



WINDSOR & DISTRICTS
HISTORICAL SOCIETY INC.

Journal

Volume

38

No 1

February

2026



Featuring

The Second War Memorial

Flower Street

Drill Hall

Train crash

Stump capping & more

Journal

Volume 38 Number 1

February 2026

Produced and edited by
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Secretary WDHS

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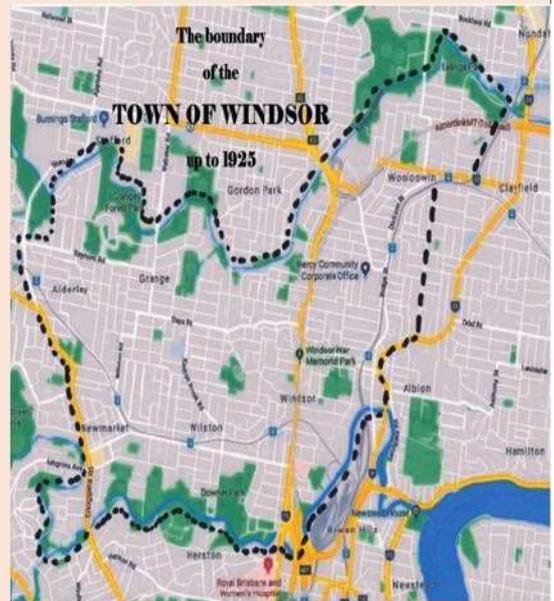
Delivered by email to members.

*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

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Our home

New opening hours from February 21

Saturday 10am—2pm

Sunday 10am—2pm

Also by appointment.

Closed public holidays

Society News

Welcome to our first Journal for 2026.

2025 was a very busy year for the Society. We had another large attendance (over 1000) for our Anzac Day Service. The Brisbane Open House event in July resulted in over 180 visitors to the Council Chambers.

Stalls at the Windsor State School 160th anniversary, Woolloowin Holy Cross School's 135th and the two events at the Wilston Village enabled the society to have more connection with the local community. The Greater Brisbane City Council celebrated its 100th anniversary during the year, and the society was part of the organising team which held two main events—The Brisbane 100 open day at City Hall and the History Conference, also at City Hall.

November was the time for the Society's AGM and for the election of the 2026 management committee.

The elected committee;

President: Matthew Crook



Vice President: Joanne Sweetser

Secretary: Rob Price



Treasurer: Gem Cowlshaw

Councillor: Alison Courtice



Councillor: John Ringelstein

The speaker at the AGM was Richard Grant-Taylor from the Brisbane Inner North Rotary Club.

Richard outlined the history of the original Windsor Rotary and its transition into Brisbane Inner North Rotary, and now to be amalgamated, (1 December), with Aspley and Nundah, to become The Rotary Club of Brisbane Northside.



The naming of **Flower** and **Rupert Streets**



Flower Street was named after

John Henry Flower (1852-1918).

Rupert Street was named after John's son -

Rupert Wickham Flower (1897-1934)

The historic home “**Kirkston**” was built for John and completed in 1889.

JOHN HENRY FLOWER, the eldest son of Horace and Amelia Flower was born at Port Fairy, Victoria, on 20 February 1852. He was sent to by sailing ship at fourteen years of age to continue his education at King Edward Grammar School, Bury St. Edmunds, Norfolk. He was articled to a firm of solicitors in Norwich, Norfolk qualifying as a solicitor and on his return to Australia in 1876, practised law in Melbourne as a partner with Graham Hart in the firm of Hart and Flower. Later they moved their business to Brisbane where they spent the rest of their lives. When Graham Hart died the firm became known as Flower and Hart.

On 21 January, 1886 at Brighton in Victoria **John Henry Flower** married his first cousin, **Dora Kirk**, the daughter of Lieutenant Arthur Kirk (of the NSW Military Corps and later Superintendent of Victorian Police, and grand-daughter of Captain Rupert Kirk of *Woodford*, Lane Cove, Sydney. The bridegroom gave each of her six bridesmaids a gold ring decorated with a horseshoe of pearls.



John



Dora

John Flower was respected as an honest solicitor. When a letter arrived in Brisbane addressed only as *To an Honest Solicitor* it was delivered to Flower and Hart which later brought the firm a great deal of business and they became the largest legal firm in Brisbane.

The Flowers had five children. The eldest Dora Lynn Flower was born at *Dimora* in Vulture Street, South Brisbane which was their first Brisbane home. They then moved for a time to Wickham Terrace, opposite the first St. Francis College, All Saints until *Kirkston* was built in 1889 on a bare hill behind the **Windsor Council chambers**.

It was named after Dora's maiden name, Kirk.



The Flower's only son **Rupert Wickham** (known as Bill) **Flower** was born in Brisbane on 22 March 1897. He was educated at Geelong Grammar and Sydney University and graduated as a Bachelor of Civil Engineering. He practised his profession in Victoria, New Zealand and Brisbane and was working in Victoria when his father died in 1918. He returned to Brisbane and worked for the Main Roads Board where he helped design the Albion Fiveways Bridge, the Grey Street Bridge (later William Jolly Bridge). He refused to marry while his mother was alive but after her death married his longtime girl friend Olga Martha Barnes on 22 March, 1933. He died on 1 December 1934. Even though Olga Flower remarried she continued to live at *Kirkston* and carried out expensive alterations and repairs.



Olga and Rupert

For 28 of the 30 years he lived at *Kirkston* John Flower was a *dynamic and driving force* to the parish of St. Andrew's Church of England at Lutwyche. He was a Church Warden for fourteen years and a member of the Parochial Council. He died on 21 June 1918. Shortly after his death in October, 1918 a beautiful stained-glass window was erected in the church by some of his friends in grateful recognition of his many services to his Church. In 1934 the pulpit of St. Andrew's was dedicated to the memory of John and Dora Flower.



Following John Flower's death in 1918 a large portion of the *Kirkston* Estate had been sub-divided and sold as building sites of from 16 to 20 perches each. Eighteen blocks faced Palmer Street, four adjoined them on the western side of Flower Street and the remainder were on the eastern side of Flower Street. Cameron Bros., Auctioneers of Victory Chambers, Queen Street, under instructions from the Union Trustee Company of Brisbane, as Trustee of the late John Henry Flower settlement, advertised the sale as *40 charming Sites, without exception the view of the whole of the Albion-Windsor District – one of the beauty spots of Brisbane*. The sale took place on the ground on Saturday 27 November, 1920 at 3pm. The house at that time remained on a large block bounded by Whish, Bowser and Flower Streets.



1910 The Flower Family at Kirkston
L-R Rupert, Amy, Dora & John, Clara, Dora Lynn (sitting)

Albion Drill Hall

102 McDonald Rd Windsor

Before the First World War, Australia was the only English-speaking country which had a system of compulsory military training during a time of peace. The legislation for compulsory military training was introduced in 1909 by Prime Minister Alfred Deakin and passed into law in 1911 under the succeeding Fisher Labor Government.

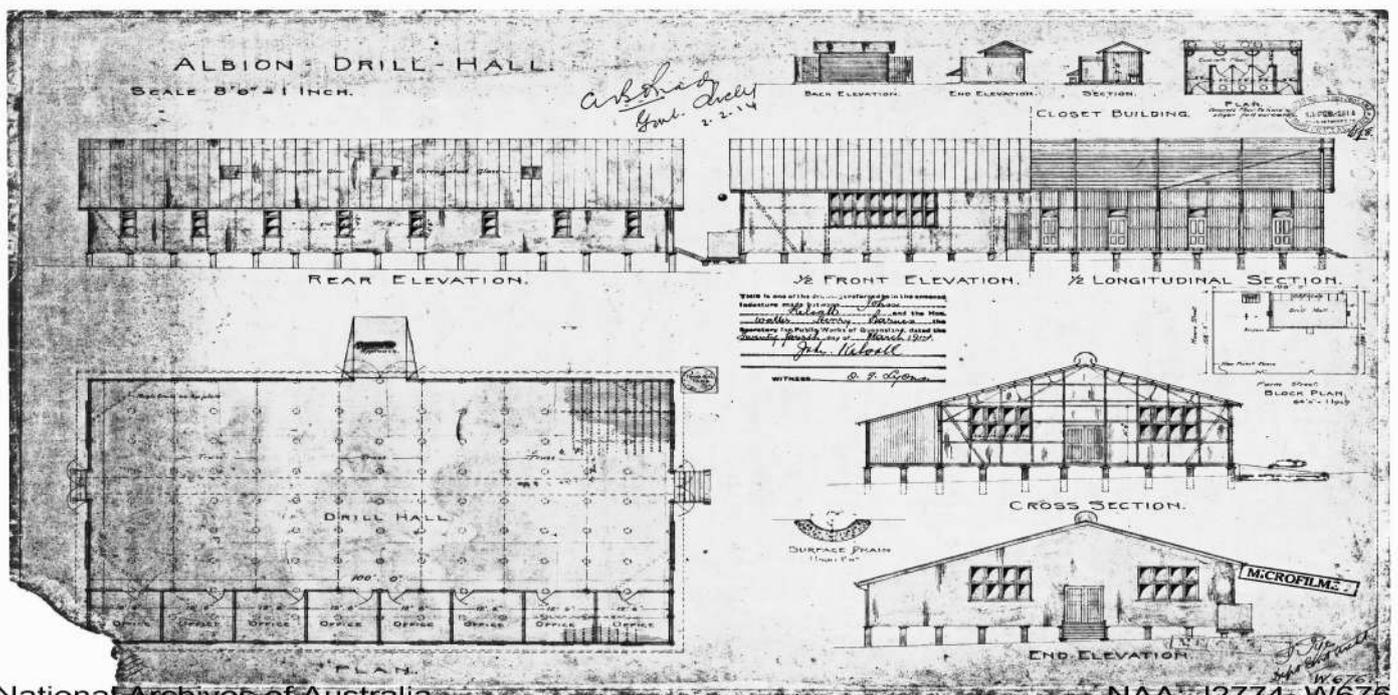


The legislation provided for three levels of training:

- Junior cadets for 12-14 year old boys
- Senior cadets for 14-18 year old males
- Home defence militia, officially known as Commonwealth Military Forces, for 18-26 year old men

A program of drill hall construction was undertaken, intensifying during the World War I years. The drill halls, although often used as recruiting bases for the AIF, were not used to train the Australians volunteering or overseas service. They continued to be used for the training of the citizen militia.

The various State Governments undertook the construction of drill halls on behalf of the Commonwealth, and in 1914 the Queensland Government let the contract on the **Albion drill hall** and offices. The drill hall, which included offices and an earth closet block, was built by John Kelsall for a contract price of £1383. Based on a design used for the drill hall at Ayr, the hall was wooden framed and sheeted with iron. It covered an area of approximately 101 feet by 68 feet. This included a drill area of 100 feet by 50 feet, the remainder being taken up with offices. Steel trusses supported the roof, and a continuous ventilator ran along its ridge.



After World War I the citizen military forces were re-established to reflect the divisional organisation of the original AIF. The compulsory training provisions of the defence act were also watered down after the war, though a voluntary militia continued. Over the years and usually around the time of a major international conflict compulsory military training has been re-introduced. A corresponding growth was experienced in the militia, known after WWII as the Citizens Military Forces and lately as the Army Reserve. Evidence suggests that work was carried out to the premises in 1924, 1948 and 1965.

During World War Two, the drill hall was used initially as the Australian Army Albion Training Depot. Later in the war it accommodated the Army's 4th Advanced Base Stores Depot (ABSD).

Later with the establishment of larger reserve training centres within Brisbane, the Albion training depot was surplus to Defence requirements. The building site then remained **vacant** for many years. Various community groups lobbied the Federal Government for assistance in obtaining the building and for its restoration. The Federal government offered the freehold title for \$40,000, and with many volunteering fundraising efforts over a few years, the money was raised. In 1987 an application to the Community Employment Program for a grant to restore the hall was successful. The Drill Hall became the Queensland Peace, Social and Justice Development Centre, with six groups to use the site. The restoration was completed in January 1988 and on 12 March 1988 Bill Hayden MP opened the restored hall.



A title deed was issued 15 November 1988 under the name of Peace, Social Justice and Development Centre Inc.

The original groups involved in the restoration and the use of the centre included.

- The Australian Peace Committee
- Brisbane Organic Growers Group
- Community Aid Abroad
- Freedom From Hunger
- Peace Research and Education Centre
- Qld Development Education Centre
- Windsor Housing Co-operative

In January 2004 the hall was officially listed as a **Local Heritage Place**.



In 2009 the Albion Peace Hall became the new home for the Queensland Herb Society.

Currently, permanent member organisations at the Albion Peace Centre are: Brisbane Camera Group, Brisbane Organic Growers Inc, Follow Your Art, Queensland Herb Society, Socialist Alliance, and Vintage Exchange.

A wide range of community groups use the hall on a casual basis.



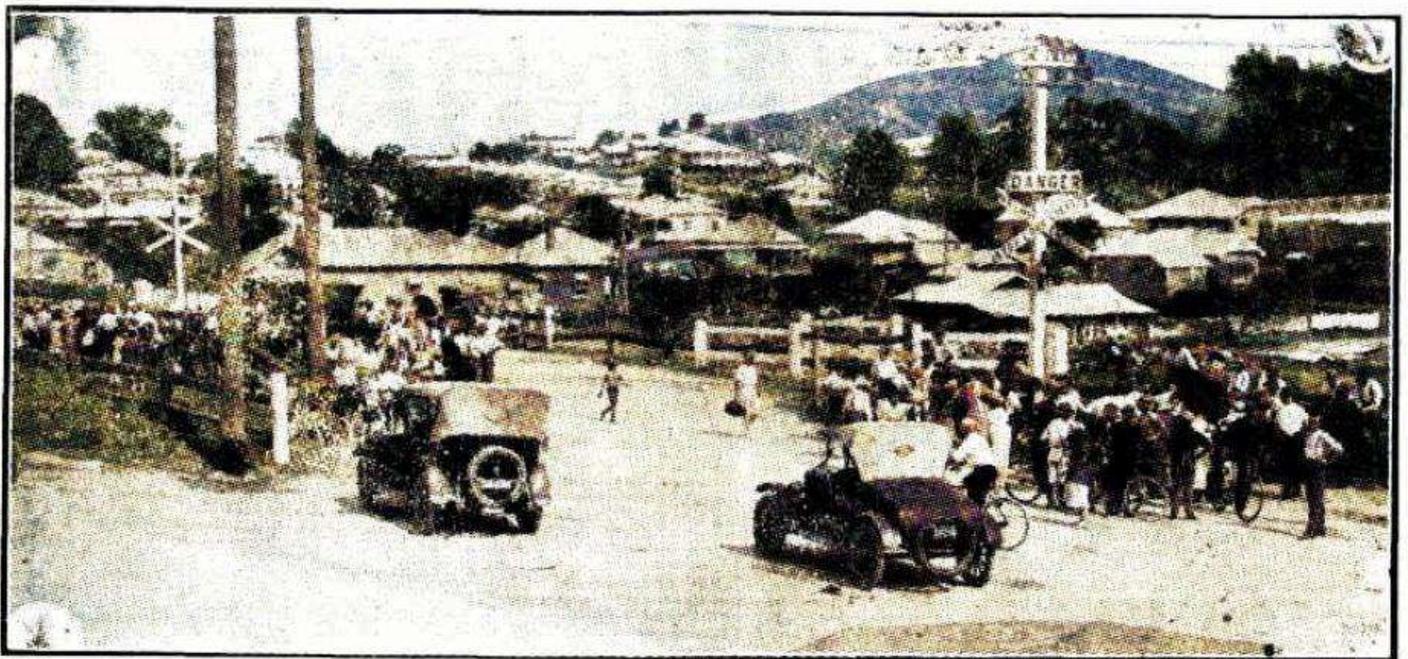
2022

Thanks to the Qld Herb Society for some of this information and photos—from the "Sage" newsletter Autumn 2023

Windsor Level Crossing Smash in 1926

This article is reproduced from David Teague's article in the WDHS 2016 Journal, with additions from the current editor. Accident photos from the "Daily Mail" 8 Feb. 1926.

In the early 1900s, a level crossing existed where Eildon Road crossed the railway line near the Windsor Railway Station. This current Google map shows the position.



THE PLACE WHERE THE ACCIDENT OCCURRED. THE CROWD ON THE LEFT IS VIEWING THE REMAINS OF THE MOTOR 'BUS BODY, WHICH IS BROKEN INTO MATCHWOOD; AND THE PEOPLE ON THE RIGHT ARE INSPECTING THE BROKEN AND BENT-UP CHASSIS.

The following is the report in the Telegraph on 8 February 1926

LEVEL CROSSING SMASH AT WINDSOR

CROWDED MOTOR BUS WRECKED

34 PERSONS INJURED IN COLLISION

A sensational accident in which 34 persons were injured, occurred at Windsor on **Saturday night, (6 Feb)** when a train bound for Enoggera crashed into a motor bus as it was passing over the level crossing.

Every person in the vehicle was injured, and were rushed to the General Hospital, Eight being detained for treatment. The condition of several is regarded as serious.

The occupants of the bus had a remarkable escape from instant death. The engine struck the vehicle mid-on, and carried it, a mass of twisted wood and metal work, for about 12 yards along the line. The passengers were hurled in all directions.

The passengers in the bus were returning from a party at Wilston at about 10.30 p.m. No one was aware of the danger until the engine was almost upon the vehicle. The joyful singing of the young people suddenly gave way to screams, which were as suddenly silenced by a terrific impact, which hurled the superstructure of the bus about 32 yards along the line.

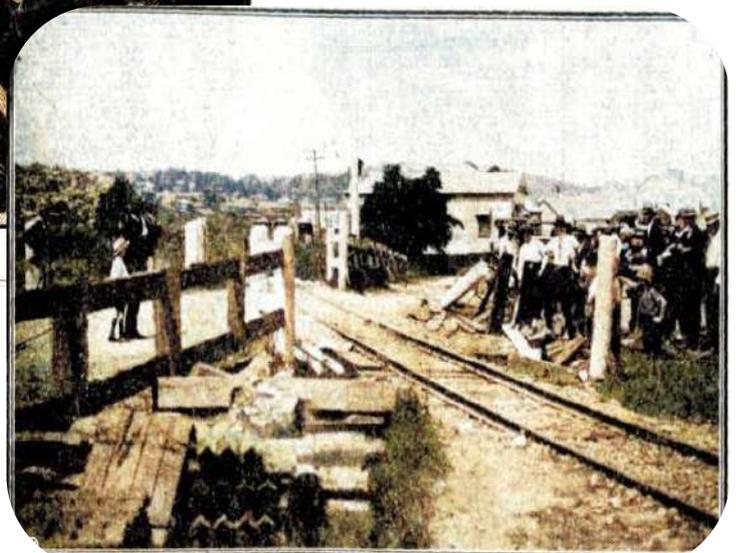
The chassis was twisted into a grotesque shape, smashing down the fence at the side of the pit. When the train was brought to a standstill two girls crawled from beneath the engine.



THE BROKEN CHASSIS OF THE 'BUS.



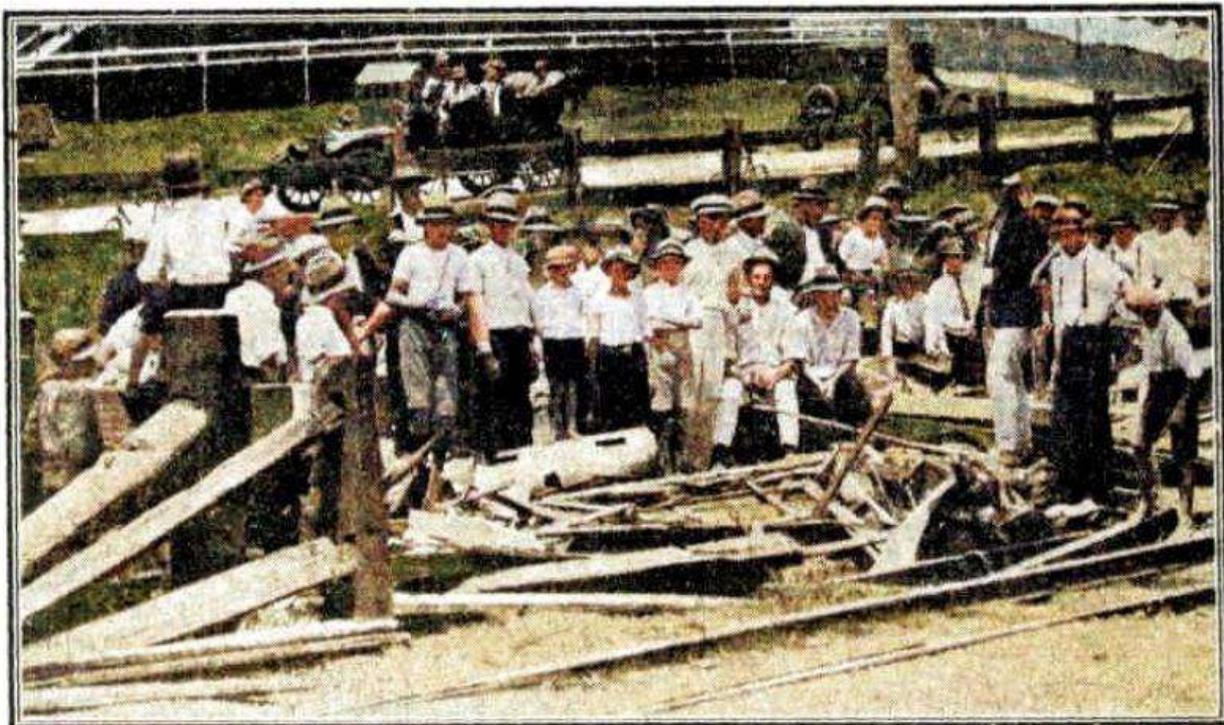
Similar 1920 Bus



The driver of the bus, it is said, took a route unknown to him. He was ignorant of the fact that a railway line crossed his path until a passenger suddenly cried, "Look there," and looking up he saw the engine almost on top of them. "I saw no lights," he said subsequently. "It was just like a big black object bearing down on us. I sped up the *motor* to get off the line, and thought I was clear when the engine struck the bus towards the back."

Other passengers, however, assert that the engine was carrying lights and the alarm bell was sounding. The force of the impact was so severe that the front bogie of the engine was thrown off the rails, and it was not replaced until the early hours of Sunday morning. The line was blocked for several hours, but traffic was maintained by transshipping passengers in trains running on each side of the derailed engine.

It is difficult to imagine how anyone on the bus escaped death. Sheets of metal in the vehicle were twisted and torn, and the great springs were contorted into weird shapes. Even the canvas of the hood was torn to strips. The chassis of the bus was entangled so inextricably with the wheels of the engine, that portion of it had to be burnt before it could be removed. The bus, which was driven by Mr Ernest Otto Berndt, of Stanley Terrace, Taringa was engaged on Saturday night to take a number of people to a party at Wilston. It was the first time the driver had been at Wilston during the night, and not knowing the locality well, he was unaware that there was a level crossing at Windsor. On the return journey Mr George Iredale and Miss Alice Seawright were on the front seat with him. As the bus was almost on the line Mr Iredale shouted "Look there!" pointing to the approaching train.



SMASHED TO MATCHWOOD.—The woodwork of the motor bus was smashed to matchwood. The picture shows all that was left, including portion of the broken railway fencing.

The driver, who was then on the line, accelerated his speed immediately and was almost clear of the track when the engine struck the bus, which crashed against the fence on the right hand side and shattered it, before it was tossed against one of the posts at the end of the cattle pit.

The under carriage of the bus was then dragged between the post and the heavy wooden structure at the dead end of a line parallel to the one on which the train was travelling. The driver was thrown between the bus and the train, and for a few minutes was imprisoned by the woodwork. Suddenly, however, the pressure upon him lessened, and, although dazed and bruised, he immediately went to the assistance of his passengers.

The Ambulance Brigade was summoned immediately, and the promptness with which they answered the call is worthy of the highest praise. They skilfully attended the injured, and in a few minutes were rushing them off to the hospital.

The driver of the train, Mr Stephen Wright, of Agnes Street, Toowong applied the brakes as soon as he saw the obstacle on the line, and probably the careful outlook which was being kept by the crew and their prompt action greatly minimised the seriousness of the accident. It is believed that the incessant tooting of the horn on the motor-bus which was necessary because the street was crowded with people, drowned the sound of the warning bell.

Mr Berndt, who is a steady man, has a reputation for being a careful driver.

The first man who reached the scene of the disaster set to work with a will to smash open the curved end of the bus, which had been left intact, and under which several girls were imprisoned. Unconscious human forms were seen everywhere.

Two girls crawled from beneath the engine and one young lady had her feet across the line, her ankles touching the wheels of the engine.

The level crossing at Windsor has been the scene of several accidents. The method used in warning the traffic is the ringing of an alarm bell and the automatic lighting of a red light, which illuminates the word "danger" on both sides of the line. There are no gates.

Interviewed later, Mr Berndt, the driver of the bus, said that after the train had stopped he heard a number of passengers calling for help in piteous tones, "I endeavoured to go to their aid," he added, "but found that I was wedged between a post and the train, and could not get out. Then something seemed to give way and I got free. My side and left leg were injured, and my clothes were torn to shreds." In a statement to the police he said the train was travelling tender first, and he did not see any lights on it. "It was just like a big black object coming on top of us. Naturally I regard the crossing as a dangerous one."

“I was in the bus with my sister,” said Mrs Elizabeth Maud Brown. “I heard a motor-car pass us going towards Wilston, and the driver of the car shouted ‘Look out for the train.’ That was the first time I was aware that we were near a railway line. I saw the train coming and thought at the time it would not hit me, as the part of the bus in which I was sitting had passed. The next thing I remembered was somebody helping me out of the wreckage and being put into the ambulance. The noise of the singing may have prevented the driver from hearing the approaching train.”

“The first I knew that anything was wrong,” said Miss Delia Stella Conroy, “was hearing a crash and feeling the bus falling on top of me. Then we were scrambling to get out of it. It was so sudden that we could not imagine what had occurred.”

“The first I saw of the train.” said Mr Alexander John McNab, “was when the headlights of the engine came crushing through the side of the bus. I think I am lucky in some respects. There was a vacant seat next to the driver, and I was going to sit there, but changed my mind. Had I done so I think my injuries would have been more serious. When the crash occurred, I was thrown heavily to the floor of the bus, and the next thing I remember was being hurled through space. I fell on the road some yards away, and tried to rise, but could not. When lying there I could hear the timber of the bus being smashed.

I then became dazed, and my recollection of what happened after that is somewhat hazy. I remember someone cutting my shoes from my feet and shortly after that the ambulance arrived. I was suffering intense pain when I arrived at the hospital, and the brief time I waited for treatment seemed like days

Thousands of people visited the scene of the accident yesterday, to view the wreckage. Numbers of them carried away portions of the woodwork as mementoes.



AT THE SCENE OF THE ACCIDENT.—Almost from daylight yesterday crowds gathered at the scene of the Windsor level crossing smash. At many periods of the morning dozens of motor cars were drawn up in the vicinity.

“It seems incredible to me that such an accident could occur at that crossing,” said Mr C. A. Marlon, Secretary to the Commissioner for Railways, when commenting on the accident. “The safety

devices installed there are quite adequate.

The warning bell which rings is loud, and should be sufficient warning.

Windsor Smash

—♦—

Dangerous Crossing

Mayor to Take Action

“When the Commissioner for Railways returns to Brisbane, I propose to make representations to him with a view to having something done to obviate the necessity for the existence of the dangerous level crossing at Windsor,” said the Mayor (Ald. W. A. Jolly) on Monday.

The crossing, as is well known, was the scene of the motor-bus and train collision on Saturday night.

Stump capping ceremonies

Queensland stump capping celebrations were community events (1900s—1950s) marking the start of building timber houses, halls, or churches, where civic leaders would place metal "caps" on the foundation stumps to ward off termites and celebrate the project's start with parades, bands, and fundraising.

These popular rituals, especially for weatherboard Queensland homes and Anzac cottages, involved local dignitaries and community members, symbolizing a new chapter and often raising funds.



1912—Blackall Methodist Church
Source—John Oxley Library



1924—
Bald Knob Public Hall
Source—
John Oxley library

The Story:

True Queensland architecture is a unique style with structures of timber, tin and stilts. That is, weatherboard walls, tin roof and stilts/stumps of hard wood or concrete. There were other traditions during construction.

Across the state there are houses, halls, schools, churches, ambulance depots and government buildings; many built more than 100 years ago and still going strong.

Why might we ask? Because they suited the terrain, timbers, conditions and purpose for many reasons.

A structure on stumps could be erected on any terrain - take many houses in **Paddington/Red Hill** area. The front at street level and the back door "nose bleed" high. Elevated above the surrounding land.



Photo—Our Town- Helen Dash-UQ press

Beneath elegant houses any cooling breeze circulated while there was storage, play, washing line, car park and on occasion a cold water shower area.

Some buildings were placed on stone blocks, brick piers, square concrete stumps or rough, tough iron bark stumps not to the taste of termites.

One tradition when a building reached its highest point was a flag flown from the roof ridge; be it a rag or workman's old shirt nailed to a stick.

Earlier, upon the completion of the foundations, a Foundation Stone may have been laid with great ceremony. In the case of the Old Brisbane Town Hall built c 1874, coins were placed upon the stone and this was confirmed when in 1938 the foundation stone was unearthed and the coins found in situ.

A Stump Capping Ceremony was held when there was no foundation stone. For more than fifty years these Stump Capping Ceremonies were held, giving the public the opportunity to fund raise and at the same time have a party. It became a meaningful ritual within the community. The ceremony was usually conducted by a minister of religion or a prominent member of the district with accompanying speeches, entertainment and refreshments.

1925

A few of the Stump Capping Ceremonies recorded are:-
A church at Coorparoo in 1906. At Blackstone in 1909 where 25 “Blocks” were placed, and such was the attendance that the offerings were removed to allow for additional donations. In all £123 was raised on the day.

A ceremony in Old Sandgate Road financed a school room in 1911 and a church at Wyreema on the Darling Downs also in 1911.

The Blackall Methodist church & St George, and a church at Eumundi in 1912. The Landsborough School of Arts 1923 and Bardon Pilgrim 1927 when the Deputy Mayor gave a £5 note.



1925 - St Peters Maroochydore

Source—*Brisbane Courier Mail*

Enoggera Memorial Hall.

After 1918 the RSSILA began negotiations with the Enoggera School of Arts and the community to erect a suitable memorial to the Soldiers of WW I.

A hall building was designed by the Qld Government architect Colonel T. Pye and incorporated the original Enoggera State School schoolroom of 1871/1917 currently serving as the Enoggera School of Arts.

On the 11 July 1925 the foundations, a myriad of stumps were ceremoniously capped as witnessed by, “One of the largest gatherings seen”.

Ceremonials were performed by Ministers from the Church of England, Presbyterian, Methodist and next door Baptist Churches. An apology was received from Father Ahern who offered a donation.

The “capping” raised £50 when stumps were auctioned by Mr K J.S. Kerr M.L.A, Member for Enoggera; as reported in the *Brisbane Courier* of 13 July 1925.



Enoggera Memorial Hall

Others:

St John’s Church Thompson Estate, Brisbane in 1928.

In the suburb of Oxley in 1930, and in 1931 the Memorial Hall in Hamilton and in the same year £40 was gifted to the new Church of England at One Mile.

In 1935 the Mackay Ambulance held a Stump Capping and in 1940 at Southport one gentleman stated that he would give £25 if another three men gave the same

The last named event was at the Anglican Church Hall North Rockhampton in 1952 with the very last at an un-named site c1954.

The editor would like to thank Diana Hacker (a member of both Windsor and Enoggera Historical Societies) for her contribution to this article

Anzac Day at Windsor

2026

The Windsor and Districts Historical Society has conducted the annual Anzac Day service at the Windsor War memorial for over 30 years. The ceremony will again be held this year on **Saturday 25 April at 9am**. Morning tea including Anzacs biscuits will follow, at the Windsor Council Chambers.



The second Memorial in the park -1995

Soon after the Windsor and Districts' Historical Society took up residence in the old Windsor Town Council Chambers, the members were very much aware of the Windsor War Memorial opposite and lobbied the Brisbane City Council for improvements to the Memorial Park and the immediate surrounds to the pavilion.

At the May 1994 meeting several returned service members including Stan Jolly and Jack Mann thought the memorial should be upgraded to commemorate more recent service people. The positioning of a plaque on the monument was proposed.

After much planning and organising it was found that a plaque was not permitted to be added to the memorial. After a long period of negotiating, the society proposed a memorial flag pole. President of the society, Mrs Beres McCallum devoted considerable energy in bringing together all the necessary elements for the project.

She enlisted architect David Cox who donated his time in designing the new monument and supervising its construction as did the engineers, Neil McKenzie and Associates. The society applied for grants and fund-raising efforts commenced. A *Wartime Night at the Movies* film night drew a capacity crowd at the *Crystal Cinema*.

The Brisbane City Council, a major contributor, was enlisted to provide the porphyry base. Local builder, E. Chapman & Sons, a major donor to the project was engaged to construct the memorial.

The new memorial faces north towards the original pavilion so that it can be seen through the archways. The plinth is constructed from polished Parana Tropical granite on a porphyry base and surrounds. Attached to the plinth by stainless steel brackets is a six metre high anodised aluminium flag pole with internal halyards. The whole project cost over \$13 000.

It was fitting that the new memorial was unveiled on Remembrance Day, 11 November, 1995 as part of the Australia Remembers year.

The unveiling of the memorial was performed jointly by Hon. Arch Bevis, M.P., Mr Peter Beattie, M.L.A., and Councillor Maureen Hayes. The dedication was conducted by Father Malcolm Bell. The honour of placing the first flowers on the new memorial went to Christopher and Felicity Cox in memory of their grandfather.

The wording on the plinth was carefully selected to include all service people in all facets of our quest for freedom.



Anzac Day 2025



In 2021 the Society awarded architect David Cox life membership.

Late president Robert Cooper presented David with the award.

Origins of local suburbs names

Windsor – Windsor Castle—Home of Queen Victoria in 1887(when the Shire was created)

Lutwyche – Judge Alfred Lutwyche—First Judge of the Supreme Court when the Colony of Qld was created in 1859.

Wilston – Wilston House in Watson St, - Variation of the name of the original owner? – William Wilson MLC.

Grange – Grange Tannery and Felmongery on Kedron Brook.

Newmarket – New livestock saleyard markets established there.

Wooloowin – Maybe a local aboriginal name for fish (*wooli*) or smoke (*wului*)?

Kalinga – Maybe derived from aboriginal words meaning running water (*nyalinga*) or (*ngalin-nga*) meaning belonging to us, or even a province in India?

Eagle Junction – Station at junction of the Sandgate and Eagle Farm railway lines.

Albion – Ancient name for England after viewing the white cliffs of Dover from mainland Europe, (Latin: albus, albo, meaning white). Quarry in the local area had whitish stone.

Alderley Alderley Edge, a scenic village in Cheshire England.

Kedron Brook – 1838 missionaries settled on the brook and named it from the Biblical Brook “Kidron” or such, that flowed through the Garden of Gethsemane.

Gordon Park – Siege of Khartoum 1885 – British leader General Gordon killed.

Stafford – Was “Happy Valley” - Sir Thomas Brisbane was an officer in the Staffordshire regiment England.

Kelvin Grove – Dr Joseph Bancroft built a home in the area 1865 and named in “Kelvin Grove” after Kelvingrove Park in Glasgow.

This information comes from the society's research but we welcome any input .