

ALBURY & DISTRICT HISTORICAL SOCIETY INC BULLETIN

FEBRUARY 2009

487

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REPORT ON THE DECEMBER MEETING (10/12/08)

An excellent gathering of members, visitors and guests filled the Elizabeth Room to hear our guest speakers Rosalie and David Martin speak and show images of the history of Martin's Buses and the founder Dick Martin and his son Frank.

In the business segment, the meeting accepted the resignation of Jan Marsden from the committee with regret. Jan needs to spend more time with her daughter who was seriously injured in an accident, was hospitalised in Capetown and has now returned to her home in Dubai. Michael Browne was elected to fill the vacancy.

Bridget Guthrie, Collections Coordinator, Albury Library-Museum, spoke briefly about plans to move the collection items still held at the Turks Head to the Museum store in Elizabeth Mitchell Drive and the need for some volunteers to assist. She invited members to visit the store on Friday 16 January to view the new storage facility and discuss the prospect for some volunteering to assist with repair & storage of fabric items; identification & assembly of machinery, and

NEXT MEETING

WEDNESDAY

11 February 2009

7.30pm at Commercial Club
Albury

Speaker: Patricia Strachan, "A history of Kell Moore Solicitors."

QUESTION OF THE MONTH

Do you know any folklore indicators that it is going to rain? There is a ring around the moon; red sky at dawn , for example.

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ANNUAL SUBSCRIPTION
Single: \$22
Family: \$30
Corporate: \$50

History Meetings: 2nd Wednesday of the month 7.30pm usually at Commercial Club Albury. Committee meets 3rd Wednesday of the month 5.15pm at Albury LibraryMuseum.

Website:
www.alburyhistory.org.au

general cataloguing.

The Treasurer reported a balance in the general account of \$2155 with a further \$16,604 in the term deposit.

OBITUARY RON BRADDY

by Helen Livsey

Ron (Rolland) Braddy departed this life on Sat. Dec. 27 aged 88 years.

As an active member of the Historical Society he had been President 1990-1994, Vice-President 1989, 1995-1999, 2005, and Secretary 1996-2005, and was always an historian. He was often heard to say "Going forward, looking back"

Ron was born at North Carlton, Vic. and was baptised by his father's former Army Padre, Rev. Frank Rolland. Hilda and Bert Braddy intended their son to be named Rolland but Rev. Rolland, intentionally or otherwise, named him Ronald!

The family moved to Albury in 1924 for Bert Braddy to manage the Moran & Cato grocery store. Ron's schooling was at Sunnyside Kindergarten, Lee Street State School in Melbourne, then Albury Public and High Schools. He said he went through Melbourne University, adding that he went through on his bike as it was a short-cut to Victoria Market!

A class photo taken in 1927 shows Ron as the only boy wearing a tie and he has worn one ever since. In recent years he was known to have 90 ties and they adorned the pews of St Matthew's Church during his funeral.

He worked with his father in the East Albury Post Office Store in Rau St., and later at P.D.S., the Gadsden can factory, as a Despatch Clerk for the Army at Bandiana, Star Service Station, Blake's Office Equipment & Blake's Busy Book Bazaar, Mate's store, Albury Newsagency, and Borg-Warner, before retiring from Albury Base Hospital Stores Dept. in 1985. Ron was never dissatisfied with his work but, if he could see a downturn looming, he would obtain another position rather than become unemployed.



Organisations Ron was involved with included Scouts, Apex, R.S.L., Rostrum, Y.M.C.A., Lions Club & Horticultural Society, as well as Albury Public and High Schools P & C groups and Meals on Wheels. He was a Justice of the Peace for 36 years and involved in numerous aspects of St Matthew's Anglican Church, including as a Sunday School Teacher at Happy Valley (now Glenroy) in 1938-9.

Prior to becoming a member of the Commercial Club he helped sow the first bowling green when his father was on the club Bowling Committee. He was also a member of the S.S. & A. Club, of which his father was a founder and the first Life Member.

Ron was in the militia in Albury when war broke out and, in spite of the conditions, had many pleasant memories of military service, comrades and experiences in Dutch New Guinea. On one occa-

sion they were off Thursday Island and were not allowed leave the boat but Ron bet his comrades "a quid" he would go on shore. He saw a Salvation Army man with a gramophone in each hand and offered to give him a hand. He went down the gang plank, stood on the wharf, waved to the boys and went back and collected a quid!

On Ron's 70th birthday friend Cleaver Buntton said Ron "has adopted the old fashioned approach to society by 'putting in' rather than 'taking out' and has provided a Christian home in which abounds a family love for each other." He hailed Ron as "a citizen of repute, ever ready to place first things first, who contributed greatly to Albury's progress and the welfare of its people."

MARTIN'S BUSES

Presentation by Rosalie and David Martin

RICHARD (DICK) MARTIN

Originally from The Rock, the son of Ralph and Emily Martin, Dick began his working life as a carpenter working at one time laying parquetry flooring in the (Old) Parliament House, Canberra. When the Great Depression came

Dick, along with many others, was out of work, so eventually went to Beechworth sifting the mine tailings, looking for gold.

Moving to Albury in 1932, Dick purchased the Albury - North Albury Bus Lines from Eric Cox Walker for £250. At twenty-eight he had become the single bus operator of the town's single bus - a secondhand 16 seater Morris. That was the beginning of what is one of the best provincial bus services in NSW.

Dick married Miss Nell Matthews in 1937. Nell was from Craig's Hotel, an up-market establishment in Ballarat. The couple lived in North Street half way between Wood and Mate Street, then in 1939 shifted into a newly erected home at 839 Frauenfelder Street. The house, built by AB Chick, was large by the suburb's standards with 3 bedrooms, a very large kitchen/alcove, and a sleep-out right across the back of the house. The large double garage, facing Stephen Street, became the bus workshop and depot. Dick and Nell had three children, Patricia, now O'Shaughnessy, Frank and Pauline, now Malone.

Dick Martin was involved in many community activities. He was president of Albury City Band for 10 years - led negotiations to bring Ronald Belt to Albury to be Band Master in 1958 . He played the piano beautifully (by ear) for recreation and eventually donated his loved piano to Albury City Band.

He enjoyed a long association with North Albury Football Club (Tim Robb/Don Ross days), and was a member of Albury Rotary Club and Albury Bowling Club, at that time situated in Macauley Street. He attended regular meetings of the Masonic Lodge and played the organ at the meetings. He was very proud of his cars: a Humber Snipe then a black Citroen, believed to be the first Citroen in the Albury area.

Sadly however, a lingering illness took Dick Martin's life 29th January 1969. Not only was the loss felt by both family and workers, but also by the many residents he'd come to know, through his years of working and ample community service.



Dick Martin's first bus, a 16 seater Morris

THE SERVICE AND THE STAFF

Dick Martin had more than the usual concern for the welfare and safety of his passengers. The bus service had grown with the people in whom he had a personal interest. He watched his passengers grow up, marry and have children of their own.

During the depression, Dick was generous and allowed children to travel free if their parents were unable to pay. One mother kept a list of these trips and when things looked up she paid Dick the money the family owed. When the North Albury Infants School was struggling for numbers he also carried some pupils free of charge, as part of the effort to keep the school open. (*North Albury-Lavington Express* May 30, 1963)

He was very strict, but fair. Rosalie recalls Frank saying, because of bad behaviour on the bus coming home from school, his father told him to get off and walk home. Frank still believed he was not responsible for the commotion down the back of the bus.

A career in carpentry gave way to an impromptu one in mechanics, as often was the time Dick would fuss beneath the bonnet in Frauenfelder Street, keeping his lone investment humming. The plural side of Martin's Buses wouldn't start until 1942, ten years later, when a 29 passenger Reo would double the fleet. Those early years were a matter of survival, weathering the last of the Depression

then the War, all the while providing a first-class service for the people.

Frank Finch began with the company in April 1946. He remembers, 'That Reo was the pride of the fleet. Strictly for charter work only. Later we bought a GM forward-control bus that caused a few grey hairs.'

The 16 seater Morris was eventually replaced by a Maple Leaf (a glorified Chev' said Frank) which sported a swollen canvas bag on its roof. Due to the heavy petrol rationing of the day, the drivers were obliged to switch the vehicles over to charcoal gas once the motor had warmed, a process that would frequently occur between runs. The gas bag had to be filled as many as three times a day.

The two gas-filling stations were the gas-works Kiewa Street, and the ambulance station on Dean Street. Alas, visits to both were more regular than scheduled, with schoolboys flinging pocket knives into the Maple Leaf's canvas target. With small boys and overhanging tree branches, repairs were ongoing.

In the post-war period the business flourished, aided by charters, government mail contracts and daily school runs. The suburban garage behind the Frauenfelder Street house was far too cramped for the company's use, so a new depot was built further east along Stephen Street. It was expanded and upgraded in 1954. In the same year Dick purchased his first 43 seater bus to transfer migrants from Bonegilla camp to Cowra, and later soldiers to help soothe the coal mining strikes of New South Wales.

A second strike the next year, this time on the railways, was an added blessing for the company. The first of two Foden buses were purchased at a cost of a massive £3,500. Three years on, the Victorian Railway guard strike saw the Martin's fleet serve as a vital link between Albury and Melbourne. During those weeks, to avoid large bushfires along the Hume Highway, buses detoured at Springhurst via Rutherglen and Corowa to Albury. Business was frantic, transferring stranded travellers in addition to running the local bus service. But no-one complained. 'That strike,' recalled Dick, 'really put the company on its feet.'

By 1953, the books included five drivers



'Pride of the fleet.' 29 seater Reo purchased in 1942

and two fulltime mechanics. Aside from driving during the busier periods, Dick also managed the office. His eagerness to introduce both superannuation and insurance schemes saw a workforce unchanged for many years. Jack Clegg, for one, was to join the ranks in 1953, the same time the depot was extended, staying on for a full thirty years. Harold Adams, another loyal employee, took to the wheel in 1955 and was showered with cards and tributes on his retirement twenty-two years on.

Between 1955 and 1975, Martins had the Mail Contract to carry the bags from the Albury Post Office and deliver it to North Albury and Lavington Post Offices.

The service had diversified: Lavington had grown. The route that ended at Fallon Street was extended to 'Sars' Hotel (Garrison/Northside Hotel) and then to Allenby's corner (Centaur & Urana Roads). Further services were added to cope with the demand from Glenroy, Springdale Heights, Quicks Hill and Thургона. Routes were extended almost annually.

Evening trips to the cinema became a highlight for many locals. The nightly runs were increased to cope with the picture and dance crowds. On a Friday and Saturday night the buses were always so full that Dick used to run out on the front lawn at Frauenfelder Street and the bus would toot at Fallon Street to signal if another bus (double) was needed. Buses ran until midnight.

Buses were run to country balls at Yackandandah and, Tallangatta; nuns and boarders were taken on picnics. UPA in Wagga Road was originally an orphanage, and every year Dick collected the children and took them to the Band Sunday Fete.

The introduction of television and the increase in two car families reduced the need for public transport, especially at night.

(CONTINUED ON PAGE 5)

SHOW AND TELL

Five members brought interesting objects to show and tell.

Roma Freeman had an Anthony Hordern's mail order catalogue from 1925 that she found in her father's desk. Anthony Hordern and Sons Ltd New Palace Emporium, occupied 52 acres in central Sydney with magnificent façades to George, Goulburn, Pitt and Liverpool Streets. In addition, the firm ran an extensive mail order business. The company was acquired by Waltons in 1969 and Anthony Horderns ceased operations in 1970.

Narda Reid showed a small book entitled "Sturdy Jack". Her great-great-grandmother was given it in 1874. It was handed down through a grandmother to an aunt then to Narda herself.

Ann Brennan showed a 1944 manual of road rules for learner drivers. The manual contained the road traffic act of 1909 as amended, together with traffic regulations. Jill Wooding had a framed painting, artist unknown, of a Murray River scene at Albury that had been purchased in an opportunity shop in New Zealand for \$2.

Geoff Hamilton had builder's details of the Albury Railway Station. The designer of the building was John Whitton (1819-1898) who was responsible for most of the rail network linking regional NSW to Sydney.

John Whitton arrived in Australia from England in 1856 to take up the position of chief engineer with the NSW Railways. At the time of his arrival there was 37 km of 4'8½" gauge railway in NSW. By the time he retired in 1890 there was 3,494 km of track. At the beginning of his tenure Whitton tried desperately to have the NSW gauge changed to 5'3" to match Victoria and South Australia, but his endeavours were blocked by the government. A man with vision and a government with none.

Geoff also had a 'weather gauge' consisting of a piece of string hanging from a board. Observation of the condition of the string enabled a judgement as to the weather to be made. For example if the string was wet - it was raining; if the string was dry—it was fine; if the string cast a shadow—it was sunny, etc.



Yackandandah Bank of Victoria Museum
21 High Street Yackandandah

YACKANDANDAH MUSEUM

A crowd of several hundred gathered to witness the re-opening of the refurbished Yackandandah Bank of Victoria Museum on Saturday 29 November. Andy Muirhead of the ABC "Collectors" program assisted by a youthful museum volunteer cut the ribbon and declared the museum open. Concurrent with the cutting of the ribbon, the solar photovoltaic system which will provide electricity to the building was switched on.

The opening was preceded by a street parade of the Wodonga Brass Band, vintage vehicles, school children in period costume, SES and CFA units and the Bendigo Chinese Association Lion Team.

The old Bank of Victoria building that was badly damaged by fire two years ago has been completely renovated and a new exhibition installed. It is well worth a visit.

JOURNEYING THROUGH THE JOURNALS

by John Craig

Descent: Society of Australian Genealogists Journal, Sep 2008.

- A Jamaican journey.

Federation of Australian Historical Studies Newsletter, Aug 2008.

- Reports from states and Territories;
 - Last printed issue; future issues by email.
- Valley Genealogist: Bega Valley GS Journals*, Feb/Jun/Oct 2008.
- Story of a bush teacher: Mary Catherine Johnston;
 - Burning of the Black Ball clipper ship "Eastern City" in the South Atlantic Ocean, August 1858.

Links 'N' Chains: Liverpool GS Journal, Nov 2008.

- Redcoats on the North Coast (cont. from Aug Journal);
- Salute an Aussie soldier poet.

Murrumbidgee Ancestor: Wagga FHS Journal, Oct 2008.

- Finding G-g-grandfather George Reeves.

Wagga Wagga HS Newsletter, Oct 2008.

- Society's 46th Annual Report.

Borderline News: Wodonga FHS Newsletter, Nov 2008.

- Tips in using wild cards in computer data bases.

Stockmen Hall of Fame Magazine, Oct 2008.

- Tales from a farm lady;
- Opening of the Hugh Sawrey Art Gallery.

Richmond River HS Bulletin, Dec 2008.

- Eltham, a railway village;
- "A little bit of Lebanon," area of North Lismore.

CORRECTIONS TO BULLETIN 485

- In 1893, John Hunter was enticed to McLennans shoe department not Fallons.
- During WWII the shop did not close completely, but traded very reduced hours till Ken Hunter was discharged.

[MARTINS CONTINUED FROM PAGE 4]

GROWTH – NINETEEN-SEVENTIES & EIGHTIES

After Dick's death on 29th January 1969 the company entered a new era.

Frank and I became business partners in 1970. With three young children of our own (Narelle, Richard and David), the Martin's staff became a sudden adjunct to the family. As part of the Albury-Wodonga Growth Scheme, the twin towns were growing rapidly. Specks on the map such as Thuringoona and Springdale Heights were soon pronounced as satellite villages of Albury, requiring more runs, more miles, more buses. In 1972, the government introduced a free bus travel scheme for school children living outside a two mile radius, later reduced to one mile, of school. This funding helped keep the firm prosperous.

The company changed its name to F & R Martin Pty Ltd in 11th February, 1974 and in 1975 the first 45 seater Denning coach was purchased. The company launched into coach travel to Central Australia.

In January 1979 Martins purchased the region's first air-conditioned coach, a 14 metre Denning Mono, seating 49 adventurous travellers. The cost was a staggering \$132,000 meriting photos and write-ups in all the local papers.

Border Shoppingtown opened its doors in July 1979, Albury's first large scale mall. The NSW Premier, Mr Neville Wran, cut the official ribbon, while Martin's Buses were chartered as the mall's shuttle service.

A contract to ferry workers to and from Borg-Warner's plant was signed. The satellite city of Thuringoona was growing in 1980 and, in conjunction with the Albury-Wodonga Development Corporation, a voucher system was trialed among the fifty households. In addition, day charter was still building, e.g. wedding groups, day tours, school groups and snow trips.

The Concert and Theatre Tours started in the early 1980s and proved popular. Sporting groups were another steady source of income, particularly visiting bowlers who were chauffeured along the Murray's banks for weeks at a time. Local radio station, 2AY, added to the momentum, joining forces with the company to offer both musical and sporting tours.

School excursions (camping style) were a part of the school curriculum with 3 or 4-day history tours to Swan Hill, Ballarat & Bendigo and Canberra. I prepared the equipment and meals at our home in Frauenfelder St, and on many occasions accompanied the excursions. My Mum and Pat (Frank's sister) were called upon to assist Frank with the children.

An association was formed with Nomad Tours of Australia on the basis of one available bus. Eventually, the company was operating two coaches in conjunction with the Melbourne based tour group. "The steady growth of the tour business has necessitated an outlay of \$700,000 investment on vehicles," Frank Martin said, "Martin's safaris extended as far north as Cairns, as far west as Perth."

AFTER FRANK

Frank Martin collapsed and died at his home in July 1984. He was 44. Obituaries flooded the press. Frank seemed destined for a bright and prolonged future, but this was denied him. As with his father, Frank's involvement in the community was multiple, as driver, father, businessman, and caring human being - and his loss was felt by many. Rosalie was left with 3 children and a bus / coach company to run.

The silence that followed the funeral was one of grief - and uncertainty. I knew I had to pull myself together, for the benefit of my family and friends, to give them the strength to cope. I had to occupy myself. The business was responsible for a lot of my healing.

The drivers and depot staff were magnificent in those troubled years, responding as would a family. The company was entering a new phase, complete

with growing pains. Walking back into the office two weeks later was the hardest step I've ever taken.

I was married to Frank for 22 years and was involved in Martins as supporter to Frank in general office duties, hostess and cook and of course mother to our three children. My lack of detailed knowledge regarding wage awards, insurances and politics of the industry was a problem, but I spent many hours learning the necessary skills.

Fortunately with support from family, friends, colleagues in the bus industry and my staff, the services of professional financial advisers, research and also with the acceptance of nomination as Secretary to the Riverina Branch of the Bus & Coach Association, which became vacant in Franks death, I started to gain confidence and self esteem in managing the business.

I realised a larger bus/coach depot was necessary. A transport depot in David Street South Albury was being auctioned. I amazed myself that I took the decision to buy the property in 3 hours. Thank God our friendly bank manager thought it was a good idea, because I didn't have time to ask him beforehand for a loan. I also felt it was necessary to have an office more centrally located for the convenience of clientele and an association with the Hume Building Society commenced in 1986.

About this time, Nomad Tours went into receivership owing us an enormous amount of money. As a result this relationship ended and we established Martins as a domestic travel agent, moving into the international travel agency field in 1989. Martins Travel & Tours became the company's name.

HIGHLIGHTS

- In 1990 Martins was awarded the Albury Wodonga Rotary Business Award in Leisure and Tourism focusing on serving the public, giving a quality service level.
- Australia Day 1988 Bicentenary Activities situated in the foyer of the Sydney Opera House witnessing the First Fleet Re-enactment vessels and the Tall Ships entering Sydney Harbour. Prince & Princess of Wales were the invited guests.
- Expo 88 in Brisbane; gained a lot of satisfaction and made wonderful friends when I escorted a tour of physically disabled people and carers - complete with wheelchairs.
- Last year, escorted a Northern Territory and WA Tour, flying to Darwin, travelling down the coast by coach to Perth, flying home to Albury.

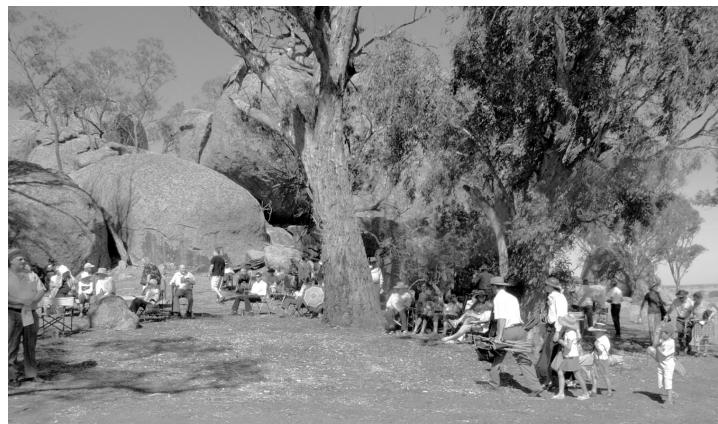
TODAY

Our business today is a team effort. Dick Martin

had a dream, and now his dream is being furthered by myself, son David, Managing Director, Lionel Gillman, our General Manager for 22 years (trying to retire), Jan Marshall Travel Manager and a dedicated staff of some sixty people.

The buses, of course, remained the firm's foundations, but clientele and services are fast expanding. Always decisions need making, challenges faced e.g. the Internet, fuel prices economy etc. Albury is a changing city, and the company has to change in step. If we give service and value, then people believe in us.

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People gathering at Morgan's Lookout 18 Jan 2009 for the ecumenical church service to celebrate 100 years since the Walla Walla Subdivision farms were allocated.

100 YEARS WALLA WALLA SUBDIVISION

On Sunday 18 January 2009, several hundred people gathered at Morgan's Lookout for an ecumenical church service to celebrate the allocation of farms on what was Walla Walla Station. The NSW government had purchased Walla Walla Station from the estate of the last owners Charles and Henry Douglas in 1908 and subdivided it into 113 farms to encourage closer settlement. Applicants for the farms had to prove they had the necessary finance and equipment to establish viable farms. Allocation was made by ballot. The hundred families who moved into the area created a thriving community. Some of the properties are still farmed by descendants of the original families including Society member Rupert Paech.

Chairman of the Centenary committee, Bob Godde introduced the pastor of the Walla Walla Lutheran Church, Rev John Grosse, who conducted the service. Readers, Selena Kohlhagen (Cunningham), Alan Dunn, Hamish Ellis and Bernie Coyle, represented families who have held

the same farms for 100 years and also the Anglican, Methodist, Presbyterian and Roman Catholic Churches of the district. Rev Grosse spoke of the good times and the hard times for the farmers of the subdivision. His own parents had lost their farm during the Great Depression as did many others. Looking back he said he could see how the loss of the farm and the move to town had enabled him to attend St Paul's College and thus gain an education that otherwise he might not have had. Many in this church-going community nodded as Rev Grosse quoted the text: "all things work together for good to them that love God."

Following the service many of the gathering moved across the road to the old Station homestead, now the home of Russell and Janet Paech, for lunch and an opportunity to view old documents.

MORGAN'S LOOKOUT

The prominent boulder topped hill that dominates the surrounding countryside for many miles in all directions was sometimes used by bushranger Dan Morgan as a refuge and lookout during his sojourn in the Southern Riverina 1860-65. Morgan often called at the Walla Walla Station for supplies that were seldom refused owing to the man's violent and unstable nature. After his death at Peechelba Station in Victoria, the site was named Morgan's Lookout.

The hill was also used by squatters as a fire lookout during the troublesome times in the 1890s when striking shearers threatened to set fire to the district. Wooden ladders were attached to the rock to gain access to the highest point. The ladders rotted and were replaced by a metal staircase.

Morgan's Lookout is located 6 km north of Walla Walla township a little beyond the Billabong Creek bridge. It is a picturesque picnic spot with BBQ and toilet facilities.

SHRINE OF REMEMBRANCE

The History of the Shrine Travelling Exhibition opened at the Arts Space Wodonga on 19 December.

The initial plans for a war memorial caused much discussion and dispute. The final design was chosen from a competition. The foundation stone was laid on 11 November 1927 and the Shrine dedicated on 11 November 1934.

Money for the Shrine was raised by public subscription and amounted to more than \$1million in today's dollars. This was remarkable given the depressed economic times.

Following WWII the northern forecourt was developed and a memorial and eternal flame added

The exhibition is expected to close in late Janu-

ary so hopefully members have taken the opportunity to see it.

VOLUNTEER GRANTS PROGRAM 2008

The society has been successful in obtaining a grant to purchase a Data Projector and a portable Public Address System. These will assist in projects where we would otherwise have to borrow or hire the equipment. This Federal Government program especially aims to assist organisations run by volunteers. The data projector will complement the laptop computer purchased by the Society last year.

ANNIVERSARIES IN 2009

The following anniversaries were noted in response to Question of the Month at the December meeting:

- It is 185 years since Hume & Hovell arrived on the banks of the Murray River;
- 170 years since surveyor Thomas Townsend's plan was registered and the name Albury given to the settlement;
- 150 years since Albury was declared a municipality and the first council elected;
- 100 years since the name Lavington replaced Black Range;
- 80 years since new Olympic standard baths was opened in Smollett Street alongside the Sports-ground;
- 75 years since the emergency landing of the KLM airliner *Uiver* at Albury racecourse; and
- 75 years since the Ambulance Station, Dean Street, was opened.

CEMETERY WALK

Do you have an ancestor buried in the Albury Pioneer Cemetery? Would you like to speak briefly about them during the walk on Sunday 19 April 2009.

If so, contact Chris McQuillin 6021 3697

A&DHS PAPERS

A further two papers have been registered with National Library of Australia. They are:

- Paper No 9 "The Beginning of North Albury Infants School Mate Street Albury"; and
- Paper No 11 "The Passant Family in Albury". Both were compiled by Jan Hunter.

NSW STATE RECORDS

Compilers: Kaye Vernon & Billie Jacobson in conjunction with NSW State Records offer the following on CD:

Register of prison staff 1860-1923; List of Commissioners of Peace (JPs) 1865-1915; and Returns of NSW Police 1825-1856.

To purchase, or obtain more information log on to: www.teapotgenealogy.com