Albans line proceeded rapidly with the section from Sunshine to Albion being brought into use on the 1st of July 1929, from West Footscray to Sunshine on the 11th October 1929 and from Albion to St. Albans on the 15th of February 1930.

Unlike many of the other Melbourne suburban lines, electrification on the St. Albans line has never been extended beyond its original 1921 terminus. However, with the phenomenal spread of population growth northward from St. Albans, consideration may be given to extending electrification towards or to Sydenham, and the provision of a number of stations along that section of line.

Diesel - Electric Locomotive.
Class S, No. 316.

This class was brought into
service in 1957.

The loco shown at right was
written off after the Southern
Aurora collision at Violet Town
in 1969.



October 5, 1888.

BRAYBROOK TRAINS.

On and after 1st October a suburban train service will be provided between Melbourne and Braybrook, and a new station named Footscray West, situate between Footscray and Braybrook Junction, will be open for passenger traffic. Trains will run as under, viz. :—Leave Melbourne for Braybrook Junction at 6.15, 7.35, 9.5, 11.5 a.m., 12.35, 1.45, and 2.25 p.m. (Saturdays only), 2.55, and 5.20 p.m. (Saturdays excepted), 6.35, and 10.35 p.m. Leave Braybrook Junction for Melbourne at 7.3, 8.20, 9.40, 11.40 a.m., 1.10, 2.19, 3.35, and 5.50 p.m. (Saturdays only), 6.5 p.m. (Saturdays excepted), 7.20, and 11.19 p.m. For particulars of times at intermediate stations and fares, see time-tables exhibited at stations. Special note.—The trains shown in the above service on the time-tables exhibited at stations as running to St. Albans will not run beyond Braybrook Junction, with the exception of the 2.25 p.m. on Saturdays, which will run as usual and return at 5.40 p.m. The train also shown as running from St. Albans to Braybrook Junction will not run until further notice.

An extract from the Government Gazette giving the opening date for the St. Albans Station.

St. Albans Station

St. Albans came into existence as a result of the land boom experienced around Melbourne in the 1880s. The company responsible for the sub-division of previously selected Lots was the Cosmopolitan Land and Banking Company. On the 1st of April 1886, this company wrote to the Railway Commissioners in connection with the erection of a station on the Sandhurst line at a point north of portion XI, Parish of Maribyrnong, and on the 5th of May 1886, the company submitted a proposal for the erection of a station on allotments 20 and 21, Parish of Maribyrnong. On the 25th of May 1886, the company agreed to the conditions concerning the erection of the station and forwarded a cheque for £700 - as payment. It is interesting to note that on the 27th of October 1886, the company advised the Railway Commissioners that the station to be erected may be called St. Albans, yet on the 12th of November 1886, when contract No. 2647 was let to Alexander Phillips, of Moore street, Footscray, for the amount of £385.18.11, it was for the erection of a passenger station and shelter shed at 11 miles 13 chains on the main line. The Railway Commissioners were apparently undecided on the name for some time, as on the 18th of December 1886, when the company wrote asking for the St. Albans station to be opened for traffic, they also requested a reply to their letter re calling the station St. Albans.

The company won out in the end, and when the station opened for passengers and light goods on the 1st of February 1887, it was called St. Albans. When opened, the station consisted of Up and Down platforms on the Bendigo side of Boundary Road (now Main Road) level crossing No.10 gate. Trains stopped as required to pick up and set down, with passengers desiring to alight being required to give notice to the guard at the previous stopping station.

The first time-table gave St. Albans residents three trains per day from Melbourne at 7.05 a.m., 12.37 p.m. and 7.37 p.m. Trains for Melbourne departed from St. Albans at about 8.45 a.m., 10.25 a.m. and 7.00 p.m., arriving Melbourne at 9.20 a.m., 10.50 a.m. and 7.25 p.m. This continued to be the basic train service for St. Albans until the inauguration of the local suburban service on the 19th of November 1888.

A goods siding was ready to receive trucks by the 24th of December 1886 and

the semaphores were ready for use on the 5th of January 1887. In July 1888, the Cosmopolitan Land and Banking Company requested that a siding be constructed into their property at St. Albans, and in September paid £500 - for an extension of the siding.

On the 22nd of October 1888, a Post Office was opened at the railway station, under the management of the Station Master. Up to the end of financial year, a total of 487 letters were handled at the station - the Station Master receiving the sum of £8 - for his postal duties.

The political interference for facilities to be provided at St. Albans was not to end with the provision of a passenger station. On the 30th of August 1888, Dr. Le Fevre, M.L.C., introduced a deputation to Commissioner Speight, who requested additional accommodation at St. Albans in the shape of a new goods shed and crossover dock. Commissioner Speight agreed that if £508 were paid towards the cost of these things by the syndicate, the Commissioners would put on extra trains for nothing. The result of this was that on the 16th of November 1888, Contract no. 3566 was let to W. Blackwood for the erection of a goods shed at a cost of £318.18.9.

The time-table of the 17th of March 1890 shows that St. Albans was still served with six trains in each direction, with seven trains on Saturdays. The 6.55 a.m., 6.00 p.m. and 7.10 p.m. trains from St. Albans, and the 6.20 a.m., 7.30 a.m. and 5.20 p.m. trains from Melbourne were designated workmen's trains on which bona fide workmen were permitted to travel at a cheaper rate.

This time-table also shows that Block Instruments for the safe-working of trains were then in use between Braybrook Junction and Sydenham, whereas in the time-table of the 12th of August 1889 they had only been in use between No.1 Signal Box, Melbourne, and Braybrook Junction. The provision of these safe-working instruments made the running of trains much safer than the previous system of time-interval working or the use of Morse code instruments.

St. Albans was well established as a suburban terminus, but still had very few passengers, and in 1894 it was to feature prominently in The Great Railway Libel Case. The case involved libel proceedings brought by Railway Commissioner Speight against the Age newspaper over a series of articles alleging mismanagement of the railways. During the proceedings of the trial, it was revealed that Mr. Clarke and Dr. Le Fevre, Members of Parliament, had used their position to influence decisions made regarding the opening of St. Albans railway station. In addition, evidence was given that after the opening of the 1888 suburban service to St. Albans, the receipts from this service amounted to 12/8 per day, the loss being £4 - per day, or £1366 - per year. It was alleged that Mr. Speight had informed Dr. Le Fevre, MLC, in 1889 that a return had been prepared which showed that trains running to the St. Albans estate did not pay for the grease on the wheels. At the time of the trial, St. Albans was described as 'about the busiest and giddiest place one could be in'. Then, when the case moved on to the matter of the building of a station at Laverton, which had been provided in similar circumstances to that of St. Albans, it was stated that there was just about the difference between St. Albans and Laverton, in favour of the former, as there was between Bourke Street and the Melbourne General Cemetery.

In further evidence, the growth of the St. Albans service was high-lighted. After the initial 5 trains had been put on from the 19th of November 1888, the number of trains was increased to 6 on Saturdays from the 1st of March 1889; and, on the 24th of March 1891, to 6 on weekdays and 7 on Saturdays; and from the 21st of September 1891 to 8 on workdays. St. Albans survived the scandal, with a subsequent reduction in train services, but many other stations and lines did not fare so well. The bursting of the land boom also played a contributing role in the reduction of services. By the 1st of December

November 12, 1886.

3162

CONTRACTS ACCEPTED—(Series 1886-87)

Serial No.	Purpose, No. of Tenders, and Particulars of Contract.	Amount.	Name for Approval.
2204	RAILWAYS— (9)—Erection of passenger platform and shelter-shed at 11 miles 13 chains on Main line	385 18 11	A. Phillips ...
2205	(13)—Supply of 24 portable offices...	1,171 16 0	J. H. Swinbourn ...

An extract from the Government Gazette showing that the contract for the construction of the St. Albans station, then referred to as 11 miles 13 chains, had been won by Alexander Phillips

1898, St. Albans had only 3 trains on work-days and 7 on Saturdays. In addition, there was a 1 p.m. goods train from Melbourne to St. Albans due at 2.40 p.m. which returned at 3.20 p.m.

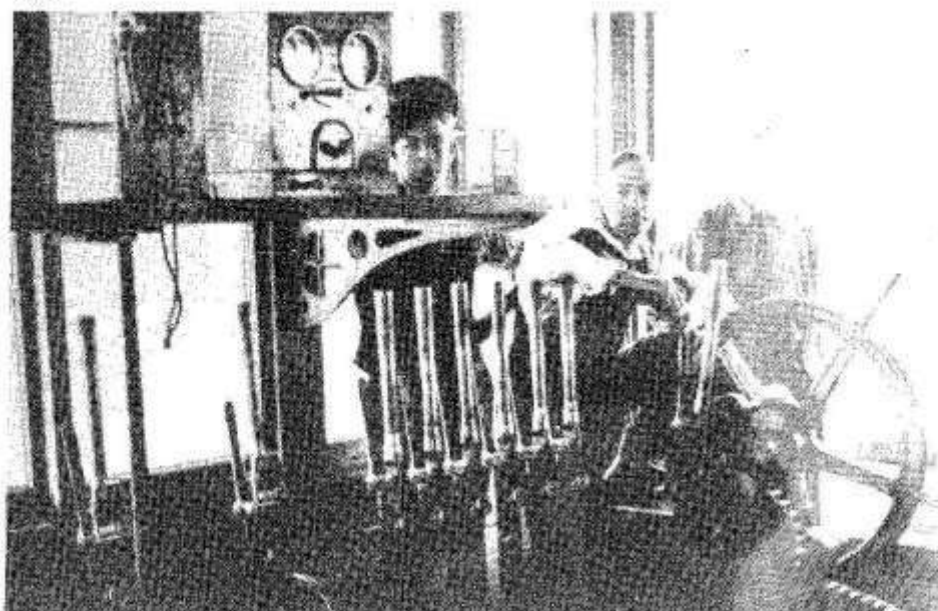
On the 17th June 1901, the first signal box at St. Albans was opened and a 12 lever interlocking frame was provided. This meant that, for the first time, all points and signals were controlled from a central location. This first interlocking frame was manufactured by McKenzie & Holland and was probably located in a building separate from the station buildings on the Up platform.

On the 30th of September 1913, sidings were opened on the Up side of the level crossing for the St. Albans Quarry Company, for whom H. R. Black & Co. were the agents. The sidings which led off from the goods yard were open for goods in truck loads only, with the local Melbourne to St. Albans goods train placing and clearing trucks as required on the sidings inside the boundary fence. An engine was not permitted to proceed on either of the sidings beyond a notice board erected at the boundary fence. The Quarry Company provided horse-power for the haulage of trucks between the notice board and the loading point.

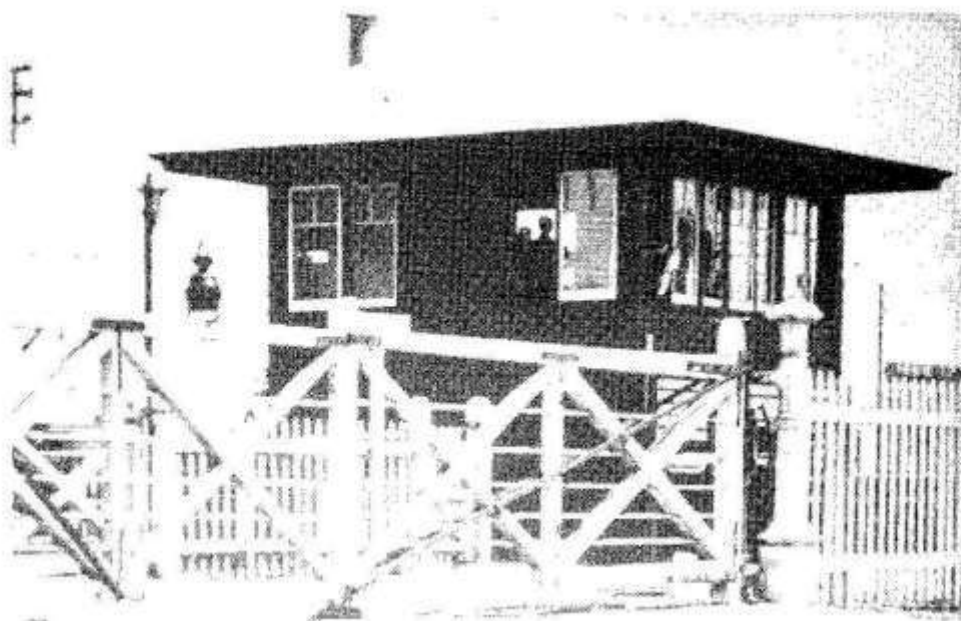
On the 9th of January 1914, the second interlocking frame was installed at St. Albans, being a McKenzie & Holland's A pattern tappet machine. The frame had spaces for 20 levers and was installed in a signal bay in the "Up" platform station buildings.

In 1921, the sidings provided for the St. Albans Quarrying Company were disconnected and taken out of use. On the 8th of December 1923, the St. Albans Quarrying Company sold its land on which the siding was laid, together with the siding, to a new company named St. Albans Quarry Pty. Ltd., who paid to have the siding reconstructed and connected to the goods siding in 1923.

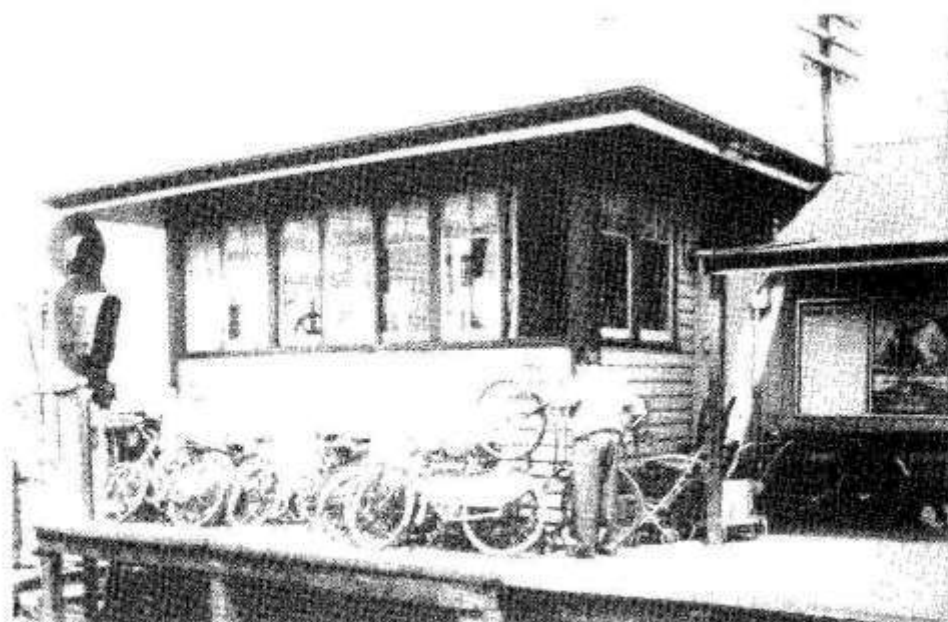
On the 20th of July 1926, the signal box on the "Up" platform was abolished; being replaced by a new signal box at the "Up" end of the "Down" platform. In conjunction with the provision of the new signal box, interlocking gates and wickets were



Interior of the signal box at St. Albans in about 1910.



The signal box at St. Albans in about 1910.



The signal box and gates in about 1958.



provided at the Boundary Road (now Main Road) level crossing. This crossing had originally been provided with hand-operated gates, but these were abolished in 1913 and replaced with cattle pits.

Alterations to the signals and interlocking at St. Albans were made on the 6th of August 1928 to enable "Up" local trains to depart direct from the "Down" platform. Prior to these alterations being made, electric trains terminating at the "Down" platform had been required to run towards Sydenham and reverse through the crossover into the "Up" platform to entrain passengers for Melbourne. On the 1st of August 1930, the two-position semaphore signalling at St. Albans was converted to three-position colour light signals. On the 16th of October 1939, the St. Albans quarry siding was disconnected from the goods siding, but the siding was allowed to remain on railway land. In 1945, Jell's Bakeries purchased from St. Albans Quarry Pty. Ltd. its disconnected siding and it was re-opened for traffic on the 5th of August 1946. In 1951, ownership of the siding was to be transferred to Jacksons United Meat Company Pty. Ltd., but before this transfer was effected, a further transfer to John McGrath Industries Ltd. took place. Later, the name of the company was changed to Australian National Industries Ltd. In 1958, St. Albans closed for goods traffic and on the 25th of September 1958 the goods siding was removed.

By 1959, the traffic across the Boundary Road intersection had increased dramatically, and every time an electric train terminated, it had to pass across the busy level crossing twice, with the road traffic coming to a halt while it did so. To alleviate the problem, a new semi-island platform was constructed on the "up" side of the level crossing. The alterations were completed on the 22nd of November 1959 when the new station opened. A new signal box at the "Down" end of these new platforms was provided to control the gates, which were now swung much less frequently. The old "Up" platform was retained for detraining of Bendigo line passengers, but the old "Down" platform was removed. The "Down" end crossover (the lack of which in 1888 delayed the introduction of the local suburban service) was removed on the 21st of July 1976. On the 8th of December 1976, rotating flashing lights, operating in conjunction with the interlocked gates, were provided. The interlocking gates were replaced by boom barriers on the 9th of November 1986.

The Boundary Road level crossing continues to be a major barrier in the commercial centre of St. Albans and continues to hamper development, but the not too distant future may see St. Albans station lowered and placed underground thereby enabling a valuable piece of real estate to be developed along similar lines as Box Hill. Additionally, it would see the end of the level crossing which has been the bane of St. Albans motorists for many years.

SOURCES

Books and other Published Works

Government Gazettes 1886, 1887, 1888
Back to St.Albans - 80th Anniversary, 1969 . G.D.Lambert
Sacred Heart, St.Albans, Moira Eastman
Municipal Directory 1890
Leader newspaper 2.10.1909
Victorian Post Office Directories
Victoria and it's Metropolis Past and Present. Vol 2 - The colony and it's people.1882.
Argus newspaper
Age newspaper
Australian Handbook 1906
Sands and McDougal Melbourne Directory
Electoral Roll 1908
Land titles and sub-division maps, Lands and Titles Office
Parish Maps, Government Map Sales Office.

Public Records Office of Victoria

Index to Births, Deaths and Marriages in Victoria
Insolvency Files
Correspondence Book - Existing Branch Lines. Railway Files
Will books
Shipping lists
Assisied Immigrants Files
Land Selection Files
Documents on pages 4, 9, 15, 19, 44 - 47, and the photograph on p. 44 reproduced by permission of the Keeper of Public Records.

Unpublished Sources

Oral History , Mary E. Smith.
Kate Padley's Diary and photograph of Mary Clark Padley lent by Gerald Padley.
Archive Research - Thomas Rigg, Mary E.Smith, Joan Carstairs, Michael Guiney, Chrisy Dennis
Parish Records, Middlesex, Hertfordshire, Oxford. L.D.S.Church, Northcote
Photograph of Anglican and Presbyterian Churches , water tower and early shops lent by Emily Stenson Hall.
Drawing of House lent by Mr. and Mrs. Freeland.
Drawing of A. H. Padley and the Subdivision Map of Lots 20 & 21 by Chrisy Dennis.

INDEX

- A.B.C. Transmitter** 55
Anderson, J. 5, 7, 8, 19, 20
Archer, Emma Amelia 6
- Baker, George** 21
Baker, Thomas 21
Bamber, John 3, 6, 18
Beck, Margaret M.T. 3, 20, 40
Bent, Thomas 9, 45
Berryman, Charles 18
Biggs, Abraham Edwin 6, 18
Bird, Ellen 34
Boyd, Jonathon 6, 7, 8, 20
Braybrook 7, 25, 37, 64-6, 73
Braybrook Council 12, 15, 30, 40
Brydon, Mary Ann 6, 14, 18
- Caider, D.A. & G.R.** 6, 18
Calder, Richard 7, 18, 20, 21, 23
Cameron, Lorna 48
Campbell, N. 20
Canterbury, John 6, 17, 18
Cavanagh, John 3, 4, 5, 6
Churches 6, 28-30, 35, 40-43
Clapperton, Adam 6, 18
Clark, Clara Winchester 6, 13, 18, 25
Clark, Mary Elizabeth (Mrs.A.Padley) 10, 12, 13, 14
- Clarke, W.J.T.** 2, 3, 70
Clifton, Martha 18
Coleman, Walmer E. 20, 22, 27
Colley, William 3, 6, 17, 18
Community Youth Club 29, 48
Croad, Samuel I.T. 6
Cross, Frederick Frank 6, 18
Cosmopolitan Land and Banking Co. 3, 6, 7, 9, 10, 16-19, 24, 33-4, 64, 69
Couston, Helen 32
Cox, Francis Melbourne 3
- Davis, Arthur** 3, 5
Davis, Edmond 3, 5
Davis, George 3, 5
Delahey, Henry 6, 7
Delahey, Mary 5-7, 20
Delahey, Mary Louisa 6
Delahey, William 6
Depression Years 29, 32
Dickenson, Fanny M.M. 6, 18
Dickson, Edwin 3, 18
- Doran, Phillip Reginald** 6, 18
Douglas, Kate 18
- Education** 33-5
Egan, Margaret 5, 6
Electoral Roll, 1908 21
Electricity 31
Errington, Alice 6, 18, 21
Errington, Geo. 20
Errington, Mrs. 31
Errington, H. 5
Evans, James 3, 4, 7, 17
- Finn, James** 3, 5
Flour Mill 25
Fox, Andrew 7-9, 19, 21
- Gaynor, Thomas** 18
Gillman, Francis 18
Girl Guides 50
Great Railway Scandal Case 70
Green's Gully 32, 54
Griffith 7, 8
Gumm Estate 23, 26
- Harrison** 36-8
Hann, F.B.B.S. 3
Hotham, Charles 2, 63
Horsefall 3, 17, 42-3
Housing 22-25, 31
Hume and Hovell 2
Hyme, George 3
- Immigration** 27-8, 56-60
- Jeffer, Caroline (Mrs.T.Padley)** 10, 13, 14
Joachimi, Gustavus 13, 14
Johnson, Jane Ellen 3
Jones, Clara Lee 6
- Keilor** 7, 20, 54
Keilor Council 12, 31, 42, 43
Kieglo 6, 7, 14, 24
Kindergarten 48
King, Les 23, 31, 39
King, Malcolm 5, 7, 8, 20, 21
- Lambert, J.** 17
Laing, James Edwin 6, 18
Land Acts 7, 18
Levenberg, Gustav 6, 18
Lewis, James Peter 6, 18
Lewis Stephen 3, 20
Liebman, Conrad 6

Linnell, Mary Anne	6, 18	Recreation	31
Livingston, Joseph	6, 18	Richardson, Susan	3
Luxford, Sydney	18, 21	Roads and Streets	29
McAuley, James	9, 43, 78	Roberts, D.E.	19
McKay, H.V.	25, 35	Rochstien, Marks	6
McKechnie	7, 23	R.S.L. sub-branch	47
McNaughton, Miles	17	St. Alban	60
McRae, Farquar	5, 7, 8, 20-23	St. Albans, England	10
Madden, Mary	21	St. Albans Line	64
Madden, Bridget	21	St. Albans Station	69
Marston, Thomas	6, 18, 20	St. Christine	60
Melbourne Directory	20	St. John's Ambulance	49
Nelson, John Peter	18	Schutt, Louis John Daley	18
Nettlefolds	27, 31	Scouts	50-52
Nobels	25	Self family	30, 39
Oakden, Percy	3, 17, 43-4	Servante, Charles	6, 10
O'Keefe, Edward Joseph B.	6, 18	Servante, Henry	6, 18
O'Shannessy, John	6	Servante, Alma Leslie	10
Overnewton Estate	2, 9	Servante, Emily St. Albans	10
Padley, Alfred Henry	6, 9-15, 17-19, 23, 43-7	Shopping	37
Padley, Amy	13-15	Smith, Louis Lawrence Dr.	5, 6
Padley, Eliz.M.Purser (Mrs.Joachimi)	10, 12, 15	Smith, Simon Frederick	4
Padley, Emily Caroline	10, 12-15	Soloman's Ford	2
Padley, Emily Eliza (Mrs.Servante)	13-15	Spear, Alexander	21, 23
Padley, Kate	13-15	Sport	53
Padley, Thomas	10, 14-5	Stien, Mary (Mrs. Smith)	ackn, 39
Padley, Thomas St. Albans	13, 15	Stenson, Frederick C.	6, 7, 20, 21
Parish Map	6	Stenson, Charles	5, 7
Parker, John	18, 21	Sterk, Caroline Ann	3
Parry, Ann	18	Stevens, A.J.	5, 7, 8, 23
Percy & Co.	3, 4, 6, 7	Stiffen, Edward	6
Perrett, John	36	Stuart, Frank Desmond	18
Perry, Charles Lindley	18	Sykes, Daisy Eleanor	6, 18, 21
"Persian", the ship	10	Sykes, H.	20
Pfannenstiel, Hugo	6, 18, 20	Sunbury	2, 62, 64
Phillips, Alexander	69, 71	Taylor, William	2
Pinnacle Estate	6, 23, 27, 38	Tong, Mr.	38
Porteous, R	19, 20	Troedel, Charles	17
Porter, Edward Baxter	6, 18	Turner, Laura Elizabeth T.	6, 18
Post Office	56	Turnley, Emma	20
Power, Alice	17	Union Bank of Australia	3, 18
Power, Margaret	17	Vine, Sarah Elizabeth	6
Public Hall	29, 39	Von Stieglitz, Frederick Lewis	6, 18
Quarry	30, 71, 74	Wakenham, Rosa	20
R 317	61	Water Supply	17, 43-47
Railways, Private	62	Westcott, Isaac	18
		Wild, Joseph William	6
		Wolf, Anna	21
		Worthington, Isobel	20