

September 2023

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Wiradjuri Country, PO Box 822 ALBURY 2640

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The convict built masonry bridge constructed across Towrang Creek, still visible today from the Derrick VC rest area (see page 2).

Next Meeting

Wednesday, September 13, 2023

7.30 pm, Commercial Club

Topic: Skeletons in the Family Tree

Speaker: Sheridan Jobbins

ALBURY LIBRARYMUSEUM
Albury Museums & Libraries Exhibition
Until October 22

Page 2 Sydney to Albury
by road

Page 6 Eastern Hill
Greenfield Park

Page 8 Bruce Pennay –
Honorary Life Member

PRESIDENT'S NOTES FOR SEPTEMBER

I am pleased to extend a warm welcome to two new members of the Society, Jill Aplin and Vincent Aitkin. I look forward to their involvement and participation.

At our August meeting a very interesting talk was delivered by Greg Ryan, 'Sydney to Albury by Road.' Greg impressed us with his usual thorough research supported by fabulous photographs, some sourced from the Mitchell Library Collection. You will enjoy reading Greg's account in this Bulletin.

Our activities extend well beyond our monthly meeting. Our outreach is part of fulfilling our aims and objectives. For the information of members I list activities recently undertaken or planned in future months:

1. Community Consultation on the Strategic Plan for the Hume and Hovell Walking Track – 17 August at Albury City Council. Peter Harper, Geoff Romero and Ralph Simpfendorfer attended.
2. Workshop "Assessing the Significance of Collections" – Walla Walla 29 August. Steve Judd attending.
3. History Week Presentation at Albury Library Museum 4pm-5.30 pm Thursday 7 September. Bruce Pennay "Celebrating Border District Railway Achievements 1873-1883."
4. Write Around the Murray. A&DHS Guided walk for participants of WAM, Friday 15 September 3pm-4pm Greg Ryan/Geoff Romero. Booked Out.
5. UMCT Open Day at the Uiver Hangar 28 October, A&DHS Publications and Information Stall.
6. RAHS Annual Conference in Wagga 21-22 October, Bruce Pennay Keynote Speaker, Greg Ryan a presenter.
7. Possible A&DHS Bus Trip to 'Savernake Station' with lunch at Yarrawonga, date TBA.
8. A&DHS Christmas Dinner with Guest Speaker, Wednesday 13 December at the Commercial Club. This is a ticketed event – \$42 per head.

Reminder that Membership subs are due, \$30 single, \$35 family, \$12 surcharge for a posted Bulletin.

2023/24 Subs Due

Prior to 1928 the Hume Highway was known as the Great Southern Road, Argyle Road and in southern areas of NSW as Port Phillip Road and Sydney Road.

In 1928 the NSW Main Roads Board adopted the principle of giving each important State Highway the same name throughout its length. After consultation with the Country Roads Board of Victoria (which had previously used the name North Eastern Highway for the route), it renamed the inland road from Sydney to Melbourne as the Hume Highway, a tribute to Hamilton Hume and much of the present highway route is roughly along the path followed by Hume and Hovell in 1824.

Exploration south west of Sydney was slow. Beyond Liverpool the going became progressively more challenging. The eastern edge of the Great Dividing Range has steep escarpments. To ascend to the plateau south west of Campbelltown, explorers had to follow a geological feature known as the Balgo Ramp. Once on the plateau, dense forest and deep gorges were difficult to penetrate. Any settlement would have to await the construction of a suitable access track, which in the early 1800s was beyond the colony's resources.

The new Road leading to Liverpool (constructed by Mr. William Roberts) being compleated a few days ago, His EXCELLENCY the GOVERNOR, accompanied by Lieutenant Governor MOLLE, was pleased to go thither on Tuesday last, the 22d instant, and perform the ceremony of opening it, on which occasion the barriers at the bridges which had been suffered to remain until then, were immediately removed to make way for His EXCELLENCY's carriage. We understand that His EXCELLENCY expressed much satisfaction with the general line and performance of this important public work.

Sydney Gazette February 26, 1814

The first definitive record of a road being constructed from Sydney to the south-west is the construction of a section between Sydney and Liverpool, commissioned by Governor Macquarie and built by ex-convict William Roberts. The road opened on February 22, 1814. The contract stipulated that the road shall be "thirty three feet [about 10 metres] wide with three rods [about 15 metres] of ground on either side felled" and that it was to include "all bridges necessary to be erected thereon, whether the said bridges be big or small."

Highway and New South Head Road, William was granted 200 acres at Bondi. A map of that land showed that he was the first white owner of all of Bondi Beach. It was sold in the 1850s for about £500." Roberts, then aged 35, had arrived in Sydney in 1790 on the *Neptune*.

Society member Paul Keen points out that William Roberts was his 4 times great grandfather: "For his work on the Hume

Tolls were imposed coming out of Sydney "to defray the weighty expense attending the construction of the said roads, and at the same time to form a fund for their necessary repair ... at the Turnpike Gate at Moore's Bridge on the Liverpool Road." [Sydney Gazette & NSW Advertiser May 18, 1816].

Tolls were still in place as late as 1861. The *Albury Banner* reported in September of that year "The Government have at length ... decided on establishing tolls on the 1st October at Picton Bridge, at Berrima, at Towrang Pass, and at Cooney's Hill [leaving Jugiong] on the Great Southern Road." There followed a full list of toll charges.

In August 1814 Hamilton Hume and his younger brother John became the first white men to cross the Razorback Range from Appin to Stonequarry (later Picton). In 1818 Hamilton Hume and surveyor James Meehan surveyed the area between Liverpool and districts now known as Moss Vale, Marulan and Goulburn ('Goulburn Plains') to reveal promising lands to the south.

Governor Macquarie encouraged settlement of the new country. A new road was necessary, and it was constructed by convict labour. The earliest reference to this road is in a letter from the Governor to Commissary-General Drennan dated September 9, 1819, where instructions were given for "the construction of a cart road through the country as far as the settlement about to be established there [Goulburn Plains]."

Work commenced the following month and completed in February 1821. The road was 121 km long, and its average width 10 metres, although only a single cart width may have been properly cleared of stumps and rocks. The road reached to Wollondilly River, north-east of present day Goulburn and had several lengths of steep grade, many river and creek crossings and poor construction quality.

Great South Road

In 1832 approval was given to construct a road along a new line surveyed in 1830 by Surveyor-General Major Thomas Mitchell. The new line of road was 34 km shorter.

Convict labour was used and from 1836 to 1842 the Towrang Stockade housed up to 250 convicts engaged in construction of what became known as the 'Great Southern Road.'

In September 1833 the Great Southern Road was listed "to be kept in repair at the public expense." Government funding for the Great Southern Road only extended as far as Goulburn, so further south the road remained fundamentally a track and not for another 25 years was funding extended further south.

Bushrangers

Travellers on the Great Southern Road faced many hazards and not just the poor road conditions and river crossings. Bushrangers, some escaped convicts from the Towrang Stockade, preyed upon travellers. John Hume, brother of the explorer, was killed by bushrangers at Gunning in January 1840.

In November 1835 a correspondent for the *Sydney Morning Herald* wrote asking for greater police presence on the Great South Road: “from the district of Camden to that of Goulburn, many robberies have certainly been committed ... on account of its being so very thinly inhabited, and of so great extent, yet greatly used both by persons on horseback, and by teams richly laden ... in the event of a robbery, robbers have time to secret themselves or their plunder in the almost impenetrable scrubs in those neighbourhoods.”

Overland Mail

The first Sydney to Melbourne overland mail, carried by John Conway Bourke, crossed the Murray near Howlong in 1838. Prior to this, postal communication between Sydney and Melbourne was by sailing ship. Problems with that service led to the introduction of an overland mail service.

Albury was declared the official crossing place of the Hume (Murray) River in 1839. In October of the same year the *Government Gazette* invited tenders for the Sydney to Melbourne mail run. The contract stipulated that mail was to leave the Sydney General Post-office at 5pm every Saturday, arriving in Albury on Thursday evening. Leaving Albury the next morning at 6am, it would arrive at Melbourne by noon on Monday. The return mail would leave Melbourne at noon Thursday and travel back, reaching Sydney nine days later, the whole journey taking twenty-one days. The mailman would then be given nine hours rest before heading off again.



The Royal Mail arrives at Bowna, north of Albury, in the late 1800s

William Rutledge was awarded the mail contract. What started as a horseback service was replaced by a two-horse cart in 1843. The *Philately from Australia* journal recorded in March 1998 that “the overland mail was often subject to delays, usually through flooding, as four major rivers had to be crossed. Aborigines, who at the outset had been a hazard to the mailmen, were later helpful in providing canoes to carry the mail across swollen rivers.”

Great Southern Road extends to Albury

By 1847 the Great Southern Road extended beyond Goulburn to Yass.

The *Government Gazette* of June 29, 1858 proclaimed three main roads under the *Main Roads Management Act*, including the ‘Great Southern Road,’ from “the Great Western Road at the fifth mile stone from Sydney via Liverpool, Camden, Berrima, Goulburn, Yass and Gundagai to Albury.”

Control of the road was assumed by the Department of Public Works in 1861. At that time a fair amount of gravel surfacing had been carried out between Sydney and Goulburn, although the surface was not good.

From Goulburn to Albury very little construction work had been undertaken and the road remained nothing but a track. The southward expansion of the rail system during the 1860s and 1870s became a more important priority than road construction and maintenance.



The first bridge over the river at Yass, 1860.

Travel by Stagecoach

Travel by coach was considerably improved after the arrival of 23 year old Freeman Cobb from America in 1853. He introduced an improved coach with rounded, lightweight and supple bodies resting on leather straps. His coaches gave a more comfortable ride than the steel sprung British designed coaches.

He also placed changing stations about every 10-20 miles along routes. Fresh horses meant the coaches could maintain higher speeds across long distances. For example, the first changing station after leaving Albury was at Bowna, 12 miles north-east. Drivers would sound a bugle about one mile from a change station to alert the groom, who would have a fresh team brushed and harnessed by the time the coach rolled in.

Typically coaches would be drawn by four to eight horses, and could carry up to six inside and twelve outside, plus the Royal Mail and passengers’ luggage. Fares seem to have been rather expensive – for example the fare from Albury to Wagga was £2 in 1876.

By 1870 there was a service linking Albury to the rail terminus at Goulburn six times weekly – rail had reached Goulburn in May 1869 so a trip to Sydney was completed by rail. By 1875, the service ran daily.

The droughts of the late 1800s and early 1900s caused the cost of feed for the firm's thousands of horses to sky-rocket – in the period 1898-1902 the bill came to £70,000 (about \$12 million in today's money). There was competition from railways and as rail lines extended, coaches were transferred to feeder routes, timetabled to link in with trains. The arrival of motor transport saw the horse-drawn coaching industry collapse in the early decades of the twentieth century.

Road Improvements South of Goulburn

The arrival of the motor car in the early 1900s rejuvenated efforts to upgrade Australian roads. With the passing of the *Main Roads Act 1924*, the Great Southern Road became eligible for assistance from State Government. The same act proclaimed the road a State highway named the Hume Highway.



Sealing the Great Southern Road
at Tahmoor, 1926

Improvement of the highway in the south of the State remained sluggish, as illustrated in an *Albury Banner* article of September 1926 “Although the local government bodies in both Victoria and NSW are assisted to maintain the main roads by grants from the Government and by independent work by the Roads Boards, the minor roads in the Border districts are, on the whole, in a far better condition than the Great Southern Road ... Shire Councils right through to the Capital are disinclined to spend the ratepayers' money in the maintenance of roads which in the main are used by through traffic which does not contribute to the local rates.”

During the Depression years from the late 1920s several projects on the Hume Highway were funded by the Unemployment Relief Works Program, which funded a wide range of capital works aimed at providing work for the unemployed. As a result of these projects, and State Governments taking more responsibility for major roads, by the early 1940s the Hume Highway had improved considerably and had been sealed over its full length from Sydney to Melbourne.

The *Border Morning Mail* reported in December 1940 “For many years past, citizens of Albury have been used to hearing unstinted praise from travellers regarding the excellence of the highway between Melbourne and Albury. It is refreshing now to hear travellers from Sydney speaking in the same way of the highway from Sydney to Albury ... there now remains only a few short sections of unpaved road in the whole 565 miles between Sydney and Melbourne.”

In August 1954 ‘Highway 31’ signs began to appear across the full length of the highway as part of a national numbering scheme for major roads.

In 1974 construction and maintenance of the road truly became a national project when the Federal Government took full responsibility for its funding. They embarked on a program to make the highway a dual carriageway along its entire length from Sydney to Melbourne.

With the opening of bypasses of Tarcutta and Woomargama in 2011, and Holbrook in 2013, the Hume Highway completed its evolution into the modern high-standard road that we see today, a major freight route and a critical part of the nation's transportation infrastructure.

Motor Cars

The first Sydney-Melbourne trip by car, via Bathurst, was in May 1900 by Herbert Thomson in his ‘Thomson Motor Phaeton.’ His time travelling was 58 hours and 6 minutes. The *Albury Banner* reported “The first appearance of a motor car in Albury took place on Saturday, and aroused a good deal of interest. This car ... is driven by steam. The motive power is generated by kerosene, four gallons of which are sufficient for a run of 100 miles.”

A Mullengandra correspondent noted Thomson going through and told readers of the *Banner*: “On Saturday last the residents of our quiet little village were surprised to see a rather elaborate looking carriage containing a couple of gentlemen wending its way at a good pace along the Sydney-road. The carriage was without horses,

Cobb & Co.'s Royal Mail Coaches

LEAVE the EXCHANGE HOTEL DAILY, at 4.30 a.m., for Ten-mile Creek, Tarcutta, Wagga Wagga, Adelong Crossing, Gundagai, Yass, Goulburn, and intermediate towns. Parcels at moderate rates.

LEWIS JONES,
Agent for Messrs. Cobb and Co.

An *Albury Banner* advert from 1875



and its advance was viewed with a considerable amount of apprehension by a number of schoolboys playing cricket on the road, who made haste out of its way. It proved to be one of the much-talked-of motor cars, and it was greatly admired by all who saw it. No doubt at some not very far away future day it will be no novelty to see a motor car on the Sydney-road."

The motor car era had begun but it was another half a century before personal car ownership became common. Apart from trucks, most travel was by coach, taking over from the stage coach runs of the 19th century. Horses remained common, as did travelling stock.



Thomson in his 'Phaeton.'



Harry Beith in his Chrysler

In October 1929, Harold Beith of Albury, lowered the Sydney-Melbourne record. Beith had a garage and Dodge dealership in Swift St Albury. He had previously held the record in 1927 and 1928. The *Wagga Daily Advertiser* reported "The motor car record from Melbourne to Sydney has been lowered by H J Beith of Albury, who, with his mechanic, A Dolphin, of Melbourne, covered the 570 miles in 10 hours 12 minutes. Beith left the Melbourne GPO at 5.01am, and after striking trouble with flocks of sheep near Goulburn, which necessitated a detour, he arrived in Sydney at 3.13pm. At one stage it was necessary to remove the

radiator to adjust the fan belt, and this cost 45 minutes ... the Chrysler at times exceeded 100 mph [161 kmph], and averaged 56.47 mph [91 kmph] for the whole of the journey."

The record later fell to 8 hours and 56 minutes, a time that would be hard to achieve in the 21st century. Two motorists were killed in a 1930 record attempt, and in the mid-1930s NSW police banned record attempts on public roads.

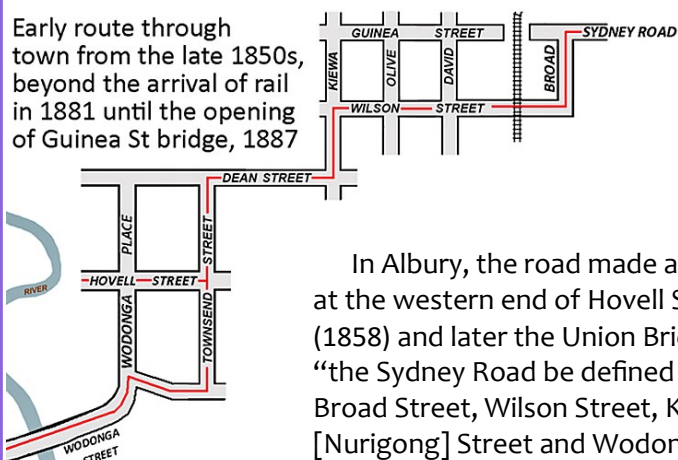
Through the 1930s, road accident fatality numbers were increasing in NSW. In 1934 there were 319 killed on NSW roads and by 1937 the number had climbed to 576 persons killed. The rising toll prompted action to make NSW roads safer. In December 1937 NSW introduced a speed limit of 30 mph (48 kmph) in built up areas and 50 mph (80 kmph) on country roads. The *Border Morning Mail* noted in January 1938 that police applauded the new laws commenting that "Police officers have long been concerned by the danger threatened by heavy traffic in Dean street" and "previously the only restriction imposed on the motorist, was the rather indefinite instruction that he should not drive to the danger of the public."



Just two months later, the *BMM* reported "the worst accident in the history of the border district." Five were killed in late March when a bus collided with a car on the Murray Valley Highway west of Wodonga. The fatalities were all in the car and included two Albury couples, Mr and Mrs Cantrell and Mr and Mrs Weatherby.

Highway Routes through Albury

Early route through town from the late 1850s, beyond the arrival of rail in 1881 until the opening of Guinea St bridge, 1887



Thomas Townsend's 1839 map shows a track striking out north-east from the corner of Wodonga Place and Hume Street. It is labelled "To Sydney."

After passing through the township of Bowna, now drowned by Lake Hume, the Sydney Road travelled through Thurgoona before entering Albury.

In Albury, the road made a series of turns to reach the 'Crossing Place,' later the punt at the western end of Hovell St, then the punt's new location at the end of Wodonga St (1858) and later the Union Bridge (1861). The *Border Post* reported in October 1859 that "the Sydney Road be defined as passing through: Sydney Street [now Borella Road], Broad Street, Wilson Street, Kiewa Street, Dean Street, Townsend Street, Noorongong [Nurigong] Street and Wodonga Street, to the site of the projected bridge."

When the railway arrived (1881), the route crossed the rail line at Wilson St. The construction of the Guinea Street Bridge across the rail line (1887) re-routed the road from Sydney Rd along Guinea St to Olive Street, then to Dean St, to Townsend St, to Nurigong St, to Wodonga St and across the Union Bridge.

When Young St was formed, south bound traffic turned left off Sydney Rd into Young St, then right at the

eastern end of Dean St, along most of the length of the main street before turning left into Townsend St.

The completion of the Hume Dam (1936) brought about a major change to the road north of Albury. The highway from Sydney was diverted through Table Top with Wagga Rd and Mate St becoming the new route for traffic travelling south into and north out of Albury.

In 1962 Young St was extended from Smollett St to Hume St with the Hume Highway then following Young St before turning west along Hume St to Wodonga Place.

The Hume Freeway was opened in 2007, taking highway traffic through Albury to the east of the railway line.

“LIGHTLY TO THE EAST”

EASTERN HILL, ALBURY

Our Society made a submission to Council re plans for Eastern Hill, noting that we would like appropriate signage, a safer access road and car park, a toilet upgrade and a safer walking track. We added a strong objection to bike trails. The hill has special significance to First Nations people and to generations of East Albury youngsters who explored the hill.

The following are the first few paragraphs of a short story by Tim Bishop. Tim's family moved into their new 'war' home in Walsh St, East Albury, in the week after his birth, just in time for Christmas 1959. His dad was Les Bishop of Blacklocks' fame and his Mum was Nancy Cook, telephone exchange operator from Cootamundra. Up till then the family lived with Tim's war-widowed Nan, May Bishop, and her brother Alf, in her George St bungalow, built by her father, Jacob Knobel. Tim currently resides in Newtown, Sydney. He is a writer, singer and teller of his life's songs and stories. You can read Tim's story in full and share of your own connections to Eastern Hill on his website at [Lightly to the East](#).

“Lightly to the east rise the gentler slopes of the valley; two hills forming a blockade to the Murray's entrance, so that it twists away, tormented. Writhing, it coils and turns on itself, finding undefended entry further to the south. The face of these hills that fall to the floodplains are steep and worn by the river's licks and stand hard and bare to the falling winds from the mountains.

“East Albury sat safely above the floods that roamed in times of melting snow, washing away the earth's dead skin and rejuvenating the growth of all that inhabit its way.

“Houses stood on ‘benefit’ allotments for service to queen and country, in streets that ended their lives quietly in the scrub as dirt tracks. Along the ridge of the two hills, the stock route: the earth-trodden bypass of town for the lowly sheep and cattle that travelled their miserable way to and from the saleyards behind the smaller hill, next to the abattoir. You knew the killing days by the sounds rising up over breakfast early on certain mornings. The pigs, which were going nowhere, made harsh, louder, more terrified sounds while the cattle moaned sorrowfully and the sheep just panicked.

“Our street ended in the gentle fold between the two hills in a final dash of steeply rising dirt that met the stock route. Stock would often make a wrong turn or drovers would take shortcuts and stampede their way down our street leaving behind them gracious loads on our front lawns. In drier times kangaroos would come out from the scrub to graze on the same sprinklered greenery.

“I loved the constant view of bush that encircled every day of my life. I loved the sound of the wind ripping across the ridge bearing down on the eucalypts in a warning of storm that would send Mum into a panic. “Bring in the sheets and towels!” And I could see it all from my bedroom window. I loved the threat of snakes in your own backyard, echidnas climbing up your drain pipes, the call of birds migrating over a boy's bedroom ceiling, signalling their descent onto the billabongs that lay in the intestines of the old river.”



Looking south to the river and Huon Hill

GREENFIELD PARK

Geoff Romero

This continues our members' segment talks suggested by Narda Reid on Albury's named Parks.

In 1949 Greenfield's Paddock was dedicated for use as public recreation and named *Greenfield Park*. The park is named after Thomas Greenfield, a monumental mason who created a substantial number of iconic monuments standing in the city today. Thomas Greenfield was born in Wiltshire, England in 1853 and emigrated to the colony aboard the *Aberdeen* in 1883.

As well as his work as a monumental mason Greenfield was very active in the civic affairs of the city. Thomas married his wife Eliza in 1888. In 1889 they suffered the tragic loss of their twin 'wee lads' to bronchitis at the age of seven months.

Thomas was a successful business owner which allowed him to build a substantial house in North Street Albury in about 1900. The house boasts a wide veranda on its eastern side which provided Greenfield with an uninterrupted view of his orchard and market garden below. The orchard and garden yielded prize-winning fruit and vegetables which he stored in a cellar beneath the house. Demonstrating his prowess, he had built a number of cantilevered shelves into the structure of the wall to hold his produce. Once again tragedy struck when 'Lizzie' died in 1901 when their son Frank was 6 weeks old.

Thomas Greenfield was an active member of St Matthews Parish. He entered his produce in local horticultural shows and participated in other aspects of public life. In 1903 he stood for Council. His pitch to voters included that he "did not want to go into council to assist in the slip shod, go as you please and come and have a drink management that has prevailed for some years past."

Thomas was duly elected. Thomas married a second time to Eliza White in 1912 but there were no children.

He died at his North Street home in 1927 aged 72 years. Following his death Eliza took in school students from Albury High School as boarders to provide her with an income. She hosted four students at a time. A past member of our Society, Hubert Odewahn was one who stayed with her. The hosting of students in effect continued the work of Thomas. He had been a founding member of St Matthews Men's Club which dedicated itself to the moral, physical and spiritual well being of country lads boarding in Albury to continue their studies at secondary school in the city.

The area which is known as Greenfield's Paddock occupied the area between Alma Street and the Bungambrawatha Creek. It is now the home of the Albury Thunder Rugby League Club. It is also occupied by the Albury Small Bore Rifle Club, the Albury-Wodonga Table Tennis Club, Greenwells Fishing Club and Albury Racing Pigeon Club. In the past it was the site of the Greenfield Croquet Club, Greenfield Park Bowls Club and Albury Women's Softball competition.

Reminders of Thomas Greenfield's horticultural pursuits remain in the form of three walnut trees planted by him at Greenfield Park. The trees still bear fruit and are cared for by Albury City.



Greenfield Park playing field and pavilions

In 1942 fifteen small cottages were built along the North and Alma Street frontages to house munitions workers who were employed at the munitions factory in Young Street. The buildings were of simple design and construction and became known as 'The Walnut Shells.' They were intended to be occupied for the duration of the war. They were occupied until 1966 and eventually demolished in 1977.

The memory of Thomas Greenfield is well preserved in the important role Greenfield Park still plays in the life of our city. Greenfield's skilful masonry is also conspicuously displayed in QEII Square in the form of the WWI Monument to Anglican service men and women. Other examples are the Memorial Fountain to Charles Dight in the Botanic Gardens, the foundation stone on the old Town Hall, Dean Street and the James Fallon tombstone in the Pioneer Cemetery.

This information is largely attributed to Jan Hunter. For more about Thomas Greenfield see Jan's biography of Thomas Greenfield on the Society web-site and Bulletin, March 2016.



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PROFESSOR BRUCE PENNAY – HONORARY LIFE MEMBER

Bachelor of Arts (University of Sydney), Master of Arts (University of Sydney), Master of Arts (Hons, Macquarie University), Doctor of Philosophy (Deakin University), Doctor of Arts (Honoris Causa, Charles Sturt University}.

Bruce has been a strong contributor to the Albury & District Historical Society for more than forty years. It was well deserved, and some might say overdue, that at our Annual General Meeting, in July 2023, he was honoured with an Honorary Life Membership.

Bruce has, throughout his entire time involved with our Society written informative and thoughtful books, papers, and articles. He has delivered many talks to our members and delivered lectures to the public in our name. Bruce served on the committee of the A&DHS for several years including as President. Bruce now leads our effort to digitise local newspapers *The Albury Banner* and *The Border Morning Mail* on the Trove project of the National Library of Australia.

For his contribution to our enlightenment of historical events and their significance Bruce has been acknowledged by many notable peak bodies. These include the Centenary of Australia Committee, the History Council of NSW, The Federation of Australian Historical Societies “for his exceptional contribution to the understanding, preservation and promotion of Australian History.” He was awarded the Order of Australia Medal in 2009 for his service to our community as an historian. Bruce has a special interest in the history of our region and post-war immigration which of course has a focus on the Bonegilla Migrant Reception Centre.

There would not be an historical society in Australia which would not be delighted to have Bruce Pennay as a member. We are fortunate to have had his active involvement for over forty years. We thank him for that, and we congratulate him on his Honorary Life Membership of the A&DHS.

Geoff Romero, President



A&DHS Corporate Sponsors

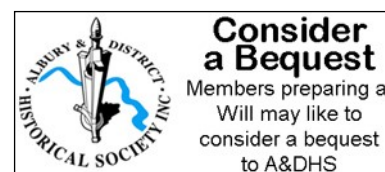
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Meetings: Second Wednesday of the month
(except January) at 7.30 pm usually at the
Commercial Club Albury.

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

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