



# GUSTAV'S NEWSLETTER



Eudunda Family Heritage Gallery  
17-19 Bruce Street, EUDUNDA SA 5374

Open: Friday/Saturday 10am– 4pm Sunday 11am - 4pm  
Phone: (08) 8581 1552 email: [efhg@bigpond.com](mailto:efhg@bigpond.com) website:  
[www.eudundaheritage.com](http://www.eudundaheritage.com)

Chairperson  
Secretary

Delilah Balmer  
Lyn Geursen

Phone: (08) 8581 1276  
Phone: (08) 8581 1376  
email: [geursenl@hotmail.com](mailto:geursenl@hotmail.com)

## No. 45 JANUARY 2015

Welcome to our first newsletter for 2015 and if you feel as we do that the years are passing by quicker than the blink of an eye, we agree. We hope you had a wonderful Christmas with your family and friends and wish you a safe and prosperous New Year.

### Annual Morning Tea

We look forward as a committee to show our thanks and appreciation to all of you for your ongoing support, so please keep Wednesday 18<sup>th</sup> February free and mark it in your diary.

### Eudunda Show

Our congratulations go to the organizers for another successful Eudunda Show. Thank you to everyone who visited the sporting complex and ordered our cold luncheon serve, we love catching up with friends and neighbours.

### Mrs Appelt's Diary 1014

February 27: On Anlaby blocks they had 4" rain in hour. Reuthers were preparing for their Silver Wedding celebrations to which 250 guests were expected. Mr Reuther and Richards drove to Anlaby to meet some guests but got caught up in the flood waters of

Julia Creek and both were drowned. The creek was running ¼ mile wide. Both bodies were recovered nine miles and four miles away respectively.

March 13: Baker Traeger is catering for the Synod midday meal.

July 20: War declared between Germany, Belgium and France.

July 21: Vida's wedding – Vorwerk's car took the young couple to the church. Frankel's car took the bridesmaids. Wedding breakfast in our dining room, entertainment next door in Frankel's hall. Bouquets pink and white sweet peas and pink geraniums for decorations.

Aug 8: England declared war on Germany

September 10: Labour won the election much to our sorrow. The hawker had 1063 doz eggs for which he paid 7¼ doz.

September 13: Mr Maiwald, used to be a carpenter in Eudunda, visited.

November 21: Government closed Auricht's printer of German newspapers.

November 29: Church paper "Kirchenbote" has now arrived.

December 9: The railway to Robertstown from Eudunda was opened today and people were given a free ride. 700 people said to have been on the train.



*Invitation*

to the

**"FRIENDS OF THE GALLERY"**

**MORNING TEA**

**WEDNESDAY, 18th FEBRUARY 2015**

To be held in

**THE EUDUNDA DISTRICT HALL**

**Doors open at 10.00am**

**Thank you for being a  
'Friend' of the Eudunda Family Heritage Gallery  
and for your continued support.**

**We look forward to seeing you there and  
remember to wear your name tag.**

## **Presidents report 2014**

Welcome everyone to our AGM for the 2014.

Another busy year has gone by with many visitors to the Gallery including several school groups.

For History Month we promoted Red Cross, with a display in our front window to celebrate the organizations centenary. The Kapunda Museum history group visited the Gallery and did the Colin Thiele tour as one of their History Month items.

In October some of our members attended a two day “Caring for Collections” workshop at Clare which was very interesting.

This year we have worked on preserving some of our old maps. With our limited budget we can't go down the 'professional' restoration path, so some have been photocopied and laminated. Lyn did a wonderful job restoring one of our large maps and it is now framed and looks very professional.

We got three new signs for the display area made up, including “Picture Show”. A set of cinema seats were purchased from the Eudunda Hall, someone found an old movie projector and now we have some 'old dears' at the movie display, which gets a laugh from visitors.

There is also now a racing car in our speedway display.

We had to close our cottage to the public for a period of time, while a new ceiling was fitted in the dining room. the gutter on the north side of the shed was also repaired.

Thank you Joan for stripping back and repainting the back door on the shed.

Once again we have had a variety of donations for the displays in the Gallery and to sell on our trading table. We now have a permanent organ for the cottage, several books for our reference cupboard, and 2<sup>nd</sup> hand Colin Thiele books to sell, and a good supply of plants. We now sell 'South Australia Revisited' by Colin and we purchased a copy of 'Nature's Line – George Goyder'.

Once again 'Soup in Winter' was popular and a good fundraiser.

A new pamphlet has been printed up showing our different display areas for visitors.

As always we have catered for many tourists with lunches and tours.

I would like to thank everyone on the committee for all their hard work this year. A thank you to all of our Friends of the Gallery and other people who have donated and supported us.

## **Jim Reese part 2**

The new car was painted two blues with red numbers and E7 and red and gold sign writing. The B.S.A was in the hands of Harold Wendt at Greenock, who by expression, would get the B.S.A. going "one hundred percent" and after some smart cam grinding and fly wheel and intake and exhaust post polishing it "flew"..

Racing this car with success around South Australia, N.S.W and Victoria border towns, it was inevitable that eventually Rowley Park would become part of the circuit. The first time we appeared, my father, Mick Crowhurst and myself at the Park was a Telethon meeting in 1961 in the rear engine B.S.A, E7.

The sport was becoming higher grade and a lot of the country circuits were closing down and classes of cars became of a higher standard. As a consequence, the main tracks in South Australia were Rowley Park, Point Pass (Eudunda) Renmark and Murray Bridge with Mildura and Mount families running in competition with near Victorian Tracks.

By 1968 it became apparent that the old rear engine E7 was not capable of competing with the front engine cars, both in competition and appearance. The change was made late in 1962, when the front engine T.Q. belonging to Graham Virgin of Lyndoch came on the market.

It was powered by a 4 valve speedway Ridge and immediately on buying it the

body was removed and replaced with a fibre glass body (front bone and tail bone) purchased from Gordon Schubert (Joe Blow) painted two blues with red and gold lettering, the wheels and roll bar, a steering gear was chromed and then renumbered E7.

The old Ridge only lasted a couple of meetings at the country tracks before the close of the season. Over the "off" season the B.S.A was worked on by Les Diener of Repco who posted, polished and worked on the timing to bring the motor to a standard that would make it competitive with the major tracks in South Australia. 1963 and Rowley Park became a regular Friday night venue for E7 and its crew "Jim Reece (Driver), Jim Reece, Mick Crowhurst, and Norm Lee (Mechanics)".

Come 1964 it became evident that the B.S.A was not up to the present competition, so with the help of the top Solo competitor Jack Scott, I purchased an ex 500cc Jap for the sum of £300.00, the finance was arranged by John Amos by way of a sponsorship with John Grey of Grey and Sutherland,, Rootes Group, dealers of South Road Adelaide. The Jap was an immediate success; we started winning events and were being picked to run in handicap start events.

Also as a sideline we were completing in the "Best turned out car and Crew events"

We raced at Rowley until the end of 1966, parenthood had arrived by way of

Jamie in June 1966, and cost factors bought an end to speedway racing, we raced old E7 at the October meeting at Nakara and put the car in a shed at the back of 24 Weigall Street where it stayed.

Filling out an interesting lifetime and Jamie restored it some 30 years after its last race to enter it in classic speedway meetings.

The car is now owned by Ralfe Bischard and fully restored by him.

A sideline to racing at Rowley was that of the road from Eudunda in those days 1960-1966 took us through Kapunda to Greenock then down the highway to Gawler - through Gawler and onto Pooraka.

The hotels would close at 6pm and we only "knocked off" at 5.30pm, so we would ring ahead to Gerry Schluter at the Greenock hotel - he would have half a dozen Southwark in an esky on his front verandah (he lived next to the hotel) and we would leave an empty esky with the money for the beer.

## THE BEGINNING

In the beginning there was peace - world peace until a chap named Hitler stirred up a few problems in Germany and Japan had emerged from a staid past

It was in March 1937 and the new Reese family; Jim and Thelma and young Jim, were enjoying the early summer weather

at Windsor, in the States Mid North. Just what they were doing in that area at that time was impossible to know.

1. My Grandfather James Allen Reese was killed in a farm accident in 1928, whilst working on a farm owned by a Mr Lyons.

2. I remember stories my father would tell the family. James Allen (my God Father) lived at Windsor for a short time before his death.

3. The wife of James Allen, Annie and the four sons James Roderick, Keith Allen, George Fredrick and Anzac Lemnos Drumon (born 1915) had some connection with Windsor, but what it was I feel I will never know.

4. My father went to Pt Pirie high School in 1924, so the family appears to have moved to Pt Pirie. Annie's family were ARMOURS and lived at Pt Pirie. Her father Jamie came out to Australia in the 1800's from Scotland.

5. The three younger Reese boys worked in the smelters. Jim found work in the South Australian Water Works.

In 1934/35 the "mains" water by way of a pipe line was being installed in the Eudunda to Robertstown area. The crew we camped at Eudunda and used the Eudunda Hotel of Clarrie Mann, as their "watering hole". It was whilst staying at the Hotel that Jim Reese (Father) (paymaster for the gang) was invited out to the pictures (shown Wednesday night) and was not aware that there was more of

Eudunda (down the bottom end) so he accepted the invitation and went to the pictures. He told me on many occasions of becoming aware of a teenage girl sitting in front of him, who it seemed was interested in this lad from the water works.

On enquiring, he was told her name was Thelma Michalk daughter of one of the towns wealthier families.

From conversations I had in later years, this friendship was not greeted with great joy, and Thelma, being a minor (under 21) could do nothing until she eventually turned 21 years. So in 1934 she married Jim.

Jim was no longer working for the E&WS but was a peace time soldier in the army, based at Warradale. He would come home for weekends. They lived in a house belonging to Thelma's Mother (Thelma's marriage to Jim was not welcome by her sisters) but her mother supported the union by supplying the house in Bruce Street.

The connection with Windsor was still strong and whilst visiting that connection on Saturday 20th March 1937, I was born. Mum and Dad were staying at a farm house that weekend. Dad tells me he was playing cricket for a team from Wild Horse Plains v Mallalla that weekend. I was born at 7pm that Saturday. Dad has told me that the Doctor from Mallalla had been called at 6pm and called in at the Mallalla Hotel (they closed at 6pm that time) in time to

pick up my father and go on to the house for my arrival.

### **In The Territory**

By Marcus Reseigh

We know that George Goyder, South Australian Surveyor General from 1860 – 1893, established Goyder's Line in late 1865. This was a line of reliable rainfall which roughly followed the Bluebush/Saltbush growth. Outside the line was better suited to pastoralists and grazing while Inside was better suited to farmers and cropping.

When asked if his line separated pastoral from potential agricultural districts his reply in the 1867 Parliamentary Papers is interesting. His answer was “ It does to a certain extent but there is some portion of the country where although the soil is eminently adapted for tillage, and will grow anything, the peculiar position of it, and its openness to hot wind, render it such as can only be safely continued as pastoral land. That is inside the line- and outside it, the whole of the land is only fit for pastoral purposes; that is as far as we know of growing cereals at present”.

What many of us don't know is that Goyder went to the Northern Territory in February of 1869 to survey the site of the settlement of Port Darwin.

On a mid July journey to Darwin I thought I would checkout how Goyder is

depicted and remembered in the Northern Territory capital. I already knew from a tourist map that there was a Goyder Road. Tourist information gave scant details about Goyder, the date 1869 and that he surveyed Darwin.

I ventured to Tourism Top End, the visitor information centre, in the CBD of Darwin. The friendly woman behind the counter looked at me a little dubiously. She knew little of Goyder so consulted the computer information at her disposal.

Other than what I had already gleaned there was no statue, no museum information or record- NOTHING!

I left the information centre feeling embarrassed for the Northern Territory and personally disappointed that Goyder had been overlooked so completely.

### **Holiday Train Arrangements**

#### **Xmas & New Year 1948-49**

The following passenger train services will operate from Thursday, 23<sup>rd</sup> December 1948, until Wednesday, 5<sup>th</sup> January, 1949, inclusive.

#### **Adelaide and Morgan**

December 23, 24, 25, 27, 28, 29, 30, 31, 1948 and January 1, 3, 4, & 5, 1949. Adelaide depart 7:30 am (express) and 9:05 am for Morgan and leave Morgan 10:35 am (express) and 1:45 pm for Adelaide.

Note – December 24, 25, 28, 1948, and January 3 and 4, 1949, the 10:35 am (express) Morgan to Adelaide will depart at 11:20 am.

#### **Adelaide – Eudunda – Robertstown**

December 23, 24, 1948 and January 4 and 5, 1949 – Adelaide depart 5:20 pm for Eudunda and Robertstown.

December 27, 28, 29, 30, 31, 1948 and January 3, 1949 – Adelaide depart 7:40 pm for Eudunda and Robertstown.

December 25, 1948 and January 1, 1949 – Adelaide depart 6:35 pm for Eudunda and Robertstown.

December 26, 1948 and January 2, 1949 – Adelaide depart 6:10 am for Eudunda and Robertstown.

December 23, 24, 25, 27, 28, 29, 30, 31, 1948 and January 1, 3, 4 & 5, 1949 – Leave Robertstown for 5:25 am and Eudunda 6:14 am for Adelaide.

December 25, 1948, and January 1, 1949 – Adelaide depart 11:30 pm for Eudunda.

December 26, 1948, and January 2, 1949 – Eudunda depart 5:52 pm for Adelaide.

#### **P.F.Cherry**

Secretary, Railways Commissioner  
(The Eudunda Courier and Murray Flats Advertiser, Thursday, December 23, 1948)

### **REMEMBER FRIENDS OF THE GALLERY ANNUAL MORNING TEA**

FEBRUARY 18<sup>TH</sup> 2015  
EUDUNDA HALL 10.30am  
Doors open 10.00am

Editors Irene Hall & Blat Goulder



**JAMES DUELL      b 14<sup>th</sup> January 1841      d 14<sup>th</sup> November 1910**

With the subdivision and sale of the new Town of Eudunda in 1877 and the subsequent forming of the District Council of Neales, came the need for streets and footpaths in town. Without a work force the Council called Tenders for the various jobs.

One of those granted contracts was James Duell. It was he who was responsible for all the footpaths and streets now known as Gunn and Bruce Street. Gunn Street (past the National Bank) remains today almost unchanged from 1878/1880.