

# Greensborough Historical Society

## Welcome to our Poulter Reserve Heritage Walk Saturday 29<sup>th</sup> October 2022

Our walk begins and ends at the Footbridge/ Barbeque/Toilet location (Length of Walk ~1km).

Originally a log was the only crossing at this point. The footbridge, originally built c1930, but was regularly washed away by floods and repaired a number of times by army engineers who camped on Pope land while completing the work. The last flood was in 1974. It was rebuilt in 1975 at a cost of some \$54,000. It was designed by Harry Carlin-Smith, who won a prestigious engineering excellence award for being original, inventive and relatively inexpensive.



*1 Greensborough Township 1889 (and c1930)*

1. The Poulter Reserve Precinct opens up the earliest days and history of Greensborough, and is bordered by the railway line (along Poulter Avenue), Main Street and the Plenty River.

The oldest image of the area was captured in paint, in 1889, by 27 year old resident, Albert Ash Elliott. Albert's father Thomas, moved from England to take up a position on the Greensborough Road Board as Tollgate keeper in 1876, having arrived in Greensborough several years earlier. Thomas died in Greensborough, aged 60, in 1880.

The Elliott's lived on the northern side of Main Street, and by the time of the painting, Albert's younger brother Henry, was the town butcher.

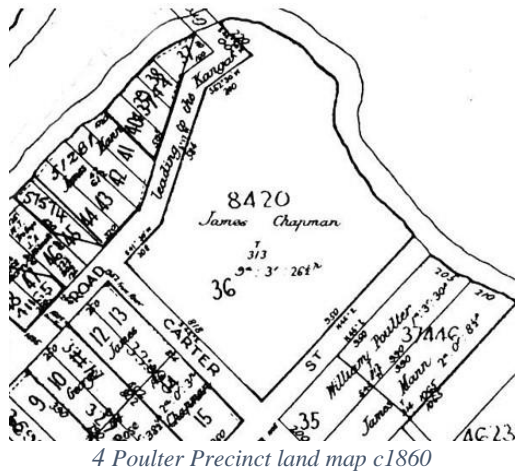


*2 Elliott's butcher*

Following the death of their father, the Elliott brothers, John, Albert and Henry were all very busy, being listed as the town's baker, butcher and general store keeper. Oldest brother John is known to have rented land on the other side of the river, to grow vegetables. This area of land was also used as the town's recreation ground and later became known as Greensborough Park.



*3 Albert Ash Elliott's painting of Greensborough 1889*



4 Poulter Precinct land map c1860

2. Previously to the Elliott Family, the land along the northern side of Main Road was owned by James Mann, who occupied a house and operated a wheelwright's shop. Between 1855 and 1876 James and Jane Mann had nine children. One wonders what the local aborigines, who fished and held corroborees on the other side of the Plenty River, made of the workings of a Blacksmith Shop and how the children interacted with their neighbours. James won a local ploughing competition in 1859 and on 27 June 1868 placed the following advertisement in the **Melbourne Argus**:

FOR SALE: BLACKSMITH'S, Wheelwright's BUSINESS, shop, house garden, on acre land Apply Mann, Greensborough. The business possibly did not sell, for on 3 February 1876 this advertisement was lodged in the Melbourne **Herald**: Information is requested of James Mann, who left his home at Greensborough on the 10<sup>th</sup> instant, and was seen coming towards Melbourne, but has not been heard of since. Description: — A blacksmith and wheelwright, 45 years of age, 6 feet 9 or 10 inches high, brown hair, thin brown beard, whiskers, and moustache; mark of a cut on ball of left thumb; supposed dressed in tweed suit and dark hard felt hat, or may wear a black cloth coat.

3. Previously to James Mann between c1847 and 1857, Charles Edney resided on the land, having dissolved his grocery store partnership, in Little Bourke Street Melbourne, in March 1841. He had four children and on 23 February 1849 was granted a slaughtering licence (at Upper Plenty) by the Police Bench. He also established an orchard on land on the southern side of Main Street. By 1857 Charles had moved to Lower Plenty where he was engaged in a tree and plant nursery on the 'Cleveland Estate' where he died in 1860). He advertised his Greensborough land for lease on 24 November 1857, in the **Argus**: TO LET for a term, a FARM of Eighteen Acres Land, on the Upper Plenty road, thirteen miles from Melbourne. Apply Charles Edney, Cleveland, Heidelberg. His estate advertised the sale of this land on 6 June 1872: 11½ Acres and Two Houses. Greensborough, Near the Post-Office. N KINSMAN is favoured with instructions from Mr. Hobson, executor in the estate of the late Charles

*Edney, to SELL by AUCTION, on the land, now in the occupation of Mr. Chapman, Plenty River, near the Bridge.*

*Lot 1 - 9 acres, part under cultivation, with a good orchard, and outbuildings, Lot 2 on the opposite side of the road - 2 cottages, with 2½ acres.*

*Title good. Terms at sale. Sale at one o'clock, by N. Kinsman, auctioneer.*



*5 The Gold Rush era*

4. Rebecca Greaves, who lived on Portion 12 Part A on the steep rise of St Helena Road from Tallow Wood Drive, wrote in her letter of 25 November 1851 at Plenty River (held by Museums Victoria #572983) *“Everyone has left town to go to the diggings there is not a man or boy to be seen in town even the gents at the Bank are “off to the diggings” such an uproar never was known in the colony before, not a ship can leave the bay for as soon as the ships get in port the sailors away to the Gold mines go where you will you cannot see a man unless it is an old man like my Father.”*

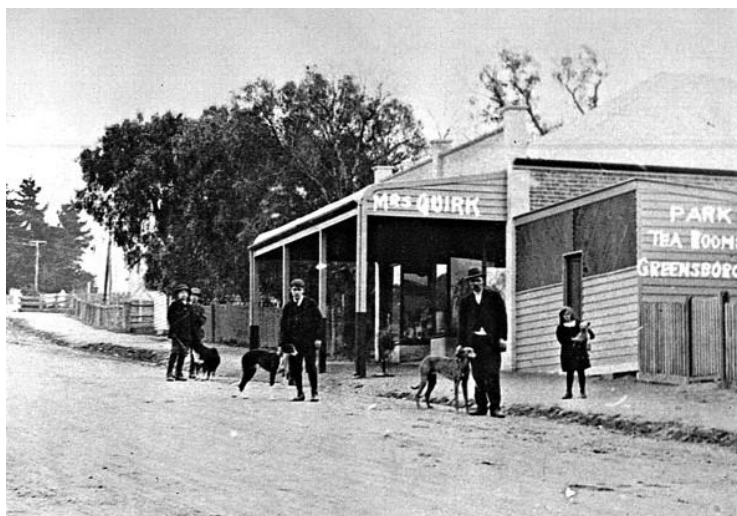
With all the walking, mining and manual work in those days, it was not surprising that Greensborough needed the services of a shoemaker, and in **The Argus** of 6 October 1856, was this advertisement: SHOEMAKER wanted in the Township of Greensborough, Lower Plenty, twelve miles from town.

George Gilding arrived in February 1870 from England on the ship Lady Jocelyn. He became the town's bootmaker, living just downhill from the Elliott family, for the next four decades. His sons James, George and William also carried on local businesses in the boot trade.

5. About three years before George's death in 1911, Samuel Quirk established a Tailor Shop to replace the Gilding bootmaker's shop. A major fire in 1913 destroyed the original building. Quirk used his insurance to rebuild and remained there until 1938.



*6 Samuel Quirk  
1865-1940*

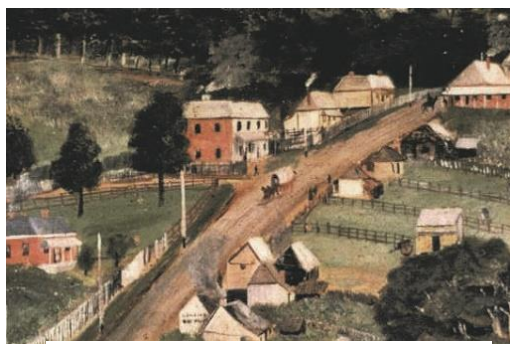


*7 Quirk's tearooms and tailor*

The Quirks also used their Main Street site as tearooms to passers-by, weekend day-trippers and picnic groups from Melbourne. Herbert Jennings operated a general store in the mid-1920s, and was the immediate neighbour of the Quirk Family.

**6.** From c1940 to c1960 Alfred Fleetwood Shaw operated a motor wrecking, car service and sales outlet on the north side of Main Road. In 1958 Paul Skals and son Tom, opened a garage, milk bar and later a bike shop in Main Street which had to close c1978 when the Main Street Road widening and upgrade took place.

In 1952 the RSL bought two blocks of land from Alf Shaw for £402 and slowly developed their facility. Following the Main Street upgrade of 1978, a number of small business outlets developed, creating the 'strip' we see in 2022.



*8 The Poulter Precinct - Main Road South*

**7.** By 1854, James Chapman built a two storey building on the corner of Main Street and Para Road (as it is known in 2022), with his neighbour George Rose. This 'Public House' served Greensborough in many other forms including a General Store and Post Office, Butcher's Shop with slaughterhouse at the rear, Lodge Rooms, Boarding House, Concert Hall etc. The first reference to the establishment is found in the Melbourne **Argus** 25 October 1854:



*WILLIAM EAGLE—please call or write to the Green Burrow Hotel, River Plenty, James Chapman's; you will find Samuel Eagle, your uncle.*

Chapman arrived in Melbourne on the ship 'Francis Ridley' on 12 July 1849, he was listed as a Blacksmith on the ship's manifest. He originally lived in a bark hut to the south of his Public House. By 1889, A. A. Elliott's painting depicts Chapman's House as a most substantial brick building. No doubt Chapman's skills were in great demand in early Greensborough Township and he must have benefited greatly with the onset of the Gold Rush when Main Road traffic was an unending source of miners and agricultural workers, with their constant needs, making their way to Diamond Creek, Queenstown, Kinglake and Wood's Point.

Opposite Chapman's Public House a blacksmith shop operated for a century servicing the needs of passers-by. The earliest known Blacksmith, William Lodge, is thought to have arrived in Melbourne in 1854 and he resided on a small farm on the eastern corner of today's Jessop and Grimshaw Streets. On 10 December 1864 he advertised in **The Argus**: *FOR SALE, at Greensborough, BLACKSMITH'S SHOP, four-roomed House, Stable, Cart shed, Piggeries, i.e., Garden, one acre fenced, half under fruit-trees. Also paddock fenced and cropped. The blacksmith's shop may be sold separately. William Lodge, Post-office, Greensborough.*

During township recreation events there would be somewhere to obtain refreshments either from a wagon or later from a building that has also been a home, tea rooms, footy pavilion and now the very successful Diamond Valley Learning Centre opened officially in 1974 to become a most respected house of learning for the community.

**8.** William Poulter was born in Cowlinge, Suffolk on 18 June 1827. The child of Samuel Poulter and Susanna Haylock. He married Mary Chapman (b 1831) in August 1848 at Cowlinge.

He then immigrated with his wife and father in law **James Chapman** to NSW and arrived in the district of Port Phillip on 12 Feb 1849 on the Frances Ridley.



*9 William Poulter  
1827-1888*

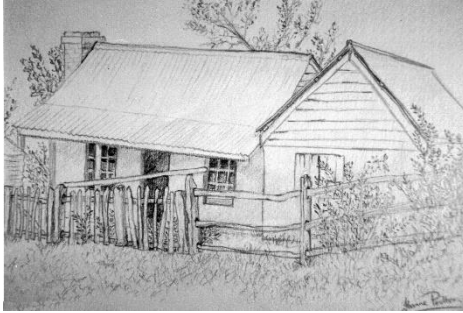
They lived for six months in a tent at Emerald Hill (now South Melbourne), when that locality was bush and before Canvas Town was instituted.

They later moved to Lower Plenty, near Eltham, resided there for three years, and then moved by bullock wagon upstream along the River Plenty. This was crossed at a ford near the present railway bridge in Carter Street (Para Road) and the couple settled in the immediate vicinity, on the property (now



*10 Location of 'Bonnie Vale'*

known as Poulter Reserve) in 1853. They called the property 'Bonnie Vale'. William and Mary had 10 children, 8 of whom survived to adulthood.



*11 On arrival in Greensborough, William's first task was to build his house 'Bonnie Vale'*



*12 Greensborough Cemetery  
(Ron Reynolds sketch from Greensborough  
and Greenhills, 1973)*

The land for Greensborough Cemetery was given by William Poulter, about 1864, but the cemetery was not officially opened until March 1875 by which time there were about 20 graves in the area. The cemetery was much larger than it is today because in 1901 a section of it was sold to the railways which now passes close by. The earliest memorial is that of William Poulter's sister, Betsy [Elizabeth Aldridge] who died in 1864, aged 34 years. William died in March 1888 and his wife Mary in September 1899, both at Greensborough.

Details of William Poulter's Estate (1827-1888) his listed occupation: Gardener):  
£160 Four acres Lots 34+35 Greensborough Portion 18, holding a 4 roomed dilapidated house.

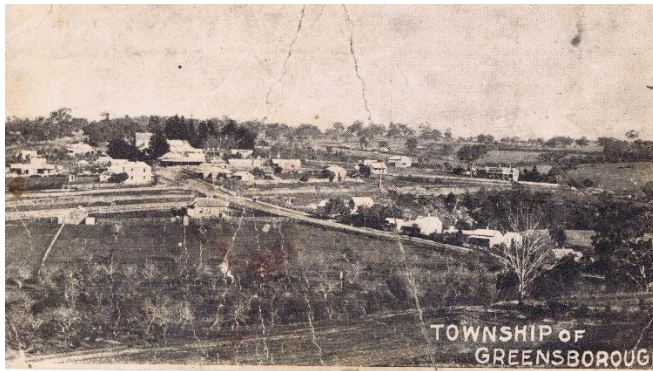
£420 Twenty-One acres of bush land Lots 75+76+77+78+79+80 of Portion 18 Greensborough and Lots 85-86-87-88 with a three-rail fence.

£141 2 carts, 1 horse, 1 plough, 1 harrow, household furniture, 2 cows, tools, wheelbarrow, Life Insurance etc. Total Value £721

**9.** Joseph Frost Poulter arrived in colony in December 1851, a cousin of William Poulter. He married Ellen Mary Grogan in 1875 and purchased James Chapman's land on his death in 1877. Joseph died in 1880, when his wife Ellen Mary leased the land to Thomas Grogan (her brother), and later passed the land onto her son William Poulter.

On 23 May 1890 the **Evelyn Observer** records that *these annual Greensborough Sports took place on 10<sup>th</sup> inst. in Mr. Grogan's paddock (who kindly lent it for the occasion), and was a decided success. About three hundred people were present.*

The Grogans were known to be engaged in carting wood to Melbourne and in the mid-1890s must have fallen on hard times. For the **Evelyn Observer** records on 12 June 1896: *'A concert and ball was given by the Heidelberg Amateur Club on the 14<sup>th</sup> ult. in the Greensborough Hall in aide of Mr. T. Grogan and family. Notwithstanding the inclemency of the weather the attendance was very good. The Rev. Father O'Callagan declared the concert open and thanked the many denominations for their attendance. The Hall was very tastefully decorated by Misses Butler, Hewitt and McNamarra. All credit is due to the ladies for making the undertaking so successful.'* A total of £8/12/09d was handed over to Mr. Grogan following the concert. It is thought the family then moved to Yarrambat.



13 Greensborough about 5 years after the Grogans left town  
(note: the railway line and road overpass bridge are visible)



14 John Samuel White

**10.** On 1 April 1905, William Joseph Poulter transfers the former Chapman land to John Samuel White for £1,100. White referred to and named his residence 'Riverside' (The former home of Grogan, Poulter and Chapman). White arrived in Port Phillip in 1853. He was mayor of Berwick Shire in the early 1880s, mayor of South Melbourne in the 1890s and Member of Parliament 1892-1902. Having a history in engineering and construction White soon established the subdivision that created Joyce Avenue.

The Whites also carried on the tradition of making use of the land for community events as recorded in **Evelyn Observer** on 30 November 1906: **A PLEASANT PICNIC AT GREENSBOROUGH. GIVEN BY MRS. WHITE:** *The above picnic was held on Saturday, 17th inst., on Councillor J. S. White's property, which is*



*generally known as "Picnic Flat." Mrs. White was kind enough to invite not only all the children now attending the State School, but also the pupils who had left school, including parents and friends, who probably numbered over 200. Amongst the guests were the Hon. E. H. Cameron, Minister of Public Works, and his secretary, and Councillors Hill (president), Wadson, and Starling, of the Heidelberg Shire. During the afternoon the children thoroughly enjoyed themselves, Mrs. White providing ample funds to enable these to compete in racing. One of the most amusing episodes during the afternoon was a married ladies' race, which resulted in a finely contested finish, reflecting credit on the handicapper. At 4 o'clock the children were gathered together and given a good feast, such as will long be remembered by them. At the close of the meal the children gave three hearty cheers for Mrs. White and sang "For she is a jolly, kind lady."*

On the death of John Samuel White in 1926 his mother Alice, sister Alice Mary and grandson William John White became part owners the land. George Charles Lovitt became an owner in 1957 and in 1965 the site was purchased by Caltex and part of 'John Samuel White's land'. It is in use as a Beaurepaire tyre centre and several small shops in 2022.

**11. John Nankervis Eddy** was born in January 1847 at St Just in Penwith, Cornwall, England. At age 18 months he emigrated to Australia, leaving from Bristol in September 1848 on the ship *William Money* with 387 souls on board. Some of the passengers were attacked with fever and dysentery on the voyage, but happily the deaths were few. After 105 days the ship arrived in Adelaide. John spent three decades, with his family, in the gold rush towns of Burra, Clunes and Maryborough where in 1876 he married Louisa May Curtis. The newlywed couple were to spend the next three decades at Dunbulbalane where John was a Blacksmith and Registrar of Births and Deaths. He resigned these positions in 1910 and the office of Births and Deaths closed. The family then moved to Freeburgh - Bright where sons Arthur and James were listed as grocers and Albert a labourer.

After a decade in Freeburgh, due to health reasons, John and Louisa moved to Greensborough, probably in 1920, living in a small house down by the river. John died in Greensborough in April 1921. His wife died a decade later: **Hurstbridge Advertiser** 9 June 1933: *On June 1, 1933, at her residence, Main Road, Greensborough, Mrs. J. N. Eddy passed away at the ripe age of 78 years.*



15 The Eddy house

*Born at Gardiner's Creek (i.e.: the Toorak area) in August, 1854, she lived all her life in Victoria, and was closely identified with many stirring incidents connected with the early pioneering days of the then comparatively infant colony. In her girlhood she was taken to Maryborough, where at the age of 19 she married Mr. John Nankervis Eddy, at that time a young colonist from St. Just, Cornwall and a blacksmith by trade. Shortly after marriage, the young couple removed to the Goulburn Valley, where for many years, at Invergordon, in conjunction with his trade, they kept a general store and the post office. For health reasons their last move was made 12 years ago to Greensborough, where, shortly after being in residence there, Mr. Eddy died and was buried in the Greensborough cemetery. The late Mrs. Eddy had a keen sense of humour and a fund of shrewd, old time sayings. The late Mrs. Eddy had also very pronounced religious convictions, and was a close student of the Bible. Until age and increasing infirmity intervened, Mrs. Eddy was an active worker in the Methodist Church organisations.*

Daughter Ellen Louisa 1887–1963 lived in the house until her death in 1963. Her niece Alice Elizabeth Brown (1916-2007), whose mother Elizabeth died in 1916 (presumably during the birth of Alice), lived with Ellen Louisa till her death. She then moved to Ivanhoe c1968 and the old house in Main Street was demolished. Alice was enrolled at Greensborough State School on 3 March 1921, by her aunt Olive, a teacher.

**12.** Helena Hume Black was the proprietress of the **Plenty Tea Gardens** before the 1930s Depression. On 12 November 1926 the following appeared in the **Hurstbridge Advertiser**: *A letter was received from Miss A. Black, of Plenty Tea Gardens, complaining of hawkers plying their trade on holidays and competing with local people. It was decided that the council be informed that the by-law is being infringed through hawkers not having a permit; also, that it be pointed out that there were police in Greensborough on Cup Day until 3 p.m.*



16 The Plenty Tea Gardens

**13.** On 31 January 1902, the **Mercury and Weekly Courier** reports: *The Heidelberg to Eltham railway line is progressing towards completion. The bridge midway up the Greensborough Hill has been opened for traffic for some time and the girders over the Plenty River are now being placed in position. The platform at the station site has been nicely gravelled and though ballast and sleepers are not yet laid, the line looks if it might be opened for traffic at the time Mr Rennick indicates viz: in May.* **On 28 March 1902**, the newspaper reported: *For the first time in the history of Greensborough an engine dragging two trucks with their living freight of platelayers left the Greensborough railway station en route for Heidelberg on Thursday, 20th inst., A crowd of children and a number of adults assembled to witness the unusual spectacle. The rails are now laid beyond the station, and ballasting is completed beyond Grace Park. It has not yet been decided what steps are to be taken to celebrate the opening of the line.*

**On May 16** it reported: *From a number of ratepayers in the Greensborough riding complaining that the rails of the bridge over the cutting in the Greensborough Hill afforded insufficient protection. Little children going to school frequently stood near the rails to see the engine going by. What was required was wire netting along the rails.*

**On 3 June** **The Age** reports: *On and after 5th June the above line, with stations at Greensborough and Eltham, will be open for passenger and goods traffic. Passengers change trains at Heidelberg, and those from Eltham and Greensborough must obtain tickets at van of train.*



*17 Greensborough Railway Station c1923*

On 1 August 1902 the **Mercury and Weekly Courier** reports:

**ELTHAM - TIME TABLE:**

**WEEKDAYS.** Leave Melbourne: 8.38 a.m.; 4.10 p.m. Leave Heidelberg 9.25 a.m. 4.55 p.m.

Leave Greensborough 17 minutes later than Heidelberg, and arrive at Eltham 25 minutes after leaving Heidelberg.

**SATURDAYS.** Leave Melbourne: 8.38 a.m.; 2.10, 5.40 p.m.

Leave Heidelberg 9.25 a.m.; 2.65 and 6.25 p.m.

On 4 April 1914, the **Heidelberg News and Greensborough and Diamond Creek Newspaper** reports: *A motion that a stationmaster or mistress be appointed to Greensborough gave rise to a lengthy discussion about the inconveniences existing under the present arrangements which both consignors and consignees are put to at present, anyone expecting goods or wishing to despatch same must be at the station at the exact minute the train arrived and was in the station, otherwise no delivery or despatch of goods could be effected. Those residing at a distance found this most inconvenient.*

On 13 June 1914 the **Heidelberg News and Greensborough and Diamond Creek Chronicle** reports:

*A lengthy discussion took place in reference to the loose ways things were conducted in connection with both the goods and passenger traffic. It was a common thing for the passenger platform and shelter shed to be littered with bags of potatoes, grain, barrels of cement and other goods that should be discharged on the goods siding. Several instances were mentioned of bags of grain, &c., cut open, and scattered about, and goods dumped down that it was physically impossible for one man to load on a wagon or dray. The fact of at times carriages being despatched from Heidelberg unlighted, causing annoyance and confusion to the passengers, was also referred to, and it was*

*eventually decided that the secretary write to the railway commissioners drawing attention to the foregoing, and requesting that the officials exercise better supervision.*

Sometime after this, a station master's house was constructed at No. 1 Poulter Avenue. It was left empty in the early 1970s and demolished when the track was duplicated c1977. The first known Station Master was Samuel Eyres who was replaced in 1918 by Walter Scriven. It was about this time that '**Poulter Avenue**' was referenced as such by locals. Later, from about 1937-38 John 'Dynamite' Andrews was initially assistant station master (replacing Robert Tait), but soon became station master for over a decade.

#### **14. Opposite the Station Master's Residence**

No 2. Poulter Avenue remained an empty block with a large peppercorn in the middle and a lovely old gum tree on the Poulter Avenue frontage, becoming a car park and de facto road exit for north bound traffic out of Poulter Avenue.

No 4. Poulter Avenue William James Barratt was born in 1890 at Murchison, Victoria. He married Emily Beatrice Roy (1896–1976) on 21 July 1920. The couple lived at 4 Poulter Avenue and Main Street until his death in June 1963. A W. Barratt is mentioned as a member of the local Angling Club Committee in August 1927. William was a builder/labourer and subdivided his land about 1955. The original house was built in the late 1950s. After Bill's death 1963 Emily moved out and the house was rented to a number of couples.

The first couple were the McMahon's briefly while they completed building a house on Hobson Street and Adeline Street corner.

Then the newly wedded Dennis and Colleen Whelan (Ward) lived there. Their son Stephen was born during this time. Dennis liked to go shooting and ferreting, he used to take neighbour Norm Colvin sometimes. He dried skins in the back shed and I think he sold them to the hat factory. They later moved to Sellars Street. Dennis also held a black belt in judo and later ran a judo training club.

After them were Stan and Joan Crawford. They were a Northern Irish couple. Stan worked for the MMBW as an excavator operator. Finally in 1978, the house was sold to another newly married couple - John and Karyn Hooper, John being a great grandnephew of Emily Barratt.

On 5 April 2006 the house was sold to a property developer, namely Michael Karagiannis who plans to demolish it and build a 5-storey unit block there.



No 6. Poulter Avenue Originally subdivided by Bill Barratt in December 1955, the house was built in 1958 and a family called Rowley lived there until 1959. They had a few children and moved to Nth Balwyn to a larger house.

On 18<sup>th</sup> December 1959 Norm and Marie Colvin moved there from Ivanhoe. Their son Norm vacated the premises in July 2021.



*18 6 Poulter Avenue  
(photo by Marilyn Smith 2016)*

No 8. Poulter Avenue Originally Barratt land and subdivided about 1955. The owner builder was Alwyn Higgins. Alwyn remarried in the late 1960s to a lady called Gladys Ramskill; he died in December 1973. Gladys had the use of the house until her death in 1992. At that time the property was sold and demolished, replaced by 3 units.

10-14 Poulter Avenue: Jock and Sylvia Leaford and family had moved to Greensborough in 1945 from Mildura. Jock was a mechanic and came down to work with his brother-in-law at Albert's Service station on the Grimshaw Street, Church Street corner. This became Mobil. Originally they rented the house and later bought it. They had 11 children. The land originally extended through to Joyce Ave and Jock used to grow corn on the back block. Later they sold it to Arnold White who built a white weatherboard house. Arnold worked for the SEC in Greensborough. Leafords owned this property until Sylvia died in the early 1990s. The property was sold and since then a number of occupants have been there. In 2014 an attempt to sell it at auction attracted a lot of interest, but failed to meet the reserve. The house is still there in 2021 and empty.

16 Poulter Avenue: The 1960s electoral rolls nominate this as the home of Bluey and Adelaide Diamond. Photos 1932



*20 Bluey Diamond*



*19 Adelaide  
Diamond*

16 Poulter Avenue: As soon as he arrived in Greensborough, Hans Maurer would have applied his well-honed carpentry skills to the construction of his square shaped house (left of centre) at 16 Poulter Avenue. The land also faced or extended to occupy 22 Joyce Avenue, which had been purchased in 1913 by (Reginald) James Keen, who married Han's daughter, Rosina Maurer in 1913.

Across the road is the Transformer Building that provides power for the electric train system. Occasionally loud noises are heard from in there. Then there was the railway goods siding. Briquettes were unloaded there along with wheat and other seasonal bulk goods. (The Connell family from Nell Street, had the contract to unload briquettes from the trains [and other goods] which were sold by Mr. Stubbley from his art deco building at 108 Main Street, designed by A K Lines). The ground was covered with a mixture of briquette dust and crushed basalt. That area was a paved carpark till the new station was built in 2022.



*21 1945 photo showing the houses at 14 and 16 Poulter Avenue, and also the Railway Transformer building.*

**Thank you to GHS member Norm Colvin (resident at 6 Poulter Avenue 1960-2021) who researched most of the Poulter Avenue residents.**

20 Poulter Avenue: **Hurstbridge Advertiser** 19 February 1932: *There are now unmistakeable signs of a revival of market gardening. On the fertile slopes and flats abutting on the river Plenty, Messrs. L. Iredale, R. McDowall, E. Whittingham and Bruce Pope (the latter three returned soldiers) have large areas under cultivation, and which are a source of interest and delight to the eyes of travellers by railway to the district. We have been informed, and are glad to record, that after the usual vicissitudes of varying prices, there is now a tendency to prices that will yield a fair return for the manifestly hard work expended.* (It is known that Bruce Pope, a returned soldier, would drive a horse and cart down Heidelberg Road, on his way to the markets and that he would be the first to assist the injured at not too uncommon accidents on the corner of Para and Alexander Streets). Bruce Pope died in 1971 and sometime after his death the truncated and 1902 'stranded' section of Flintoff Street was renamed 'Pope Place'. At the river end of Flintoff Street was a swing bridge going to Greenmeyer Court. This was regularly damaged by the annual flooding of the Plenty River. In late 1975 it was replaced at the estimated cost \$54000, by an award design winning single span bridge. Poulter Reserve was officially opened 14 April 1988 as part of a bi-centennial project, but was in use and referred to by that name from the early 1970s, by the locals!



*22 Greensborough Station and Poulter Avenue, 1945  
aerial view*



23 "Bonnie Vale" built by William Poulter in the 1950s. Later tenants included the Craig family 1946-47 and the Lejins family 1954-59. It burnt down around 1960



25 One of the cows at "Bonnie Vale" used to supply milk to the Lejins family c1955



24 By 1970, in order to create Poulter Reserve, clean fill was added to the site to raise and level it and thus obliterate all remnants of its history.

**15.** In 1922 William Haylock Poulter (son of the original William Poulter) sub divided the land into the "River Garden Estate" (establishing Bicton Street which originally was referred to as Riverview Avenue and used by some till the early 1940s). This family photo c1905, is probably taken at the back of Bonnie Vale.

*"In his younger days Mr. Poulter was identified with all forward movements in the district, particularly the agitation for railway communication, water supply, sanitation, street lighting, etc. Although at all times genial and non-assertive, his shrewd common sense and sense of humour made for mature consideration and put the brake on hasty or too enthusiastic adoption of new ideas. He was of a most friendly disposition and his keen memory of past events and old personalities of the district*

made him a welcome addition to discussion about either past or present affairs, his reliable memory being always at the services of inquirers, re the old pioneering days". Obituary of Mr. William Poulter in the **Hurstbridge Advertiser**, 5 April 1934.



26 William Haylock Poulter and family at "Bonnie Vale" c1905

**58 Poulter Avenue:** The home of Jack Gibbs who married Gladys Christian Greenwood. Jack was a tailor/presser and the couple had two children. They lived at 58 Poulter Avenue from the early 1950s until Jack's death in 1977. It is known Gladys' father, William Greenwood, was killed in a tram and truck accident in Brunswick in April 1926. The family was awarded £1,100 court damages after the accident.

**60 Poulter Avenue:** Norman Frederick Poulter (1901–1963), skilled labourer and son of William Haylock Poulter, lived at 60 Poulter Avenue between c1935-c1960. Norman's wife was Irene May Greenwood (1906-1984) whose sister Gladys Gibbs nee Greenwood lived next door at 58 Poulter Avenue from the early 1950s.



62 Poulter Avenue: Arthur Francis Young & Elvie Marion Young nee Punch.

64 Poulter Avenue: Percy William Dodd was born in 1885 at Stoke Damerel, England and had three children Alison, William and Edith, with Ada (Elizabeth) Dodd nee Walker. Young Edith married Frederick Patterson Maurer in 1945. Percy worked at a warder at the Austin Hospital before the Great Depression.



*27 Bicton Street from Gladstone Road showing Carter Street and railway station in background (photo courtesy Jenny Jackson)*

**16.** At the end of **Bicton Street**, where it abuts the river bank, you will spot a very old fence post (an old tree stump), somewhat overgrown with plants, which has the remains of the wire from an old fence. On the opposite side of the river from this old fence post, is the start of the northern boundary of the original ‘Montmorenci’ property that extended easterly all the way to a spot where Karingal Drive meets with Sherbourne and Bolton Streets. Originally ‘Montmorency’ was 925 acres, well over one square mile.

No 2 Bicton Street: Kelvin and Sue Pringle. Children: Dianne, Gloria and Mark. Kelvin was listed as a baker in 1977.

No 6 Bicton Street: Bernard (1921-2004) and Josepha Droge (1921-2008). Bernard arrived by ship (from Holland) at Freemantle, Australia in October 1954 with his listed occupation being that of a youth leader. He and Josepha settled in Greensborough by 1963 where Bernard worked for several decades as a nurse. He died in March 2004 and is buried in the Kangaroo Ground Cemetery. Josepha died in January 2008 and is buried with Bernard.

No 8 Bicton Street: John Mason and Janet Hazard. The couple moved to Greensborough c1955 where John worked for the S.E.C. John died in 1982, aged 85.

No 10 Bicton Street: Frank Douglas and family lived at 10 Bicton Street in the 1960s and 70s. Harijs Dravins (born 1914 in Latvia) was the previous resident to Frank Douglas. He moved on to live at 12 Nicholson Street Research where he worked as a clerk until his death in 1993 aged 79.

No 12 Bicton Street: It appears that Lindsay Leslie Dickinson may have been born in 1925. In 1954 his abode was listed at 91 Barkly Street Fitzroy and was listed as a marine fitter. In the late 1950s he moved to 12 Bicton Street, Greensborough and was still residing there in 1980.

No 14 Bicton Street: John Burkett was born in 1931 and married Shirley Hooke (1935–2001) in Collingwood in 1951. The Electoral Roll of 1963 indicates the couple were residing at 14 Bicton Street where they lived until at least 1980. John died in 1997 aged 66 and is buried at the Yan Yean Cemetery.

No 16 Bicton Street: Albert and Margaret Fish – Bus Driver

No 18 Bicton Street: Kenneth Curtis was a mail officer in the Post Master General Department. He and Nancy lived at 10 Wattletree Road Hurstbridge in 1963 where he was a mail officer. By 1967 they were listed as residing at 18 Bicton Street, having daughter Jenny enrolled at Greensborough State School. Jenny supplied great background information compiling Bicton Street residents. By 1972 the family had moved to 17 Anderson Street Traralgon. He later returned to Greensborough and lived at 49 Grimshaw Street.

No 20 Bicton Street is flood prone ground, parkland. Minnie Wilson is on the 1967 and 1968 Electoral Rolls as residing at 20 Bicton Street.

**Well, that's our walk for the day and we hope you have enjoyed it.**

**Membership of the Greensborough Historical Society includes monthly meetings, quarterly newsletters and an opportunity to be involved in researching local history and your Family Tree.**

**Contact us via our website**

[www.greensboroughhistorical.org.au](http://www.greensboroughhistorical.org.au)