

MARRICKVILLE HERITAGE SOCIETY INC.

CAMPERDOWN DULWICH HILL ENMORE
NEWTOWN PETERSHAM STANMORE

LEWISHAM MARRICKVILLE
ST PETERS SYDENHAM & TEMPE



Our March Meeting

**Historical walk along Hawthorne Canal
to the Bay Run with Mark Sabolch
Saturday 24 March 10 am-12 noon**

Meet c. 9.45 am for a prompt start at Lewisham West light rail stop (near Lewisham Station and on 413 bus route.) No charge. Bookings (as numbers limited) Mary 0407 487 157 or <mary.oakenfull@bigpond.com>. Please advise if you need to cancel.

This fascinating historical walk commences at the Lewisham West light rail stop, proceeds via the railway viaduct to one of the earliest bridges in Sydney – Battle Bridge – which remains as the Parramatta Road bridge over Long Cove Creek; then along the Hawthorne Canal. The walk will draw on the history of the Hon. John Hawthorne MLA, Member for Balmain (1885-90) and Member for Leichhardt (1894-1901), and the eventual transformation of Long Cove Creek to the Hawthorne Canal. The walk will finish near Café Bones (locally known as the Doggie Café) beside the canal.

Mark Sabolch wrote *Hawthorne Canal: the history of Long Cove Creek* (2006) and he may have copies for sale on the day. He is currently President of the Ashfield & District Historical Society.



Carcoar streetscape in 1996 (photo: Susan Pinson)

Still some places left for the Society's 3-day Carcoar coach tour: 13-15 April, but hurry!

Cost \$420 per person (twin share) includes:

- 3 days of activities and round trip by coach
- all meals (breakfasts, lunches and dinners)
- 2 nights accommodation – clean, comfortable, all ensuite
- all entry fees, guides and talks

Bookings essential by 19 March (payment required by end of March). Book with Lorraine 0416 224 472 or <lbeach@iprimus.com.au> for full details and a brochure. Please advise if you need to cancel.

Details on Marrickville Medal event on back page

Heritage Festival starts 18 April

Our April Meeting

**Cruising about town: the history of the motor
car in Sydney – a talk by Richard Whitaker
Saturday 28 April 10.15 for 10.30 am
Herb Greedy Hall, 79 Petersham Rd, Marrickville**

From the early 1900s Sydney began to witness the slow demise of the horse as a means of transport. It had a colossal impact on the city, changing the streetscape forever. It heavily influenced the overall design of the Sydney Harbour Bridge. Expensive and unreliable, at first the car could only be afforded by the wealthy until the introduction of the T-Model Ford (colloquially known as Tin Lizzie, Leaping Lena or flivver), which brought affordable motoring to the masses. By about 1940 the car had almost completely replaced the horse.

Richard Whitaker's illustrated talk takes us on a journey from 1900 to 1970. He worked for the Bureau of Meteorology for more than 30 years and until 2016 was Chief Meteorologist with Sky News Weather. He has a special interest in vintage and veteran cars and has friends in the Citroen and Peugeot car clubs.

Heritage 15 launch: 21 March 6 pm

Members are reminded about the launch of MHS journal *Heritage 15* at **6 pm, Wednesday 21 March** at the heritage-listed **Town & Country Hotel**, corner of Campbell Street and Unwins Bridge Road, St Peters. Beverages and canapes will be served. Article authors present will say a few words if they wish.

Members can collect their complimentary copy of the journal (one copy per membership). Members unable to attend the launch will receive their copy soon after. To reduce postage, perhaps you can collect for another member or pick up your copy at our next Herb Greedy Hall meeting. Additional copies of the journal will sell for the bargain price of \$15 each.

The Town & Country (made famous in a Slim Dusty song) is a few blocks from Sydenham and St Peters stations; 418, 422, 425 and M30 bus routes; and there should be ample local parking despite WestConnex works.

RSVP (essential for catering purposes) Richard on <heritagesociety@optusnet.com.au> or 9557 3823 by 16 March. Please advise if, having booked, you are unable to attend.

**Developer wants to demolish Californian Bungalow
in The Boulevarde, Dulwich Hill: see p. 2**

Heritage Watch

73 The Boulevard, Dulwich Hill

A DA has been lodged with Inner West Council for the demolition and development of 73 The Boulevard, Dulwich Hill. This gracious Californian Bungalow was built in the late 1910s at the same time as its slightly grander neighbour at 73A. Both houses are very intact, internally and externally, with decorative timber and plaster-coffered ceilings, leadlight windows and marble mantelpieces. No. 73 also features a rare, intact inglenook, with a feature brick fireplace surround and polished timber bench seats, similar to those designed by Charles and Henry Green and Frank Lloyd Wright in their classic early twentieth century houses.

The developer also proposes to demolish the mature 18-metre tall Norfolk Island Pine in the front yard, even though the developer's arborist has noted it has a life expectancy of over 40 years, and is a highly significant landscape feature.

The developer has proposed to erect a four storey block of flats, with a flat roof that is grossly out of scale and character with the adjacent house at 73A, and the Victorian villas further along The Boulevard. **All of the historic houses in The Boulevard are under threat of high-rise redevelopment due to the state government's Metro Rail rezoning proposal**, and council should be actively seeking to protect this precinct by declaring it a Conservation Area. Council should also place an Interim Heritage Order on this property to immediately protect it from demolition under the provisions of the Exempt and Complying SEPP (State Environmental Planning Policy).

Scott MacArthur

Autumn Trivia Question



Can you ID this old local streetscape? Richard 9557 3823 or <heritagesociety@optusnet.com.au>.



Carrington Road's industrial past (and future?)

Save Marrickville is campaigning against a proposed 35-storey residential development along Carrington Road Marrickville which includes the last Australian General Motors factory (listed by the National Trust: picture below), but I have found a much bigger history.

In 1926, the American motor vehicle firm General Motors (Australia) Pty Ltd established assembly plants in Melbourne, Perth, Brisbane, Adelaide and Sydney to produce motor vehicles for the Australian market. Sydney architects Ross and Rowe were commissioned for the Sydney plant (6-10 Carrington Road). The design was to comply with all the conditions of a modern assembly plant and to provide the best possible conditions for all employees, according to GM's magazine *Motor Progress*. The NSW Premier, the Hon. JT Lang, opened the factory declaring:

Factories were the milestones along the road Australia must travel to become a self-contained nation whose secondary industries would absorb her primary products . . . there is no market like that created by the employment of local labour . . . and it will be a striking advertisement to the world of this country of ours.

General-Motors purchased Holden in 1931 during the Depression (fearing it would be snapped up by a competitor) and continued to operate there until 1939. The factory then produced tyre cord until 1961 after being taken over by Davies Coop, a significant corporation in the Australian textile industry in the Twentieth Century.

Other businesses were established close to General

Motors. AH Peters (16 Carrington Road) made bodies for trucks and utilities including ambulances used all over NSW. Duly & Hansford (20-28 Carrington Road) made automotive parts including under the *Dufor* brand. Rega Products took an order for 30,000 pumps from General Motors to be produced from its 1937 Art Deco factory designed by AM Bolot at 47 Carrington Road. Rega Products, Duly & Hansford and Davies Coop all manufactured munitions in World War II. Aircraft equipment and a technical school for the RAAF and United States Air Force were also established by ETC-Tecnico (49 Carrington Road). After the War, Tecnico transitioned to producing electrical goods for the civilian mass market including vacuum cleaners and lawn mowers. Tecnico was taken over by Pye in 1959, and built new headquarters in 1962 (57 Carrington Road).

Not only does Carrington Road showcase industrial design and manufacturing, its workers mirror Australia's 20th century cultural history. The 1920s motor vehicle industry attracted eager young men (Duly & Hansford was known locally as *Boystown* for its hiring practices), while women were conscripted to work during WWII often under deplorable conditions. The post-war labour shortage and demand for mass-market goods then provided opportunities for migrants as they established their future in Australia. The current businesses in Carrington Road continue to be part of that story. A nomination for State Heritage listing has been made.

Want to know more about the history of Carrington Road? Email me at <scottandlouisa@yahoo.com.au>.

Louisa Mamouny



Special thanks to stalwart members **Ted Green** and **Geoff Ostling** for their generous book donations of local history, Australiana and biographies to MHS for resale. These are sold at our meetings at giveaway prices. Such donations, whilst most appreciated, are at the Society's discretion due to limited storage capacity. We still welcome back copies of *Heritage* and other MHS publications no longer needed.

**Historic Houses Association of Australia's
inaugural conference 5-6 April
*Home Heaven Hell: supporting historic
house owners in Australia***

Venue: Conservatorium of Sydney
Anyone welcome to register and attend (for a fee)
Details & bookings <www.hha.net.au> or 9252 95554

Calendar of MHS events

Wednesday 21 March

Launch of *Heritage 15*

Details on front page

Saturday 24 March

Hawthorne Canal walk with Mark Sabolch

Details on front page

13-15 April: Carcoar coach trip

Details on front page

Saturday 28 April

The history of the motor car in Sydney: a talk by Richard Whitaker

Details on front page

Saturday 26 May

Trip to La Perouse, Bare Island & museum

Farms, flour and flats: an evolving story at the Summer Hill Flour Mills Sunday 18 March 2 pm

Members of MHS are invited to join the Ashfield and District Historical Society to hear archaeologist Dr Michael Kelly and architect Matthew Pullinger talk about the history of the flour mills site, and the response to heritage.

Access is from Edward Street, Summer Hill, then meet at the base of the old Silos Building. Close to Lewisham West light rail stop; a few blocks from Lewisham and Summer Hill stations, near 413 and 428 bus routes.

Entry: \$5 donation at the door

RSVP: Lois 9797 7004 or email <adhs@tpg.com.au>

Three RAHS-related talks:

- Wednesday 14 March, 11 am: Christine Yeats (Senior Vice President, RAHS) on the late Lesley Muir's book *Shady Acres* Ashfield library, Level 3, 260 Liverpool Road
- Wednesday 4 April, 1 pm: 'The Legacy of Jack Munday: half a century after Kelly's Bush' by architect James Colman at RAHS, 133 Macquarie Street Sydney
- Wednesday 2 May, 1 pm: another chance to hear artist and author Deborah Beck on Rayner Hoff at RAHS

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Release of **Ian Tyrrell's book *River dreams: the people and landscape of the Cooks River*** (\$40). Hear Ian talk on Wednesday 14 March 6 for 6.30 pm at Gleebooks (upstairs), 49 Glebe Point Road Glebe; or on Saturday 17 March 2 pm at Mascot Library, 2 Hatfield Street Mascot. See relevant websites for further details.

Exhibition: On your bike! 100 years of cycling in the Inner West 8- 14 May in main building, Addison Road Community Centre, 142 Addison Road, Marrickville.

2018 Inner West Built Environment Awards

The award ceremony for the Marrickville Medal and other awards is on **Saturday 5 May, 2-4 pm**. Details of finalists in all categories will be on display and awards presented for the Marrickville Medal for Conservation, the Inner West Sustainable Building Award and the Inner West Urban Photography Competition. Guest speaker is journalist Elizabeth Farrelly. Venue is the Kirkbride Theatre, Sydney College of the Arts, Callan Park, Lilyfield.

Our Last Meeting

George Caleb Hedgeland, a man of our times: talk by Angela Phippen - 24 February

At our last meeting members were presented with a lively insight into the life of George Caleb Hedgeland. **Angela Phippen** outlined the life of a man who was a stained-glass artist, a pastoralist, a surveyor, and finally, a fruit grower. At the same time, Angela demonstrated her passion for research and the interesting byways it can send you down.

In her role as Local Studies Librarian at Ryde Library, Angela came across Hedgeland as a surveyor of streets in the area. This piqued her interest and an internet search led to a George Hedgeland who was a stained-glass artist in England. It turned out they were one and the same. However, Hedgeland's Wikipedia entry curiously states 'His career was short, as ill-health led to a move to Australia, where he died.' Angela resolved to discover more of this man and the 38 years that passed in Australia before his death.

Although well known in England and something of an innovator, Hedgeland left for Australia after a mere nine years at his craft. He had created windows at Norwich, Lincoln and Ely cathedrals but then, on arriving in Australia there is no evidence of any stained glass produced by him. Surprisingly, he worked on sheep stations in country Queensland for eight years. While working for Biddulph Henning, Hedgeland married Biddulph's sister Annie Henning and they moved to Sydney at the end of the 1860s.

Here Hedgeland reinvented himself a second time and retrained as a surveyor. For the next 16 years, he conducted alignment surveys for municipalities throughout Sydney, including Marrickville and Petersham. During the course of this work, Hedgeland produced many books of maps with detailed outlines of houses with names, sizes and even laundries and verandahs. These books are now held in the NSW State Archives. George, Annie and their son Edward retired to Canley Vale where they were described as fruit growers, the last of George's 'professions'.

Some of the interesting byways Angela travelled (among them, literally in the UK!) included reading many books on stained glass and the revolution in its manufacture in the 1850s, of which Hedgeland was a participant. There was also the story of the Henning family, which Annie's sister Rachel chronicled in her letters, mostly to a sister in England. Hedgeland is mentioned 121 times in these letters, which give a vivid description of colonial life. After the letters were reproduced in *The Bulletin* in 1951-52 with illustrations by Norman Lindsay, the collection became a best-selling book published by Angus & Robertson.

And finally, after Hedgeland's death in 1898, Biddulph, Rachel and Annie all moved into *Passy*, the property at Hunters Hill now associated with political 'identity', Eddie Obeid. Thank you, Angela, for a fascinating presentation.

Rod Aanensen

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