

November 2020

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Kinloss Signal Box with railway employee's children, note the platform to the right. [Albury & District Historical Society]

Next Meeting

Wednesday, November 11, 2020
7.30 pm, Commercial Club

Topics: John Hunter, RAF, POW.
Light Horse Museum.

Speakers: Chris McQuellin
Doug Hunter

ALBURY LIBRARY MUSEUM
COLLECTIONS FROM THE
ASYLUM (MAYDAY HILLS)
Until November 29

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REPORT ON OCTOBER MEETING (14.10.2020)

Rail enthusiast Ross Jackson was our guest speaker in October. He spoke about the history and function of an almost forgotten local siding in Albury, Kinloss, located not far south of today's Thurgoona Drive. Ross went on to relate the emotional story of firstly securing the train then completing "Tim's Last Train Ride," the funeral train for Tim Fischer, August 29, 2019.

Fr Peter McLeod-Miller then spoke about future options for Saint Matthew's Rectory in Kiewa St. On page 4 Fr Peter outlines the future of the rectory as perceived by both St Matthew's Parish and the Diocese.

Our November meetings have lately featured Albury and district stories reflective of Remembrance Day, November 11. Our November meeting continues in this mode. John D Hunter was an Albury man who joined the Royal Australian Air Force as a 22 year old in 1940. The account involves how we got to learn about his story, about his pilot training and service with the Royal Air Force. Fl/Lt Hunter was to become a Prisoner of War and that's where his interesting story begins, the story told by Chris McQuellin. Also relevant to the theme, Doug Hunter will speak about the history of the Light Horse Museum.

Yelly Evenhuis has agreed to accept her appointment to our committee to fill the casual vacancy created by the resignation of Jill Wooding. Our thanks to Yelly who will take over the role of minute secretary. Jill's resignation was announced in October's Bulletin.



Tim Fischer's Funeral Train arrives at Albury Railway Station, August 29, 2019. [Sydney Morning Herald]

Crossing the railway line on Thurgoona Drive, do you think of the little known railway location of Kinloss. I have found few photographs of the location and little detailed descriptions on the yard layout post Kinloss’s commissioning.

A few railway terms: Loop – used on single lines to cross trains (Albury to Junee is a single line); Sidings – used to store, load/unload wagons; Up – direction when looking to Sydney; Down – looking away from Sydney.

During the research on Kinloss we identified another “forgotten” siding, Hume Reservoir Siding, undoubtedly built to move the vast amounts of machinery and equipment to service the construction of the Hume Dam wall. The inscription was dated 1933 and judging by the distances provided the siding was on the south side of Fallon St in the area now occupied by the Hume Freeway bypass of Albury. The siding most likely connected with the Albury Stock Siding. Dairy Farmers also had a siding on the western side of the line south of Fallon St behind the Showgrounds.

Kinloss was by rail about 640 km from Sydney Central platform one at the buffer stops – everywhere in NSW Government Railways was measured from this point. This places the location to the south of Ettamogah and to the north of Albury Racecourse Platform.

The break of gauge was an impediment to Australia’s military effort, so military strategists decided to build up defences at the border, instead of trying to cross it. The first was Wirlinga (east of Kinloss), where a major explosives depot was sited near the break of gauge.

Records dated 1939 showed a proposal for a siding to be built just north of Gerogery Road level crossing departing the main line and running in a southerly direction on the western side of Gerogery Road to around the junction of Union Road (Gerogery Road is known as Racecourse Road today). The siding was double line with a mid-point crossover between the two tracks around the Corry’s Road intersection. One can suggest this was an earlier idea to have the sidings at the top end of Corry’s Road for direct access through Thurgoona to Wirlinga military depot (established 1926) for easy transportation of wartime materials to the bunkers for storage and vice versa.

In June 1940 the *Wagga Daily Advertiser* reported that alterations were made to Albury railway station to increase the trans-shipping facilities and improve the general layout of the yard. But by 1942 the Lands Transportation Board conceded that little could be done within the current yard to reduce congestion, the yard was long and narrow and relatively built up on both sides. By May 1942 a ban was placed on the shipment of ordinary goods to help reduce congestion in Albury and keep the military effort moving across the border.

The original proposal for the Gerogery Road sidings never eventuated, instead the NSW Railways opted to build a crossing loop called Kinloss. Commissioned on December 2, 1943, Kinloss had a 520m loop on the western side of the main line. The northern end set of points and signals would have been visible to motorists looking south while driving along Thurgoona Drive (O’Keefe’s Lane).

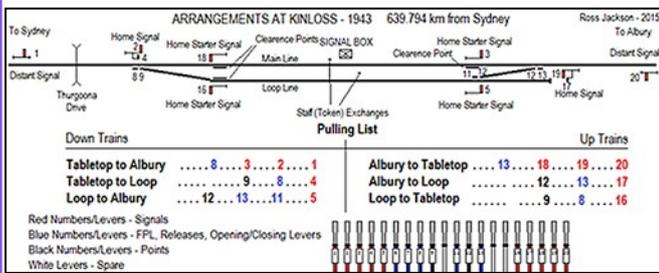
NSW Railways built a Loop because of WWII. Within this period the railway system was strained moving troops and war supplies around Australia and a loop north of Albury would have added extra capacity and flexibility to movement of trains on the Great Southern Line (remembering we are still 19 years off the standard gauge to Melbourne being completed, so all passengers, goods and troops had to be transhipped at Albury, Wodonga and Bandiana).

I cannot find a reason for the name Kinloss, other than its Scottish heritage and the name of a town and air force base in the same country.

Kinloss was commissioned with a Signal Box (NSWGR Type P) around 400m south of Thurgoona Drive level crossing on the eastern side of the main line. It was equipped with a 20 lever frame (see page 3) operated by a Signaller (Albury Station Signal Box was a 44 lever frame in comparison).



Aerial Photo showing Kinloss [Albury City Council]



Signaller's Diagram [Ross Jackson]

Prior to the addition of Kinloss, trains were required to hold a token to travel from Albury to Tabletop. Drivers could not depart either station until they had been given the inscribed token to traverse that section of track. Kinloss was commissioned a safe-working station so the new section arrangements were Albury-Kinloss, Kinloss-Tabletop. Because of this Kinloss was equipped with automatic token exchangers on the main line to service up and down movements.

Kinloss had a 24-hour roster for the Signalmen. During periods of less than peak traffic Kinloss signal box was left unattended and the section resumed from Albury-Tabletop until Kinloss was required again.

A platform was provided in June 1946 and Kinloss may have served as a local railmotor stop to service the school children on a daily basis. The platform was located in the vicinity of the signal box on the same side of the track just to the south, most likely of timber construction similar to other small stops in the area. The only time an express train would have stopped at Kinloss would be to cross another train or wait for clear line from either Albury or Tabletop. The Albury Grammar School (now Scots School) also had a small platform.

Local Parish records show a small parcel of land resumed to the western side of the Kinloss location in September 1953 (now part of the industrial area). A month prior it was found that the NSW government put forward a plan to use the Public Works Act of 1912 to "Maintain the traffic on the existing line of Railway between Sydney and Albury by provision of housing accommodation for railway staff at Kinloss." A 1961 proposal for reuse of the Kinloss site shows two railway cottages placed in the land resumed in 1953 to the west of the main line. No records have been found about the removal of the cottages.

Kinloss was officially closed as a crossing location on September 13, 1962. Points, signals and signal box were removed leaving the track for the loop. I doubt that Kinloss had supplied electricity on site, the signals and the signal box would be lit by kerosene. Communication was probably only bell signals on the token machines to Table Top and Albury Station Signal Box.

October 1961 saw a Southern Portland Cement siding proposed to remove redundant infrastructure and construct a small siding to service the storage bin at Kinloss. Unfortunately this did not ever eventuate and Kinloss slowly faded into history.

Kinloss has few mentions in newspaper archives, one was from the life of Mr Horace Chicken (June Driver)

"In 1947 he sensed danger at Kinloss and used brakes and sand to stop his 750-ton train travelling at 50 miles an hour. He stopped in 250 yards about 60 feet from the buffers of a stationary train." Kinloss would have become famous for all the wrong reasons if danger was not sensed that day.

Another mention was after a 1948 complaint to the Railway Commissioner about rail motor reliability in the area. Mr M O'Sullivan then Minister for Transport, stated in a letter to Mr E T Kendell who lodged the complaint:

"I am informed by the Commissioner that on Sunday, 25th July a motor train, chartered by the Lockhart Football Club to convey players and followers to Albury, broke down 10 miles from Albury, whence it had to be towed in by locomotive engine, and that it again broke down on the return journey and eventually reached Lockhart on Monday, 26th July."

After World War II most railway motive power was suffering from years of minimal maintenance and waiting to be retired from service. For the CPH railmotors, this would not be until 1985!

If you have information relevant to this article I would love to talk to you about it. Most things in Albury railway history are well known, but Kinloss was a loop in a paddock well out of town and hidden from Albury's main roads of the time. If you feel you could contribute, please contact me!

References: Australian Railway Historical Society – NSW;
 Albury and District Historical Society;
 Ken Kershaw – Research;
 Albury City Council – Aerial Photograph;
 NSW Lands Office; NSW Rail.net; Tony Quinn



Kinloss Loop looking south, Hume Freeway took land to the left. O'Keefe's Lane gatehouse (distant) and water tanks to the right [ARHS NSW]

This article was submitted by Fr Peter McLeod-Miller. The foundation stone of the parsonage was laid in March 1869. Fr Peter told us that "The possibility is to keep the garden and the façade which is a community memory and do something more imaginative with the back." A&DHS members hope that the 'possibility' becomes a 'reality.'

The site of the rectory of St Matthew's is being considered for development in conjunction with the proposed development of the Belbridge Hague site.

The identity of the rectory as the residence of Parish clergy adjacent to the Parish church belongs to a former generation and the majority of Victorian rectories in Australia have been sold being unsuitable for modern purposes, and unsustainable in terms of maintenance. The nature of modern Parish families and security considerations have also changed the connection between churches and residences with the majority of clergy living off-site in modern purpose built accommodation. St Matthew's rectory served as clergy accommodation with provision for a Parish office until 2008 when Fr Keith Brice left and the Parish hall was demolished. Since then the Parish and diocese has recognised that the original purposes for the building on that site has been extinguished and attempts have been made to find new uses to meet the changing needs of the Parish and community.



The southern and rear of the rectory building showing additions, noting the variety of roof lines from the rear, a variety of materials, aluminium windows and boxed in verandah.

The slightest survey of the exterior of the rectory indicates the altered façade, with the lower verandahs having been removed and Edwardian verandahs being added to the upper storey that were subsequently found to be dangerous and so the railings were added and raised but giving a totally different aspect to the original building. Later the upper verandah was partially boxed in with glass louvre windows which today look unsightly from many angles and are unsuitable for storage.

Three decades ago the Victorian bay windows on the northern side were replaced with perspex security windows after vandalism and extensions were completed with no resemblance to the original building to include a family room and additional bedroom. There has been no attempt to preserve structural integrity of the original building in either the materials or the style of the new construction.

The only feature remaining in the garden that is more than twenty years old is the pathway through the 1906 fence from the street to the front door and the gravel driveway through the double gate next to the Belbridge Hague building. The back rectory garden was obliterated when the council purchased the land and Parish hall and the only feature of that garden is the Palm tree which is now in QEII Square. Less than ten years ago the front of the forecourt of the church and the front rectory garden were redesigned to reflect the changing character of the property to provide our community garden area with a fountain and path across the front of both buildings.

The state of repair and costs of addressing deficiencies in the existing building.

The age of the current building has rendered it unsafe and following building advice the already blocked off chimneys were lowered to prevent them falling through the roof. The present corrugated iron roof is lifting, has signs of rust and is in obvious need of replacement.

We have been informed that the roof has been compromised to the extent that it is incapable of supporting solar panels despite the soaring price of power that continues to prejudice our daily operations and our service of welfare to the community

The interior is also unsafe and the horse hair fibre and plaster ceiling in one of the front rooms was in danger of collapsing and recently had to be replaced, while the other ceilings are a mixture of pressed metal and gyprock. The floor is subsiding and doors and windows are increasingly failing to open or shut and the heating and cooling and storage are totally inadequate for any modern purpose.

The stairway is too steep to meet modern regulations but there isn't financial capacity to replace them and the whole upstairs area is unsuitable for any commercial or domestic Parish use. It is currently being used to accommodate a caretaker but access and other deficiencies make this a short-term option. The size and lack of

flexibility of rooms designed for private domestic use now turned for public or Parish purposes is increasing rendering the building more a liability than an asset.

Changing needs of Albury and necessary changes to the building to reflect those changes.

With present and future clergy accommodation being off-site we are seeking to use our geographical opportunity to provide services according with modern community and Parish needs. The requirement for emergency assistance with mental health considerations, counselling and referral is difficult to navigate in the current building. The lack of storage, disability access and security provide daily frustrations and limit the potential for community interaction in this very central location.

Critically it has been recognized that the only financial model that sustains the ministry of a Parish to the community into the future is dependent upon a financial return from property making the future of St Matthew's contingent on the development of the rectory site which is only possible in conjunction with the neighbouring development.

Community Consultation and perceptions

The changing nature of the relationship between St Matthew's and the community is clearly documented and understood in the region. Following the destruction and rebuilding of the church nearly thirty years ago there has been an invigorated community ownership of the activities enabled in the church building and with services offered by the Parish including civic and community celebrations and commemorations and as a forum for social justice, community conversation, and assistance in areas of homelessness and mental health.

Real community sensitivities relate to the church building and the previous Parish centre, not the rectory

There was a far greater community memory of the Parish centre than the rectory because of the many activities that have been undertaken there. In the life of the Parish the rectory has been essentially a private domestic dwelling with its historical and social significance limited to the families who had lived there.

Parish and Community advantages of the demolition of the current rectory building

The original rectory with modern additions has been built over the boundary line by a significant amount and the encroachment significantly impacts upon the curtilage around the Church and thereby reduces the active areas and the sightlines through to QEII Square.

That building overshadows the Church more than our proposed development would do and a new building as part of this proposal would allow more light into the windows on the northern ends of the transept.

Financial realities

The Parish and Diocese don't have the financial capacity to restore or make safe the current building and even if that was done, it would not be suitable for current or future purposes. It is impossible to justify a significant expenditure on a building that limits rather than fulfils Parish and community aspirations.

The Future and possibilities

It is hoped that a new building would provide for Parish needs, provide new opportunities for community engagement and service, address the requirement for an income stream to support the work in the community into the future and provide disability and other access for those services.

It is hoped that a new facility will be built on the rectory site that acknowledges the changing needs of both the Community and Parish in permitting the design of a purpose built building that allows the servicing of the community of the future, rather than constrained by the past. We would like to take seriously the responsibilities of our position within central Albury in terms of community, culture, welfare and security. The increased use of public spaces gives rise to an imperative to deal with social need that threatens the amenity of the cultural precinct and compromises the security of individuals and families accessing the public space.

We intend to pursue the potential for additional space within the building to be purchased or leased to form a hub for welfare, mental health and similar organisations such as Anglicare and additional Parish administration to assist neighbouring churches within the Diocese recognizing diminishing resources and increased challenges. The multicultural, indigenous and other community networks we would hope to benefit from an accessible, disability friendly and inclusive gateway into all that Albury can offer.

We would also hope to be a partner in the creation of architecturally significant modern building within the cultural precinct that would provide an aesthetic foil for Albury's most celebrated traditional building which is St Matthew's while saying something deliberate about a community commitment to engaging with the issues of contemporary society.

NOTE: *Albury & District Historical Society members are concerned about possible demolition of the rectory and believe that there should be consultation with the broader Albury community before any decision is made.*

It is 30 years since the official Reunification of Germany on 3 October 1990. Society member Honor Auchinleck recalls a border crossing three months earlier, quite different from local border crossings in 2020.

Ever since I crossed the border between Victoria and New South Wales without getting my feet wet, I have been fascinated with regional and national borders. Just as I learned as a child that the border between Victoria and New South Wales doesn't always follow the exact line of the Victorian side of the Murray River bank, so too did I discover that in some parts of the world crossing borders can be far more complex. Few borders could have been more complex than the inner German border leading up to German Reunification on 3 October 1990.

Having begun our married life in the late 1970s in West Berlin, ever since the Berlin Wall began to fall on 9 November 1989, Mark and I were keen to see what had happened in the German Democratic Republic (East Germany). In 1979 I'd been fortunate to accompany Mark on cultural tours when he was serving with the British Commanders-in-Chief's Mission to the Soviet Forces in Germany (BRIXMIS).

In the European summer of 1990, we were still stationed at the British Military Garrison of Fallingbommel, 60 kilometres north of Hannover. At the end of June, as soon as I heard an announcement on BFBS (British Forces Broadcasting Service) that British Forces personnel and their dependents could visit East Germany, I started to make arrangements for a trip. At the time the Australian Army's Lieutenant Colonel Chris Donovan and his wife Tricia were staying with us – they wanted to 'go east' as much as I did. Unfortunately, Mark had to work as his Regiment, the Royal Scots Dragoon Guards were preparing to go on exercise at Suffield in Canada.

Chris, Tricia and I set off on 1 July, the day before East Germany's currency unification with West Germany. Before we left, I tried unsuccessfully to change some Deutschmarks into East Marks in the bank in the local town. The bank clerk looked at me as if to say: 'Who would want East Marks now!' Well, of course I did! But to no avail, the clerk explained politely that banks no longer held East Marks. In the East many were already celebrating currency union with beer and fireworks and 'dancing in the D-Mark.' For me the *aluchips* as some called the East Mark brought back so many vivid memories, but I had to remind myself that I'd never had to live with it. For those who had lived with the *aluchips* the D-Mark was a symbol of a prosperity they'd never known.

Although the queue on the Autobahn between Braunschweig and Helmstedt was long, it was moving. As we approached the former border area we saw the growing heaps of concrete slabs and other materials from the walls and fences that once made the inner German border so impenetrable.

At Checkpoint Alpha, the former British Military internal German border crossing at Helmstedt, we stopped at the Military Police post as I had always done. I assumed the system was still the same. The Military Police on duty had other things on their minds, including eating the pies they'd just bought for their morning tea. They explained between bites and large mouthfuls stored in cheeks that we didn't have to go through the Soviet Checkpoint and nobody was interested in ID cards, or any paperwork whatsoever anymore and all we had to do was follow the traffic. 'Now remember,' one of them said, 'once you are over on the other side, you are by yourselves.' That went without saying, as it would have taken an earthquake to move that lot when they were eating pies.



The Allied Checkpoint at Helmstedt

There was thick traffic going through the checkpoint. Everything smelled of thick fuel fumes and grime. To my consternation I soon discovered that we were in a queue marked 'Anmeldung' which I understood to mean 'registration' in German. As we'd been told that there were no formalities, I thought I'd better change lanes to escape any unnecessary bureaucratic control. Later I found that all traffic was being filtered through the *Anmeldung* lane – it was just that the sign hadn't been removed. When we arrived at a guardhouse, there wasn't a border guard in sight and the door of the border guard's office was coming off its hinges and creaking like an angry ghost in the breeze. There was a big dent in the door, as if someone had given the door a monstrous kick as a parting gesture. Some of these men, particularly those who had shot at their fellow countrymen and women who had tried to escape, would have realized that they no longer had any protection from those who sought revenge. I hadn't forgotten though, that ten years earlier at Checkpoint Charlie, a border guard had been kind enough to wish me 'Einen schonen Abend noch.'

There were some good people among them who were only doing their jobs and carrying out orders – they deserved a fresh start, if such a thing was humanly possible. I could imagine the guilt and anxieties with which

some of them might have to live and the stories that one day might be told about what happened in the Cold War borderlands and checkpoints. Retribution can be a dark, corrosive spirit with horrible manifestations.

Whatever had happened, the checkpoint area had dissolved into a form of controlled chaos. It would have been a lot worse had it not been for an underlying sense of German 'Ordnung' that meant that everyone drove carefully and behaved well. I gave Chris my camera and asked him to photograph whatever he could while I drove. Appropriately most of his shots had the rear vision mirror in them – that day the border crossing had a lot to do with reflection and rear-vision although at the time I was too busy coping with thick traffic to think much at all. Later the photographs were an invaluable reminder of an extraordinary summer's day.

Ever since we had lived in West Berlin, I had been curious to know what the countryside was like on either side of the 'Corridor', the prescribed route for Allied military personnel from Checkpoint Alpha at Helmstedt to Checkpoint Bravo on the southwest edge of West Berlin. Apart from our trips to Potsdam and our cultural tours to Leipzig, Meissen and Dresden, I had seen little of East Germany.

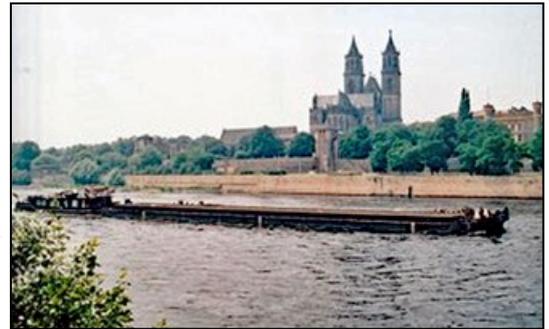
Shortly after Checkpoint Alpha, we started planning a route through the smaller country roads to Magdeburg. It was like taking a step back into the 1930s – in places the cobbled roads were little more than cart tracks and many of the houses lacked paint and were in a state of considerable disrepair. Eventually we found that the noise our wheels made on the cobble stones was deafening and the camber of the road tilted the car so steeply towards the gutter that it was very difficult to drive comfortably, so we gave up and returned to the main road. Many of the faded old East German signs were being taken down and were being replaced with freshly painted, clean West German style signs. In some cases, the signs had been taken down before their replacements were ready which made navigation difficult.

In Magdeburg there were many more Trabants (East German cars) on the road than there had been in East Berlin and East Germany ten years earlier. We passed a Soviet barracks where the soldiers looked surprisingly well turned out and their vehicles seemed to be shining and new – hitherto everything I had read and heard about the remaining Soviet Forces in Germany had indicated the contrary. That moment, we noticed people watching us. We'd heard that Westerners had lost their windscreen wipers and anything else that was removable from their cars. I'd read about people who'd taken their windscreen wipers and their headlights with them in bags to the opera in other Eastern European capitals. So we picnicked in sight of the car and then took it in turns for one of us to stay with the car while the rest of us went off to see the city centre.



In a quiet street, I saw a solitary child playing with a toy tank on the pavement and I wondered what games this child was playing out in his imagination while the world around him changed? How different were his games from the ones our children might be playing at school or later on with friends while they waited for us to return. Would this child really benefit from 'Die Wende' or change in Germany? Whatever the situation for which he was destined, he was heading for a very different future than he might have envisaged for himself just a year earlier. For the moment he was taking some time out in his own world and enjoying his childhood while he could. Perhaps there would be some aspects of his former life that he would be sad to leave behind and in particular, some of the beautifully made East German toys. I wondered too where his parents were, but even if his circumstances were unsatisfactory, it was none of our business and it was time for us to return home.

Later on, back in Fallingbostal, Mark and friends and neighbours asked us what it had been like over in 'the East.' Seldom had one day made such an impression and given me so much to think about. If I had not recorded it in my diary, it would have been all too easily forgotten in the rollercoaster of subsequent events. Iraq invaded Kuwait on 2-4 August and by October 1990, the Royal Scots Dragoon Guards were departing to take part in the Gulf War. It seems like yesterday but it all took place thirty years ago!



Magdeburg Cathedral and a River Elbe barge



Sparkasse Bank, Magdeburg

MYSTERY ITEM IDENTIFIED

The sign pictured found its way into the 'Albury Collection' and Steve Bigelow has been trying to positively trace its origins. He could find no evidence of the board in photographs of Albury Court House.

We showed the photo again at September's General Meeting and Geoff Romero recognised it – as a practising solicitor he saw it many times at the old Albury Court House until the new court house was opened in Olive Street in October 1987. Checking with other staff including Col Becker who was the Clerk of Petty Sessions at the time, Geoff confirmed his identification.

At October's meeting, Geoff told us a little more about the sign. It was fixed to the wall next to the office door on the eastern end of the court house façade. As the Clerk of Petty Sessions, the lowest level of justice in NSW, Col Becker would also be the Chamber Magistrate, giving advice and directions about court proceedings. Another role would be the Crown Land Agent, not as important now as in the early days of the colony; he was the Warden's Clerk (receives money for mining rights and exploration licenses) and Mining Registrar, also more important decades ago, indicating how old the sign is. The office was also used for the Registrar of Birth, Deaths and Marriages and the Registrar of the District Court.

Geoff told us that the plugs are still there in the wall where the sign was fixed.



JOTTINGS FROM HOWARD JONES

Disappearing Papers

"It was indeed sad to learn how many of our country newspapers have in recent months ceased publication." So said our local member of Parliament when he deplored the closure of papers at Culcairn, Holbrook, Batlow and Tumbarumba. No, this wasn't said recently but in February 1943 and the MP was Alexander Mair. He said: "To country folk the local newspaper is a vital light in the social structure of the town and environs. Its local news items, commercial notices, legal paragraphs, storekeepers' advertisements etc, engender an interest in a district that cannot be derived from other sources, and when this suddenly stops, the pulse of a district loses its force for progress." Same applies in 2020!



Religious Platform

For several years the Anglicans of Gerogery conducted divine service in the local railway station waiting room. They even installed an organ to accompany the hymns. Eventually, in 1907, the small congregation voted to build their own brick church about 200 metres from the station, and Samuel Watson donated the land. St Alban's church (pictured) was duly opened in February 1909, with seating for 100.

Silly Thief

Many a thief has been caught due to his or her stupidity. In 1886 a scoundrel stole 15 children's money boxes from the St Matthew's Sunday School in Olive Street (pictured – it was where the police station now stands). He might have escaped detection but for the fact he went over to Wodonga, booked into a hotel for a week and paid for it all in silver threepenny pieces.



SNIPPETS FROM BRUCE PENNAY

Growing up

The publishers Black Inc are looking for submissions of between 1,000 and 4,000 words to include in a book *Growing Up in Country Australia*.

<https://www.blackincbooks.com.au/news/growing-country-australia-call-submissions/>

The latest issue of *History News* from the Royal Historical Society Victoria has two items on growing up in country Victoria during the 1950s.

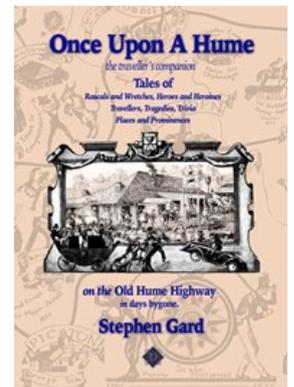
<https://www.historyvictoria.org.au/publications/history-news/>



Once Upon a Hume

Stephen Gard's four volumes of anecdotal books, *Once Upon a Hume* takes the reader on a journey down the 'Great South Road,' as the Hume Highway was once known. We follow the original route, and rather than going from town to town, we travel personality by personality, catching up with some of the intriguing folk who lived near, or preyed upon, or prospered by, the Great South Road, from its earliest days.

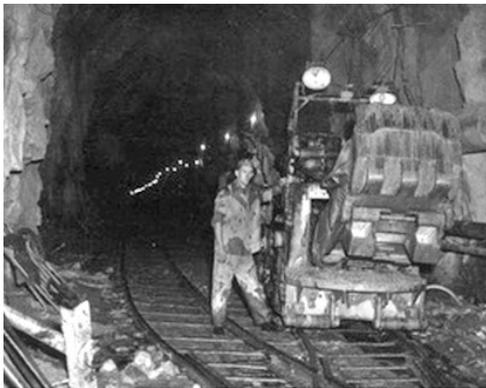
www.stephengard.com.au



Trials before 1943

Search a database of Australian criminal trial records from more than 100 years ago!

<https://prosecutionproject.griffith.edu.au/>



Tunnelling on the Kiewa Scheme

Community History Awards

Three works related to NE Victoria have been included in the short list for the Community History Awards competition organised by the Public Record Office Victoria.

Kiewa Valley Historical Society, *The POWER of Water, History of the Kiewa Hydroelectric Scheme*.

Jacqui Durrant, *Fire in the Plateau: A History of Fire and its Management in Stanley*

Jacqui Durrant, *Mogullumidij, First people of Mount Buffalo*.

The list is at <https://www.historyvictoria.org.au/programs/victorian-community-history-awards/2019-victorian-community-history-awards-shortlist/>

Going to the Pictures

Deutscher and Hackett have listed Russell Drysdale's painting 'Going to the Pictures,' 1941, for auction in Melbourne on 11 November.

It is one of his early works sketched when he was at Bungowannah. It shows a farm family preparing for an evening at the grand Regent or modern Hoyts cinema in Albury.

Provenance and critical appraisal is available at <https://www.deutscherandhackett.com/auction/lot/going-pictures-1941>.

It is expected to sell for between \$2.5 and \$5 million.

Members interested in bidding can ring 02 9287 0000.



Visit our website for photos of old Albury, history articles, past Bulletins and much more.

Go to: <https://alburyhistory.org.au/>



Find us on
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Albury, the Bike Town

In a photo essay on Albury's Victory Vanities, Pix magazine in 1944 showed the entertainment group riding their bikes four miles to Lavington for rehearsal. Read the article at <https://trove.nla.gov.au/work/232843995>



The caption claimed Albury had more bikes than any other town of a similar size. There were frequent complaints about the untidy way in which bikes were parked in the town centre. Where in Lavington were they likely to be going to rehearse their songs and dances?

No Risk of Sunburn, 1864

The *Border Post* reported on February 3, 1864 "As a caution to bathers in Albury we may mention that a youth was brought before the bench yesterday for having a plunge near the old punt at 5pm. The Police Magistrate dealt leniently with the case inflicting the nominal penalty of 1 shilling and cost of summons. In reference to this matter it is as well for the public to know that bathing is permitted by law before 6am and after 8pm but the police in Albury are very properly determined to prevent it during the day."

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Meetings: Second Wednesday of the month
at 7.30 pm usually at the Commercial Club
Albury.

The Committee meets on the third
Wednesday of the month at 3 pm
at the Albury LibraryMuseum.

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