# Samford Village Heritage Trail

**Moreton Bay**
Regional Council

# Samford Village Heritage Trail

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Samford Museum

Rotary Club of Samford Valley

Queensland Government
Public Works

# Samford Village

N

**Legend:**
- **i** Information
- **P** Parking
- **👥** Toilets

**Streets and Places:**
- LOUIS ST
- CREEK ST
- CHURCH ST
- STATION ST
- NARRIEN CT
- MAHDEEN PL
- ARTHUR WILLIAMSON PARK
- JOHN SCOTT PARK
- MARY RING DR
- VILLAGE LANE
- MAIN ST
- CASH AVE
- ALLAN CASH PARK
- CLIFF SALISBURY CR
- KATH FITZGERALD DR
- MARY RING DR
- PROGRESS ST
- JUNCTION ST
- MOUNT GLORIOUS RD
- CITY

Preparing information and securing the images documented by the sites included in the Samford Village Heritage Trail has been a labour of love for many volunteers on behalf of the Samford community.

Moreton Bay Regional Council gratefully thanks members of the Samford District Historical Museum Society Inc and the Rotary Club of Samford Valley for their generous assistance with selecting locations that trace historic footprints within the village precinct.

Take a moment to step back in time to experience some of Samford's early history as revealed by this easy 1.3 kilometre stroll of the 13 sites along Main Street and just up Station Street.

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# A wealth of local history awaits you . . .

The first inhabitants of Samford Valley are likely to have been linked to the Waka and Kabi clans of Aboriginal people.

Various limitations obscure our understanding of the tribal structures and distinctions within the area at the time of first European settlement, but published information identifies clans around Samford and beyond to the ranges as speaking a dialect of the Waka language group.

Early settlers were familiar with bora rings at Samsonvale, Dayboro, Mount Pleasant, Laceys Creek, Petrie, Keperra, Kippa-Ring and most notably, Samford which is the best-preserved in South-East Queensland.

The Moreton Bay convict settlement closed in 1842 and by 1843 free settlers began squatting in the region. There is little precise historical documentation of what actually took place in the mid 19th century, and it is difficult to speculate about frontier violence as the evidence available is unreliable.

The Samford Run was taken up by pioneering pastoralists in the 1850s and examples of good relations between Aborigines and local settlers are recorded from the earliest times.

The last recorded use of the Samford bora ring was in 1874 and it is generally accepted that traditional Aboriginal ceremonial life in this region had ceased by 1880.

*Looking from Main Street towards the Station Master's house, the approximate site of the Museum.* Photo courtesy of Reg Hennessey. Date: ca. 1920–40.

# Samford District Historical Museum

Of all the areas in the Moreton Bay region, Samford is perhaps one of the most historic and the Samford Museum provides a portal into understanding how life was for the region's early settlers from the 1850s through to more recent days.

The museum preserves a diverse collection of local building styles.

The main building, once the residence of the Albany Creek State School's headmaster, was moved to this site in 1984. The Museum opened in 1986.

The original Ferny Grove Railway Station was relocated to the museum in 1988 and other buildings, including a replica of the 1872 school, constructed with adzed slabs and split shingles, contribute to a contemporary appreciation of 19th century building materials and techniques.

Other replicas include the Samford Garage which was once one of the busiest places in town servicing both mechanical and horse-drawn vehicles and supplying fuel right across the region.

"The Mews" features a display of horse-drawn vehicles; while a relocated worker's hut provides a glimpse of conditions within which residents of the area once lived.

Enjoy a leisurely stroll through the many Samford Museum displays and experience stories of people, places and events from yesteryear.

*Looking south towards the Main Street and Station Street T junction (foreground).*
Photo courtesy of Ray Hennessey. Date: ca. 1940–41.

Next stop the Samford Railway Station and Yards.

*Loading local farm produce.*
Photo courtesy of the Domrow family. Date: early 1930s.

# Samford Railway Station and Goods Yards

June 29, 1918 was a milestone in Samford's history and a large crowd gathered for the official opening of the Mitchelton to Samford section of the Enoggera-Terrors Creek railway extension.



*Official Opening Day of the Mitchelton to Samford section of the rail line.*
Photographer: Unknown. Date: 29 June, 1918.

The official opening was signalled when a steam locomotive pulled into the station, breaking a tape held across the line.

The railway station and yards were bound by Main Street and Station Street.

Parts of the original site are now occupied by the Samford Museum, Rural Fire Brigade and sewerage works. The main station facilities occupied the site where the toilet block now stands.

The line was soon very busy as the surrounding dairy farmers sent cream to the Kingston Butter Factory three times a week; while timber, logs, cattle and fresh produce were railed to the state capital most nights.

In 1926-27 the Samford Railway Station consigned more bananas to Sydney and Melbourne than any other railhead in Queensland. Wagons and drays laden with fruit regularly lined both sides of Main Street, awaiting their turn to load the ripening freight.

The general area around the station was also a hive of activity with bullock teams, horse-drawn vehicles and farmers waiting to have horses shod at the nearby blacksmith's shop.

John Scott Park is the next stop on the heritage trail.

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# John Scott Park



*John and Ida Scott at 'Auchen Eden Stud' Camp Mountain.*
Photo courtesy of John N & Ida Scott. Date: 1960.

John Scott Park evolved after the railway station and yards were phased out.

This came about in the early 1950s when the government of the day began to seal the road over the Samford range from Ferny Grove. The road provided better access to the valley and, as motor transport became more common, both primary producers and commuters became less reliant on rail transport.

In the 1940s the Station Street side of the rail yard was planted with pine trees. Sadly, the last of this brake of conifers was removed during the 2006-2007 drought.

In 1955 the line from Ferny Grove to Dayboro was closed and local postmaster, Bill Nelson, realised the land vacated by the rail service would be suitable for a public park.

He organised a petition in favour of the park, which was presented to the governing local authority at the time – the Pine Rivers Shire Council.

Council in turn approached the State Government and the former rail property was set aside as a recreational and sports reserve – popular uses of the park today.

*Relocated 'Railway Hotel', operated by publican Jim O'Hara.*
Photo courtesy of the Lawson family. Date: 1920–21.

# Samford Valley Hotel

The valley's first licensed premises were established near the Samford Run homestead just north of the hotel's present location. This enterprise has survived fire, a move, extensions, renovation as well as several changes of name and ownership over the past century.

The Samford Valley Hotel stands on what was once the site of the village's first bakery – giving daily sustenance of a some what different kind.

The original public house was called the "Samford Hotel" but, after being relocated in 1918 to better serve a growing trade from the railway station, it was aptly renamed the "Railway Hotel".

However, a new publican reverted to using the hotel's original name.

In the late 1940s the publican of the day moved the kerosene-fuelled light at the rail crossing on the corner of Progress and Main Streets to a prominent position in front of the hotel. He had the lamp stand converted to electricity and turned the bulb on each night from a switch in the bar. One could presume most locals knew the location of the hotel without the need for illumination!

Yet another publican operated the premises in the early 1950s under the name the "Golden Valley Hotel". As is often the way with the hospitality industry, the license changed hands a number of times since then with the latest owner re-naming the premises the Samford Valley Hotel in 2003.



*The Samford Hotel from the railway platform. Currell's Bakery is to the left and Henry Cash's home is on the ridge behind Main Street.*
Photo courtesy of the Pearlie (Cash) Currell collection. Date: mid 1920s.

From the bar to the bank.........

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# English Scottish and Australian (E.S. & A.) Bank

Although the E.S. & A. Bank served the people of Samford with distinction for many years, it will be forever remembered as the scene of the first armed robbery to occur in the valley after World War II.

It happened around high noon on October 11, 1948. One of the three staff members had gone home for lunch when the remaining two were held up at gunpoint and locked in the airtight vault so that the robbers could make their getaway.

Estelle Nelson, whose family owned the on-site shop and post office, became suspicious of the activity at the bank and notified police before releasing the two employees from the vault soon after the robbers had fled.

She was able to provide a good description of the offenders and their getaway car and the culprits were subsequently apprehended and arrested. Another resident was able to identify the driver of the vehicle involved.

In 1970 the E.S. & A. Bank merged with the ANZ Banking Group and continued to operate on this site until it moved across the street in 1978. Various other businesses have traded from the building until the present day.



*Original Bank building.*
Photo courtesy of Samford Historical Museum Collection. Date: ca. 1930.

*Newly completed hall.*
Photo courtesy of the McLean family. Date: ca. 1920s.



*What could they have been thinking?*
Photo courtesy of Ray and Elva Graham. Date: ca. 1965.

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# Samford Farmers' Hall

Even during World War I – or maybe because of it – it seems the good citizens of Samford knew how to have a good time.

An over-crowded ball at the Samford School helped a group of farmers to realise that a bigger venue was needed for social events.

A building committee was formed and a hall – lying unused in Lutwyche on Brisbane's north side at the time – was purchased.

The hall was demolished for transportation and re-erected on its present site with the help of local farmers. The aged iron-bark stumps and sections of the original crows ash floor can still be seen.

The hall was operating soon after the arrival of the train service in 1918.

Dances were held every Saturday night and regular events included visiting theatre troupes and concert parties.

The hall was also used by the local community, notably the Methodist Church who organised an annual Christmas tree at which every child in the district received a present from Santa.

Restorations and extensions to this fine hall were completed in 1993 and the venue is still used by many community groups on a regular basis.



*Volunteer workers from the local community involved in the construction of the hall.*
Photographer: Unknown. Date: 1918–19.

From the hall to the corridor.

*Steam train approaches down rail corridor, now Cash Avenue.*
Photo courtesy of Campbell McDowall. Date: 1948–49.

# Cash Avenue

Stand on the corner of Cash Avenue and Main Street today, peer north/south . . . and perhaps a vivid imagination might be able to conjure up a ghost train!

There was a time when the Samford/Ferny Grove rail line was a significant trade route and the vehicle for city-dwellers to fill their lungs with Samford Valley's country air.

However, with the construction of a sealed road and the proliferation of motor vehicles, the rail line became a less viable link between the local community and the city.

As in the case of John Scott Park, the decommissioning of the rail service allowed a section of the former rail property to be re-claimed – in this case the previous rail corridor became Cash Avenue.

Naming this thoroughfare was synonymous with recognising a pioneer family of the Samford district.

James Cash was the first settler to take up freehold land in the area. His son, Henry, built his family home on the hill to the east of this site where he lived with his wife and 12 children.

Henry mainly worked in the timber industry but also contributed to the growth of Samford by building the first general store on the site subsequently occupied by the E.S. & A. Bank. He donated large areas of land which now accommodate the Farmers' Hall, Scout's hall, tennis courts and the rugby league field.

Naming Cash Avenue after this generous benefactor is a fitting tribute to a notable first settlement family.



*Samford Cash Store – Henry and Johanna Cash's business built in 1917 and trading until it was destroyed by fire in 1927.*
Photo courtesy of Norm Gulbransen. Date: ca 1920.

Meet the meat merchant.

*Arthur Williamson (third from the left) with sons Colin, Kevin and Jack.*
Photo courtesy of the Williamson family. Date: ca. 1960–61.

# Williamson's Butcher Shop

Although the butcher's shop had a number of owners it was generally known as Williamson's Butcher Shop after that family operated it for more than 30 years.



*The shop as it was.*
Photo courtesy of the Williamson family. Date: ca. 1960.

The Williamson family arrived in Samford in 1934 to manage the shop.

They soon purchased the business as well as a house in Progress Street and a sixty hectare farm opposite the Samford Cemetery.

They set up their own slaughter yard on the farm and killed all their own meat.

Filling standing orders and those received daily from surrounding farms, was a huge job. The family would work each night making mince, sausages, dripping and the like.

Orders were sent out early the next morning with milk-carriers and the packages needed to be well wrapped in newspaper as crows and magpies would often swoop in search of a tasty meal.

The Williamsons sold the business in 1967 and it saw three more operators before the butchery was closed and the premises was leased to other tenants.

*Samford Memorial Park gate, monument and flag pole.*
Photo courtesy of John Ryan, Samford RSL. Date: 6 April 1995.

# RSL Memorial Park

Victory in the Pacific (VP Day) was declared with Japan's surrender on the 15th August 1945 and the need for the local community to support "our boys serving overseas" was no longer a necessity.



*World War I Samford Honour Roll originally displayed at Samford Railway Station.*
Photographer: Phil Hargreaves. Date: 31 March 2009.

Throughout the war a "Comfort Fund" operated in the valley to receive donations from residents of the district. The fund was used to provide off-shore fighting forces with items such as unbleached calico underclothes as well as knitted socks, balaclavas, scarves or mittens and food hampers at Christmas.

Money remaining in the fund at the end of the war went towards the purchase of land for the RSL (Returned and Services League) Memorial Park in Samford. Additional funds were raised in the community to complete the land purchase and to establish a meeting room which was re-located and repaired by volunteer labour in the late 1940s.

The century-old schoolmaster's house from the Samford State School was moved to the site in 2002, restored by volunteer labour and officially opened in 2006.

The site remains a memorial park and each Anzac Day since World War II, the local RSL has held its services here.

Services of the mechanical kind.

*Original building.*
Photo courtesy of the Salisbury family. Date: ca. 1930.

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# Samford Garage

The Samford Garage quickly became a landmark of the early Samford community.

It undertook a variety of functions servicing Samford's many horse-drawn vehicles as well as the burgeoning motor industry.

During the tough times of the 1930s it was not uncommon for farmers to settle their accounts with produce such as bags of potatoes or pumpkins.

In the latter days of World War II the garage sold two 44-gallon drums of petrol a week. The mechanic was always busy keeping a large number of milk pick-up trucks on the road so that daily services to the sixty two dairy suppliers in the district were maintained.

When this locally-owned business was eventually bought out by Golden Fleece, the lease remained with the family who had operated the original garage.

Caltex took over the lease in 1985 and the current service station opened for business in 1992.
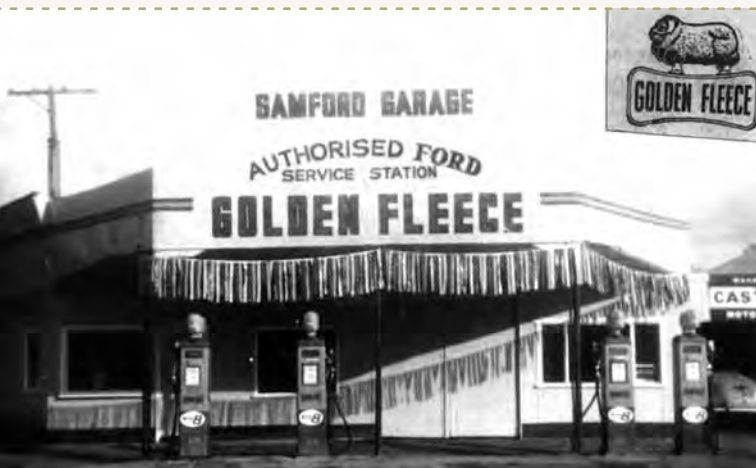


*Progress . . .*
Photo courtesy of Russell Ward. Date: mid 1950s.

Double trouble with new hall.

*The Public Hall (on the left) faces the Farmers' Hall just down Main Street.*
Photo courtesy of Marjorie Scheldt. Date: late 1920s.

# Samford Public Hall

Conceived in troubled times, the Samford Public (or Catholic) Hall was never going to be given an easy ride.



*Main Street with the Public Hall (on the left) in a prime position.*
Photo courtesy of the Wight family. Date: ca. 1919.

In 1918 a committee was appointed to build a public hall. As the committee could not agree on a suitable name, a split occurred that ultimately lead to the establishment of two halls – the Farmers' Hall and the Public Hall facing off at each other across the railway line from opposite sides of Main Street.

Competition between the two venues emerged almost as soon as the Public Hall was completed.

Both venues hosted dances on alternate Saturday nights, and religion became an issue when patrons would arrive on the rail motor from Brisbane. These young visitors were met by the rival denomination who would attempt to force the dance patrons back onto the train. The inevitable fights were no doubt fuelled by the proximity of the pub.

Eventually the Catholic dances stopped and the Public Hall fell into disrepair. It was pulled down in 1936 and the timber was re-used to build three houses at Alderley on Brisbane's north side.

The Public Hall had a fibro roof – one of the earliest uses of this material in Queensland – and that material was also re-used in the Alderley homes.

Trading goods instead of blows.

**WEISE & SON**
**POST OFF...**

*George Weise (son of Fred and Anne) with his trucks in front of the store.*
Photo courtesy of Rex Weise (son of George). Date: around 1930.

# Weise's General Store and Post Office

One can imagine that Weise's General Store and Post Office did a roaring trade when it was reputed to sell just about everything a small, growing community could need.

Fred and Anne Weise expanded the family "empire" in 1930 when their son George built a garage next door mainly to service the vehicles used in their carrying company. These trucks carted local produce to the Brisbane markets.

Fred Weise also drove men from Samford to and from work on the Public Estate Improvements (PEI) road to Mt Glorious. His passengers were mainly returned servicemen hungry for work during the Depression.

Anne Weise was the first woman in Samford to have a driver's licence. For a fee she often drove intended train passengers to Brisbane with the subsequent result that her husband lost his job as Station Master!

During this period of related activity Fred and Anne still managed to keep trading as a store and post office.

The Weise's sold their store in 1946. Nine years later it was to meet a fiery end.

*Anne Weise placing a bride doll on the wedding car.*
Photo courtesy of Weise family. Date: mid 1930s.

Then there was a fire brigade.

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*A Courier-Mail staff photographer took this shot of volunteer fire fighters battling a blaze at Camp Mountain.* Photo courtesy of Queensland Newspapers Pty Ltd. Date: 1960.

# Samford Rural Fire Brigade

The Samford Rural Fire Brigade was formed in 1952. Basil O'Brien was First Officer and Jack Mitchell followed between 1956 and 1971.

From little things big things grow. Mr Mitchell went on to be awarded the British Empire Medal in 1982 in recognition of his service to the Rural Fire Brigade.



*The temporary shed on Greenhalgh property (now Trentham Place) during construction.* Photo courtesy of Don Greenhalgh. Date: 1978–79.

The fire volunteers had a series of "homes" before acquiring their current premises opposite this site.

When the brigade acquired a 1946 Chevrolet truck in the late 1960s volunteers built a lean-to on the village side of this building (the old Pine Rivers Shire's Council Depot at Samford) to house the vehicle.

The brigade grew and became better equipped so a decision was made to build a temporary shed on leased private land in what is now Trentham Place off Mt Glorious Road. The shed was completed in 1979 but by 1984 it was considered inadequate to house the now valuable trucks and equipment.

It was then decided to build a permanent station on its present site.

In 1986 the "Greenhalgh Station" was opened in recognition of locals Don and Daphne Greenhalgh who have given thirty six plus years of volunteer help and support to the Samford Rural Fire Brigade.

The station you see today is used for equipment storage, brigade meetings, training and as an emergency control centre for the region.

And so it's back to the future – **discover more at the Samford Museum**

*One of the Kitson lamps in its original position. Samford Railway Station (centre), Goods Shed (right) and yard from the old saddler's shop (built in 1920) but operating as a newsagency when the photo was taken.* Photo courtesy of Reg Hennessey. Date: ca. 1940/41.

# Cast Iron Lamp Posts

English inventor Arthur Kitson resolved the design principles of his incandescent oil lighting system in 1885.

These lamps using pressurised kerosene fuel and a specialised mantle became commercially available in 1896 through the Kitson – Empire Lighting Company of Stamford, United Kingdom.

Kitson street lights were installed in a number of Queensland country towns as well as British colonies including India and Malaysia during the late 19th and early 20th century.

Available references suggest that the workings of these lamps remained constant although the external styling of the light housings and lamp stands were influenced by regional and architectural fashions.

The Kitson Lighting and Heating Company of Queensland Ltd, operated from 54 Wickham Street, Brisbane around the time that Queensland Government Rail commissioned a steam train service to Samford.

Two lights inscribed with 349 KITSON LIGHT BRISBANE (including a fuel storage base, stand, forked top and mantle housing) were installed on diagonally opposite sides of the Enoggera / Terrors Creek train line crossing at Main Street.

One was located on the south eastern corner of Progress Street and the other near the entrance to the railway timber yard at the south western corner of Station Street (now John

Scott Park). The pressurised fuel burned via a fabric mantle inside a glazed rectangular lamp housing that the inventor claimed gave "a light of **two thousand candle power**". The lamp stands demarcated the rail corridor now known as Cash Avenue.

Sometime between 1925 and 1930 the Queensland agency for the Kitson Lighting and Heating Company became defunct – no doubt a casualty of the dazzlingly new electric light!

George Davey lived in Samford from 1925 to 1935 and he recalls Mr Downes, the hotel yardman, letting him pump up the kerosene fuel with a hand and foot operated air pump "like those used to pump up car tyres".

In 2009 three cast iron fuel lamp stands were restored to the Samford village precinct. They are replicas of the two lamps kindly returned by their private owners to public ownership as contributions to the State's sesquicentennial celebrations.

Components of the original lamps are now displayed at the Samford District Historical Museum and conserved as part of the Pine Rivers Heritage Museum's collection.

The retrieval and restoration of the two original lamp stands was jointly funded by a grant from the Queensland Government Public Works Community Memorials Restoration Program and Moreton Bay Regional Council.

The manufacture of the replica light mantle housing was kindly sponsored by Ferrocity Pty Ltd of Old Petrie Town.

FARMERS'
SOCIAL HALL.

Moreton Bay
Regional Council