



# ST. GEORGE HISTORICAL SOCIETY

SPONSORED BY ROCKDALE MUNICIPAL COUNCIL

Registered by Australia Post  
NBH 0335

6/9 Austral Street,  
KOGARAH 2217

August, 1988

Dear Friend and Member,

The August Meeting will be held as follows:

Date Friday, 19th August, 1988 at 8 p.m.

Place Council Chamber, Town Hall, Princes Highway, Rockdale

Business General

Syllabus Item

The President, Mr. Arthur Ellis will be our Guest Speaker. The title of his talk: "Buried Alive" KEEP YOU GUESSING???

Supper Roster Will two ladies please volunteer??

## LADIES PLEASE BRING A PLATE

Mr. A. Ellis,  
President and Research  
Officer

587 1159

Mrs J. Price,  
Minute Secretary

587 7407

Mrs B. Perkins,  
Secretary and  
Publicity Officer

587 9164

Mrs E. Wright,  
Treasurer

599 4884

Mrs E. Eardley,  
Bulletin Editor

59 8078

A tree may be bent by harsh winds, but it is no less beautiful than the tree that grows in a sheltered nook and often bears the richer fruit.

Excerpt from 'The Tightrope Walker'  
by Dorothy Gilman

A cheerio to our friends who are not so well. Our best wishes to all for a speedy recovery.

### SPECIAL NOTICE

#### ALL BOOKS NOW AVAILABLE

The St. George Historical Society is pleased to announce that the following books, Nos. 1-7 written and illustrated by the late Gifford H. Eardley for the Society, have been reprinted and are now available. Book Nos. 8, 9 and 10 have been compiled by Mrs Bronwyn Perkins.

- |       |   |                |
|-------|---|----------------|
| No.1  | "The Wolli Creek Valley"                              | Book Nos. 1-8  |
| No.2  | "Kogarah to Sans Souci Tramway"                       | \$2.50 each    |
|       |   | plus postage   |
| No.3  | "Saywells Tramway - Rockdale to Lady Robinsons Beach" |                |
| No.4  | "Arncliffe to Bexley Tramway"                         |                |
| No.5  | "Our Heritage in Stone"                               |                |
| No.6  | "All Stations to Como"                                |                |
| No.7  | "Tempe and the Black Creek Valley"                    |                |
| No.8  | "Early Churches of the St. George District"           |                |
| No.9  | "Early Settlers of the St. George District Volume 1"  | Book Nos. 9-10 |
|       |   | \$4.00 each    |
|       |   | plus postage   |
| No.10 | "Early Settlers of the St. George District Volume 2"  |                |

#### ALL BOOKS ARE AVAILABLE AT OUR MEETING, ALSO MEMBERS BADGES

For your copy of the above books, please contact one of the following:

- |                |                        |
|----------------|------------------------|
| Miss B. Otton  | 59 4259 (after 8 p.m.) |
| Mrs E. Eardley | 59 8078                |
| Mr. A. Ellis   | 587 1159               |

#### NEW MEMBERS AND VISITORS ARE WELCOME

Have you volunteered for the Supper Roster? More help is needed!!!

HISTORICAL SEGMENTS ARE PRESENTED ON RADIO 2NBC-FM - 90.1 -  
ST. GEORGE HISTORICAL SOCIETY - 1988 - MONDAY EVENINGS -  
5.15-5.30P.M.

ST. GEORGE HISTORICAL  
INCOME AND EXPENDITURE

INCOME

Members' Subscriptions  
Donations  
Bus Trip  
Raffles  
Sale Society Books  
Sundries  
Bank Interest

875.00  
77.56  
76.10  
51.60  
325.95  
3.89  
59.53

1469.63

Balance in bank 30/6/87

1399.87

\$2869.50

SOCIETY  
YEAR ENDING 30th JUNE 1988

EXPENDITURE

Mrs. Eardley Postage  
Mrs. Eardley Typewriter Repair  
Mrs. Perkins Typewriter Repair etc.  
R.A.H.S. Conference  
R.A.H.S. Annual Subscription  
National Trust  
Australia Post  
Pink Panther Society Books  
Rockdale Council Plaque  
Joadja Research  
Mrs. Wright Petty Cash  
Mrs. Price Minute Book  
F.D.T. \$4.15 F.I.D. 43 cents

323.34  
25.90  
242.88  
80.00  
40.00  
40.00  
40.00  
244.54  
90.00  
25.00  
22.00  
12.30  
4.58

\$1190.54  
1678.96

Balance in bank 30/6/88

I certify that I have examined the books of account  
vouchers, cheque butts and bank statements presented  
by Mrs. E. Wright as treasurer of the above society  
and in my opinion this represents a true statement  
of its financial affairs as at 30th June, 1988.

\$2869.50

*Mrs. E. Wright*

Auditor 13/7/88

LYDHAM HALL FUND RAISING COMMITTEE  
FOR YEAR ENDING 30th JUNE 1988  
INCOME

Lydham Hall Admittances	361.00
Cake Sales	2.70
Raffles	147.20
Donations	21.00
St. George Historical Society Books sold	90.50
Lydham Hall Teaspoons & Cake Forks	60.00
Bank Interest	48.84
Cash in bank 30/6/87	<u>1203.21</u>
	\$1934.45

Capital Investment in St. George Building Society A/c No. 111 973 702 at 30/6/87	1258.62
Interest	80.97
Less F.I.D.	<u>.02</u>
	\$1339.57

Value of 32 Teaspoons and 35 Cake Forks on hand at \$2.50 each \$167.50

LYDHAM HALL FUND RAISING COMMITTEE  
FOR YEAR ENDING 30th JUNE 1988  
EXPENDITURE

Petty Cash	30.00
St. George Historical Society Books sold	55.50
Petty Cash	10.00
St. George Historical Society Books sold	50.60
F.I.D. & F.D.T.	.78
Cash in Bank	<u>1787.57</u>
	\$1934.45

I certify that I have examined the books of account, vouchers, cheque books, bank statements and building society passbook presented by Miss B.Ottom as treasurer of the above committee and in my opinion this represents a true statement of its financial affairs as at 30th June, 1988.

*Handwritten signature*  
Auditor 13/7/88



EAST HILLS TO GLENFIELD RAIL LINK ...

Brian Madden  
Kingsgrove  
January 1988.

Fifty-six years to the day from the opening of the rail service to East Hills, the link from East Hills to the Main Southern Line near Glenfield, was officially opened and a limited service began.

On Monday - 21st December 1987 - the special train conveying guests to the Official Opening departed from Platform No.3 Sydney Station at 9.05a.m. arriving at East Hills at 9.38 for the opening ceremony on the platform. After being introduced by Sir Lennox Hewitt, Chairman of the State Rail Authority, and Hon.T.W.Sheahan M.P., Minister for Transport, Hon.Barrie Unsworth M.P., Premier of New South Wales spoke and then unveiled a commemorative plaque. The official party rejoined the train, which departed East Hills at 10.08, breaking through a barrier on the approach to the Georges River Bridge and smoke bombs were ignited.

The train travelled over the new line to Glenfield and returned to Holsworthy. The train was greeted there by an Army guard-of-honour of the 2nd Cavalry Regiment Lancers in full ceremonial dress and the 3rd Battalion Royal Australian Regiment Pipes and Drums, and despite steady light rain which fell throughout the morning, morning tea was served in the adjacent car park. The special train departed Holsworthy for Sydney Terminal at 11.02a.m.

I was not on the special train with the official party, but I have been assured by the Media Section of the S.R.A. that all went according to the official program. The details above are from the official program and newspaper advertisements that morning.

The next train, over the line - the first to travel the full distance to Macarthur with passengers - was another special train which was hired by the Australian Railway Historical Society (NSW). I was on this train, which was due to leave Sydney Terminal at 10.38a.m, but unfortunately was 15 minutes late leaving because of some problem over a driver.

After departing East Hills, brief stops for photos were made along the line and at Holsworthy Station, before proceeding to Macarthur. Only a short time was spent at Macarthur, and the train departed on time at 12.30p.m. for a fast return journey to Sydney.

The first public run on the new line left Wynyard at 4.28p.m that afternoon. As an interim measure, there will be three morning and three afternoon weekday services pending a completely new metropolitan time-table in 1988.

Again, I have been assured by S.R.A. that there were no problems or delays with the three services that afternoon departing Central to Campbelltown at 4.38, 5.01 and 5.49p.m. The morning trains depart Campbelltown to the city at 6.25, 6.47 and 7.17a.m.

The new line cost \$65.5 million, with 8 km of double electrified track between East Hills and Glenfield, 14 bridges, including

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major bridges over main arterial roads and the two crossings of Georges River, two new stations at East Hills and Holsworthy, and duplication of the 6 km single track from Riverwood to East Hills.

The project to improve services to the expanding Macarthur Growth Area, originally expected to cost \$35 million, was announced in September 1983, and work commenced the next year. It was completed ahead of schedule.

The line will improve train services between Campbelltown and the city by shortening the distance by 5 km, and as some services will be express - journey times will be reduced by up to 20 minutes, according to the S.R.A. Other services from the south-west and west will benefit as fewer trains will converge on the already congested areas in the rail system at Regents Park, Lidcombe and Strathfield.

As long ago, as 1923, when the first proposal for a new line from Tempe to Salt Pan Creek was made, it was suggested that the line should go to the Southern Line at Glenfield. Over the years, the suggestion has often been revived, and seemed close to being implemented in the 1970s, but funds allocated were withdrawn.

The first train ran between Kingsgrove and Tempe on 21st September 1931, and the Official Opening took place the following Saturday. This section was a double track and was electrified. There was a single track between Kingsgrove and East Hills and the service, which commenced on Monday, 21st December 1931, was by rail motor. The Official Opening was the previous Saturday.

For some years, travellers to the city commenced their journey by rail motor, changed to an electric train at Kingsgrove, and in peak periods had to change again at Tempe. The electrification was extended from Kingsgrove to East Hills on 17th December 1939, and the double track was extended from Kingsgrove to Herne Bay (now Riverwood) on 30th November 1948.

The full history of the line is given in "Tempe-East Hills Railway", by Brian Madden - published by Hurstville Historical Society in 1981, but now (Jan.88) out of print.

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## OUR FIRST DAWN PARADE ...

-Rabbi Dr. R. Brasch  
Sydney Morning Herald  
Good Weekend  
23rd April 1988.

The Dawn Service on Anzac Day has become a solemn Australian tradition. We take it for granted and few wonder how it all started. Its story, as it were, is buried in a small cemetery, carved out of the bush some kilometres outside the northern Queensland town of Herberton.

Almost paradoxically, one grave stands out by its very simplicity. It is covered by a protective whitewashed concrete slab with a cement cross at its top end. No epitaph recalls even the name of the deceased. The inscription on the cross is a mere two words: "A Priest".

No one would identify the grave as that of the dedicated clergyman who created the Dawn Service, without the "marker" placed next to it in more recent times. It reads:

"Adjacent to, and on the right of, this marker lies the grave of the late Rev Arthur Ernest White, a Church of England clergyman and Padre, 44th Bn, First AIF.

On April 25, 1923, at Albany, W.A. Rev White led a party of friends in what was the first ever observance of the Dawn Parade on Anzac Day, thus establishing a tradition which has endured, Australia wide, ever since".

Rev White served as Padre of the earliest Anzacs to leave Australia with the first AIF in November 1914. The convoy assembled in Albany's King George Sound. Before embarkation, at four in the morning, he conducted a service for all the men.

When White returned to Australia in 1919, he was appointed relieving rector of St John's in Albany. It was a strange coincidence that the starting point of the convoys should now become his parish.

No doubt it must have been the memory of his first Dawn Service so many years earlier and his experiences overseas which inspired him to honour permanently the valient men - dead and alive - who had joined to fight for the Allied cause. "Albany", he is quoted to have said, "was the last sight of land these Anzac troops saw after leaving Australian shores and some of them never returned. We should hold a service (here) at the first light of dawn each Anzac Day to commemorate them".

And that is how, on Anzac Day 1923, he held the first Dawn Service.

As the sun was rising, a man in a boat cast a wreath into King George Sound, while White, with a band of around 20 men gathered around him on the summit of nearby Mt. Clarence, silently watched the wreath floating out to sea.

He then quietly recited the words, "As the sun rises and goeth down, we will remember them". All were deeply moved and news of the ceremony soon spread.

Eventually White left Albany to serve other congregations, first in South Australia, then Broken Hill, where he built a church, and Forbes. On his retirement, he went to Herberton to become chaplain of an Anglican convent. But soon after his arrival - on September 26, 1954 - he died, to be buried so modestly and anonymously as "A Priest".

Little is known of his personal life and other congregational work.

One story tells how, during a bad drought, White conducted a service of intercession at Ironbark, now known as Stuart Town. On the occasion, he called on his congregation to join him in a prayer for rain. So effective was the desperate plea, that before worship had even ended, it began to pour. The entire region was soon flooded and the clergyman was stranded in Ironbark for two days and nights.

Another story survives in Forbes. One of his congregants asked him to baptise her seven children - simultaneously. White replied that he needed a bowser and not a font.

White's memory is honoured by a stained-glass window in All Souls Church at Wirrinya, a small farming community near Forbes. Its members built the church with their own hands. They put up what they were to call "the Dawn Service Window" as their own tribute to White's service to Australia.

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Rabbi Brasch is doing research for his latest book, "Permanent Addresses" - relating Australian life and history through information on gravestones.

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