

Neil Pogson, Holden retiree web master, recently embarked on a project to document the history of every Holden plant. He commenced researching the S.A. Woodville site in April. An unconfirmed story in *Duncan and Fraser Ltd "Legacies Left Untold"*, indicated the land had been purchased from Duncan & Fraser, coachbuilders in 1923. Using the South Australian [SAILIS](#) web site Neil went looking for the purchase. It does not exist. Neil then got curious about a statement that Duncan & Fraser were located at Kilkenny at a defunct brickworks on a railway siding. Kilkenny is two stops from Woodville on the Port railway line. What was the siding and where exactly was it? This is a story how the S.A. Land titles data base was used to locate the Duncan & Fraser site and pinpoint the various industrial companies that were nearby.

Kilkenny was an industrial centre just North West of Adelaide on the Port Road, it was described in 1890 as having the colonies three largest factories. Duncan & Fraser had established a coach building, train carriage and tram car manufacturing factory there in 1883. Already established nearby was James Hooker's Iron & Boiler works (1883), John Coumbe's foundry (1882) spelt Combe on title, and Alfred Ernest James Earle a boiler maker (1881) and George Fulton & Co. Iron works (1882).

An approach to the S.A. Railway Museum revealed a 1913 Kilkenny railway siding drawing and notations as to siding use (see plan), Duncan & Fraser were not mentioned. Neil eventually found the relevant title, Hundred Yatala Vol. 205 Folio 180 indicating James Malthouse sold 16 acres to Theodore Hack, Joshua Furr and James Anderson on 11 February 1874 who in turn sold to the Adelaide brick company who sold to John Thomas Headdey, a Beverley brickmaker. The Adelaide and Port Brick Company retained other sites at Kilkenny, using modern machinery to manufacture bricks, this firm also owned land adjacent to Duncan & Fraser. The "defunct" brickworks were possibly Headdey's, who left Kilkenny for York c1882. Headdey had purchased the brickworks and land from the Adelaide & Port Brick Co Ltd on 25 March 1879. Duncan & Fraser initially leased from Headdey from 11 February 1883 then purchased on 31 July 1885 with a mortgage from the National Bank. Duncan & Fraser immediately began to subdivide the northern portion for housing blocks. In 1885 it was reported that production was in full swing at the Kilkenny, Duncan & Fraser Steam Carriage works and there were between 25-30 hands working there. The building was divided into two long shops separated by a thick brick wall, the southern end (alongside the railway line) contained a 20hp steam engine and three blacksmiths forges that were engaged in making iron work for carriages, windmills etc., which were manufactured on the premises. In the carriage building are about 30 carriages and buggies in various stages of completion. "The proprietors have plenty of work in hand at present."

The company ran into difficulties and by 1893 appear to have vacated the Kilkenny factory, renting perhaps part of it to Mr M Dickinson who was offering contract steam forging. Sands & McDougal directory still has an entry for the Duncan & Fraser carriage factory up to 1891, this may have been a shop front. In 1898 the site was acquired by the Glanville pipe works who made both metal and clay pipes, extracting clay from a plug hole immediately to the right of Forwood, Downs & Co factory. The former Duncan & Fraser lot, number 81, was acquired by the Crown on 22 March 1907, this was most likely for Glanville's use. Eventually, in the mid-1940s, the Woodville Council used the quarry for refuse then in 1992 turned the site into the M J McIn-

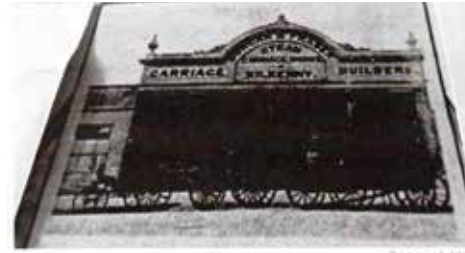


Image of Duncan & Fraser Kilkenny works c1885. Gino Chinca

erney Park in honour of WWI veteran, Michael John McInerney.

Kilkenny also became the home of John Shearer's agricultural implement business, Shearer, together with his brother David, were known for their 1896 steam wagon built at Mannum S.A. Their purchase of a large allotment (Lots 21 and part 17. 19. 20 & 22) south of the station included the former Hooker & Edwards *Lion* foundry that was established at Kilkenny by James John Hooker, David Edwards, William Paynter on 5 July 1883. In 1892 Hooker died and the factory contents were sold at auction. George Scarfe and John Shields held the title until selling it to John and David Shearer on 14 July 1910. From 23 April 1895 the site was leased by Mephan Ferguson Pty Ltd. Mephan Ferguson was a Melbourne based pipe maker who patented a rivetless steel pipe. The company also sold refrigeration units from the Kilkenny site.

Shearer also purchased Frederick Harold Saunders Engineering Co Ltd on 20 December 1922. Saunders had established opposite Forwood, Downs & Co. in 1911 Saunderson's father, John Henry Saunders produced windmills with William Nicholls, Herbert Dennis and Arthur Nicholls from October 1911. The firm became The Speedy Windmill and Pump Co. in 1913 and then Saunders-Break-of-Gauge and Engineering Co. Ltd in 1927. Harold Saunders acquired the renamed company in 1940.

John Coumbe purchased Lot 26, 27 and part 23 next to the Kilkenny railway station on 7 October 1882 establishing a foundry and implement manufacturing business. Coumbe also acquired Earle's lot 24. He sold to George Edward Fulton on 13 December 1884 moving to Georgetown S.A. Fulton together with Arthur Robert Langdon established G E Fulton & Co. in October 1888. Coumbe & Son Engineers & Founders returned to the area before 1940 at 408 Port Road, next to J A Lawton and Son.

Forwood, Down & Co. expanded acquiring G E Fulton and Minerals Ltd, a crushing company that established on the Duncan & Fraser siding in 1926 as Mineral Earths Ltd. Forwood, Down & Co. also had an automobile link, building Holden's Motor Body Builders Ltd first panel press (300 ton) in 1924. The press designer, Norman Pointer would later join GM-H and become the firm's Chief Engineer. ACI glass would also build a manufacturing plant at Kilkenny, adjacent to Shearer's works. This is now O-I glass recyclers who have now purchased Shearer's site and will construct a huge warehouse. Smaller engineering works were located opposite Forwood, Down & Co. on Pinder Street. For example Carmodys Ltd. established a foundry in 1913, this eventually became Miller's Engineering Pty Ltd in 1940.

The Forwood, Down & Co. site is vacant awaiting planning approval for housing, a decision O-I is fighting on the grounds they will be forced to move if housing is built so close. One of the original Forwood, Down & Co. buildings is protected.

KILKENNY SOUTH AUSTRALIA

Industry located adjacent to the railway station

Note all Land Title references are for Hundred Yatala.

Vol 108 Folio 90
 Lot 20 purchased by Otto Schumacher a Miller (flour) on 17 November 1886.
 He sold to John Henry Saunders produced windmills in 1911.

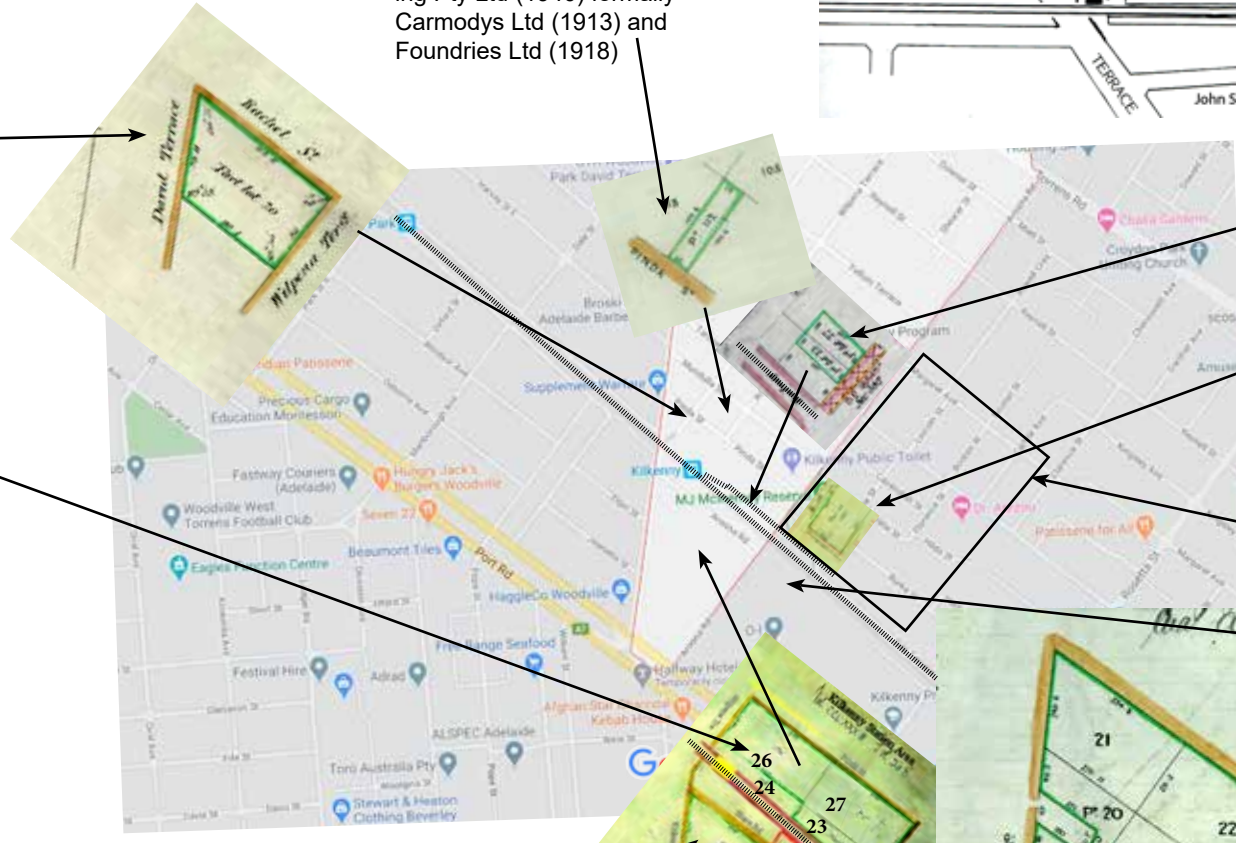
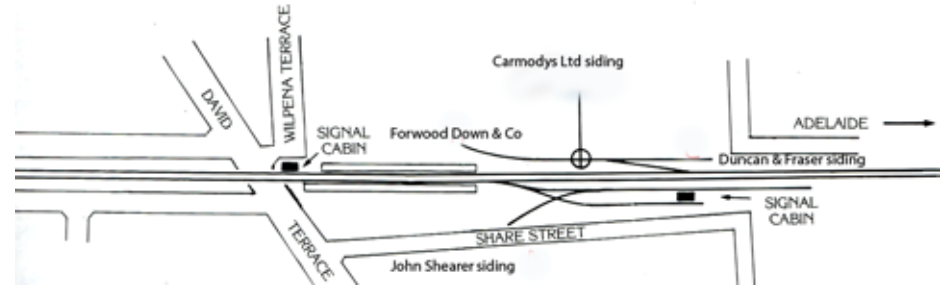
Vol 403 Folio 171
 Lot 23, 26 & part 27
 G E Fulton & Co. Ltd purchased 1 August 1885 from John Coumbe Foundry. Acquired by Forwood, Down & Co. 16 November 1903. Then Bianco concrete products.
 Lot 24 A E J Earle, boilermaker who sold to G E Fulton in 1882.

Vol 424 Folio 157
 James Hooker Iron & boiler maker. Purchased Lot 21 on 5 July 1883 by James Hooker and David Edwards.

Vol 477 Folio 42
 Mephan Ferguson 1895.

Vol 942 Folio 74
 Lot 112 pt. Miller Engineering Pty Ltd (1940) formally Carmodys Ltd (1913) and Foundries Ltd (1918)

SA Railway Museum, updated. KILKENNY: 1913



Mineral Earths Ltd crushing plant site leased from M Mead in 1926 until 1950 then sold to Forwood, Down & Co. (1979), then acquired by John Shearer (1980).

Vol 205 Folio 180
 Duncan & Fraser carriage and tram factory. Former brickworks site - quarry located on site.
 Glanvill Pipe works c1940
 Now MJ McInerney Park.

Boundary of Duncan & Fraser land purchase

ACI Glass Manufacturing plant now I-O Glass recyclers

Vol 83 Folio 91
 John Shearer Agricultural equipment manufacturer.
 Purchased 4 July 1910. Now lots 19-22 Edwards & Co. foundry/Mephan Ferguson site.
 Shearer progressively purchased all lots.
 Destined to become O-I Glass warehouse

 Railway line

A number of other engineering firms were located on the Beverley side of the Port Road, L A Lawton motor body builders, later Freighters Ltd were opposite ACI and GM-Holden had a large assembly factory at Beverley.

Yes, Neil did find the Woodville land sale, part of section 407 on the Port Road on 7 June 1924 and a further purchase of part section 406 14 July 1925. Holden's Motor Body Builders Ltd. commenced building their factory immediately after purchasing the 10 acre site on 9 April 1923. It is unclear why the initial land transfer was delayed and it was not until 6 August 1923 that the Holden board approved financing the purchase.

Kilkenny is another example of Australia's past industrial heritage being lost, the locals, S.A. Rail Museum or S.A. Heritage do not have an accurate history of the area, this research has expanded our knowledge of this industrial area.

This research was principally conducted using SAILIS, Titles often contain full names of holder, their occupations and address at the time of transfer. They also document company name changes and death dates. A valuable resource.

Norm Darwin is an Australian automotive historian, author of several books and papers who gained their doctorate in Australian automobile design history from RMIT University. Norm is a member of the Australian Automobile historians Inc. and The Society of Automobile Historians.



Image of Duncan & Fraser Franklin Street works 1887, note similarity to the Kilkenny works image. SA Library B2515



Former Forwood, Downs & Co factory since demolished. SA Library

Other States land title offices.

NSW <https://www.nswlrs.com.au/Access-Titling-Information>
 Vic Public Record Office 99 Shiel Street, North Melbourne
 Qld <https://www.business.qld.gov.au/>
 WA <https://www0.landgate.wa.gov.au/titles-and-surveys/certificate-of-title>
 Tas <https://dpipwe.tas.gov.au/land-tasmania/land-titles-office/general-information/how-to-search-for-land-information/how-to-search-a-torrens-title>

Notes.

1. David Chantrell, *Duncan & Fraser Ltd - Legacies Left Untold*, (Adelaide, Hyde Park Press, 2008), p140.
2. 'Adelaide Gossip,' *Port Augusta Dispatch*, 17 March, p3.
3. 'Advert,' *The Express & Telegraph* (Adelaide), 7 August 1883, p4.
4. City of Woodville Heritage Survey, *Former Forwood, Down Factory*, Danvars Architects Pty Ltd, p244.
5. 'Advert,' *Port Adelaide News*, 28 July 1885, p4
6. 'The Adelaide and Port Brick Manufacturing Company,' *South Australian Register* (Adelaide), 11 February 1880, p1.
7. 'Mr Headdey's Kilkenny Brickworks,' *Port Adelaide News*, 9 Dec 1881, p5; Headdey purchased his lot on Plan 1417 from the Adelaide and Port Brick Co on 1 June 1880, then leased it to Duncan & Fraser on 1 Feb 1883. S.A. Titles, SAILIS Vol. 204 Folio 180.
8. Messrs Duncan & Fraser Carriage Factory, Kilkenny, *Port Adelaide News*, 17 July 1885
9. Adelaide Sands & McDougal Directory, Woodville - Kilkenny 1891, p172.
10. 'Glanville pipe works,' *Advertiser* (Adelaide,) 12 February 1898, p4.
11. S.A. Titles SAILIS, Vol 761 Folio 182 and Vol. 556 Folio 41.
12. <http://gorillaart.com.au/uncategorized/mcinerney-park/>
13. Tony Davis, *Aussie Cars*, (Sydney, Marque 1987), p13.
14. Editorial, *Express & Telegraph* (Adelaide), 22 November 1892, p3.
15. The Export produce trade, *The Advertiser* (Adelaide), 18 April 1895, p6; S.A. Titles, SALIS Vol 424 Folio 157.
16. The Saunders Engineering Company Windmills, *The Windmill Journal*, Morawa District Historical Society, www.chariot.net.au/-hdpump/saunders.html, 19 June 2010; S.A. Titles SAILIS, Vol 508 Folio 90.
17. S.A. Titles SAILIS, Vol 403 Folio 171; Advertisement, *The Areas' Express* (Booyoolee), 3 October 1884, p4.
18. EPA Beverley Assessment Area, https://www.epa.sa.gov.au/files/11746_beverley_history.pdf
19. Norm Darwin, *Early Australian automotive design – The first 50 years*, (Mt Rowan, Hand Publishing, 2017), p 151.
20. 'Development Plan Amendment,' *Kilkenny Mixed Use Draft DPA*, City of Charles Sturt, 2019. EPA Beverley Assessment Area.
21. "Progress at Holden's," *The News* (Adelaide), 30 October 1923,