

Windsor and Districts Historical Society Inc

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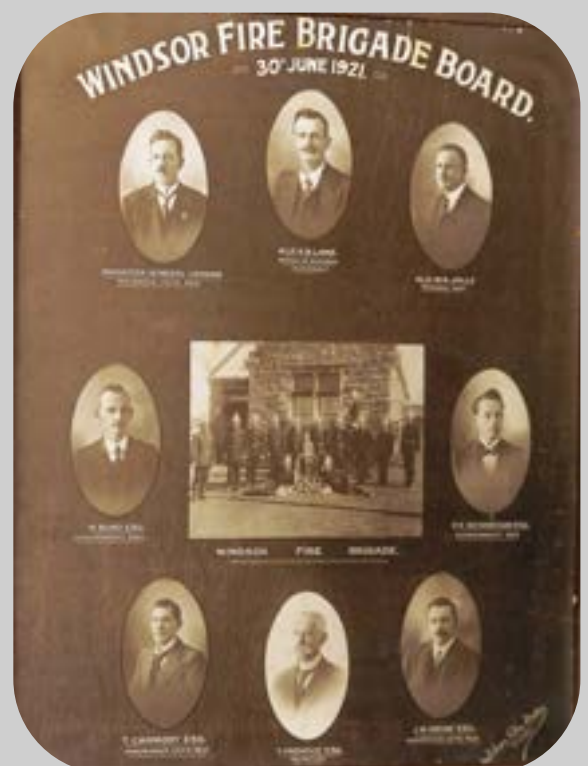
Featuring

**Society News
Local Railway
First Fire Brigade
Local Archery
Kent Road
Dalkeith Park
& more**

Journal



See page 10



Journal

Volume 37 Number 2

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Produced and edited by

Rob Price B.Pharm UQ

Secretary WDHS

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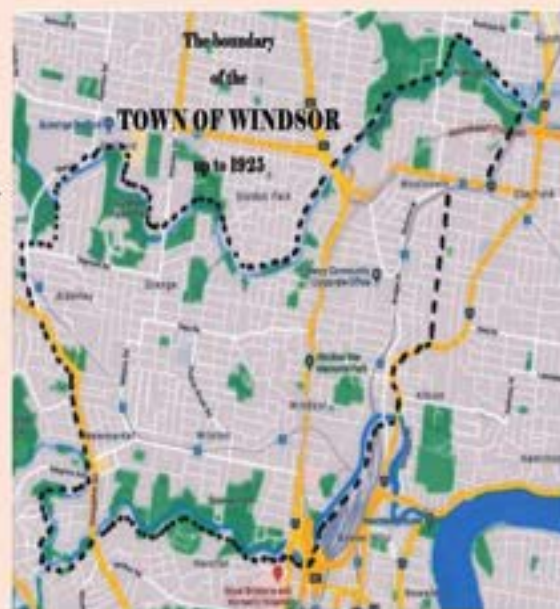
Recent issues are viewable online at

www.windsorhistorical.org.au



We are dedicated to preserving the history of the
old Windsor Shire / Town areas of :

Albion *
Alderley *
Eagle Junction *
Grange
Kalinga
Lutwyche
Newmarket *
Wilston
Windsor
Woollowin



And now extended to cover
Gordon Park and Herston.

* part of this suburb

Contact details

Windsor and Districts Historical Society Inc.

Old Windsor Council Chambers

356 Lutwyche Rd Windsor

PO Box 539 Lutwyche Q'ld 4030

Phone: 0401 802 980

Email: info@windsorhistorical.org.au

View our sites

Web: www.windsorhistorical.com.au

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Our home

We open to the public
each Sunday and Monday

1—4 PM

Closed public holidays and
the Christmas/New year period

Society News

Anzac Day 2025

The Society conducted the annual Anzac Day ceremony at the Windsor War Memorial once again this year. The day was also special as it was 100 years to the day that the memorial was opened.

A large crowd attended. Society President Matthew Crook was the guest speaker and outlined the story of the concept and the construction of the memorial by the citizens of the Town of Windsor, remembering the soldiers from the Town who gave their lives in WW1.



Invitation

Everyone is invited to a general meeting at the Windsor Council Chambers on

Sunday 18 May at 4pm.

Refreshments provided.

The speaker will be **Debra Hood**

Debra is an iconic artist famous for her vibrant, personalised cityscapes celebrating Brisbane's unique architecture. Known for her bright, confetti dots and loving attention to detail, Debra's work has been shown across Australia and attracted a devoted following.



Brisbane Open House

**Saturday & Sunday
19 & 20 July**

The Brisbane open house event has been held for many years. Selected historical buildings and houses in the Brisbane area have opened to the public for inspection.

The Society is happy to announce that the **Old Windsor Council Chambers** has been selected to participate in this event.

The chambers will open 9.30 am to 3pm on both days for inspection, and society volunteers will be in attendance.

WINDSOR OPEN HOUSE



The naming of Kent Road



Kent Road is approx. 1.1 km in length and runs from Kedron Park Rd in Woolloowin to Lodge Rd in Kalinga.

The road was named after **William Henry Kent**.

William was born in Sydney 17 May 1836. He married Mary Ann Quinlivan in Sydney in 1858. The colony of Queensland was created in 1859 and William and Mary moved north to the colony. He became a grazier in the Jondaryan area and had a great interest in horses. He conducted horse races in the old Ipswich course from around 1861. (later called The Grange Paddocks—which he bought and bred horses there). He owned a great number of horses and was later regarded as the father of Queensland turf. William was also one of the founders of the former Royal Bank of Queensland. Later William became the proprietor of the horse and cattle saleyards at the Adelaide and Albert Sts corner in Brisbane. He was largely identified with the sporting community and played an active part in the establishment of horse racing clubs.

On 2 June 1885 William Kent purchased the stately home “Kedron Lodge”. This home had been built for **Judge Alfred James Peter Lutwyche** and was completed in 1862. The architect was Christopher Porter and the builder, John Petrie.

Judge Lutwyche passed away 12 June 1880.



The outbuildings that existed when William purchased Kedron Lodge included horse stables, coach house, men’s cottages and stockyards.



William Kent filled the Kedron Lodge stables with his fine horses.. He added a ballroom to the Lodge and established a large beautiful flower garden

In the late 1890s, William’s health started to deteriorate and he had to retire from his horse interests.. He passed away at Kedron Lodge 22 February 1897 at age 60. He was buried in the Lutwyche Cemetery.



It is interesting to note that five times Mayor of the Town of Windsor and the first Mayor/Lord Mayor of Greater Brisbane, William Jolly had a house built in Kent Road after his marriage in 1907 and the family lived there until 1923.

The 1899 Enoggera Railway Line

The first railway in the Colony of Queensland was built from Ipswich to Bigge's Camp - Grandchester, (which was at the foot of the Great Dividing Range). The line was opened 31 July 1865



Official opening of the first section of the Ipswich to Grandchester railway, Ipswich 1865. The ceremony was attended by Governor Sir George Bowen, Lady Bowen and other officials. This was Queensland's first railway. John Oxley Library, State Library of Queensland. Neg 150529

The railway line from Brisbane (Roma St) to Sandgate was opened 10 May 1882

The railway line from Brisbane to Caboolture was officially opened 16 June 1888



After the establishment of the Newmarket stockyards in 1877, there was a push, (around 1883), to necessitate an efficient transport system to move the animals. A railway line to the stockyards was thought to be the answer. A committee from the Queensland Legislative Council then proposed a route from Mayne to the saleyards, but later selected Enoggera as the terminus. A contract was let on 24 November 1897 to Vallely and Bowser for 19,049 pounds to build the railway. The opening ceremony was held Saturday 4 February 1899 in a canopy next to the Enoggera Station with 95 invitees enjoying a generous luncheon. The minister of works Mr J Murray performed the official opening speech, and amongst the many speakers was the Windsor Shire Councillor, Hugh Cameron, who proposed a toast to the Parliament of Queensland.



The stations in the Windsor Shire were WINDSOR WILSTON NEWMARKET



The **Windsor** Railway Station was the first station along the branch from Mayne to Enoggera. Once opened in 1899 it enabled a great increase in settlement of the area. Large landholdings were cut into smaller residential blocks and sawmills were established to keep pace with the building boom. Steam trains carrying logs were a common sight passing through Windsor Station to Brett's siding and to other stations further on.



The Bowser & Lever Company was kept busy cutting and crushing porphyry for road building and much of the graded stone and road metal was carried to a large shute at the Windsor Siding to load hopper wagons, which were railed to sites further afield. The siding (named Bowser's) was established in 1912.



The line from Enoggera to Samford was opened in 1918 and then further on to Dayboro in 1920. The duplication of the line in 1921 resulted in the installation of an island platform at Windsor.

By 1935 a timber pedestrian bridge and a stationmaster house were in place.



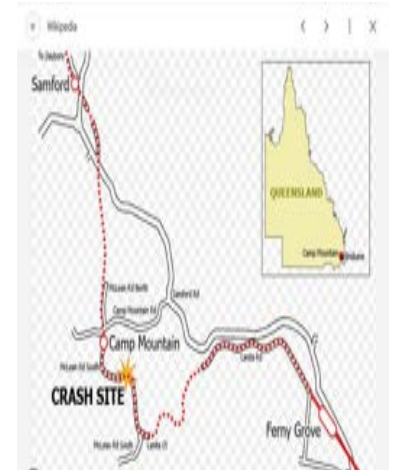
Rail motors passed through the Windsor Station carrying milk and cream from the dairies in Dayboro and Samford areas to the Brunswick St. siding in the Valley.

In those years, it was a great treat for the local children to watch the Circus Train unload at the station with much help from the elephants!

Following WW2, the station was subjected to continuous alterations. Bowser's Quarry siding was removed and in 1955-56, the platforms were raised and extended. In 1977 more renovations of the station commenced.



Due to the disastrous train crash at Camp Mountain in 1947, the line to Samford and Dayboro was closed and the Ferny Grove Station became the terminus of the line.



Electric trains came to the line in 1979 and to this day, the Windsor Station is a busy departure and return point for the commuters in the area.





The **Wilston** Railway Station was the second station along the Enoggera line.

The station was then classified as a *gate* type “meaning it had a station mistress in charge”. An island platform was installed in 1921 due to the duplication of the line. By 1935 a pedestrian tunnel had replaced an earlier timber pedestrian bridge. Evidence indicates that a shelter shed constructed of precast concrete panel, would have been erected between 1921 and 1935.



After the opening of the **Newmarket** Railway Station in 1899, it became the focal point for special trains bringing stock from north and west for the weekly sale at the adjacent stock yard - 300 cattle and 2000 sheep each week by 1913.



A station siding was added in 1916 and duplication of the line occurred in 1921. In 1928, automatic colour light signals were installed. These apparently were the first on the system between Mayne and Newmarket.

Although expansion of stock unloading facilities occurred, and despite the reluctance to move the saleyards, with the opening of the Cannon Hill abattoirs, stock eventually was redirected causing a downturn in rail traffic to Newmarket.

An indication of how the local industry relied upon the railway is gained from the construction of a number of sidings prior to electrification. These included the siding known as the “Brick Builder’s Supply Company Siding” in 1916 and the “Woodrow and Johnson’s Siding” in 1920, which was then operated by the Newmarket Plywood Company in 1933



Today the station has been modernised and the railway provides an important means of transport for the local community.



Sources: BCC Heritage Unit, Trove, Google Maps, Beres McCallum, David Teague, John Kerr and the WDHS historical files.

Grange Company of Archers



THE GRANGE COMPANY OF TARGET ARCHERS – EMERSON PARK

A sanitary dump facing Kedron Brook was purchased by the Brisbane City Council from Mr. W. Pibworth on 31 December, 1944. Some of this land became Emerson Park, the home of the Grange Company of Archers in 1947. It is the oldest archery club in Queensland.

Kevin Hickey recalled that The Grange Company of Archers was formed by Mervyn Kelly of Windsor and that originally they practised shooting at targets placed along a steep bank below the Hickey house in Agincourt Street. They used to store their equipment under the Hickey's house.



Photo – The Grange Company of Archers
1985

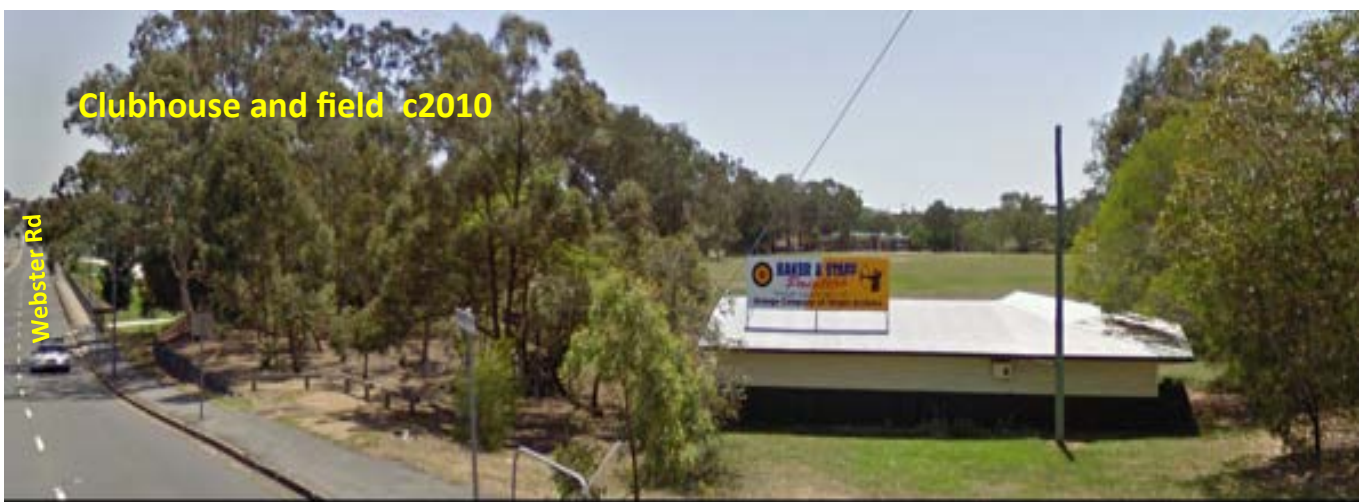




Late 1940s
With Harvey's
Tannery in
background



Original Clubhouse



Clubhouse and field c2010

A few years after this photo, the club re-located to just north of Samford Village and was re-named :
Samford Valley Target Archers.



Windsor's first Fire Brigade

The first volunteer fire station was erected in the Town of Windsor around 1905 and was located on land that has now become an extension of Truro Street. (The Clark Park area). It was very close to the site of the present Windsor Fire Station. At that time Fosbery Street was known as Alice Street and Truro Street terminated at the intersection with Alice Street.



The wife of Mr W A Whittaker, (Chairman of Butler Bros who supplied all the brass & harness), christens the first fire appliance outside the Windsor Council Chambers in 1906



1906 *The volunteers and the Windsor Fire Brigade board members outside the Windsor Council Chambers. Tom Petrie is the grey haired gentleman 2nd left front row,*



The brigade had only one horse and this was kept grazing in a paddock opposite the old station. When the alarm sounded it got very flighty and hard to catch. The children always wondered why they didn't catch the horse first and then sound the alarm. Later on, the horse apparently stood – at the ready- with its harness suspended above it. When the alarm sounded it was dropped onto the horse's back and buckled on and they were off to the fire.

The bell was first pulled by rope, then levers were attached to the sides of the towers. The Practise night was finished with five tolls and the surrounding residents knew "A false alarm". The Superintendent of the Fire Brigade lived at the bottom of the hill, and was connected to the home of Ada Hensley by telephone (Her parents had the home next door to the station) and could ring the bell when instructed by the superintendent.

Over the years, extensions were attached to the original structure and the appliance transitioned from horse power to motor power.

After the amalgamation of the fire brigades in 1921, the Metropolitan Fire Brigades Board purchased a site for a new station in Bridge Street Albion, but its construction was delayed for some years. Eventually the **new station** was opened on **27 January, 1927**. It remained operational until it was **replaced** by the present station at the corner of Fosbery Street and Truro Street on 2 February, 1961 by the Hon H.W. Noble MLA.

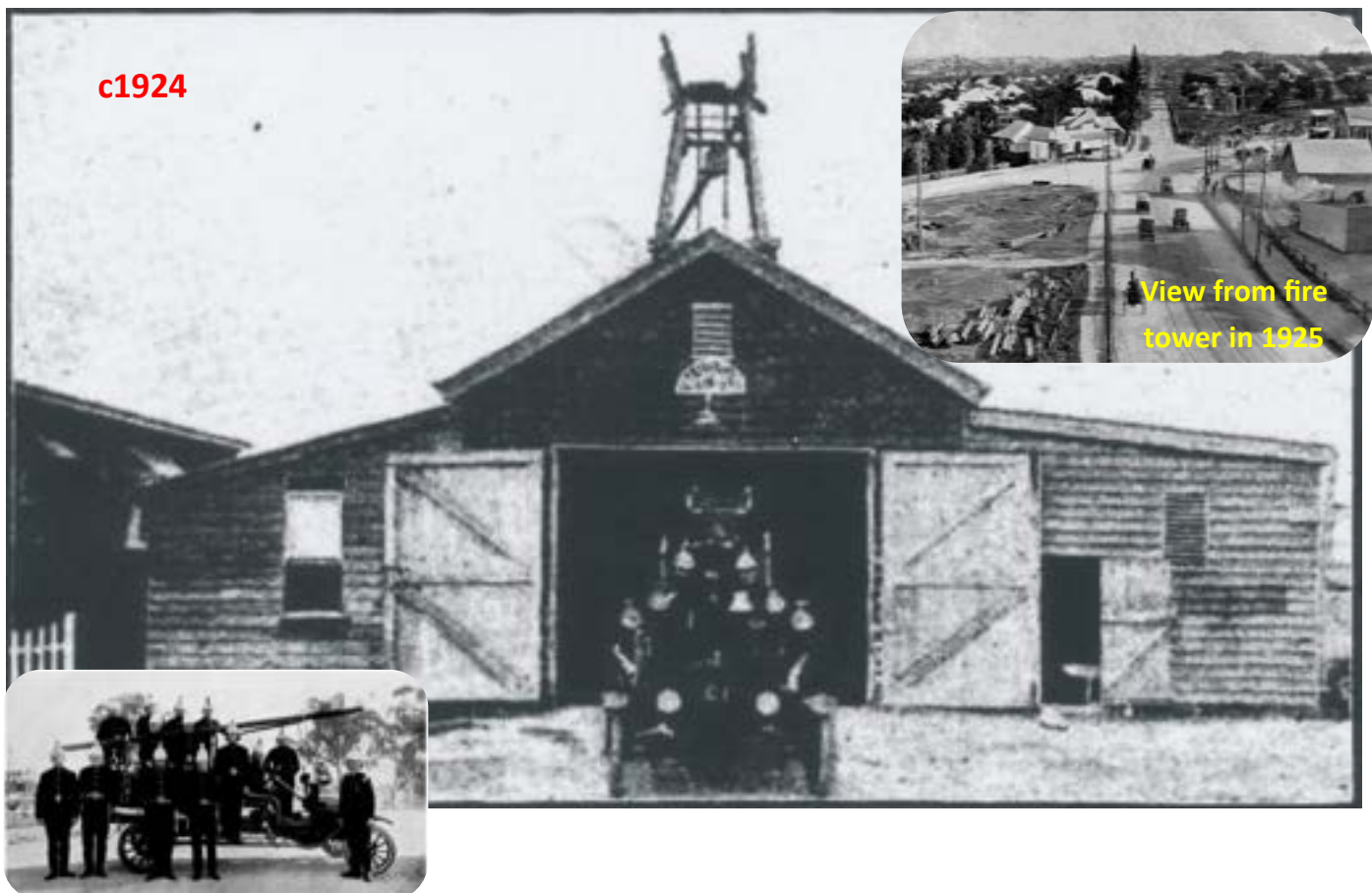


c1917 at the Chambers



1924—outside the station with the new motorised appliance.

Note : Windsor Town Quarry in background.



c1924

View from fire tower in 1925

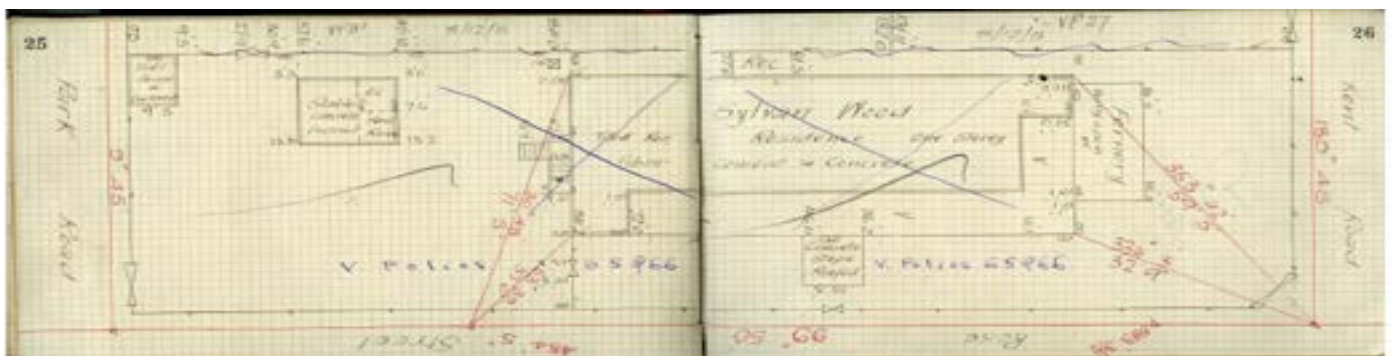
Dalkeith Park Kalinga

This is an article from the Society's Journal November 2012



On a warm spring morning in September 2012 there was an air of excitement on a Kalinga street corner. Boys pedalled past on scooters, toddlers peered through the fence. They had been watching their park grow in place of the sheds for the air port tunnel construction. Then their moment came as Councillor David McLachlan and State Member Tim Nicholls threw open the gates and announced that this was now **Dalkeith Park**. The local people were quick to wander through this new green space with its interesting gazebo on the corner of Rose Street and Park Road. The children swarmed onto the "snakes and ladders" sculptural play area. But why Dalkeith Park?

The Society had been approached to find a name for the park and Dalkeith was suggested as this had been the site of **Dalkeith Private Hospital**. The land on which the park is located was at first part of Judge Lutwyche's land but by the mid 1890's had passed into the hands of the Stewart family along with land on which David Stewart, a bootmaker and chiropractor, built his first home, *Kensington*. This was sold in 1913 when the Stewarts moved to a grander home, *Sylvan Wood*. Late in 1923 this home was also sold and was to become the core of the hospital as can be seen in a survey plan. First mention of it as a hospital was in 1927 and it gained a reputation as a maternity hospital in the hands of Harriet Cairncross and Ethel McAulay, both from the Brisbane General. With so many Scots in the area - Stewart, Cairncross, McAulay, and Melrose- it is no wonder it too had a Scottish name. It functioned as a non-maternity private hospital until 1954 and was demolished some time in the 1990's.



Plan from the BCC survey book



DALKEITH PRIVATE HOSPITAL.



Heritage Plaques

Are they still there?

This article was compiled by David Teague for the 2013 August Society Journal—it is reprinted herewith - photos added by the current editor

In September 2010, Cr David Hinchliffe of the Central Ward of Brisbane City Council, in conjunction with the Windsor & Districts Historical Society Inc., began a rolling three year programme to put plaques in place to record the history of some of the heritage sites within the boundaries of the Old Shire of Windsor. The first plaques were installed prior to March 2012. The project was managed by historian Hilda Maclean, who had been employed to do similar plaques in the New Farm/Teneriffe area. A History Walk beginning at the entry to Windsor Railway Station was held.

Plaque No 1 was placed opposite to what the Society believes to be the smallest house in Brisbane – on the corner of Rosemount Terrace and Eildon Road

The story the sign tells is:



The Windsor to Enoggera Railway

Line opened on February 5, 1899.

The contract was awarded to Vallely and Bowser who were given eleven months to complete the 5.8 km of single track by October 1898, costing the equivalent of \$38,098. That year, Mr Cleary a railway employee, became the owner of the small house opposite, at 54 Eildon Road. Subsequent road widening cut away its land until it now stands on 73.3square metres, thought to be the smallest house lot in Brisbane. Eildon Road crossed the railway lines here and some fatal accidents occurred at the level crossing. In 1936 the crossing was closed to vehicular traffic.



Is this the plaque - Still there today?

Bowser's Quarry on the corner of Newmarket and Lutwyche Roads loaded stone onto trains at this spot and a loop siding carried timber to and from Bretts Sawmill in Newmarket Road.

Visiting Circuses, who then carried their animals and equipment by rail, unloaded their wagons at Windsor Station using elephant power – a spectacle enjoyed by local families.



The shopping centre at the junction of Eildon and Lutwyche Roads was always a busy spot. Bush & McConachie's large general store was where Muruk Haus now stands. The two storey brick shop on the corner of Lutwyche Road and LeGeyt Street was built by William Lane around 1890. William Lane served on the Windsor Shire Council from 1887 until 1899 and again in 1903. He was President of the Shire in 1893. Just across Lutwyche Road was the popular local picture theatre the Crystal Cinema. The rolls of film to be shown were delivered by train and a local lad was employed to rush them to the Crystal for the waiting crowd at the theatre to enjoy the latest movies.



There is another - **Plaque No 2** in the footpath garden, just beyond bus stop 13 on Lutwyche Road.

It reads –

Can you believe that this site was once a quarry? Since 1883 Bowser and Lever had been quarrying Brisbane Tuff where the Royal Brisbane Hospital now stands and at Victoria Park opposite the Old Museum.

Around 1912, this firm established the O'Connelltown Quarry on this site.

Quarrying ceased with the start of World War 2. Three large oil tanks were placed in the excavated quarry to provide fuel for the Navy. A pipeline ran under Lutwyche Road to Newstead Wharves. The tanks were painted on top to resemble tennis courts and camouflage netting was strung over them.



Mrs. France, whose home and small shop were situated on Lutwyche Road, refused to move. The stone was quarried all around her house.



In 1979 Bowser and Lever moved their business closer to the City to 108 Lutwyche Road.

The tanks were removed and the excavated quarry filled with spoil from flood mitigation work carried out by the Brisbane City Council. The Windsor Centre Shopping Complex was subsequently built on the site.

Is the plaque still there today?



Plaque No.3 is in the garden in Newmarket Road in front of the Homezone Shopping Centre. The story it tells is –

In the 1870s, the Hon. James Swan occupied a house named Burnside on this site. As Breakfast Creek then meandered close to the rear of this property and as Swan was Scottish, the name of the house meaning – beside the burn – was appropriate. Hon. James Swan is remembered as the co-founder of Brisbane's first newspaper – the Moreton Bay Courier in 1846.

He was Mayor of Brisbane from 1873 to 1875.

Following Swan's death in 1891, this property passed to Robert Jackson a carrier, who had begun his business on the opposite corner of Newmarket Road.

At the end of World War 1, R C Brett and J E Christoe began bringing logs down from the Mary Valley and selling them to timber merchants in Brisbane.

In 1918 they purchased Brisbane Sawmills on the opposite side of Newmarket Road. This mill prospered as a busy plywood and hardware business. The Homezone site became the timberyard where cut planks were piled high ready for purchase by builders. In the early 1930s frequent flooding of Breakfast Creek caused Council to straighten the course of the creek and remove the loop which came right up to Newmarket Road.



Redevelopment of the site into the present retail shopping complex (incorporating Bretts Hardware) was approved in 1999.

A plaque in front of Homezone today shows a photo of Bretts mill only. Where is the original plaque? - removed?



Plaque No. 4 stands in Downey Park on the left adjacent to the car park at the Creek end of Noble Street. It reads:

This low lying park was originally a peninsula of land formed by Breakfast Creek meandering in a great loop towards Newmarket Road. It was the cause of frequent flooding. The land in the centre of the loop was known to the local boys as “The Island” and was a great place for adventures.

Flood mitigation

during the 1930s saw the main stream straightened, deepened and the loop cut off. The US Army moved north after the Battle of the Coral Sea in 1944 and surplus equipment was dumped in the area as land fill. Under the surface near Green Terrace you might find everything from aeroplane parts to cans of pineapple. Acid was thrown over the dumped material causing metal in nearby houses to turn black.

In 1953, the Brisbane City Council dedicated the area for womens’ sport. It was named Downey Park after a Windsor Town Councillor, later Brisbane City Council Alderman, Ernest Downey whose family had been Windsor pioneers.



Today—where is the plaque?

Windsor

Handles and Dowels

245 Lutwyche Rd Windsor from 1947 to the early 1970s

FOUNDED BY ARTHUR FOSTER OF 81 BOWEN STREET WINDSOR



Mr Attilio Foschi migrated to Australia from the township of Cave approximately 35 klms N.E. of Rome, Italy, in 1927. He was 25 years of age.

After arriving in Brisbane he applied for work....he was a qualified furniture, cabinet maker and wood carver. Because he could not speak English he was unable to find work.

It was suggested he travel to Innisfail, North Queensland where there was an Italian community mainly engaged in cane farming. He managed to get a job as a cane cutter. After cutting cane for three seasons he accumulated enough money to be able to pursue his trade.

With some help from the Innisfail Catholic Church who gave him the use of one of their properties in Grace Street, Innisfail, for a small rent, he set about making furniture for the locals who appreciated good quality furniture, so much so, he entered his furniture in the Annual Show Society's exhibits and won first prize in all sections e.g. Bedroom, Dining Room and Kitchen. After some time he commenced making coffins and eventually became a successful undertaker.

During his time in Innisfail, with the help of his Australian friends, he managed to master the English language and applied to become a British subject which was granted, so at this time he changed his name by Deed Poll to Arthur Roy Foster.

Over the next few years World War Two was happening and all non-essential residents were asked to leave the North Queensland area fearing a Japanese invasion.

Arthur Foster left Innisfail and came to Brisbane. He had left all his business and property in the hands of local solicitors until all were allowed to return.

Upon arrival in Brisbane he managed to find work in the city and also met up again with Gertrude Dornau, whom he married and they built a house in Bowen Street, Windsor.

In 1941, when Gertrude was six months pregnant with Kevin, the police and army were rounding up all Italians and sending them to internment camps in Loveday, South Australia. Arthur Foster was held there for approximately two years before being released back to Brisbane where he was employed at Evans Deakin Shipyards repairing and fitting out timber naval vessels damaged during the war.

From 1945 to 1947 he worked as a furniture maker for a few different private manufacturers in Brisbane. In 1947 his daughter Merle was born and in that year he also built a factory on land he had bought some years previously at **245 Lutwyche Road Windsor.**

The business he started was called Windsor Handles and Dowels, which manufactured broom handles and wooden dowels from 5mm to 76mm diameter out of timber procured from Northern New South Wales sawmills. Kevin started as an employee in late 1957 after leaving Banyo State High School. Windsor Handles and Dowels existed at the Windsor address from 1947 until early 1970 when it was moved to new factory premises at 23 Pineapple Street, Zillmere. The reason for moving being the fact that it was becoming increasingly difficult for the semi-trailers carrying the timber to enter and leave the Windsor factory, resulting in traffic and trams being held up on Lutwyche Road. The business carried on at Zillmere until it was sold in 1999.

Is there a GHOST in the Windsor Council Chambers?



Members and visitors have often commented on a strange phenomenon.

A meeting will be in progress, when the sound of someone arriving in the hallway will be heard. Typically, people look up and turn to greet the newcomer—but no one is there.

In some cases, a member of the group has got up and gone to the hall to attend to the visitor, but always, no one is there.

Skeptics may well observe that old buildings are subject to hosts of strange noises as they move and settle in perfectly natural and unremarkable ways, but those who feel the phenomenon may be supernatural have long looked for a suitable candidate for our ghost.

Some had thought it might be the spirit of the dedicated Miss Thorpe, Town Clerk from 1916 to 1925, but a visit from members of her predecessors family gave us a much more likely candidate.

No one knows what led the highly respected Mr Henzell to commit suicide in the strong room that Friday evening, but it may have been the lingering depressive effects of dengue fever.