

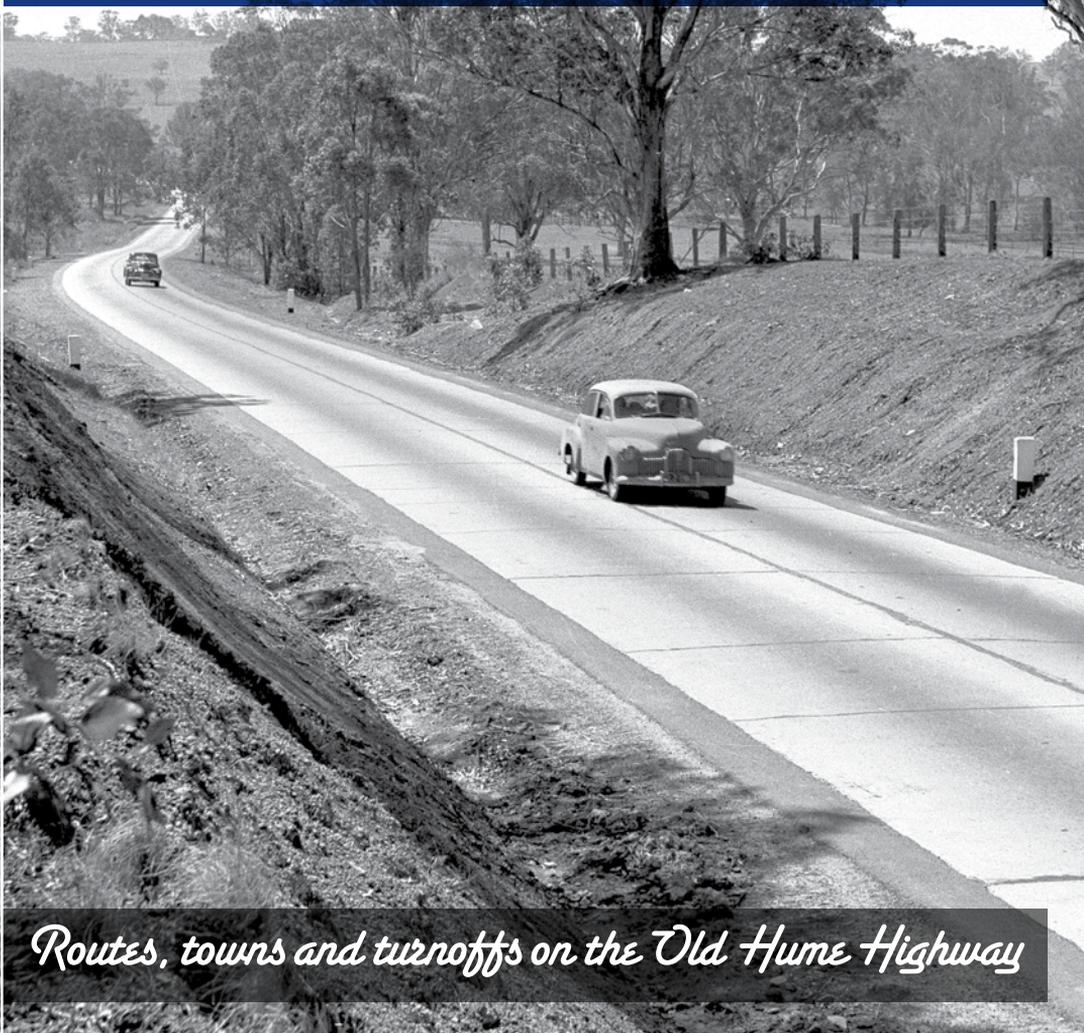


Australian Government



The Old Hume Highway

History begins with a road



Routes, towns and turnoffs on the Old Hume Highway

Foreword

It is part of the modern dynamic that, with staggering frequency, that which was forged by the pioneers long ago, now bears little or no resemblance to what it has evolved into ...

A case in point is the rough route established by Hamilton Hume and Captain William Hovell, the first white explorers to travel overland from Sydney to the Victorian coast in 1824. They could not even have conceived how that route would look today. Likewise for the NSW and Victorian governments which in 1928 named a straggling collection of roads and tracks, rather optimistically, the “Hume Highway”. And even people living in towns along the way where trucks thundered through, up until just a couple of decades ago, could only *dream* that the Hume could be something entirely different.

In fact, however, in mid-2013 the Hume really did become something different, when the final bypass at Holbrook opened. In a historic achievement of which Australia can be justifiably proud, Sydney and Melbourne were finally linked by a continuous dual carriageway highway, unbroken by traffic lights or town speed restrictions.

And yet – let’s face it – what came with that slick modernity was also a certain dullness too. I was first reminded of that late last year when, on a whim, I pulled off the soporific Hume to have lunch at Gunning. Suddenly, from being lost on bland bitumen that never changed from one kilometre to the next, I was back in a real town, with a real history, and real people! Same with Glenrowan just last month. How many people who whizz past on the Hume just 300 metres away, know that the place where Ned Kelly made his last stand is just beyond yonder clump of trees? You pull off the Hume as it is now, and suddenly 1880 is right there before you!

Anyone who has driven the old Hume, meandering from town to town, cruising down their main streets, winding around hills, ducking under and over railway lines will know its glorious secret – it was never a highway except in name. Rather, it linked inland cities, towns, villages, hamlets and dots on maps – for the early roads went not where they should, but only where they *could*.

They were propelled not by engineers and bulldozers, but by a combination of the needs of different communities, and the paths of least resistance.

Some of these towns, like Liverpool, were established in the very early colonial period, part of the initial push by the white settlers into Aboriginal land. In 1830, Surveyor-General Major Thomas Mitchell set the line of the Great Southern Road which was intended to tie the rapidly expanding pastoral frontier back to central authority. Towns along the way had mixed fortunes – Goulburn flourished, Berrima did well until the railway came, and who has ever heard of Murrimba? Mitchell’s road was built by convicts, and remains of their presence are most visible in the sections of road, bridge, stockade and graveyard preserved at Towrang. Most of its travellers were pastoralists or their servants, both often former convicts, and what drew them to the ‘vast southwards’ as 1850s real estate agents called it was the expansive open forests and grasslands plains of Argyle, the Monaro and the Murrumbidgee. Later the discovery of gold made this travelling population multicultural – European opportunists and scholars, black and white Americans, columns of Chinese diggers, as well as the increasing number of Australian-born settlers’ children seeking their own fortunes. After gold fever there was a new wave of small-holders drawn by the opportunities of Robertson’s land acts, aimed at breaking up the large land-holdings of the squatter elite. Many of them came and left within a generation, while the remaining large pastoral and agricultural estates created the golden age of late 19th century Australian farming. The main streets of Albury, Gundagai, Yass and Goulburn are testament to how wealthy rural Australia was at this time.

The rich agriculturalists did not care for the road – they lobbied hard for the railway. The Great Southern Road was left to languish, bogging bullock wagons to their axles and crippling horses. New South Wales jealously guarded its economy from Victorian encroachment and allowed its southern roads to languish at the same time as investing in the rail connection back to Sydney.

And then just before the end of the century, as the colonies were beginning to think of themselves as part of a greater federated whole, along came the pushbike. Truly! In all seriousness, the humble pushie transformed the way that we began to think of roads and distance. From the 1880s bicycle clubs began to form, fanning out across the landscape in search of what *The Bulletin* was telling them was the 'real' Australia. Berrima, dying a slow death after being bypassed by the railway line, became a favoured destination, as did many other towns. The cyclists made maps, the first decent maps for any road users. Joseph Pearson in NSW and the Victorian George Broadbent were enthusiastic touring cyclists and both developed major map publishing enterprises well before cars appeared. They lobbied for improvements to roads and signage – in 1903 Broadbent was one of the founding members of the Royal Automobile Club of Victoria – and improved the conditions for the first motorists.

By the 20th century cars were beginning to take over, offering freedom, speed and adventure. A straggling line of roads between Sydney and Melbourne was dedicated as the Hume Highway a century after Hume and Hovell's trek. Improvements were slow in coming, despite more people owning cars, and trucks becoming heavier and carrying a greater share of freight. Although drivers had long given up scarves and goggles, some sections of the road were unsealed until 1940, and other sections were narrow, steep and winding two-lane road. Petrol stations sprang up along the route, testament to the risks of taking on such a journey without a mechanic at regular intervals. Travellers became essential to the livelihood of many towns.

Fast-forward to the present. The Hume is a dual carriageway ribbon of engineered concrete and steel, and after leaving Sydney it now avoids all towns. Some of these towns have benefited from the removal of through traffic; for others the jury is still out. We can now travel more than a hundred kilometres every hour, once a week's slog for a loaded bullock wagon. And we do it in climate-controlled steel cocoons with the music of our choice in the background. (Dylan, seeing as you ask.) We no longer have to stop because our engine has exploded, a herd of cattle is blocking the road or to find our way. That's great progress but we've lost touch with the experience of travel, the scent of the bush, and the taste of country baking. As the road has been improved, it has had

an unintended consequence best described by Asa Wahlquist in her excellent 1996 *SMH* column *Take a byway, not a highway* as 'an increase in the Great Divide between city and rural Australia ... the city drivers cruise benignly by, the texture of rural life hidden from their gaze'.

In making a better, faster, safer and more reliable route between Sydney and Melbourne we have progressively chopped off bits of the old road alignment. These are now little billabongs of history, snippets of Australia that have dodged the pressure of early 21st century traffic. Each of them tells a bit of a story, and in this tour guide the NSW Roads and Maritime Services (RMS) has asked the locals to tell us what is important about the history of their area. Each little piece – a town bypass, a section of winding road, a historic bridge, a hilly ascent – is part of the bigger story of the Hume and southeastern Australia.

RMS and its ancestors the Roads and Traffic Authority and the Department of Main Roads have built an engineering marvel of which we can be very proud. It's quick and it's safe, but this guide book encourages those with some spare time to venture into an older world where travel was an experience, not to be rushed, and where you felt part of the surroundings, for better or worse. Take this book, get your navigator to guide you off the highway, and rediscover country bakeries and cafes, old homesteads, convict handiwork, colonial architecture, coaching inns and countless other delights. You can start with Gunning's Merino Café ...

I commend this book to you, and am honoured to write its foreword.



Peter FitzSimons
Neutral Bay, May 2013

About this self-guided tour

Linking the nation's two largest state capitals, the Hume Highway is the most important highway in Australia. With the opening of the Holbrook Bypass in 2013, the route completed its evolution from its bullock track origins into a modern dual carriageway highway.

The Hume Highway has its own rich history, interwoven into the story of the young Colony's expansion. Its development charts the economic growth of the nation, particularly since World War Two. Many will recall travelling on the highway in times past, when it passed through the numerous historic towns and localities along the way, each with its own interesting story to tell.

This self-guided tour has been prepared to raise awareness and appreciation of the historical significance of the former highway route, and the history of the towns, localities and features along its 570 km length within NSW, from Ashfield to the Victorian border. It will allow travellers to experience some of the travel conditions of yesteryear, and again enjoy the delights of the charming and historic towns along the way.

The route of the Hume Highway has changed many times over its long history. For the purposes of this guide, the route that existed at about the time of World War Two has been selected, as it coincides with the completion of the sealing of the route (1940) and commencement of the era of rapid expansion in car ownership and use. However, the locations of the original route, when it was variously known as the Great Southern Road, Argyle Road, Port Phillip Road and Sydney Road, are also shown where appropriate.

Many of the former sections of the road no longer exist, having been obliterated by subsequent works or reclaimed by their surroundings. Other sections are no longer public roads or now exist solely for local access, sometimes ending at locked property gates. Similarly, some remnant sections are very short, difficult to access, in generally poor condition and of little historical interest. Such portions of the old highway have not been included in this guide although some have kept their name on local signage and are often visible beside the new route.

Fortunately, however, many sections of the old road alignment remain in active use today. Some former sections now form one of the carriageways of the new dual carriageway road (eg north of Goulburn; south of Tarcutta) while other sections are important regional roads serving now-bypassed towns and cities (eg Goulburn, Yass, Albury).

This self-guided tour identifies a selection of those sections of the former Hume Highway that offer an insight into the motoring experience of yesteryear, and are easily and safely accessible from the new highway. The guide leads the motorist through the interesting and historic towns along the way, highlighting items of historical interest. Historical information on the towns and localities along the route of the Old Hume Highway has been provided by the Royal Australian Historical Society and its local member societies.

It should be noted that, due to turn restrictions and one-way sections at some locations, the northbound route is slightly different to the southbound. For that reason, separate maps and turning instructions are provided in this guide for each travel direction.

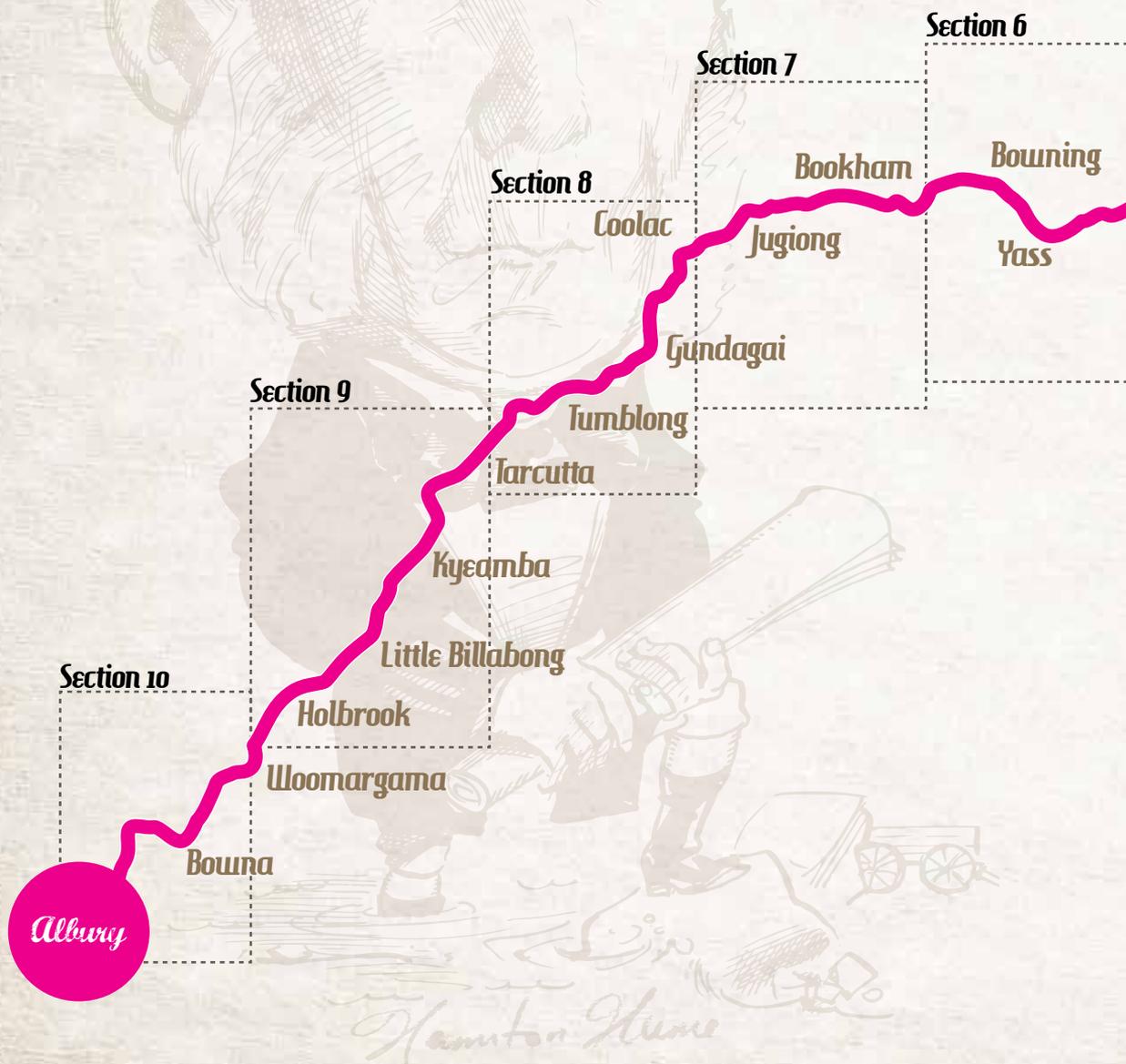
Travellers are also encouraged to visit the towns and localities in Victoria previously traversed by the Old Hume Highway. They include Wodonga, Barnawartha, Chiltern, Springhurst, Wangaratta, Glenrowan, Winton, Benalla, Baddaginnie, Violet Town, Balmattum, Euroa, Creighton, Longwood, Avenel, Mangalore, Seymour, Tallarook, Broadford, Kilmore, Bylands, Wallan, Beveridge and Kalkallo.

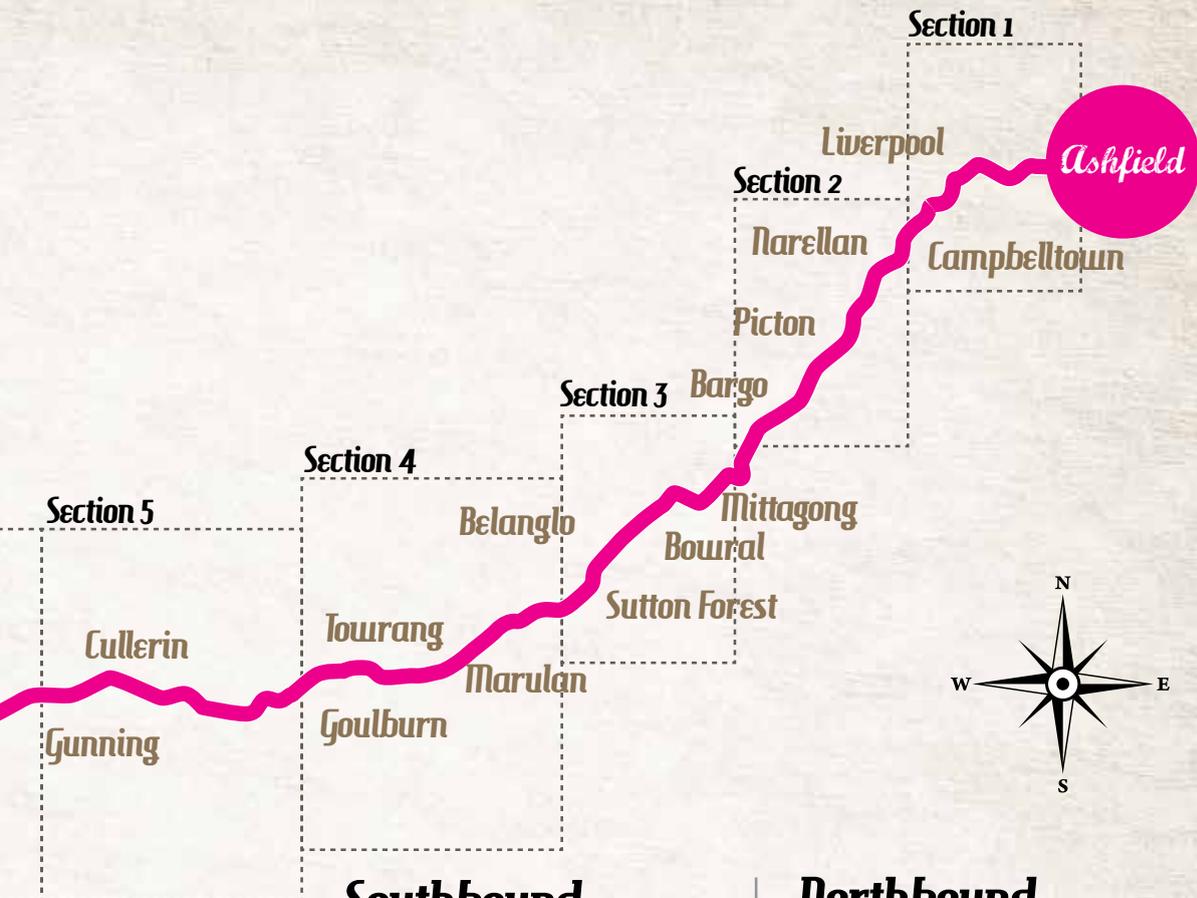
Extreme caution should be exercised when turning onto or off the busy Hume Highway at the designated turn points.

[View map](#) 

The Old Hume Highway

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Southbound

Ashfield to Albury

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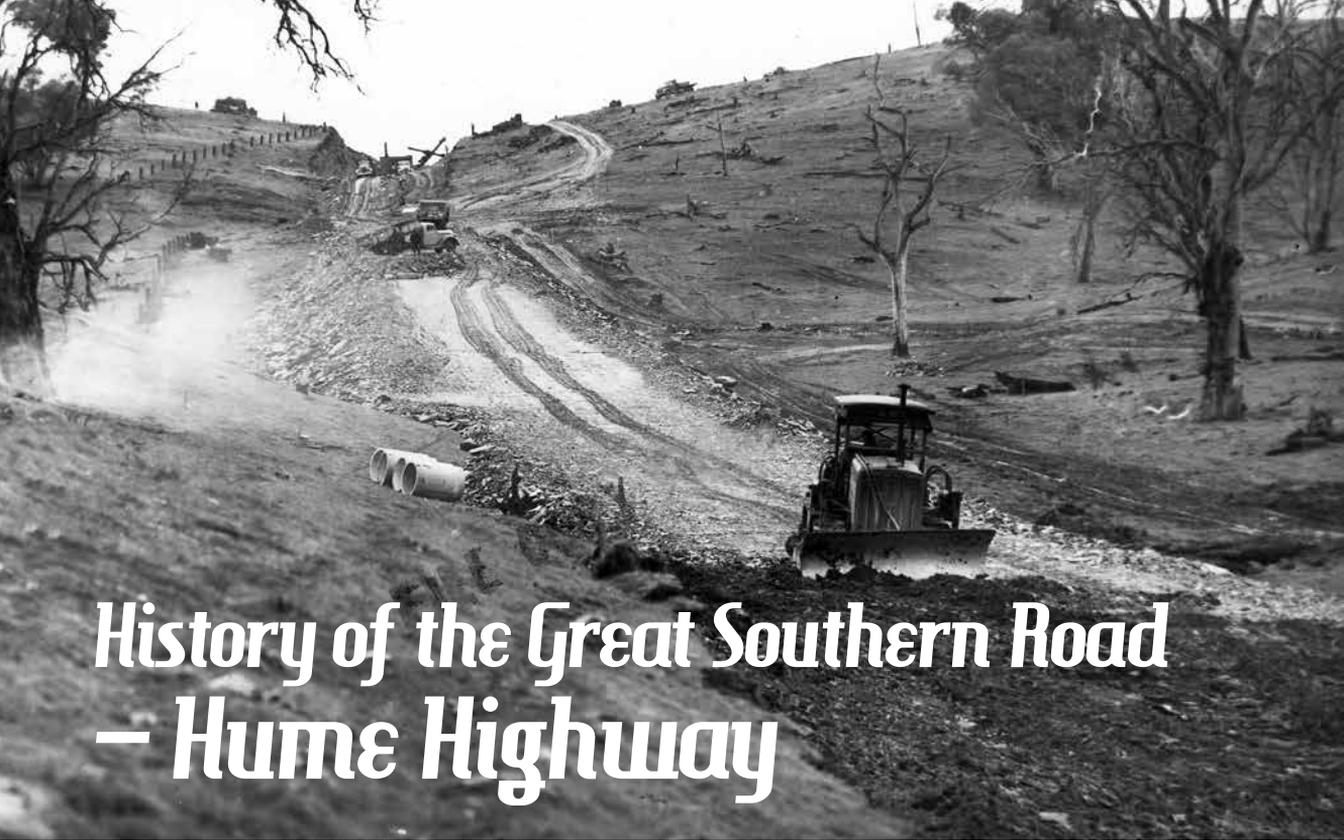
Northbound

Albury to Ashfield

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MAP INSIDE



History of the Great Southern Road – Hume Highway

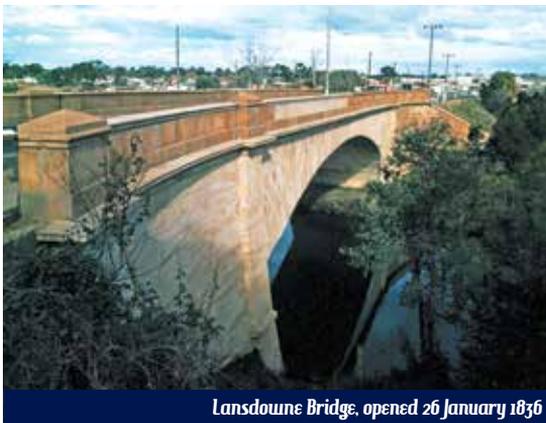
Prior to 1928 the Hume Highway was known as the Great Southern Road, Argyle Road and also as Port Phillip Road and Sydney Road in the southern areas of NSW. In 1928 the NSW Main Roads Board adopted the principle of giving each important State Highway the same name throughout its length. After consultation 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.

The name was a tribute to Hamilton Hume who, together with William Hilton Hovell, in 1824 led

the first exploration party overland for Port Phillip in Victoria, and much of the present highway route is along the path followed by Hume. Hamilton Hume was born near Parramatta on 19 June 1797, his parents having been amongst the earliest settlers in the Colony. In his early days he was hardy and athletic, and grew up with Aboriginal friends from whom he learned his indispensable bushcraft skills. In addition to his exploration between Sydney and Port Phillip, he is also associated with other noteworthy explorations, particularly in the western portion of NSW with Charles Sturt in 1828. He died on 19 April 1873 at his home, Cooma Cottage, near Yass. He is buried alongside his wife Elizabeth in the Anglican section of Yass Cemetery. His exploration partner William Hilton Hovell died on 9 November 1875 aged 90 and is buried in St Saviour's cemetery in Goulburn.

Early explorations

In the first twenty years after European settlement at Sydney Cove in 1788, exploration to the southwest was slow. This area was heavily wooded at the time, especially the 'Bargo brush' which was regarded as almost impenetrable. In 1798 explorers Wilson, Price, Hacking, and Collins reached the Moss Vale and Marulan districts,





Surveyor General Inn, Berrima

but this was not followed up. Settlement of this area would have to await the construction of an adequate access track, which was beyond the Colony's resources at the time.

Soon after Sydney Cove was settled, the Colony's small but precious cattle stock consisting of two bulls and four cows strayed and were lost. In 1795 the cattle, now numbering 60 head, were found to the south of Sydney near Camden, then known as 'The Cowpastures'. They were protected by order of the Government and no settlement was allowed beyond this point. By 1802 some 600 cattle were sighted near what is now Picton. Increasing herds of better bred cattle were placing pressure on the carrying capacity of the Cumberland Plain. A number of settlers, in search of more pasture for their stock, brought their cattle beyond The Cowpastures, leading Governor Macquarie in 1820 to officially sanction settlement in the area now known as the Southern Highlands.

During the early 1800s, the southern route from Sydney Cove passed through Parramatta and Prospect, then turned south via Carnes Hill and Narellan, as those localities came to be called, to the Camden area. Later a route was developed from Sydney via Liverpool and Cross Roads to Carnes Hill, and this became the principal avenue for traffic southwards.

In the early 1920s the road between Cross Roads, Campbelltown and Narellan was also improved, and for some years carried the main traffic to the south.

Hume was one of the earliest explorers of the area between Liverpool and Goulburn. In 1814 he discovered a tract of country north of Goulburn which was named 'Argyle'. On 3 March 1818 he accompanied Surveyor James Meehan and Charles Throsby (who in 1804 had penetrated through the Bargo brush to the tablelands country near Moss Vale and Sutton Forest) on a journey to determine if an overland route between Sydney and Jervis Bay could be found. They proceeded as far as the site of Moss Vale, then on a line to the north of the present route of the Hume Highway,



Abandoned section of the Old Hume Highway north of Marulan

which they reached at Marulan. From there they travelled south, to the east of Bungonia and to the west of Lake Bathurst, making the return journey to the south of where Goulburn now stands. After that journey, development of the Southern Tablelands for grazing was rapid.

With the extension of settlement from Sydney to the west and south, the Governor Sir Thomas Brisbane supported the 1824 Hume and Hovell expedition to gather information on the unexplored territory between Sydney and the southern coast of what is now Victoria. Hovell resided at 'Naralling' (from which Narellan later took its name), where he had obtained a grant of land in 1821. The party set out from Appin on 3 October 1824 and over ten days travelled via Picton, Bong Bong and Breadalbane to Hume's property near Lake George, then the furthestmost outpost of white settlement. They then proceeded to Yass Plains, crossing the Goodradigbee River after being delayed by a flood, and entered unexplored and mountainous country. They passed close to the site of the present town of Tumut, and on 16 November 1824 reached the bank of a large river which they named Hume River (after Hume's father; it was later renamed Murray River) near the site of the current Hume Weir. The journey ended on the western side of Port Phillip near the site of the present city of Geelong. The route of Hume and Hovell's party thus followed to a considerable degree the general route of the present Hume Highway.

Early surveys

The earliest survey of the route of the future Hume Highway appears to have been carried out by William Harper in 1821. His field books contain details of a traverse from the Nepean River near Camden, over the Razorback Range and on to the Wollondilly River near Paddys River. In 1826 a survey was carried out by Surveyor Ralfe further south over the Cookbundoon Range, continuing until it intersected the Wollondilly River near Breadalbane.

A letter dated 21 July 1829 from the Colonial Secretary to the Surveyor-General Major Thomas Mitchell refers to the line of the road in use through the Argyle district being from Campbelltown to Menangle Ford, then from Stonequarry Creek (later Picton) to Myrtle Creek (near Tahmoor), and on to Bargo and Lupton's Inn (just south of Bargo) – this route thus did not pass over the Razorback Range. The route then crossed the Mittagong Range to the township of Bong Bong, and from there to the bridge at Paddys River before reaching Barbers Creek (later Tallong), a distance of 108 kms from Menangle Ford. Much of this was Throsby and Meehan's line, which forked at Sutton Forest to follow the top of the Shoalhaven gorge. The route previously envisaged over the Razorback Range was however not abandoned; in 1829 Surveyor H. F. White was instructed to make a detailed survey of the



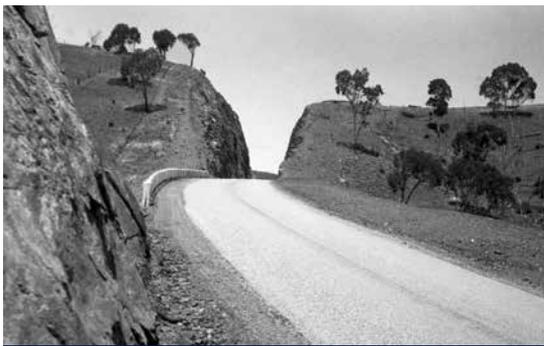
The Old Hume Highway THEN



The Old Hume Highway NOW

Razorback Hills, and to identify a line of road through the area.

On 26 March 1830 Mitchell reported that, in accordance with the Governor's instructions, a line of road had been marked. Mitchell envisaged this line to become the third of the three great roads of the Colony, along with the Northern and Western roads. This line followed the existing route via Campbelltown as far as Lupton's Inn. Between there and Little Forest (just east of the current village of Alpine) the previous line was straightened with a slight saving in distance. But south of Little Forest a considerable alteration in the existing route was made. The new line left the old track at Little Forest Hill and 'although it was somewhat tortuous, the ascent to favourable ground was easy, and this ground could not be reached by any other manner.' The new line continued to the north of the old track, avoiding the Mittagong range, and passed through Bowral to Berrima, where Mitchell reported favourable conditions for the construction of a bridge. The line then went southwards along almost flat



"The cut" on the completed Tumblong to Tarcutta Deviation, 1941

country to Black Bobs Creek, immediately north of the existing track to Goulburn. It crossed the Old Argyle Road at Hoddles Corner, then crossed Paddys River at Murrimba and proceeded via Marulan to Towrang, where it rejoined the old line. The saving in road length by adopting Mitchell's new line was 36 kms, and it dispensed with the need for two crossings over the Wollondilly River. This relocation of the route also brought to an end the brief life of the small settlement of Bong Bong. Bong Bong had been the site of a police lockup, Bowman's Inn and veteran's grants. These were lots granted to British soldiers who were envisaged by Governor Darling to become land-based yeomanry to bring civilization to the bush, and form a militia to support the police.



Old Hume Highway east of Yass, 1949

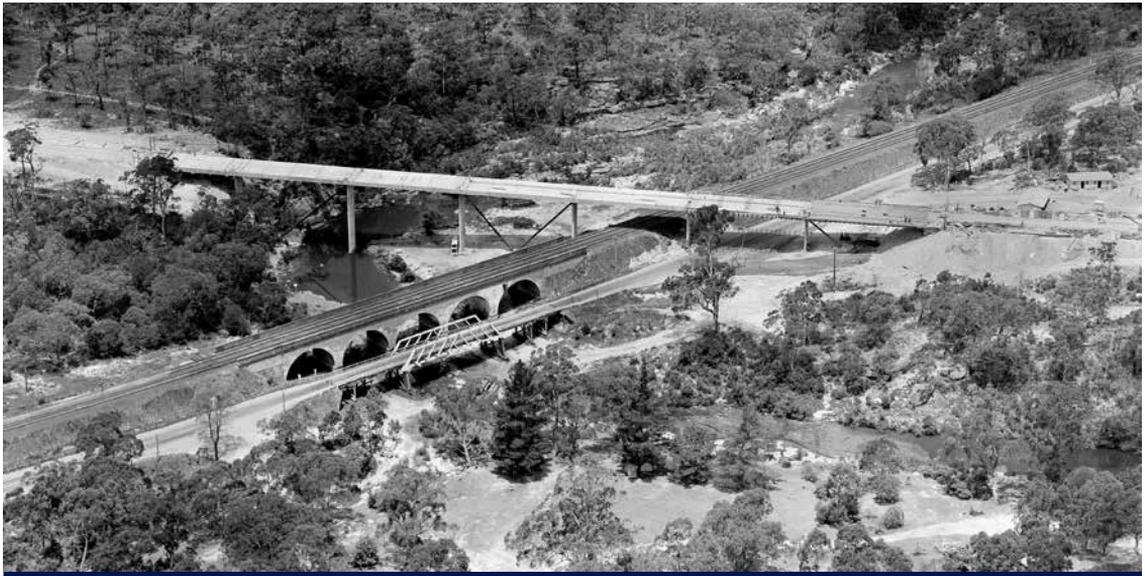
Mitchell's new line did not cross the Razorback Range. However, a line for a road across the range was determined after Surveyor White's survey and an inspection by the Commissioners for partitioning the Territory. Many objections to this route were raised in the press and it was also opposed by Mitchell himself, to no avail. He argued that the suggested route was not in the proper location to serve the Argyle district. Ironically the current Hume Highway follows Mitchell's line closely to avoid the Razorback.

Those interested in further information on early routes of the Great Southern Road are referred to two self-guided tour brochures – Southern Highlands Heritage Drives and The Great South Road - available in the Environment – Heritage section of the Roads and Maritime Services website at www.rms.nsw.gov.au/tourguides

Early construction work

The first definitive record of a road being constructed from Sydney to the south is the construction of a section between Sydney and Liverpool by William Roberts, which was opened on 22 March 1814.

In 1818 Hume and Meehan disclosed the existence of promising lands to the south, and Governor Macquarie encouraged settlement in the new country. A new road was necessary, and this was constructed by convict labour. The earliest reference to this road is in a letter from the Governor to Commissary-General Drennan dated 9 September 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'. The work was commenced the following month and completed in February 1821. The length of the road was 121 kms, and its average width 10 metres, although only a single



Construction of overpass north of Bargo in 1967, which replaced the last remaining single lane bridge on the Hume Highway

cart width may have been properly cleared of stumps and rocks. The road crossed the Bargo River, passed over the Mittagong Range then crossed the Wingecarribee River near Bong Bong, passing through what are now Moss Vale and Sutton Forest. It then went west across Paddys River on a low level bridge, and a short distance further on crossed the Wollondilly River. It then ran through Arthursleigh, an early land grant, then to Greenwich Park and on a rugged climb (Wild's Pass) across the Cookbundoon Range. The main route then travelled north towards Bathurst, while the southern arm appears to have reached the Wollondilly River again at what is now Throbsys Ford (near Towrang). This route had several lengths of steep grade, many river and creek crossings and poor construction quality, and by 1822 a new route along the south bank of the Wollondilly River (Riley's Road) had been adopted.

In 1832 Mitchell's attention turned to planning the construction of new roads and better stream crossings. One day while walking along Macquarie Street in Sydney, he saw a worker cutting stone for the low wall in front of the Legislative Assembly building. That man was David Lennox, who later became Superintendent of Bridges. Lennox was born in Ayr, Scotland in 1788 and worked in various roles on major bridges there before arriving in Sydney in 1832. After earlier bridges at Prospect Creek, Lansdowne had been destroyed by flood, Lennox designed a single-span

33.5-metre stone arch bridge which was erected by convict labour. The stone was quarried 11 kms downstream on the banks of Georges River and conveyed to the site by punt. The foundation stone was laid by the Governor on 1 January 1834 and the bridge was opened on 26 January 1836. This fine structure, the most intact example of all Lennox's bridges, remains in use today carrying traffic northward to Sydney.

Approval was given in 1832 for the construction of the road on the new line surveyed by Mitchell in 1830. There are no definitive records as to the order in which the roadworks were carried out, but there are records of the bridges built by Lennox along the way. In 1833 he was instructed to construct a bridge over the Wingecarribee River at Berrima, and after a delayed commencement it was completed in June 1836. It was designed on the



Old Hume Highway scene, Alpine

lines of the Lansdowne Bridge with an arch span of 15.3m, but was destroyed by a flood in 1860.

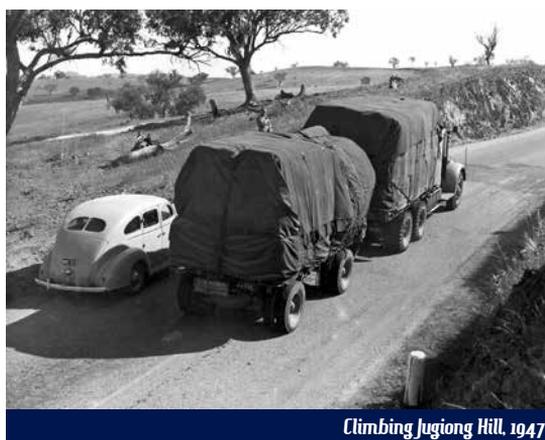
On 23 January 1834 Lennox reported having laid out the site of a bridge on the main southern road at the crossing of Midway Rivulet, 5 kms south of Berrima. A timber bridge supported by three masonry piers was completed in 1835. Also in 1834 Lennox laid out the site of a bridge at Black Bobs Creek, 12 kms south of Berrima. This bridge was replaced in 1860 and again in 1896. The 1896 structure was the first unreinforced concrete arch bridge built in NSW, and is still standing today. It is accessible on foot at the rear of the Mackey VC Rest Area, located north of the Illawarra Highway junction.

A grand masonry arch bridge was also constructed over Towrang Creek in 1839. This structure and a short length of the original main southern road, including six culverts, is visible in the area adjacent to Derrick VC Rest Area north of Goulburn.

The land that Mitchell's line of road passed through was largely taken up with land grants, and it managed to miss the few small administrative centres at Bong Bong and Inverary. Mitchell instructed his surveyors to lay out towns along the route, and the new settlements were Berrima, Murrimba, Marulan and Bungonia, while Goulburn was drastically re-planned. Some towns developed into thriving communities, while others such as Murrimba struggled. For travellers they were somewhere to have a drink, a sleep, get the horse shod and to catch up on all-important gossip about road conditions and bushranging.

From the 1860s, the arrival of the railway again favoured some towns with a new lifeline and relegated others such as Berrima to obscurity. These struggling towns were seen in a different light in the 1950s, when private car ownership rediscovered them, not as abandoned settlements, but intact remnants of a lost Australian heritage.

Mitchell's Great Southern Road forked at Marulan, and one branch followed the top of the escarpment to Bungonia, while the other arm veered west to Goulburn. At the time he laid it out, Mitchell was uncertain about which direction would take off. He hoped for an easy passage down the escarpment, which was never to be found, while in the 1830s the great pastoral occupation of south-eastern Australia was gaining momentum. Mitchell later followed and surveyed



the Hume & Hovell route, and this became the main traffic line; the early overlanders talking about following the ruts of Mitchell's wagons across the riverine plains.

By 1847 the main southern road passed through Goulburn and Yass. The Yass River was bridged by a structure completed by Lennox in 1854. A track then continued through Bookham, Jugiong and Coolac to Gundagai, where the Murrumbidgee River was crossed by a ford. Prior to a great flood in 1852, the township of Gundagai was located on the wide flat on the northern bank. The flood destroyed the original town with the loss of 89 lives and as a consequence the settlement was transferred to higher ground. Prince Alfred Bridge over the Murrumbidgee River was opened in 1867, and was the first iron truss road bridge to be built in NSW. Together with the timber viaduct on its northern approach it was, at 922m, the longest bridge in NSW until the opening of the Sydney Harbour Bridge in 1932. When Sheahan Bridge on the Gundagai Bypass opened in 1977, Prince Alfred Bridge reverted to a local access role and this State Significant structure remains in service today, connecting South Gundagai to Gundagai via a road across the floodplain. The historic timber viaduct is now closed to both vehicular and pedestrian traffic.

The track then followed the southern bank of the river to Jones' Inn, some 32 kms from Gundagai, passing through Mundarlo (well to the west of the current highway), turning southwards to Tarcutta and then running generally in a south-westerly direction through Kyeamba Station and over Kyeamba Range to Garryowen and Germanton (now Holbrook), then via Bowna to Albury. At this time the route was merely a track serving local



Old Hume Highway south of Gundagai, 1951

holdings, although much of the route south of Tarcutta is along the same general alignment as that of today's highway.

The control of the main southern 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. The southward expansion of the rail system during the 1860s and 1870s lessened the need for the road to be improved, and its development slowed.

The motor car era

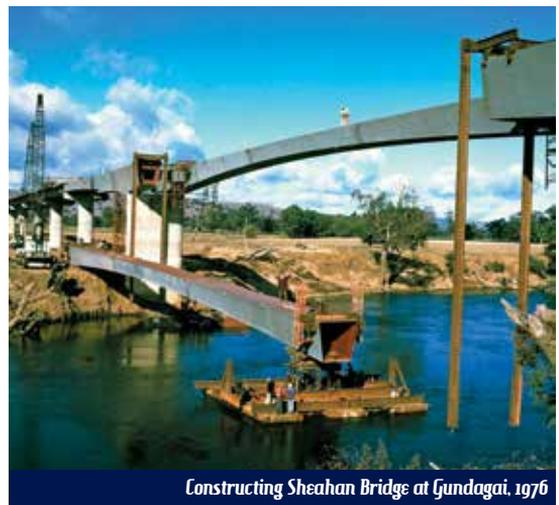
The *Shires Act* of 1905 transferred the care and control of public roads to local councils. With the passing of the *Main Roads Act* in 1924, the Great Southern Road became eligible for assistance from Main Roads funds from the State Government. In Government Gazette No 110 dated 17 August 1928 it was proclaimed a State Highway and named in honour of Hamilton Hume.

The motor car era began 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.

Early in the motor car era the Hume Highway became the setting for unauthorized speed trials. These events ran from 1905 until ended by police pressure in the mid-1930s. At that time, the record for the 'Sydney to Melbourne Run' had progressively dropped to 8 hours and 56 minutes.

In 1933 the Table Top deviation of the Hume Highway between Ettamogah and Mullengandra opened. This major deviation was necessitated by the construction of the Hume Dam on the Murray River, which created Lake Hume and inundated the former highway route.

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. Examples on the Hume Highway include the Governors Hill Deviation at north Goulburn, the Tumblong-Tarcutta deviation and the Razorback deviation. As a result of these projects, the Hume Highway had by 1940 been sealed over its full length in NSW, and similarly through Victoria to Melbourne.



Constructing Sheahan Bridge at Gundagai, 1976



Remembrance Driveway sign, south of Mittagong

In the early 1950s, the northern section of the highway started to change its appearance. In 1952 Margaret Davis, President of the Garden Clubs of Australia, and a group of interested citizens formed a committee under retired Army Lt-General Sir Frank Berryman to create a living memorial to those who had served in World War Two. They were inspired by the US 'Blue Star Highways' which had been promoted by Garden Clubs of America. That name referred to the blue star that was hung in the front windows of houses where a family member was serving in World War One; if that person was killed in conflict the blue star was changed to a gold star.

NSW Premier J.J. Cahill officially launched the Remembrance Driveway scheme in late 1953. On 5 February 1954 the Queen and the Duke of Edinburgh planted trees at either end of the Driveway at the Australian War Memorial, Canberra, and in Macquarie Place, Sydney. By June 1959, 10,000 trees had been planted in avenues or groves along the route. When the M5 Motorway was declared as the Hume Highway route south of Liverpool, it became the focus for tree planting. Since the mid 1990s the rest areas along the Driveway have been dedicated to recipients of the Victoria Cross from World War Two and Vietnam, and this tradition continues.

Another major event in the history of the Hume Highway occurred on 17 March 1967, when the last single-lane bridge on the route was eliminated with the opening of the 191 metre bridge over the Bargo River and Main Southern Railway Line between Tahmoor and Bargo.

1974 saw probably the most significant milestone in the evolution of the Hume Highway, with the passing of the *National Roads Act*. While the Federal government had been providing roadworks grants to the states since the early 1920s, the funds were generally provided over many classes of roads, both urban and rural,

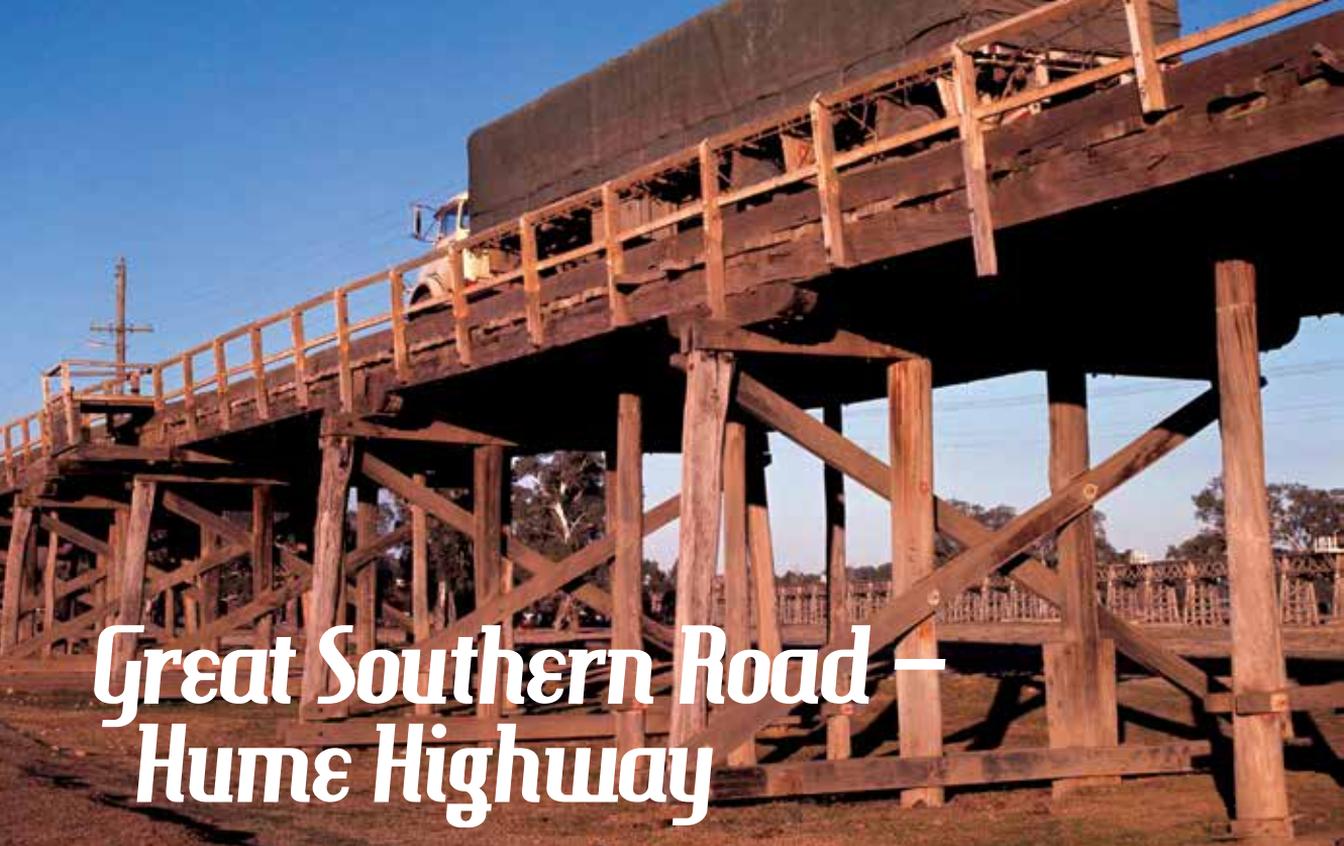
reflecting the generally poor standard of all roads at that time. However, during the 1960s there was a growing recognition that development of the nation's primary roads like the Hume Highway was not keeping up with community expectations. The *National Roads Act* created the National Highway system, and marked the beginning of 100% Federal funding for the construction and maintenance of the nation's major intercapital highway routes. An ambitious program of highway duplications, town bypasses and deviations commenced along the Hume's length, and much construction activity followed in the 1980s and 1990s within NSW and Victoria.

Notable projects in NSW were bypasses of Gundagai (1977), Marulan (1986), Berrima (1989), Mittagong (1992), Goulburn (1992), Yass (1994) and Jugiong (1995), and major deviations between Campbelltown and Yanderra (1980), at Tumblong (1984) and Cullarin Range (1993). In later years major bypasses were built at Albury (2007) and Coolac (2009), and 67 kms of duplicated highway between the Sturt Highway interchange and Table Top was opened in 2009.

The histories of individual towns in this guide have been written by enthusiastic local historians, and vividly describe the vast changes that this program of roadworks has had on their communities.

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. It forms a permanent and fitting memorial to the intrepid Australian-born explorer Hamilton Hume.





Great Southern Road – Hume Highway

Chronology of key events

19 June 1797: Hamilton Hume born near Parramatta.

1805: The first road leading southward from Sydney went west to Parramatta then via the Old Cowpastures Road from Prospect to Carnes Hill, then continued to Narellan and Nepean Crossing (Camden). It was surveyed by James Meehan.

7 November 1810: Liverpool named by Governor Macquarie.

22 February 1814: Governor Macquarie opened the new road between Sydney and Liverpool, constructed by William Roberts.

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).

1816: William Hovell received a grant of 700 acres of land known as 'Naralling' (later Narellan).

1818: Hamilton Hume and Surveyor James Meehan surveyed the area between Liverpool, Moss Vale, Marulan, Lake Bathurst and Goulburn ('Goulburn Plains').

9 September 1819: Governor Macquarie ordered the construction of a 'cart road' to the Goulburn area. The work was completed in February 1821. It ran through Bong Bong, what is now Moss Vale and Sutton Forest, to Arthursleigh and Greenwich Park.

1820: New township of Campbelltown laid out.

1820: Governor Macquarie chose a site for a village at the Stonequarry Creek (later Picton).

1820: Sutton Forest named.

June 1821: Surveyor William Harper identified a route from near Camden, over the Razorback Range to Paddys River. Surveyor White marked an improved route via Cawdor in 1830.

1822: First land grant in the Bargo area.

3 October 1824: With the support of Governor Sir Thomas Brisbane, Hamilton Hume and William Hilton Hovell began their southward exploration from Appin. They crossed the Hume (later Murray) River on 20 November 1824 and reached the coast near Geelong on 16 December 1824.

1826: Surveyor Ralfe surveyed the area between Cookbundoon Range north of Marulan, to Breadalbane.

August 1826: Completion of the timber Cowpasture Bridge over the Nepean River at Camden. Its removable handrails helped it withstand a significant flood in October 1826. It was replaced in 1861.

1827: Surveyor-General John Oxley and Assistant Surveyor Robert Hoddle surveyed the site of the village of Narellan.

1828: Surveyor-General Major Thomas Livingstone Mitchell laid out the first township of Goulburn Plains. In 1832 Governor Bourke chose a site slightly to the south, and named it Goulburn.

January 1829: The Commissioners for Apportioning the Territory reported that a route via Razorback Range would be preferable to a route via Menangle Road. This decision was opposed by Surveyor-General Mitchell, who in 1830 identified a new straight route via Campbelltown and Menangle to Stonequarry (Picton) and Bargo, avoiding the Razorback Range. It continued south via what would become Bowral and Berrima, to Towrang. Approval to construct this route was given in June 1832.

1829: Berrima founded. Surveyor Hoddle's plan for the town was approved by Governor Darling in 1831.

1829: First bridge constructed over Stonequarry Creek (Picton). It was destroyed by floods and replaced in 1834.

1833: Lupton's Inn established, just south of the present town of Bargo.

1833: Jolly Miller Inn opened at Paddys River (Murrimba)

1833 – 1836: David Lennox constructed several bridges on the Mitchell route.

1835: Completion of convict-built road over Razorback Range. Planning commenced for a link between Campbelltown and Camden via Narellan, as part of the Great Southern Road.

26 January 1836: Lennox's stone arch bridge over Prospect Creek, Lansdowne opened. This bridge is still in use.

1836: Tarcutta first settled.

1836-1842: Towrang Stockade in use, housing up to 250 convicts engaged in the construction of the Great Southern Road.

4 March 1837: Yass gazetted.

1838: Gundagai established. Albury declared the official Murray River crossing place.

1839: Stone arch bridge at Towrang Creek opened (accessible via the Derrick VC Rest Area).

1840: Camden established.

1841: An area near Stonequarry Creek named Picton, after Sir Thomas Picton.

June 1856: Completion of bridge over the Nepean River at Menangle.

June 1858: The Great Southern Road, from near Sydney through Goulburn and Gundagai to Albury, proclaimed under the *Main Roads Management Act* as one of the three main roads in the Colony.

1861: Department of Public Works assumes control of the main southern road.

1862: Site selected for village of Coolac.

1867: Prince Alfred Bridge over the Murrumbidgee River at Gundagai opened. It was the first iron truss road bridge to be built in NSW and remains in use.

February 1867: Railway opened to Mittagong.

6 August 1868: Railway opened to Marulan.

27 May 1869: Railway opened to Goulburn.

19 April 1873: Death of Hamilton Hume at his home Cooma Cottage, east of Yass.

9 November 1875: Death of William Hovell.

Great Southern Road – Hume Highway

3 July 1876: Railway opened to Yass Junction.

3 February 1881: Railway extended south to Albury. The broad gauge rail line from Melbourne reached Albury two years later.

14 June 1884: Mr A. Edward completed the first bicycle ride from Sydney to Melbourne, having started on 23 May.

March 1885: Woomargama village proclaimed.

28 October 1890: Tarcutta village proclaimed.

1896: Concrete arch bridge at Black Bobs Creek opened, a very early example of this then-innovative bridge building material. No longer in use, it is accessible on foot from the Mackey VC Rest Area.

May 1900: Melbourne mechanic Herbert Thomson completed the first vehicular trip between Sydney and Melbourne (via Bathurst), in a kerosene-powered vehicle he had constructed himself.

1905: *Shires Act* passed control of public roads to local government Councils.

31 December 1906: Great Southern Road was proclaimed a main road, described simply as 'Ashfield Cross Roads to Albury'.

1920: Highway route through Cullarin Range transferred to an abandoned section of the Main Southern Railway.

1922: The song 'The Road to Gundagai' by Jack O'Hagan first published.

11 January 1924: Great Southern Road was again proclaimed a main road, with a more detailed description of the route. The proclaimed route was via Liverpool, Campbelltown, Kennys Hill and Camden, with an alternative loop via Liverpool, Cross Roads and Narellan. The longer route via Campbelltown was reconstructed during 1924 and was the preferred route for a short time.

17 October 1924: Unveiling of monument to Hume and Hovell at Fish River near Gunning, marking the centenary of the commencement of their expedition from that location.

1 January 1925: Main Roads Board takes control of the Great Southern Road.

1920s: Major deviation constructed at Mundoonen Range (Gunning Gap).

1926: Construction of the link between Cross Roads and the Cowpastures Road near Leppington was commenced. This section ultimately became the route of the Hume Highway and now forms part of Camden Valley Way.

May 1927: Transfer of the seat of the Government of the Commonwealth to Canberra adds to the significance of the Hume Highway.

17 August 1928: Government Gazette No. 110 proclaimed the Great Southern Road as a State Highway, giving it the name 'Hume or Great Southern Highway'. The proclaimed route was via Liverpool, Cross Roads, Carnes Hill, Camden, Menangle Road and Picton.

November 1929: Razorback Range deviation completed, superseding the section via Cawdor.

1930: Don Robertson lowered the Melbourne-Sydney intercapital record to 10 hours and 5 minutes. It later dropped further to 8 hours and 56 minutes. Two motorists were killed in a later record attempt, and in the mid-1930s NSW Police issued regulations outlawing record attempts on public roads.

Early 1930s: Concrete pavement works completed on the Marulan section from Mt. Otway to Marulan South and between the Sydney water supply channel (Carnes Hill) and Narellan. Width was 20 ft (6.1 m)

1931: Lorry checking station built at Marulan.

1932: Dog on the Tucker Box monument erected north of Gundagai.

June 1933: 2 km Governors Hill deviation at north Goulburn opened. Constructed by unemployed relief labour, it removed a section of 10% gradient.

1933: Table Top deviation between Ettamogah and Mullengandra opened. This deviation was made necessary by the construction of the Hume Weir on the Murray River, which inundated the former highway route.

1936: Following work on the Federal Highway north of Lake George, the route between Sydney and Canberra was now fully sealed.

December 1938: Jugiong Hill Deviation opened.

13 April 1938: Opening of railway overbridge at Warwick Farm, which eliminated a level crossing on a poor alignment.

23 December 1938: First (northern) stage of Tumbalong-Tarcutta deviation opened. The complete 34 km deviation via Sylvias Gap, partly funded under the Unemployment Relief Works Program, opened in 1940 and reduced the highway length by 14 kms. It included the Hillas Creek concrete bowstring arch bridge, just west of the current Snowy Mountains Highway interchange. It is one of only two such bridges built in NSW, the other being at Shark Creek near Maclean.

Mid-1939: 95% (557 km) of the Hume Highway now sealed with a bituminous surface.

1940: Hume Highway now fully sealed, following sealing work near Tarcutta.

1942: Construction of Ten Mile Creek Bridge at Holbrook.

June 1951: New bridge over Cabramatta Creek opened.

1951: Planning for the F5 Freeway (South Western Fwy) commenced.

1953/54: Construction of first public weighbridge (80 ton capacity) on the Hume Highway, at Chullora. It issued permits for road haulage of goods on journeys over 50 miles in length, in competition with rail.

1954: Breadalbane to Cullerin deviation opened, eliminating two level crossings on the Main Southern Railway line.

5 February 1954: Commencement of the Remembrance Driveway project, a living memorial of groves and plantings dedicated to World War Two servicemen. The Queen and the Duke of Edinburgh planted trees at either end of the Driveway at the War Memorial, Canberra and in Macquarie Place, Sydney. In the mid-1990s the rest areas along the Driveway were dedicated to recipients of the Victoria Cross from World War Two and Vietnam.

1954/55: Route 31 signs erected over the full length of the Hume Highway, as part of a national route numbering scheme for major roads.

1956/57: Planning for a freeway standard route between Sydney and Mittagong commenced.

18 December 1957: New bridge over Prospect Creek opened at Lansdowne. It was designed with the same rise and span as the 1836 Lennox-designed arch bridge parallel to it.

December 1958: New truck weigh station (40 ton capacity) built at Marulan. Replaced in 1970/71.

1959: First curve advisory speed signs in NSW trialled on the Hume Highway between Camden and Berrima. Later extended to other roads.

1960: A pavement width of 24 ft (7.3m) adopted for the key State Highways including the Hume Highway. The first permanent traffic counters on the Hume Highway installed.

7 April 1961: Union Bridge over the Murray River opened.

1961/62: Hume Highway rerouted in Albury (via Hume Street and an extended Young St) to avoid the town centre.

2 January 1962: Completion of standardisation of the Sydney-Melbourne railway gauge ends the practice of transshipment of railway freight at Albury. A study indicated that the number of heavy vehicles on the Hume Highway dropped 3.8% as a result.

December 1962: Opening of the 'Meccano set', a major set of overhead traffic signs and signals at the intersection of Woodville Road, Henry Lawson Drive and the Hume Highway.

1963: Closure of the Campbelltown-Camden tramway eliminated two level crossings at Narellan.

June 1963: New deviation north of Mittagong opened, eliminating the 'Drabbles' and 'Maltings' bridges over the Main Southern Railway.

3 July 1965: New bridge opened at Jugiong Creek, replacing a single-lane bridge.

1965/66: Deviation at Bendooley Hill north of Berrima opened.

Great Southern Road – Hume Highway

1966: 3 km deviation north of Marulan opened, eliminating a winding section with 35 km/h hairpin bend.

17 March 1967: The last single-lane bridge on the Hume Highway was eliminated when the 191 metre bridge over the Bargo River and Main Southern Railway Line at Tahmoor opened.

1966/67: Reconstruction of the highway over the Mundoonen Range (Gunning Gap), including provision of climbing lanes.

March 1968: Liverpool Bypass opened.

1970: Dual carriageway and new bridges built, bypassing the 1930s bridge at Boxers Creek, north of Goulburn.

5 April 1971: New bridge over Black Bobs Creek opened. It replaced a historic concrete arch bridge built in 1896.

5 May 1972: Completion of 10 kms of dual carriageway south of Goulburn, including a grade separated interchange with the Federal Highway.

1972: First trial of computer-based design of road signs. The first signs designed using the system were installed on the Hume Highway at Yass.

26 March 1973: The Macarthur Bridge at Camden opened by the Governor of NSW, Sir Roden Cutler, removing the last major flood barrier on the highway.

26 October 1973: 10 km section of the South Western Freeway from Cross Roads to Raby Road opened.

1973: Bowning deviation opened.

3 July 1974: Approach roads to Macarthur Bridge opened, completing the 9 km flood-free bypass of Camden.

20 September 1974: With the passing of the *National Roads Act*, the Federal Government assumed full responsibility for construction and maintenance of 16,000 km of National Highways, the principal routes between the state and territory capital cities. A massive program of duplication works on the Hume Highway commenced.

16 December 1974: South Western Freeway extended to Narellan Road near Campbelltown.

November 1974: Completion of twin concrete bridges at Paddys River.

21 June 1976: New Fitzroy Bridge at Goulburn opened, superseding the 1883 structure.

25 March 1977: Opening of the 1134 metre Sheahan Bridge over the Murrumbidgee River on the 8 km Gundagai Bypass. This was the second longest bridge in NSW and the longest yet built by the Department of Main Roads (DMR).

24 May 1977: 13.5 km section of the South Western Freeway between Yanderra and Aylmerton opened.

15 October 1977: Hume Bridge over the Yass River opened.

2 April 1979: Truck blockade on Razorback Range.

15 December 1980: 35 km section of the South Western Freeway between Campbelltown and Yanderra north of Mittagong opened. This section of the Hume Highway includes Pheasants Nest Bridge across the Nepean River, at 76 m the highest bridge ever built in NSW. This section formed part of the longest continuous freeway in Australia at that time (64 km) and won the DMR major design and engineering awards. Twenty percent (117 km) of the Hume Highway in NSW was now duplicated.

21 November 1983: 11 km first stage of the 17.6 km Tumblong Deviation opened, superseding the former route via Sylvias Gap which had operated since 1938. The project involved over 2 million cubic metres of excavation.

June 1984: 172 km of the Hume Highway in NSW now duplicated.

February 1985: New bridge over Georges River and link between Heathcote Road, Moorebank and Casula opened. This route would become the main route out of Sydney to the south-west.

June 1985: 224 km of the Hume Highway in NSW now duplicated.

1986: B-Double heavy vehicles commence operation on the Hume Highway.

June 1986: 256 km of the Hume Highway in NSW now duplicated.

27 November 1986: 7.3 km Marulan Bypass opened, including new heavy vehicle weighing stations.

August 1987: Grade separated interchange at the Illawarra Highway opened.

22 March 1989: 15.5 km Berrima Bypass opened.

17 December 1991: 10 km duplication between Coppabella Road and Reedy Creek (south of Yass) opened.

17 August 1992: 8.5 km Mittagong Bypass opened.

5 December 1992: 12 km Goulburn Bypass opened.

5 April 1993: 35 km Cullarin Range Deviation, including a bypass of Gunning, opened.

25 July 1994: 18 km Yass Bypass opened.

16 October 1994: Dedication of the Australian Truck Drivers' Memorial in Tarcutta.

3 May 1995: 17 km duplication between Cullarin Range Deviation and Yass Bypass opened.

29 May 1995: Grade-separated connection to the Barton Highway at Yass opened.

11 October 1995: 13 km Jugiong Bypass opened.

3 May 1996: 9.4 km Tarcutta Range Deviation opened.

18 February 1998: First stage of 19 km Bookham Bypass opened. Second stage opened on 4 July 2001.

August 1998: Flyover linking Roberts Road with Centenary Drive, South Strathfield opened.

17 September 1999: Grade separated interchange at South Gundagai opened.

2002: Replacement of bridges over Nattai River and Gibbergunyah Creek near Mittagong.

June 2006: Additional access ramps at Ingleburn opened.

1 July 2006: Higher Mass Limits (HML) introduced on several highways including the Hume Highway south of Goulburn, permitting an extra 10% to 13% payload capacity.

December 2006: Grade separated interchange at North Gundagai opened.

4 March 2007: 17 km Albury Wodonga Hume Freeway opened.

2007: Tarcutta truck changeover facility opened.

August 2008: Widening completed between Camden Valley Way and Brooks Road .

25 May 2009: Duplicated Sheahan Bridge on the Gundagai Bypass opened.

14 August 2009: 12 km Coolac Bypass opened.

December 2009: 67 kms of duplicated highway between the Sturt Highway interchange and Table Top opened.

November 2010: Heavy vehicle rest area at Pheasants Nest opened.

December 2011: Widening to 4 lanes in each direction between Brooks Road , Ingleburn and Raby Road , St Andrews completed.

7 November 2011: 9 km Woomargama Bypass opened.

15 November 2011: 7 km Tarcutta Bypass opened.

March 2012: Widening to 3 lanes in each direction between Raby Road , St Andrews and Narellan Road , Blairmount completed.

23 June 2013: Official dedication ceremony held for the 9.5 km Holbrook Bypass. The project opened in stages to traffic on Wednesday 7 August 2013, completing the duplication of the Hume Highway.



Section 1

Ashfield to Carnes Hill

Southbound

Directions

DISTANCE FROM
PREVIOUS TURN POINT

- 1 Start at beginning of Hume Highway (Route A22), off Parramatta Road at Ashfield
- 2 Veer right onto Camden Valley Way at Cross Roads, towards Bringelly 30 km

Approximate distance: 35km

Along the way...

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Collingwood House, built in 1810. It is the oldest house still standing in Liverpool

Liverpool

The Darug people and their neighbouring tribes the Tharawal and the Gandangara called this land their home. The first Macquarie Town was named by Governor Macquarie on 7 November 1810 when he proclaimed 'Having surveyed the ground and found it in every respect eligible and fit for the purpose, I determined to erect a township on it, and named it Liverpool, in honour of the Earl of that title'.

The Old Hume Highway once followed Macquarie St, the main street of Liverpool. In 1968 the highway route shifted to the new Liverpool Bypass, and part of Macquarie Street was sold to Westfield for a large retail shopping complex.

The historic Pioneers' Memorial Park, a former cemetery on the western side of the intersection of Macquarie Street and the Hume Highway, contains the graves of many notable early settlers including Charles Throsby, James Badgery, Rev. Robert Cartwright, Capt. William Campbell, Murdoch Campbell (shot by a convict), Capt. Eber Bunker (who built historic Collingwood House) and members of the Hordern family. Originally known as St Luke's Cemetery, it operated as a burial ground from 1821 to 1958.



Governor Macquarie Statue, Macquarie St

POINT OF INTEREST – A



Remembrance Driveway plantings at Bass Hill

The Great War of 1914-1918 fostered an enormous community need to establish permanent memorials to those who served their country, and today most Australian towns have a war memorial to commemorate their efforts and sacrifice. After World War Two however, planting trees was seen as a symbol of hope for the future, and Mrs Margaret Davis MBE, the Founding President of the Garden Clubs of Australia, suggested planting a living memorial to those Australians who had served in World War Two.

A preliminary committee was formed in April 1952 to investigate planting avenues of trees and establishing groves and memorial parks along the Hume and Federal Highways between Sydney and Canberra to honour those who had served. This committee became the Remembrance Driveway Committee, which continues its work to this day.

The wide Remembrance Driveway plantings along the Hume Highway through Bass Hill and beside Prospect Creek are among the most prominent plantings in the Sydney area and give this length of the Hume Highway a very distinctive appearance.

Further south on the corner of the Hume Highway and Elizabeth Street is Apex Park, site of the first Liverpool Cemetery dating from circa 1811. It closed in 1821.

St. Luke's Anglican Church, one of the oldest churches in Australia, is on the corner of Elizabeth Street and the Macquarie Street Mall. On the corner is the carved monument of the Winged Bull of St. Luke, carved in Appin stone by May Barrie.

POINT OF INTEREST – B



The 'Meccano set'

This landmark structure was opened in 1962. It was intended to provide advance direction signage for the large volumes of traffic using this busy intersection, plus a gantry from which to attach the traffic signals. Its resemblance to a child's toy made from Meccano pieces gave it its popular name, which survives in common usage to this day.

The church was designed by Francis Greenway and the foundation stone was laid by Governor Macquarie in 1819. It held its first service on 18 October 1819.

The very modern Macquarie Street Mall beside the church is a place of recreation for young and old and is a multicultural area, with people from 157 different nationalities living in the vicinity.

At the eastern end of Elizabeth Street is Liverpool District Hospital, and the heritage listed Old Liverpool Hospital (now Liverpool TAFE), also a Greenway building from circa 1825 and described as one of the finest colonial buildings remaining in Australia. For many years it served as an Asylum for the Infirm and Destitute.

Bigge Park, opposite, was originally the town square. It was named after John Thomas Bigge, an opponent of Governor Macquarie's administration. The barracks were opposite, and in 1812 Lieutenant William Lawson was in charge.

The Old Liverpool Courthouse, on the western corner of Moore Street and Bigge St, was built in the 1850s. Next door is Liverpool Primary School, built in 1863.



Lansdowne Bridge

POINT OF INTEREST – C

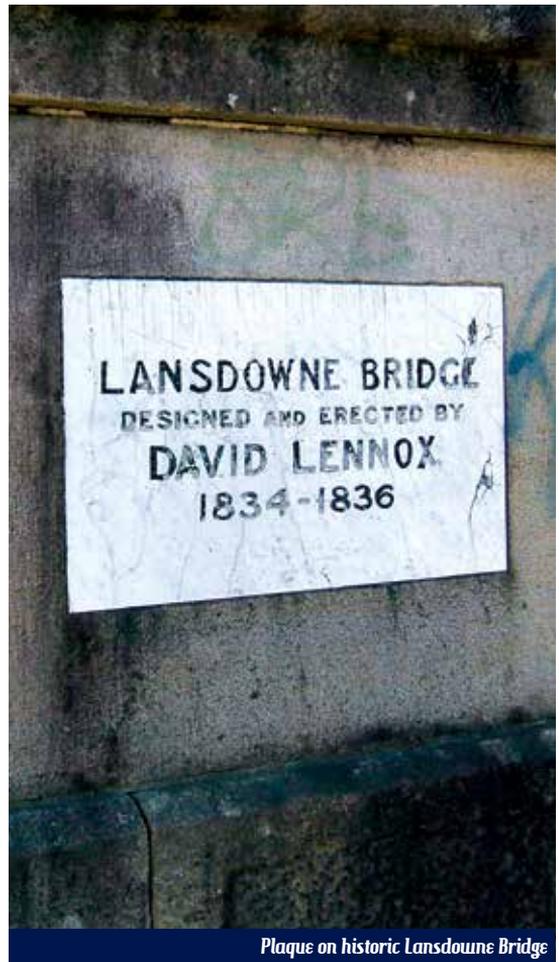


Lansdowne Bridge

Lansdowne Bridge is considered to be one of the finest examples of colonial architecture in Australia as well as David Lennox's masterpiece of design and the most intact example of all his bridges.

After earlier bridges over Prospect Creek had been destroyed by flood, Lennox designed a single-span 33.5-metre stone arch bridge which was erected by convict labour. The foundation stone was laid by the Governor on 1 January 1834. The bridge was built with stone which was quarried 11 kms downstream on the banks of Georges River and conveyed to the site by punt. The bridge opened on 26 January 1836.

The sandstone arch has the largest span of any surviving masonry bridge in Australia. Its size, appearance and durability make this bridge an outstanding example of colonial engineering and this fine heritage-listed structure remains in use today carrying traffic northward to Sydney.



Plaque on historic Lansdowne Bridge

POINT OF INTEREST – D



**Berryman Park Reserve,
Warwick Farm**

This reserve is named after distinguished Army officer Sir Frank Horton Berryman (1894-1981). After serving with distinction in both World Wars, he directed his considerable planning and organisational skills to a wide range of community activities. Among these was his involvement with the Remembrance Driveway Committee, which he served as founding President from its inception in 1952 to 1981.

The objective of the Committee is to plant avenues of trees and groves to commemorate all those who served in the Australian Defence Forces in World War Two and subsequent wars, or who have served since then in defence of the nation's interests in operational theatres around the world. During the mid-1990s the Committee decided to develop the Victoria Cross Rest Areas and Memorial Parks. These honour the 25 Australian World War Two and Vietnam War Victoria Cross recipients.

POINT OF INTEREST – E



**Pioneers' Memorial Park,
Liverpool**

The historic Pioneers' Memorial Park contains the graves of many notable early settlers. Originally known as St Luke's Cemetery, it operated as a burial ground from 1821 to 1958.



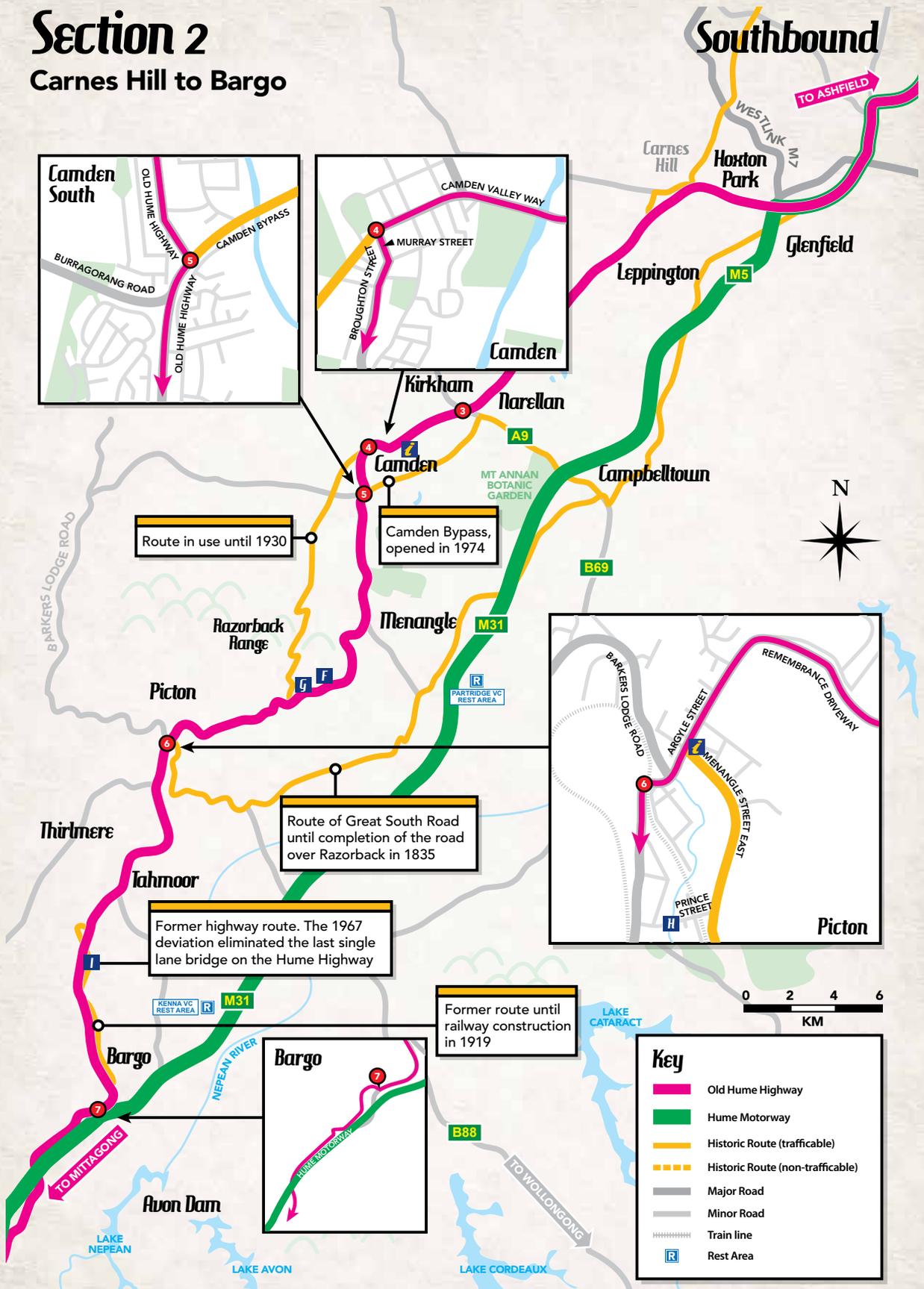
Historic St Luke's Church, Liverpool, built 1819



Junction of Hume Highway (left) and Terminus Street (right) in Liverpool, October 1961

Section 2

Carnes Hill to Bargo



Carnes Hill to Bargo

Southbound

Directions

DISTANCE FROM
PREVIOUS TURN POINT

3	Continue straight ahead on Camden Valley Way at Narellan, towards Camden	18 km
4	Proceed into historic Camden; Turn left at the roundabout at the end of Camden shops, into Murray Street then veer right onto Broughton Street	5 km
5	Turn right onto Old Hume Highway / Remembrance Driveway towards Picton and Bargo	2 km
6	Continue under the rail overpass in Picton, towards Tahmoor / Bargo / Mittagong	18 km
7	Turn right just south of Bargo to Yanderra / Yerrinbool	19 km

Approximate distance: 57 km

Along the way...

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The Sydney Water Supply Channel

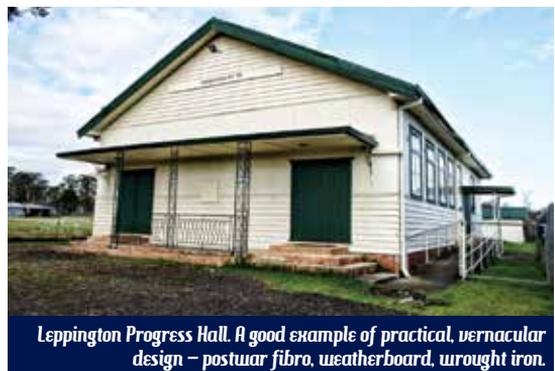
Leppington

William Cordeaux (1792-1839), colonial Land Commissioner, arrived in NSW in 1817, and in 1821 was granted 700 acres on the Cumberland Plains near Denham Court. Cordeaux raised cattle and built a hill-top mansion, grandly naming it 'Leppington Park' after a village near his Yorkshire birthplace. The locality was soon known as Leppington. Leppington bushrangers accosted and shot a traveller in 1826, and the Cumberland hounds hunted Leppington dingos in the 1840s. Anthrax first appeared in Australia among Leppington cattle in 1847, and in 1850, a canny lessee of the Denham Court tollgate employed 'scouts' to lurk at Leppington and decoy Sydney-bound travellers from a rival tollgate on the Campbelltown Road.

Small farms were later carved out of the larger grants at Leppington and nearby Raby. Much of the area has remained rural, and Leppington market gardeners have helped to feed Sydney. Mr A. A. Tegel of Tegel Turkeys started at Leppington in 1920. The district developed rapidly post-WWII, when European migrants settled and farmed vegetables; by 1955 some were earning a record £800 per acre from cabbages alone. Dating from 1956, Leppington Progress Hall in Ingleburn Road is a monument to immigrant enterprise and

enthusiasm. Since 1964, Forest Lawn Memorial Park at Leppington has been the last resting place of many southern-Sydney folk.

As early as 1823, the track passing south from Prospect through Leppington to Narellan and Camden was called The Cowpasture Road. Now, the former route of the Hume Highway between Cross Roads and Camden is known as Camden Valley Way. The Sydney Water Supply Channel, a canal carrying Sydney's drinking water from the Upper Nepean Scheme, has passed tranquilly under Camden Valley Way since 1888. The South West Rail link currently under construction will cross both Camden Valley Way and Cowpasture Road, and provide Leppington with a railway station to service the projected housing developments in the area.



Leppington Progress Hall. A good example of practical, vernacular design – postwar fibro, weatherboard, wrought iron.

Narellan

Narellan was a small village on the Great Southern Road, later the Hume Highway, north of Camden. The highway ran through the village until 1973 when it moved to the Camden Bypass, and later to the current freeway route in 1980.

The name Narellan, used for the village, the district, and the parish, was probably derived from William Hovell's 1816 grant of 'Naralling' of 700 acres. Most of the parish of Narellan was granted to settlers by Governor Macquarie between 1810 and 1818. By 1827 Surveyor-General John Oxley and Assistant Surveyor Robert Hoddle had surveyed the site of the village set out in a rectilinear plan, and marked the site of a church, school and courthouse.

By 1839 a lockup had been built and sly grog shops had sprung up along the Great Southern Road. A church school was built in 1839 and in 1842 there were 45 pupils. The first village allotments were offered for sale in 1843. The Narellan Post Office was opened in 1856 and located on the Great Southern Road.

In 1875 a government National School was established on the site for a courthouse and later became Narellan Public School. The Edmund Blacket designed St Thomas's Anglican Church was consecrated in 1884. Narellan Railway Station was the hub of the village and was the fourth station after leaving Camden. The Camden-Campbelltown tramway operated from 1882 to 1963.

The village was part of Nepean Shire Council until the Council was abolished in 1948. The village remained quite small until the opening of Narellan Town Centre in 1995, and is now a bustling commercial centre.



Historic Wivenhoe, built in 1837

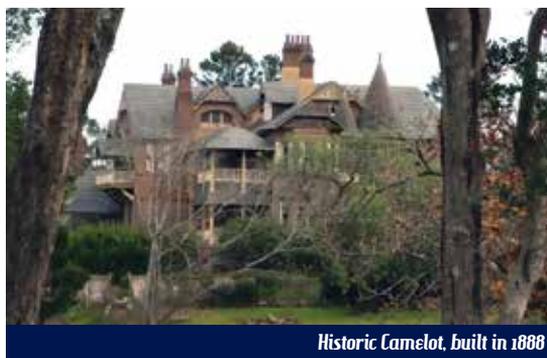
Kirkham

Kirkham, a locality between Camden and Narellan on the former route of the Great Southern Road and the Hume Highway, was originally occupied by the Tharawal people.

The first land grants fronted the Great Southern Road and were given out during the time of Governor Macquarie to smallholders Danial McLucas, John Herbert and John Condron. The name of the locality comes from John Oxley's 1815 grant 'Kirkham' of 1,000 acres. A prominent landmark is Herberts Hill, the site of the original Herbert land grant. Also known as Rheinbergers Hill and Longleys Hill, it is located opposite the intersection of Camden Valley Way and Kirkham Lane.

A Kirkham Lane private residence known as Camelot is listed under the NSW Heritage Act. It was designed by John Horbury Hunt and constructed in 1888 as a 'rural seat' for racehorse breeder James White. The house remains virtually unaltered since its original construction.

Another interesting building is historic Yamba cottage at 181 Camden Valley Way. Yamba is an Aboriginal word meaning 'a good place to camp'. The cottage was built in 1913 for the headmaster of Narellan Public School, Frederick Longley. The site was originally a portion of the Edward Lord's 1815 land grant of 'Orielson'. Kirkham Railway Station was located adjacent to Kirkham Lane. It operated from 1882 to 1963 and was the third station after leaving Camden on the Camden-Campbelltown tramway. Remnants of old railway embankments and culverts are still visible. The station was a short platform, with a small weathershed and station signage. Passengers had to hail down the small locomotive called 'Pansy' that ran on the tramway.



Historic Camelot, built in 1888



Historic Camden streetscape

Camden

In colonial times it was a matter of Government policy to reserve the lands west of the Nepean for the use of the wild cattle which grazed in the area. In July 1803 a Proclamation was issued forbidding any person from crossing the Nepean without a permit signed by the Governor. Disobedience of the order rendered the individual liable to six months hard labour.

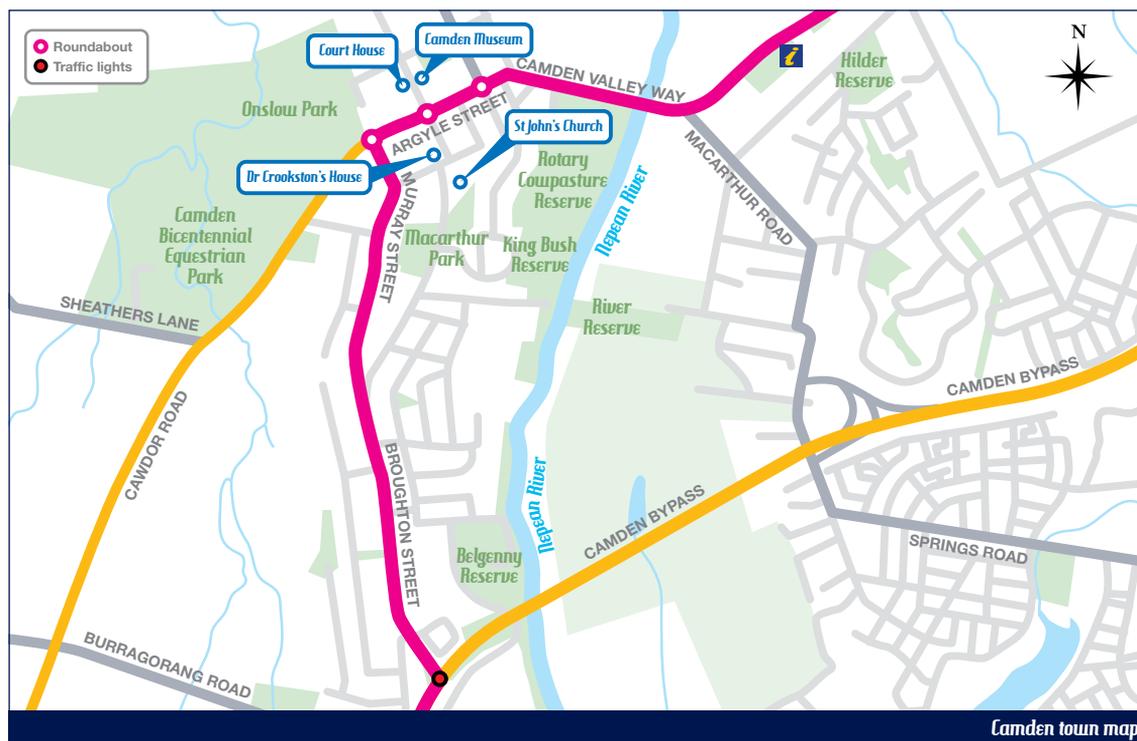
In December 1805 the country west of the Nepean River was named Camden County, although the present boundaries of Camden County have changed. The first colonial land grants in Camden were issued to John Macarthur, thus beginning 'Camden Park'. The private township of Camden was not established for another thirty years. In 1841 the Court of Petty Sessions was moved to Camden, being previously located in Cawdor, and took up residence in Camden Inn, as there was no courthouse in Camden at that time.



Argyle Street, Camden c. 1940

Camden in its early years was one of the most important commercial and administrative centres between Sydney and Goulburn on the Great Southern Road. The Hume Highway followed the town's main street from colonial times until 1973 when it was moved to the Camden Bypass, and then subsequently moved again in 1980 to the freeway route. Yet the role of the Hume in Camden's development is not widely appreciated.

The highway was one of the conduits that brought the international influences of modernism and consumerism to the town, and the goods and services that supported them. In the first half of the 20th century Camden was the centre of



the police district. It had the regional hospital, it was the largest population centre and it was a transport node of a district which spread from Campbelltown to the lower Blue Mountains.

The town had two weekly newspapers, *Camden News* and the *Camden Advertiser*. Modern advancements included the opening of the telephone exchange (1910), the installation of reticulated gas (1912), electricity (1929), replacement of gas street lighting with electric lights (1932) and a sewerage system (1939). By the interwar years, a period of transition, the motor car had replaced the horse on the roads, and on the farm the horse was replaced by the tractor, all of which supported the growing number of garages in the town. A number of petrol stations were built along the main street to serve the Hume Highway traffic.

Dairying was also a major regional industry. In 1952, Camden Park installed The Rotolactor, which was then the ultimate in modern milking machinery. Developed in the USA and brought to Australia by Lieutenant-Colonel Edward Macarthur-Onslow, it was in effect a multi-cow rotary automatic milking machine 18.3 metres in diameter. Its circumference was enclosed with

glass windows to give natural light, which was supplemented by fluorescent lighting for early mornings and winter afternoons. The mechanism consisted of a circular platform which rotated on two circular rails, and its 50 bails could milk 300-375 cows per hour with ten operators. It ceased operation in 1972.

The layout and shape of Camden has changed little with the shopping strip along the Old Hume Highway from the 19th century. The town centre has a certain bucolic charm and character that is the basis of the community's identity and sense of place; this country feel has become the basis of the modern 'country town idyll'.

Camden is home to a number of historic houses, government buildings and churches. Beside the old restored Camden Dairy building are the remnants of the old Camden tramway. Visitors to Camden may stop at the Camden Visitor Information Centre, which is located in John Oxley Cottage, an 1890s 'workman's cottage', on Camden Valley Way, Elderslie.



While I Live I'll Grow tree, Razorback Range

Razorback Range

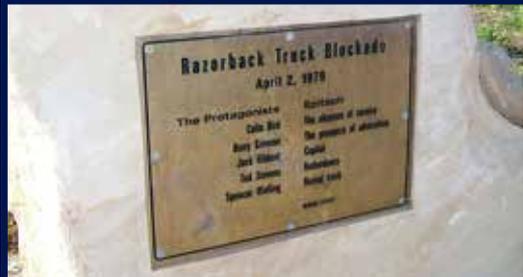
The Razorback has been an important feature in the development of the Great Southern Road and the Hume Highway. Surveyor William Harper first marked a road over the Razorback in 1821. It was cleared in 1825 and was much used. In 1829 it was reported as the most direct route to the south but the Macarthur family objected to it passing through their property. In 1830 Surveyor White marked a more direct route via Cawdor over the Razorback, and in 1832 Thomas Mitchell was instructed by Governor Bourke to construct the Great Southern Road on that line, to Mitchell's great displeasure. The project was completed in 1835.

POINT OF INTEREST – G

Anthony Hordern's tree

'While I live I'll grow' was the motto of Anthony Hordern's, a major Sydney retailing firm dating from 1844. The original 109-year old Port Jackson fig tree on Razorback blew over in high winds in 1974.

POINT OF INTEREST – F



Razorback truck blockade site

On 2 April 1979, over 400 truck drivers staged a blockade on Razorback Range. It was part of a wider protest against ton-mile taxes and low freight rates. The efforts of the truck drivers were not in vain and the ton-mile tax was abolished shortly after the protests.

This route contained several very steep sections and two particularly sharp curves, which made it unsuitable for the demands of modern motor vehicle traffic. In August 1927 work on a new route over the range commenced, bypassing Cawdor. Partly funded by unemployment relief funding, it was a major construction effort and employed at



Widening works on southern side of Razorback Range in 1969

its peak 229 workers. It utilised a section of the existing Camden-Menangle Road, which avoided the flood-prone length on the former route south of Camden, then crossed the range to the east of the former route.

The deviation was completed in 1929, and the November 1929 Main Roads journal noted that 'In lieu of the old second or third gear road, with its difficult and dangerous bends, there is now available a top gear road throughout, which will prove, not only in the ease and safety with which it can be negotiated, but also on account of the fine panoramic views of the surrounding country which it affords, a boon to all who use it.'

But even this route proved to be problematic as traffic volumes increased. Land slippages often caused cracking in the road surface, necessitating frequent restoration work. In December 1980 the Razorback route was finally bypassed, with the opening of the 35 km section of the South Western Freeway between Campbelltown and Yanderra.

In April 1979 the road was the scene of the Razorback truck blockade, now marked with a monument. Razorback is also the site for the historic Anthony Hordern's tree 'While I Live I'll Grow'.

The 1832 Mitchell route between Camden and Picton via Cawdor remains open and in use, for those wishing to experience this historic convict-built road alignment.

Picton

As the Old Hume Highway winds down the Razorback and comes to the flat lands, there is the old Razorback Inn on the right. Now a café, it was once an inn, then a private home and then a service station. Nearby is the Picton golf course with its clubhouse once being the home of the Antill family. It was built in 1865 and looks across the road to Vault Hill, the Antill family's private burial ground.

The area for a government town, just south of the Picton of today was first set aside in November 1821. This area is now known as Upper Picton or Redbank. Major Henry Antill, Governor Macquarie's aide, was granted some 3,000 acres in the 1820s. He was the Police Magistrate and responsible for keeping order in a huge tract of territory. In 1841 he portioned off a piece of his estate near Stonequarry Creek, establishing the

POINT OF INTEREST – H



Victoria Bridge over Stonequarry Creek, Picton

Completed in 1897, the Victoria Bridge is an early example of an Allan type timber truss road bridge. Percy Allan's truss design was third in the five-stage design evolution of NSW timber truss bridges, and was a major improvement over the McDonald trusses which preceded them. Allan trusses were 20% cheaper to build than McDonald trusses, could carry 50% more load, and were easier to maintain.

Having the tallest timber trestle supporting piers of any timber truss bridge in NSW, the Victoria Bridge has an imposing appearance, and is both technically and aesthetically significant as a result. It has been classified as being State Significant under the NSW *Heritage Act*.



The George III inn, built in 1839, has been a well-known landmark for many years.

town of Picton, named after Sir Thomas Picton. The Great Southern Road bisected Picton and later the Hume Highway followed this line.

In 1844 George Bell entered into a contract to supply bricks for the first steam powered flour mill erected in the district. The proprietor Mr Larkin had a windmill on the elevation now known as 'Windmill Hill'.

Until the freeway opened in 1980, Argyle Street was a tangle of traffic chaos, often queued back for a mile or so and made worse by the 'Hole in the Wall' – the railway underpass to the south of the town. There was all the highway traffic and many coal trucks, but after 1980 all was quiet with only local traffic on the road. Some businesses were affected and four of the five petrol stations closed.

Some of the main buildings are the Court House erected in 1865 and the Commercial Bank and Post Office on the corner of Menangle Road. Turn right and see St Mark's Church, built of local stone and designed by Edmund Blackett in 1856. The crossing over the creek goes back to the late 18th century and over the bridge is the George IV Inn, built in 1839.

Further along the Old Hume Highway up and over the next ridge and left into Prince Street is another local landmark, Victoria Bridge. It is the second oldest Allan truss bridge built in NSW, and one of the largest of its type. The 18 metre high timber trestles are the tallest in NSW.



Tahmoor House, built in 1824. It is the oldest building in Wollondilly Shire

After crossing Victoria Bridge a visit to the railway station is worthwhile. Look to the west of the station to marvel at the sandstone railway viaduct built in 1862. It is the oldest stone archway over water in NSW, and is still in use.

Further information is available at the Wollondilly Visitor Information Centre, located at the corner of Argyle and Menangle Streets.

Tahmoor/ Myrtle Creek

Present day Tahmoor was known in the early days of white settlement as Myrtle Creek, Bargo or Bargo West. Myrtle Creek derived its name from the myrtle trees which formerly grew along the creek flowing through the area, and have now been extensively cleared up to the main roads. The Tahmoor of today is a coal mining town located 5km south of Picton. The word Tahmoor is believed to come from the Aboriginal name for the Bronzewing Pigeon.

The area was once home to the Myrtle Creek Hotel, now Tahmoor House. The hotel's original well and parapet were constructed by convict labour but the house itself, with the exception of the stonework, was erected by free men. In its early colonial days, and being in the neighbourhood of the notorious Bargo Brush, the hotel was often visited by bushrangers. On one occasion these bushrangers stuck up a party of teamsters and their wives who were camped at the creek below the house, killing one woman and injuring a man and a child. The daughter of the hotel owner, Mrs James Mann, recounted the incident:

'On the occasion of the murderous attack on the teamsters, my father saw them approaching the house and ordered his wife to lock the children in the nursery, and keep watch upon the road on the northern side, ready to fire if the murderers attempted any violence. He then rode out to meet them, and shortly after the outlaws, four in number, entered the bar and called for champagne ... the men shortly afterwards made off into the ranges.'

The hotel changed owners several times, and with it, so did its name. The hill opposite the house, which has now been divided into the building allotments forming Tahmoor Park Estate, was a

flourishing orchard which provided fruit for the surrounding district.

Tahmoor House was re-opened to the public on 5 April 2010, with an overwhelming response. The restored house now functions again as a bed and breakfast, an interesting respite for the historically-minded visitor.

Bargo and Lupton's Inn

The name Bargo derives from the Aboriginal word 'Bah-go' meaning 'dark'. The present railway station stands on the site of the first settlement. A grant of land was given to a man named Partridge in 1822 and on this old grant the township of Bargo is built.

An early settler named Brown kept the Woolpack Hotel, one and a half miles south of Bargo. At the same place he also had a blacksmith and coach repairing shop. The remains of the old building are still to be seen. He was one proprietor of the coaches that ran through in the early days. A fair quantity of wheat was grown in the area and much hay was sold to coach owners and carriers. Wheat and sheets of bark were carted to Camden. The roads were very bad and coaches often had to be hauled over the worst parts by bullocks.

Today as one enters the village of Bargo it is a far cry from the early days when it figured prominently in the history of the bushranging days. Bargo Brush was associated with 'bailups', convict escapes and some dark and murderous deeds. It was one of the most bushranger-infested stretches of road in the colony, and the place for many years was under the shadow of the past. Soon after the events of those far-off teamster days, the whole tract fell under a kind of spell and remained forgotten and neglected for a quarter of a century. In those former times the area would light up with teamster's fires, while the solitude was broken by the voices of the campers.

When the railway was built, teamsters left in search of fresh fields. Wayside inns fell into ruin and desolation spread. However enterprising orchardists could see the proximity of Bargo's waste lands to the Sydney market when the railway first came through the area in the 1860s.

So the area changed from the dangerous era of the early 1800s to a flourishing orchard district.

The present day village of Bargo has developed around the railway station. On the eastern side of the Highway near the railway station are three monuments each with a plaque recording the sighting of the first lyrebird and koala by Europeans on 24 January 1798. After passing through the main street of Bargo, turn left over the railway then right into Avon Road. Follow this road to the Avon Dam built in 1921, and the Nepean Dam built in 1925. Both dams are part of the Sydney Water Catchment and are open to the public, and are popular tourist attractions along with the Wirrimbirra Flora and Fauna Sanctuary.

Further south was the site of Lupton's Inn, its walls finally collapsed by neglect and weather in the late 19th century. In the days of the gold rushes, it was a famous stopping point for a meal and change of horses. John Lupton established it around 1830 at a time when the route of the Great Southern Road was uncertain. He positioned it at the apex of both alternative road plans. His widow married Joseph Henry Doyle who ran mail coaches through to Goulburn for many years. His coaches were called Lupton's Dragons and the stop at the inn was a welcome relief.

Lupton's Inn had one surprise before closing its doors after the rail opened to Mittagong in 1867. Prisoners were being brought from Berrima Gaol in 1866 and the party stopped at the inn to have lunch. They hatched a plan to escape and put this into effect near the cemetery, a few miles north of the inn. Constable William Raymond was shot dead as the convicts attempted to escape and one of the recaptured prisoners was later hanged.

POINT OF INTEREST – I

Site of the last single lane bridge on the Hume Highway

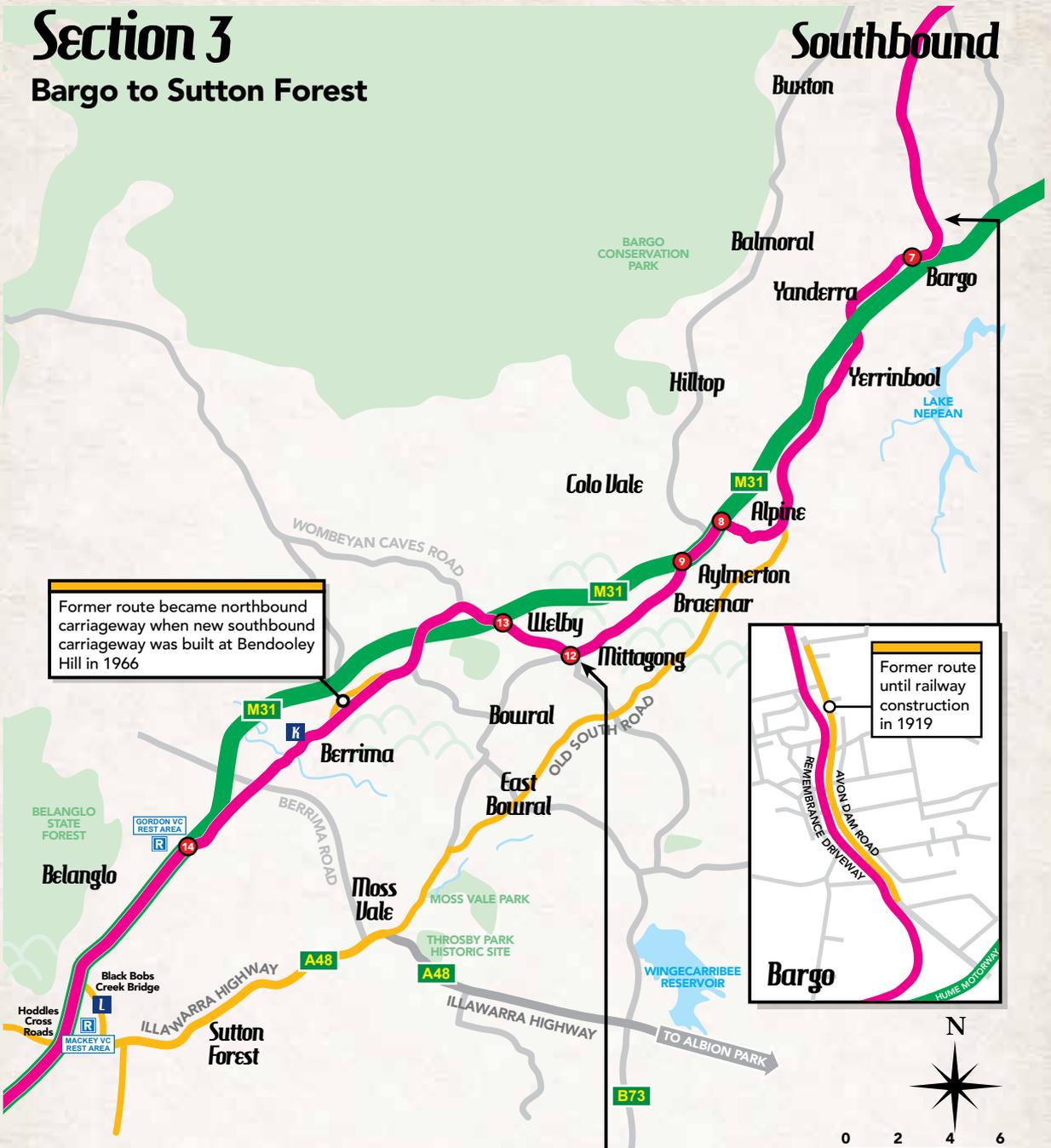
History was made on Friday 17 March 1967 when Lady Cutler, wife of then NSW Governor Sir Roden Cutler VC, officially opened a new bridge over the Bargo River about 10 kms south of Picton.

The new bridge and its long sweeping approaches not only replaced the last remaining single lane bridge on the Hume Highway but also eliminated a narrow railway overbridge and a length of poor road alignment approaching the two bridges.

Section 3

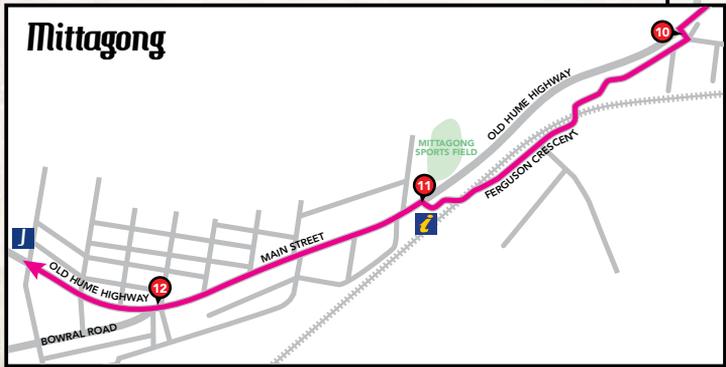
Bargo to Sutton Forest

Southbound



Former route became northbound carriageway when new southbound carriageway was built at Bendooley Hill in 1966

Former route until railway construction in 1919



Key	
—	Old Hume Highway
—	Hume Motorway
—	Historic Route (trafficable)
- - -	Historic Route (non-trafficable)
—	Major Road
—	Minor Road
- - -	Train line
R	Rest Area

Bargo to Sutton Forest

Southbound

Directions

DISTANCE FROM
PREVIOUS TURN POINT

8	Rejoin Hume Motorway after Alpine	13 km
9	Take Mittagong exit	1.5 km
10	After 3.5 km turn left at the traffic signals into Renwick Drive. The Old Hume Highway (Ferguson Crescent) will then be seen on the right, but now must be accessed by a U-turn at the first roundabout then a left turn. Proceed south along Ferguson Crescent, crossing two rail overbridges	3.5 km
11	After crossing the two rail overbridges, turn left back onto the Old Hume Highway	1.5 km
12	At the signals in Mittagong continue straight ahead on Main Street, towards Berrima & Wombeyan Caves	1 km
13	Stay on the Old Hume Highway by going straight ahead via the Welby overbridge – do not rejoin Hume Highway at the interchange ramp	3 km
14	Rejoin Hume Highway south of Berrima	14.5 km

Approximate distance: 48 km

Along the way...

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Old buildings, Yanderra

Yanderra

Yanderra, meaning 'Turpentine tree', is well known for its fruit orchards and flowers, including the red and white waratah. In 1925 Arthur Rickard & Co advertised 'The Yanderra Estate, in the Healthy Southern Highlands', 1362 healthy feet [415 m] above sea level. Sydney had experienced an influenza epidemic, and a tuberculosis scare. The lofty Blue Mountains were over-crowded with tourists, and 'The Southern Mountains' were now offered to Sydney's hygiene-and-leisure seekers.

'In a few years, this will be a thriving township,' claimed Rickard, who built Yanderra Railway Station on the new 1919 railway line, where potential buyers could arrive. Few did. Rickard then promoted Yanderra for fruit-growing, poultry farms, and pig-raising, but the automobile doomed any 'Southern Mountains' plan. Day-trips by car replaced weekend excursions by train. Motorists glimpsed, but didn't explore, the scenery. Some built 'mountain cabins' at Yanderra, some ran small farms, but without a railway goods siding, shipping Yanderra produce to market was problematic. Yanderra's road bridge was set



Market garden, Yanderra

at right-angles to the railway, forcing the Hume Highway into a dangerous dog-leg, and the locality got a name for motor accidents.

Yanderra made headlines in December 1941 when thieves laid a bomb near the station, intending to derail and rob a railway pay-bus. The bomb blew the bus apart, killed its three occupants, and scattered cash over the bush. The thieves were never caught.

In 1980 the new Hume Highway bypassed Yanderra. The station closed and the lone shop stood empty. Yet the settlement has grown. Yanderra's streets slope away from the roaring Hume Highway towards the tranquil Bargo River. Yanderra is now a dormitory suburb, a 'tradie's haven'. The new highway allows a rapid commute to employment between Liverpool and Goulburn. Yanderra has a thriving primary school and a Rural Fire Brigade. Market gardens lie on its outskirts. Its paddocks hold an alpaca or two, a few sheep, and the odd pig. Yanderra presents a slightly scruffy visage at its Old Hume Highway end, indicating that tree-change people haven't yet priced Yanderra folk out of their bushland haven.

Yerrinbool

Yerrinbool lays the best claim as 'Gateway to the Southern Highlands'. Vivid greens or autumn russet and gold of European trees, neat cottages, expanses of clipped lawn sweeping down to the Old Hume Highway – Yerrinbool sets a Highlands scene. The area of Yerrinbool was explored in 1807 by Hamilton Hume who called it 'Little Forest'. Yerrinbool is thought to be an Aboriginal word meaning 'Wood Duck'.



Bargo to Sutton Forest

Railway overpass, Old Hume Highway, Yerrinbool

In 1834 John Keighran built an inn, which stood near the second of the railway bridges south of the township. Beyond Keighran's Inn lay the forty-acre farm of the redoubtable Sophie Corrie (1832-1913). Left a widow with six children, Mrs Corrie in 1875 cleared and fenced her selection, planted an orchard, and in time became Australia's leading authority on preserving fruit. Much of the land from Hambridge Road southwards belonged to Mrs Corrie, or her son Broughton. Corrie Road recalls this pioneer family.

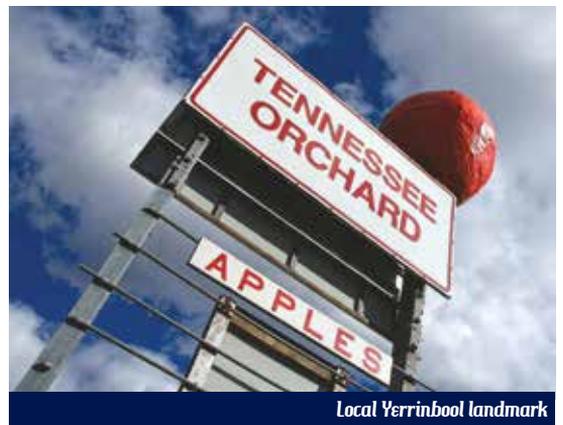
– but no grand country house ever rose there. Buyers were promised a golf-links, tennis courts, and improbably, an aerodrome. Waterfalls, pretty cascades and swimming holes lay within walking distance, but despite its 'healthy' altitude of 1,900 feet above sea-level, resort-seekers never came in numbers. Like Yanderra, Yerrinbool's progress was limited by the swiftly-passing automobile, and by the surrounding expanse of water catchment area.

The general store, opened in 1919 by land-agent Mr J. W. G. Simons, still does business opposite tidy Yerrinbool station, which once won prizes in the Railway Gardens Competition. The Post Office and primary school have gone, but Yerrinbool retains a Rural Fire Brigade, a Community Hall, and a tiny Anzac Park, on land donated by one Muriel Vickers. In the mid-1970s, little Yerrinbool was cleft by the new dual-carriageway Hume Highway, and its halves joined by an overbridge. Over on the western side lie the Baha'i Summer School, opened in 1937, and bushwalks in the Bargo River State Conservation Area.



Store, Old Hume Highway, Yerrinbool

A big red apple welcomes the traveller to Yerrinbool. The Tennessee Orchard has long been a Hume Highway landmark, selling fruit in season. Yerrinbool was founded on the lands of Mr Albert Dawson, metallurgist and vigorous writer of Letters to the Editor. Bushfire destroyed his homestead 'Lorna' in 1902, and the ruins were still visible in 1919 when The Yerrinbool Station Estate was spruiked as 'The New Southern Mountain Resort' in an eighteen-page booklet. A first land sale was successful, but interest dwindled. Former weekenders can still be spotted in Yerrinbool's streets - Everest, Appenine, Sierra, Simla, Kiandra



Local Yerrinbool landmark



Farm gate, Old Hume Highway, Alpine

Alpine

This locality was once part of Colo Vale, and known as Forest Hill. The oldest surviving house, built of stone in 1834 and still standing beside the Old Hume Highway, is 'Forest Lodge'. Forest Hill was thick with valuable timber and in 1904, when Rickard & Co advertised 'health and profit blocks' on the new 'Alpine Estate', cleared blocks were sold more cheaply. Mr J. H. Kerslake's orchard 'Alpine' gave the village its name. Alpine had a Post Office, but never a school or station. A railway tunnel, nearly a mile long, lies deep below Alpine, and to build it, an entire tent-town of fettlers and their families sprang up while the Southern Deviation was constructed. Work on the Alpine Tunnel cost several lives. Brick chimney structures, built to exhaust the smoke from steam trains, are still visible in the paddock above the tunnel.

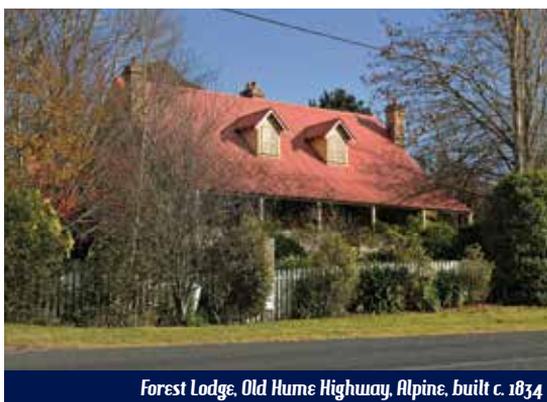
'Alpine stands 2086 ft above sea-level,' advised Rickard's advertisement. It had 'splendid rainfall' and 'rich volcanic soil'. Alpine also had ferocious bushfires, which roared up its slopes and through its stands of timber, destroying farms and menacing lives.

One may drive back through Alpine, turn off the Old Hume Highway, and briefly explore the Old South Road. This earlier route runs along the eastern side of Forest Hill, through the several hundred acres which Dr William Jamieson Sherwin (1804-1874) once farmed. Sherwin was the son of convicts, and was the first Australian-born medical practitioner, taking his diploma at London's Royal College of Surgeons. Sherwin was also a chemist and druggist, and in 1835 was commissioned by Governor Bourke to report on Contagious Epidemic Catarrh among sheep.

Travellers can turn off the Old South Road into Aylmerton Road, which will take them back to the Old Hume Highway, and the locality of Aylmerton.



Two venerable historic routes meet at Alpine



Aylmerton

Aylmerton is located near the end of the off-ramp from the Hume Highway which leads to Mittagong. Originally this area was known as Cannabygle Plains after a well known Aboriginal in the area, who was killed in the 1816 native uprisings. The area was later named Aylmerton after a town in Britain.

When the railway passed through Aylmerton in 1919 it brought Sydney much closer and meant that all types of produce could now be transported in one day instead of days by horse and bullocks.

In December 1880 the residents of the locality, then known as Chalkerville or Chalker Vale, applied to the Department of Education for aid to establish a provisional school in their district. With the building of the Freeway everything including the school had to be moved to the north-western side of the Freeway. Today only a sign on the left of the road after leaving the Freeway indicates that there was once a village and school there.

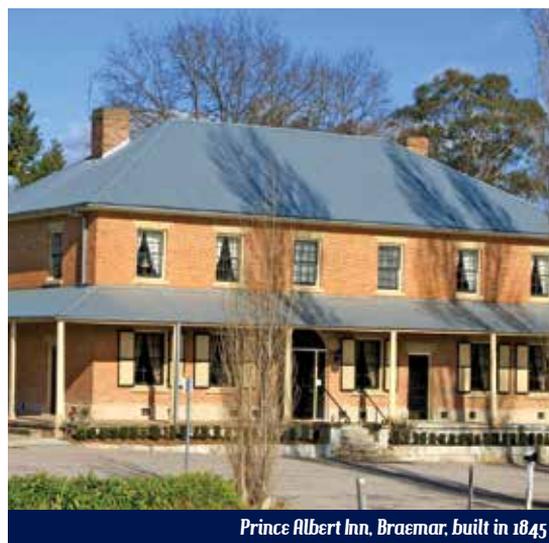
Braemar

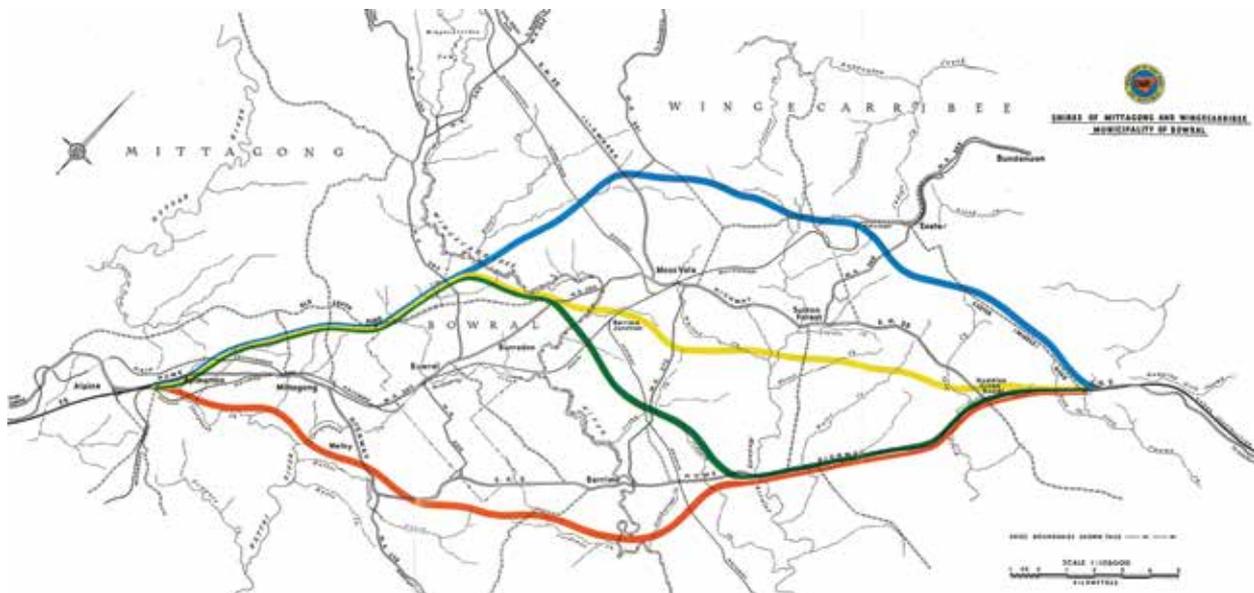
Braemar takes its name from a former residence which was named after a Scottish parish. On the eastern side of the Old Hume Highway is the two-storeyed Prince Albert Inn (just past The Poplars Motel). Originally built in 1845 as an inn, it was purchased by Bartholomew Rush in 1860, who operated it as a boarding house.

In 1876 Rush also built the beautiful Braemar Lodge on the western side of the road opposite the Prince Albert Inn, as a stately gentleman's residence which conjures up images of resplendent days gone by. This building started out as a single storey, which was added to in later years. The property was well known for its orchard where fruit was sent to Sydney from the railway station known as Rush's Platform.

Today known as Braemar Lodge Guesthouse, the building has had many name changes, owners and uses. It was known as Oulart then became Resthaven. During the 1930s the building was used by the Christian Science Church, which added the top storey and used it as a guest house for members from across Australia. The name changed again when the Akhnaton Health Resort was opened. It specialised in the treatment of Slimming, Asthma, Arthritis, Rheumatism, Fibrositis and Sciatica. Electric and steam baths were available, along with Electrotherapeutic and Hydrotherapeutic equipment. Today the Braemar Lodge Guesthouse continues to cater for visitors.

Another local feature is All Aboard Braemar Model Railways, with over 30 metres of track and trains from all over the world, and the headquarters for one of Australia's largest retailers of model trains. It all began the day the owner gave his one-year old son a model train for his first birthday. He was not interested, so dad took over and it has consumed his life since, making it a destination for railway buffs of all ages.





Routes investigated for the bypass of Mittagong and Berrima (orange western route selected). 1977. Map prepared by George Snyder

Mittagong

Settlement in Mittagong commenced early in colonial history. The area now known as Lower Mittagong was settled in the 1820s. William Chalker gained a permit in 1821 that allowed him to graze cattle on the Mittagong Range. He was the Principal Overseer of Government Stock at the Cowpastures and for his services received 200 acres of land. He is regarded as a pioneer of the district and his land spread over the Mittagong Range along the Old South Road.

In 1827 George Cutler built an inn on the Old South Road that from 1820 to 1835 carried all traffic to the south through Bargo to Lower Mittagong and then proceeded further south to Bong Bong, Sutton Forest and beyond.

Major Mitchell's new line of road through Berrima opened in the 1830s, deviating east of Mittagong to avoid the steep Mittagong Range. A new village began to grow where Mittagong is now situated and several inns were opened to cater for travellers. Some of these are still in existence – the Prince Albert Inn at Braemar and the Fitzroy Inn in Ferguson Crescent.

The first postal address in the area was known as Nattai (meaning 'water') before being named Mittagong with the arrival of the railway in 1867. Explorer Barralier wrote of establishing his camp at a place called by the natives 'Nattai' in 1802. In 1815 Governor Macquarie mentioned the 'Nattai'

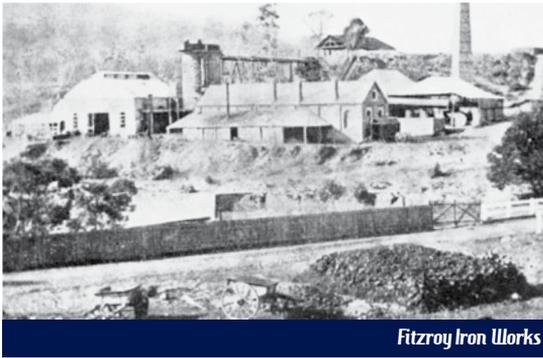
mountains and river in his journal of a tour of the southern country.

The villages of Nattai, New Sheffield, Fitzroy and later Mittagong, grew around the Fitzroy Iron Works, the first iron works in Australia. It operated at Mittagong between 1848 to the 1890s and established the industry in this country. The enterprise struggled to be successful, and works at Lithgow took its place.

In 1862 a portion of land close to the works was reserved for village purposes and named Village of Fitzroy. A further subdivision in the township of New Sheffield (so named by skilled workers, principally from Sheffield, UK) was offered for sale in May 1865. The Mittagong Land Company acquired iron works land and in 1883 subdivided 140 acres. It was probably about this time that New Sheffield and Nattai formed the present township of Mittagong.

By 1890 many splendid buildings were erected and today some fine examples of these buildings may be seen along with many of the original worker's cottages, especially in the streets near Lake Alexandra, which was the water supply for the iron works.

Travellers can visit several sites in connection with the iron works. At Ironmines Oval in Mittagong, on the site of the blast furnace, stands a cairn erected in 1948 by BHP and the Royal Historical Society to commemorate the iron work's centenary. Some exposed archaeological remains of an early section of the works site have been conserved,



Fitzroy Iron Works

maintained and displayed with permanent public access, and are located in the underground car park of Highlands Marketplace, 197 Old Hume Highway, Mittagong.

A large and imposing Maltings building was opened at Mittagong in 1901 as a malt house to ferment hops. This was extended over the years and gutted by fire in 1942, but the enterprise carried on for several more decades. The expansive buildings now lie idle and are well worth a look from the nearby park.

Other points of interest in the town include the railway station, the original police station building of about 1880, the old Post Office of 1891, the fine CBC bank building now being restored, and the Memorial Clock built in 1920 in the centre of the town.

POINT OF INTEREST – J

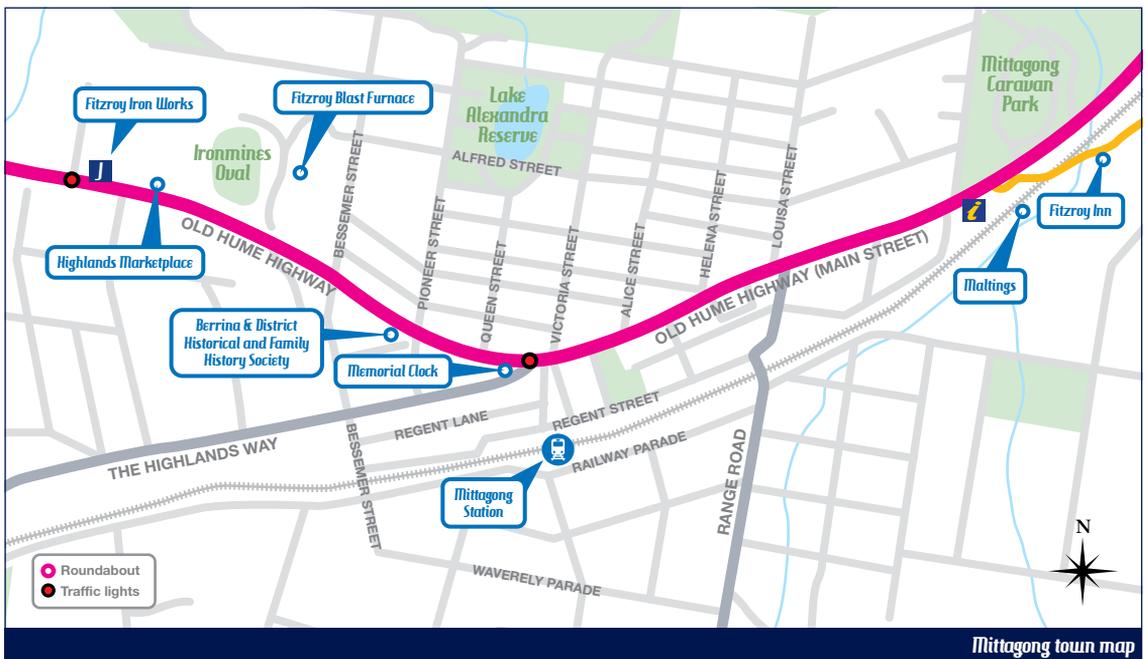
Fitzroy Iron Works

The Fitzroy Iron Works was the first iron works established in Australia. It opened in 1848 following the 1833 discovery of local iron ore deposits, and reflected the desire to lessen the Colony's dependence on imported iron and steel products.

The works were progressively expanded, with a tilt hammer, rolling mills, puddling furnaces and a blast furnace built. The works produced the pier cylinders for the 1867 Prince Alfred Bridge in Gundagai, which remains in use today.

Trading remained difficult however, and over the following years attempts were made to upgrade the works and make them profitable. Despite some promising starts and an 1886 Government contract to roll rails, all proved unsuccessful. The works closed in the 1890s and by 1907 a modern iron and steelworks was operating in Lithgow.

In 2004 Woolworths lodged a development application for the Highlands Marketplace. Archaeological testing uncovered remains of the rolling mills, puddling furnaces, boiler houses, chimney bases and cupola furnaces, which demonstrate the phases of upgrading that occurred. The development was redesigned to avoid the remains, and many items are now publicly accessible.





Maltings building, Mittagong, built 1901

Visitors can call into the Visitor Information Centre at 62 – 70 Main Street and pick up maps of historic sights around Mittagong. The Old Hume Highway veers right of the Clock in the main street of Mittagong.

Early planning for the Hume Highway bypass of Mittagong centred on routes to the east, through established farm land. There was strong community opposition to these options, and the Hume Highway finally bypassed Mittagong on its rugged and undeveloped western side in 1992.

Welby

The area now known as Welby was once called Fitzroy but because of the number of towns in the Commonwealth bearing the name Fitzroy it had to be changed. The name Welby was derived from Welby's farm, which was one of the first farm houses in the district, situated on the east half way up the hill. After leaving Welby and crossing over the Hume Highway, railway buffs can turn right into the Box Vale Track parking area; from here they can take a 4.4km walk along the now disused railway to an old mining site. After returning to the Old Hume Highway and continuing southwards, travellers will see Wombeyan Caves Road on the right. This road goes to two popular areas to visit – the historic shale mining ghost town of Joadja (30km) and Wombeyan Caves (71km).

Further south on the Old Hume Highway, a pointed mountain known as Mount Jellore is visible in the distance on the right. It is the highest mountain in the Southern Highlands and it was here in May 1827 that Major Mitchell noted in his field book that with his theodolite he took in panoramic views of Mount Warrawolong 170 km to the north, Mount Banks, Mount Hay and Mount Tomah in the Blue Mountains. Whilst on Mount Jellore Mitchell was notified that he was now the Surveyor-General, following the death of John Oxley.



Mittagong Post Office, built 1890



Remembrance Driveway landscaping south of Berrima

Berrima

The township of Berrima (from Berri-me, meaning 'black swan to the south') was founded in 1829 on land surveyed by Surveyor-General Sir Thomas Mitchell, after he noted its abundance of good water and building stone while carrying his road through to the district of Goulburn.

The village is a fine example of early colonial architecture and still retains much of the charm and character of yesteryear. Berrima was almost the geographical centre of the County of Camden as drawn by Mitchell's map of 1829, and was intended to be not only the capital, but the centre for manufacturing and administration. The township was approved in 1831.

Entering Berrima from the north, the first two-storeyed building on the right is Harper's Mansion. The building is also notable for its garden and maze. It was built in the 1830s by James Harper, the first licensee of the historic Surveyor General Inn. This 1835 hotel was one of 13 inns built to accommodate the coaches and teams that would be passing through on the road. It is still trading and is the oldest continuously licensed hotel in Australia.

Another superb example is the 1838 Court House in Wilshire Street. Classified by the National Trust, it was the scene of Australia's first trial by jury.

POINT OF INTEREST – K

Berrima Gaol

Berrima Gaol was operational between 1839 and 2011, with a number of breaks in between. The facility closed in 1909 and reopened in 1949 as the Berrima Training Centre. At the time of its closure in 2011, the Centre was the oldest operating Australian correctional facility.

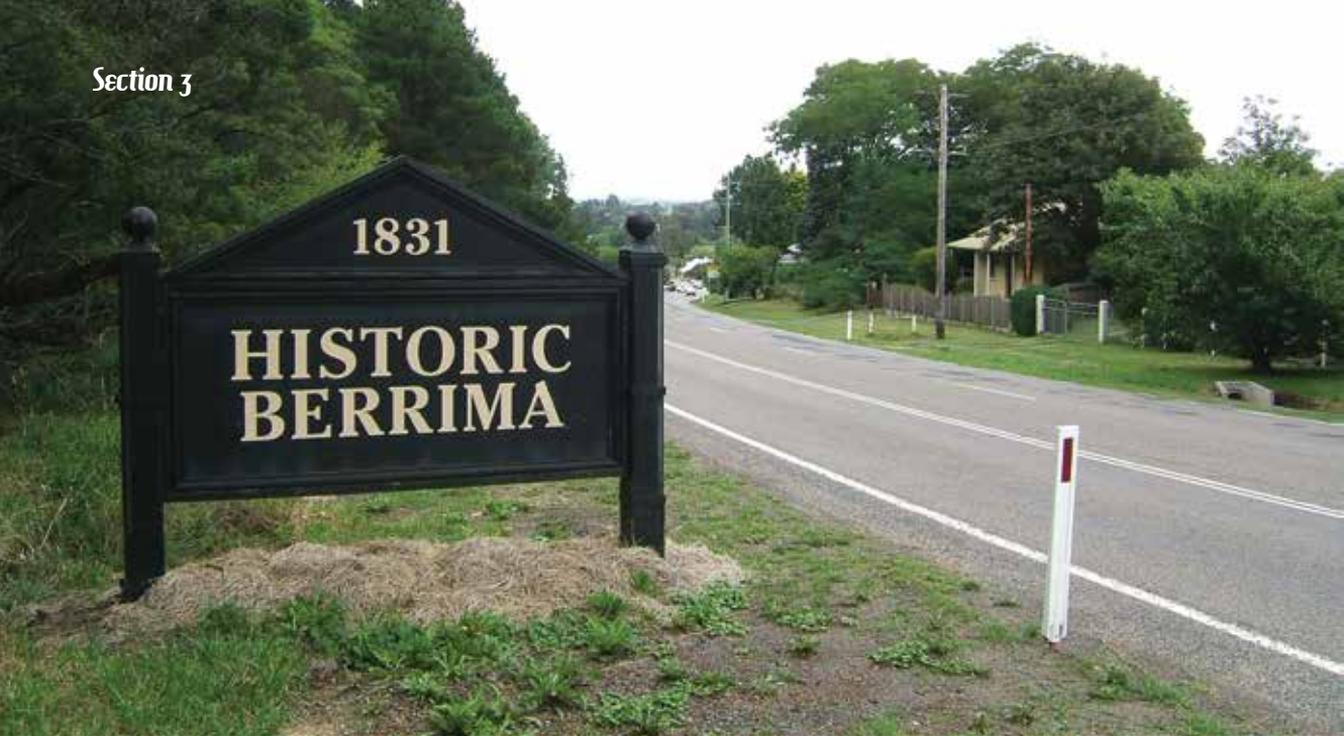
It was built out of local sandstone by convicts between 1836 and 1839. In 1866 it was renovated to the standards described by the prison reform movement for a 'model prison', although it still contained solitary confinement cells.

During World War One the army used the gaol as a German prisoner internment camp. Most of the 329 internees were enemy aliens from shipping companies.

Between 1970 and 2001, the Centre was classified as minimum/medium security for male inmates. Most inmates were permitted to work outside of the Centre on the local market gardens. Some were permitted to maintain local parks and gardens and also assist with community duties such as firefighting.

In 2001 the Centre changed its name to Berrima Correctional Centre and, after 166 years as a men's prison, the Centre became a women's prison, with a capacity of 59 inmates.

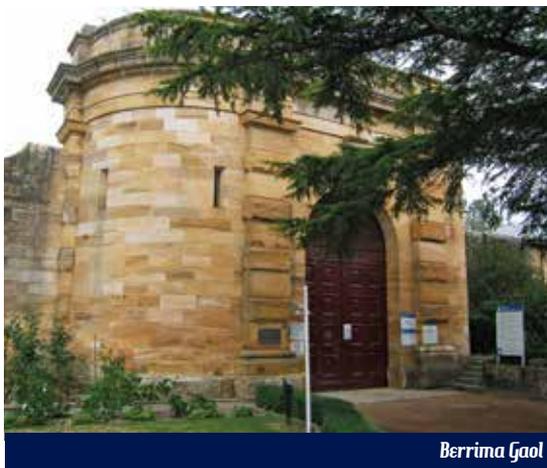
The Centre closed on 4 November 2011.



Approaching Berrima from the north

Next door is the 1839 Berrima Gaol. It is empty of inmates today but is a stark reminder of Berrima's early days and of high historical value. Notable features are the Bull's Head Fountain in Wilshire Street on the gaol wall, and the stocks in Wingecarribee Street across the highway from the gaol.

Berrima Gaol was also home to a number of German prisoners-of-war during World War One. Amongst those interned were both residents and travellers of different classes, such as merchants, tradesmen, marine officers and sailors. Internees were locked up at night but after morning roll call



Berrima Gaol

were free to roam within a two mile radius during the day, returning for evening muster at 5pm. They created a pleasure garden and a flotilla of canoes on the Wingecarribee River. By 1915 the fame of the Germans' bridge, huts and gardens had spread far beyond Berrima. People from other areas came to sightsee, swim and picnic and it was ironic that the internees, in the middle of the war, brought about Berrima's first tourism industry.

In 1867 the railway was built east of Berrima and the newer towns of Bowral and Moss Vale surpassed Berrima in population and work opportunities. By late 1909 only the Surveyor General Hotel survived to cater for travellers. The change in circumstances of the town actually assisted Berrima's survival as a well-preserved example of an early colonial town. Eventually this led to Berrima being listed as a site of historic importance and a heritage town.

Berrima's charm lies not only in its rich history but also the scenic beauty of the Wingecarribee River winding through and around the town. A walking guide of the town can be purchased at the award-winning Berrima District Museum near the bridge across the Wingecarribee River, or at the Court House.



Wombat sign, south of Berrima

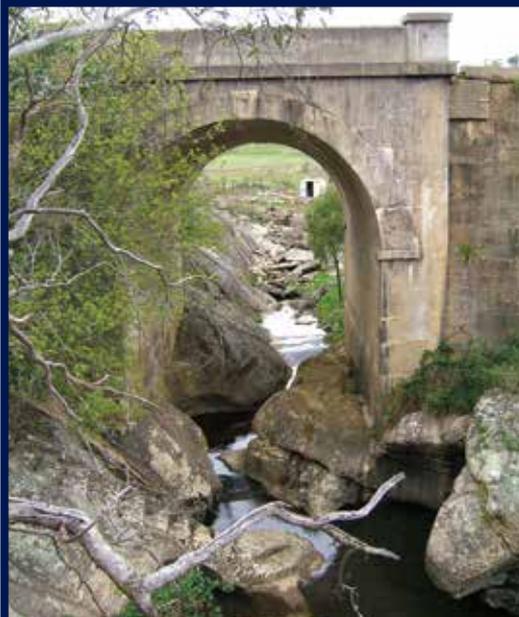
When driving or walking around the streets, visitors will see some wonderful old buildings around the Market Place, a large park divided by the highway to the south of the town. Sir Henry Parkes contributed to Berrima by planting the oak tree in the northern tip of the park on the right hand side, which is now a memorial garden. Holy Trinity Anglican Church is at one end of the park and St Francis Xavier's Catholic Church lies south of the township on the left. These churches were built in the 1840s and are of strong historical significance.

There are many interesting shops and cafes in Berrima, some with historic features.

South of Berrima is a roundabout. At this point a short distance down Taylor Avenue on the left is the village of New Berrima. It was established to house workers for the first cement works built there in the 1920s.

Proceeding south, the Old Hume Highway forms part of the Remembrance Driveway, a living memorial established in 1953 to commemorate those who served in World War Two and subsequent conflicts. In 1954 the Queen planted trees at each end of the Driveway, in Sydney and Canberra. The Berrima plantings on either side of the road contain monuments with inscriptions to those who donated funds to establish the landscaped areas.

POINT OF INTEREST – I



Black Bobs Creek Bridge (behind Mackey VC Rest Area)

The original bridge in this location was designed by David Lennox in 1834 as part of the Great Southern Road. It was completed in 1836-37, replaced in 1860 and again in 1896.

The 1896 structure is still standing today, and was the first unreinforced concrete arch bridge built in NSW. It is accessible on foot at the rear of the Mackey VC Rest Area, located north of the Illawarra Highway junction (Hoddles Cross Roads).

People are often intrigued by the name of the Three Legs O'Man Bridge on the Hume Highway a few miles south of Berrima. The originator of the name was Robert Crowley, who arrived in Australia in from the Isle of Man in 1846. Soon after he arrived he bought a roadside inn near Berrima called the Kentish Arms. He changed this name to that of the emblem of the Isle of Man – Three Legs O'Man.

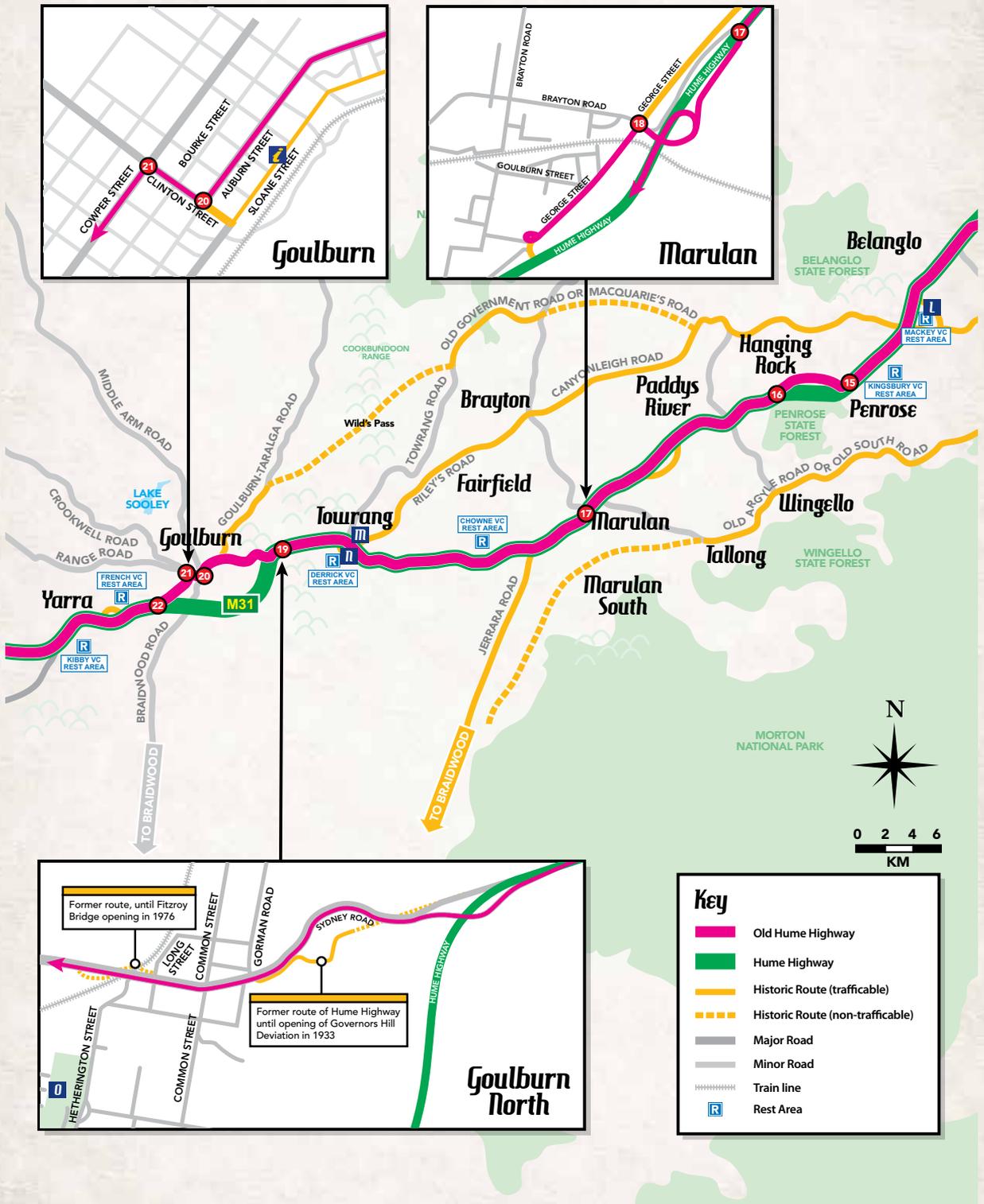
The Three Legs O'Man Bridge also marks the change in status of the Hume Highway – full freeway standard with grade-separated access to the north, and controlled access with limited junctions and property accesses to the south.

The Hume Highway bypassed Berrima in 1989.

Section 4

Sutton Forest to Yarra

Southbound



Sutton Forest to Yarra

Southbound

Directions

DISTANCE FROM
PREVIOUS TURN POINT

15	About 700m after Kingsbury VC Rest Area, turn right into Hanging Rock Road	14.5 km
16	After about 6 km turn left and then turn right to rejoin the Hume Highway	6 km
17	Take exit to Marulan and visit the main street (George Street). You will need to return to this interchange to continue the trip south	15 km
18	Rejoin the Hume Highway via the onramp	0 km
19	Take Goulburn exit; continue through shopping area (Auburn Street)	23 km
20	Turn right at Clinton Street	7 km
21	Turn left at Cowper Street	0.5 km
22	Rejoin Hume Highway from elevated roundabout just past the Big Merino	3.5 km

Approximate distance: 67 km

Along the way...

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Paddys River

(Murrimba)

Paddys River was originally named St Patrick's River on 17 March 1818. A small village called Murrimba grew beside the river. The first building here was the 1833 Jolly Miller Inn owned by Willoughby Beadman.

Later there were two inns, one on either side of the road, and a blacksmith's shop and store run by Mrs Murray. Her husband James Murray, a teamster, won a tender to build the first bridge over Paddys River in 1833. It was a wooden bridge and unfortunately was washed away in the late 19th century.

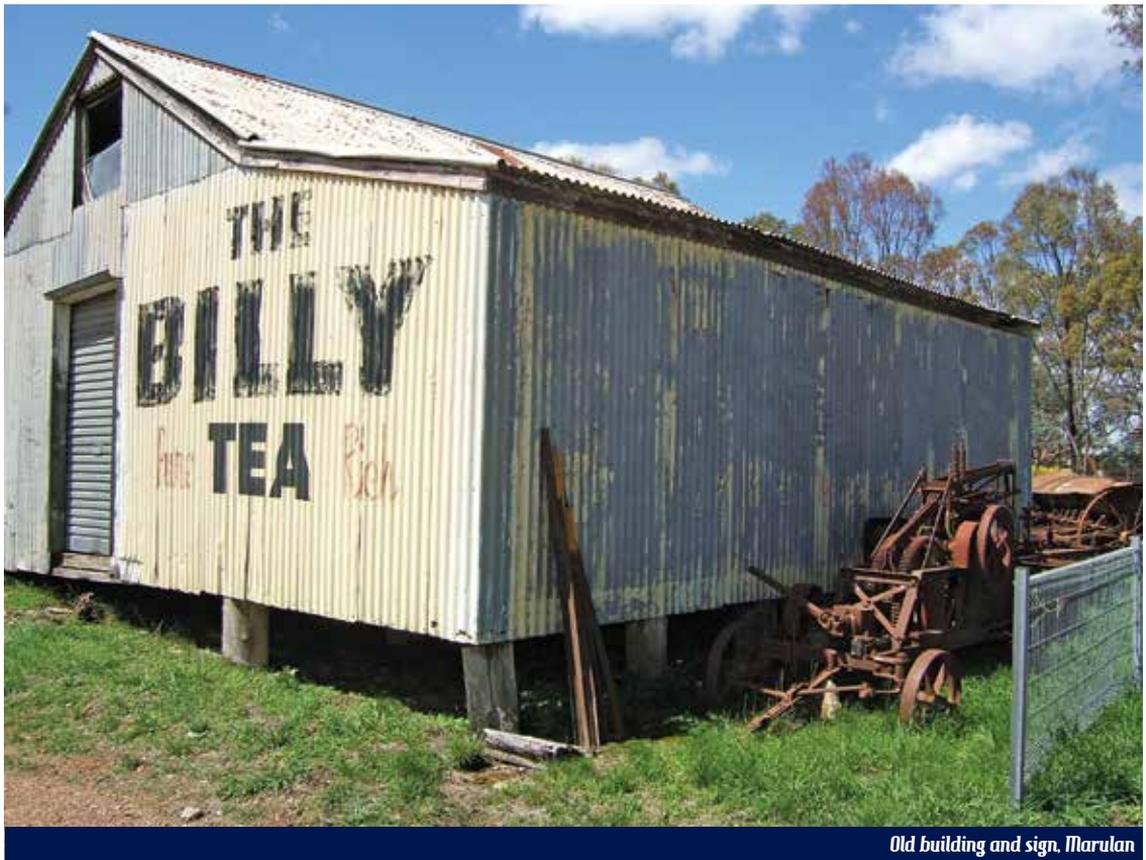
On 3 February 1865 Ben Hall, John Gilbert and John Dunn held up the township of Murrimba and mustered the population of five families into Jeffrey's Inn from 9pm until 2am. They enjoyed

a little spree and impromptu concert. The bushrangers robbed Mrs Murray's store of £50 worth of goods and removed £14 from Mr Jeffrey's cash box, then departed.

Today there are no remains of the township of Murrimba. In the mid-twentieth century when modern transport improved and traffic on the Hume Highway increased, two small businesses opened to supply petrol and food for travellers. These were the Spot Cafe and Kay's Cafe. With the duplication of the highway and opening of new bridges, the two cafes closed.

During World War Two, there was an emergency air strip on flat ground near Uringalla Creek. It was marked out with painted drums around the perimeter, but was probably never used.

Although the stream looks quite tranquil and was the swimming hole for many young Marulan picknickers last century, there are some very deep holes and it is said that many years ago a bullock driver and his team were drowned crossing the river.



Old building and sign, Marulan

Marulan

Marulan is situated between the Shoalhaven and Wollondilly rivers. The township actually began at Old Marulan, 5 km to the south. In 1868 the Southern Railway was opened to the north of the old village, so a new township grew around the railway, the hotel and rail workers' camp, and people and businesses gradually gravitated to the new town.

Marulan has always been an agricultural and mining area. The first marble in Australia was mined here and minerals, sandstone and limestone have been quarried over the years.

Because of Marulan's proximity to the highway, transport has always been important. By the mid 20th century there were nine sites with petrol stations in the main street as well as a towing service.

Marulan was chosen as a check point for truck inspectors. The first inspectors were 'mobile', parked in the main street, pulling up trucks to check log books. In late 1958 the Department of Motor Transport built a checking station on the north-eastern side of the highway. All trucks had to pass through that station and inspectors were checking about 300 trucks each 8-hour shift. Traffic increased to such an extent that two new stations were built in town, one on either side of the highway. By 1970 it was estimated that 3,000 trucks per day were passing through the checking station.

In 1986 when Marulan was bypassed, new checking stations were erected on the bypass. In 1996 modern WIM (Weigh in Motion) checking technology was introduced and about 80% of



Golden Fleece Hotel at Old Marulan

vehicles entering the checking station no longer need to stop for a stationary weight check.

Before rejoining the highway, travellers will notice Meridian Park on the left. Known as the Marulan Meridian Arch, it marks the path of the 150 degree Meridian which passes through Marulan, the only town in the world on its path. This is the exact middle of the Eastern Standard Time Zone, where the sun rises at 6am and sets at 6pm precisely every equinox. The sculpture describes the path of the earth around the sun, while the two elements at each end of the structure represent a sundial and a clock.

Marulan is a growing town because of its convenient location half way between Sydney and Canberra. The rural lifestyle appeals to many who want a 'tree change'. It is a multicultural town with about forty different nationalities represented. On special occasions the 40 world flags are flown in Meridian Park.

Walking maps of the town are available from the Museum in the main street.

Old Marulan

The junction of the Hume Highway and the Jerrara Road (about 5 kilometres south of the Marulan heavy vehicle weighing station) marks a crucial point in Major Mitchell's survey of the Great Southern Road. Settlement beyond this point was sparse and Mitchell was unclear whether graziers would favour following the top of the escarpment and eventually finding an easy way down to the coastal strip, or turn inland to access the grassy plains stretching across the southeast. He divided the road, one arm leading to Bungonia, edging the impassable Shoalhaven River gorge, the other turning west to Goulburn. These towns marked the end of the Great Southern Road and a small settlement, Marulan, was marked at the



Meridian Arch, Marulan

Section 4

junction. Like other roadside towns it was mainly notable for having a range of pubs for travellers to choose to break their journeys. The original was a handsome two-storey establishment, the Woolpack Inn run by Joseph Peters, which remained the most prominent in the town.

Marulan never grew to be much bigger than a short three-pub town on the way to Goulburn or Bungonia. Its main claim to fame was that the Main Southern Railway, built in the early 1860s with the strong backing of many prominent graziers and politicians, missed the town completely. The line of the railway crossed the Great Southern Road some five miles northwards, and this became the railhead while the final section of line to Goulburn was built. The railhead was usually called Marulan, but the small cluster of buildings around it took on township status as Mooroooolen, the more exact Gundungurra pronunciation of Marulan. Very soon businesses began to drift from the old Marulan to the new, eventually resulting in most of the old town being abandoned. When the post master at Mooroooolen requested a new stamp, it was decided to just take the one from Marulan – an act that signalled the official death of the old town.

The site of the former town is marked by two cemeteries that are still in use - Catholic and Anglican. Although the railway line was the town's death, it spurred a local boom in limestone quarrying and burning both in the former town and at South Marulan. A new interchange was constructed in 2012 to allow large trucks from South Marulan and a new porphyryite mine to the west to access the Hume Highway. Before it was

built archaeological investigations discovered the remains of the Woolpack Inn's outbuildings and charted the course of the township's growth. The town site is protected on the NSW State Heritage Register as an archaeological 'snapshot' of life on the Great Southern Road.

Goulburn

Goulburn is one of New South Wales' largest and most historic country towns. Settlement in Goulburn began in 1821 shortly after the discovery of 'Goulburn Plains' by the explorer and surveyor James Meehan in 1818. John Oxley and Governor Macquarie passed through the area in 1820, with Macquarie noting that Goulburn Plains was 'a most beautiful, rich tract of country ... fit for both purposes of cultivation and grazing'. The original idea for a town at Goulburn was for the purpose of a soldier-settler scheme for discharged soldiers of the New South Wales Royal Veterans companies. Primarily named 'The Argyle' and later named after Henry Goulburn, the Secretary of State for War and the Colonies, Goulburn's first white settlers were settled on properties such

POINT OF INTEREST – M

Tourang Stockade site

Remnants of the stockade are located just off the Hume Highway off Tourang Road. The site is accessible by stepping over the stile on the fence near the parking area.

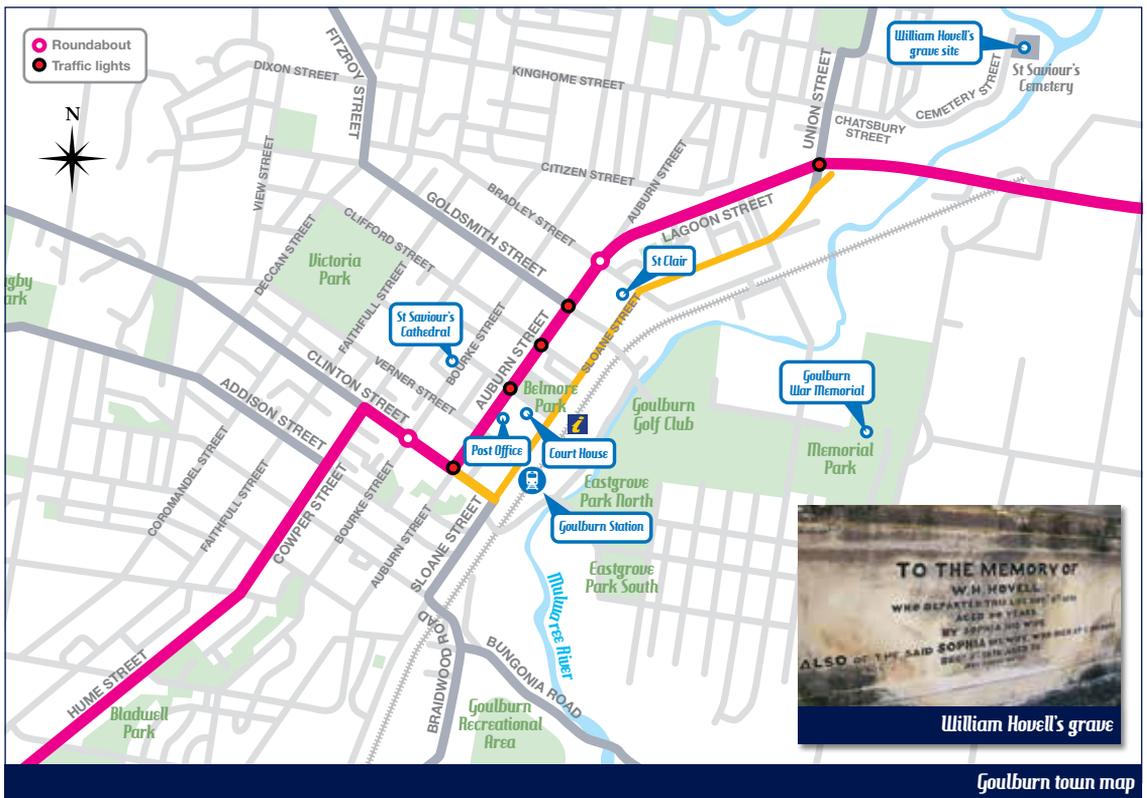
The stockade housed the convicts engaged in building Mitchell's Great Southern Road between 1833 and 1843. Little remains of the stockade itself but mounds of earth mark the location of the cells that housed the convicts at night. The powder magazine set in the bank of the river survives. Across the creek there is a cemetery with three headstones.

POINT OF INTEREST – N



Masonry arch bridge and culverts at Tourang (Derrick VC Rest Area)

This 1839 arch bridge, located at the rear of the Derrick VC Rest Area, is thought to have been designed by David Lennox. Six other convict-built culverts can be found along a remaining section of the road running south from the bridge towards Goulburn.



Goulburn town map

as Lansdowne and Springfield well before the township of Goulburn was laid out in 1828. The Argyle land quickly became productive agricultural land, with Goulburn helping to feed Sydney during the droughts of 1838-1840.

The need for lines of communication and trade between Goulburn and Sydney in the 1830s led to the construction of the Great Southern Road. As early as the 1840s, however, it became apparent that the construction of a railway was required to assist trade and lessen the heavy traffic on the Great Southern Road, which largely consisted of teamsters driving bullock wagons. Traffic on the Great Southern Road was subject to the dangers of bushrangers and poor road conditions, with drays and coaches sometimes becoming bogged for weeks. The railway to Goulburn was opened on 27 May 1869.

The present town of Goulburn is situated on the Southern Highlands of the Great Dividing Range and has often been referred to in the past as the 'Inland Capital of NSW.' Since the early days of settlement Goulburn has become a major



1940s Goulburn streetscape

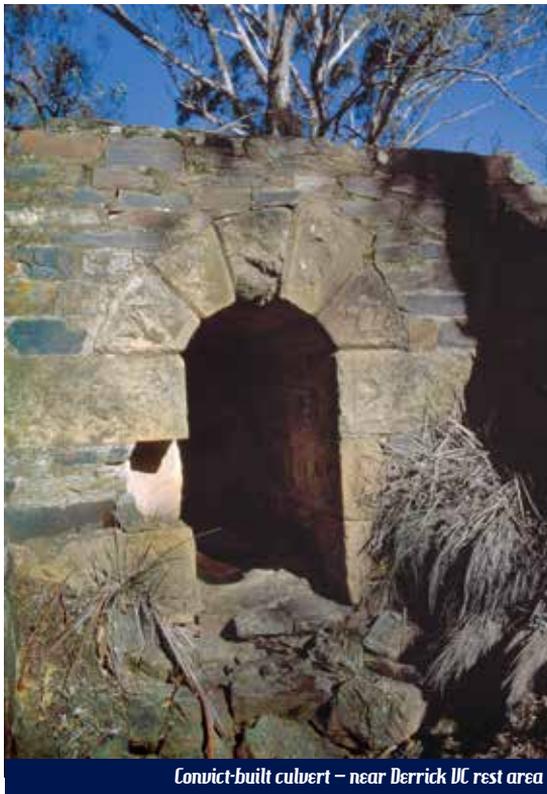


Goulburn Post Office and Town Hall, built in Victorian Italianate style in 1880/81



Community support for the Goulburn Bypass

Goulburn Bypass looking south



Convict-built culvert – near Derrick DC rest area

agricultural centre, especially famous for its cattle, sheep, potatoes and fruit. It has also been known as ‘Lilac City’ due to the large number of lilacs planted by the town’s early pioneers.

Goulburn offers a vast array of historical sites for visitors. In its early years Goulburn was a major centre of crime and punishment, famous both for its convict labour and bushrangers, many of whom were escaped convicts. Its gaol is an icon of colonial architecture, history and penal folklore in NSW. Although the gaol is still in use as a maximum security correctional centre, the beautiful classic revival courthouse on Montague Street is open to visitors. Opened in 1887 to replace the former courthouse, it is built in an Italianate revival style and is one of Goulburn’s most stunning landmarks.

Other sites of interest include Goulburn Historic Waterworks, built in 1885 and Goulburn War Memorial and Museum, which pays tribute to Goulburn’s men who served in World War One and boasts spectacular views over the city. Also noteworthy are St Saviour’s Cathedral, one of the most beautiful gothic cathedrals in Australia, and Sts Peter and Paul’s Old Cathedral, the only greenstone cathedral in the world. St Saviour’s



Traffic through Goulburn before the bypass opened

cemetery at North Goulburn is the last resting place of Hamilton Hume's exploration partner William Hilton Hovell, who died on 9 November 1875 at age 90.

The elegantly furnished Colonial Georgian Riversdale Homestead is renowned for its collection of colonial furniture, arts and crafts, and wood carvings. Celebrating Goulburn's role in Australia's wool industry, The Big Merino, now relocated to the southern end of town, is a roadside icon. Goulburn was also an important railway centre and the Goulburn Rail Heritage Centre showcases Goulburn's rail history through a collection of heritage locomotives, rolling stock and machinery in the former locomotive roundhouse.

There is no shortage of eateries, wineries, antique stores, heritage estates and walking tours in Goulburn to suit every taste and interest. Further information is available at the Goulburn Visitor Information Centre at 201 Sloane Street.

The Hume Highway bypassed Goulburn in December 1992, and the city remains a popular stopping spot, particularly for travelers between Sydney and Canberra.

POINT OF INTEREST – 0

Photo: Don Fuchs Photography



Goulburn War Memorial

Goulburn War Memorial on Rocky Hill at North Goulburn was built as a lasting tribute to the gallant men of Goulburn and district who served in World War One. It was opened in 1925.

The War Memorial is a square tower of stone conglomerate and concrete standing 20 metres high, with Rocky Hill as its pedestal. Inside the tower is a tablet inscribed with the names of those who enlisted from the district. The lookout gallery at the top of the Memorial gives unsurpassed views of Goulburn and surrounds.



Yarra scenes

Yarra

South of Goulburn, the Hume Highway swings westward on its way to Melbourne, and the Federal Highway heads south to Canberra. At the junction of these two busy thoroughfares lies Yarra. In the tongue of the Wiradjuri people, 'yarra' means 'red'; the word can also refer to the River Red Gum (*Eucalyptus camaldulensis*). An early settler was George Cole, and the stone buildings of his farm 'Malton' on Coles Road at Yarra are now locally heritage listed. So too are the ruins of Yarra Anglican Church and cemetery, for which Mr David Clark donated the land. His young wife Mary (d. 1878) was first to be buried there and her headstone leans beneath the few remaining oaks. Also resting in this graveyard is Mr W. C. Apps, once proprietor of the Breadalbane Inn. Yarra Public School, opened in 1869, has vanished but a tennis court stands in the playground surrounded by elderly pines, planted by little hands on long-ago Arbor Days.

South-east of Yarra was Samares Station, from whence Dr Alfred De Lisle Hammond during

the 1900s sent weather observations to the Commonwealth Meteorologist. Dr Hammond deplored in print the wholesale deforestation of the surrounding countryside, and conducted experiments to show that trees attracted rain. A little further south was Thornford Public School, where Miles Franklin first learned to read – and write.

To the north-west of Yarra lies Parkesbourne, the community of selectors named by Sir Henry Parkes, in honour of himself, during his visit in 1866. Not short on patriotism, Yarra supplied at least one volunteer for the Boer War, and when the Kangaroo Recruiting March trudged through Yarra on 22 December 1915 on its way from Wagga Wagga to World War One, two Yarra lads joined their strength.

Some of Yarra's story is the story of trees: a rest area with a grove and of eucalypts, poplars and willows was planted at Yarra in 1956, as part of the Remembrance Driveway between Canberra and Sydney.

Yarra's small railway station is long gone but the level crossing keeper's cottage on the nearby sideroad remains.



Yarra scene

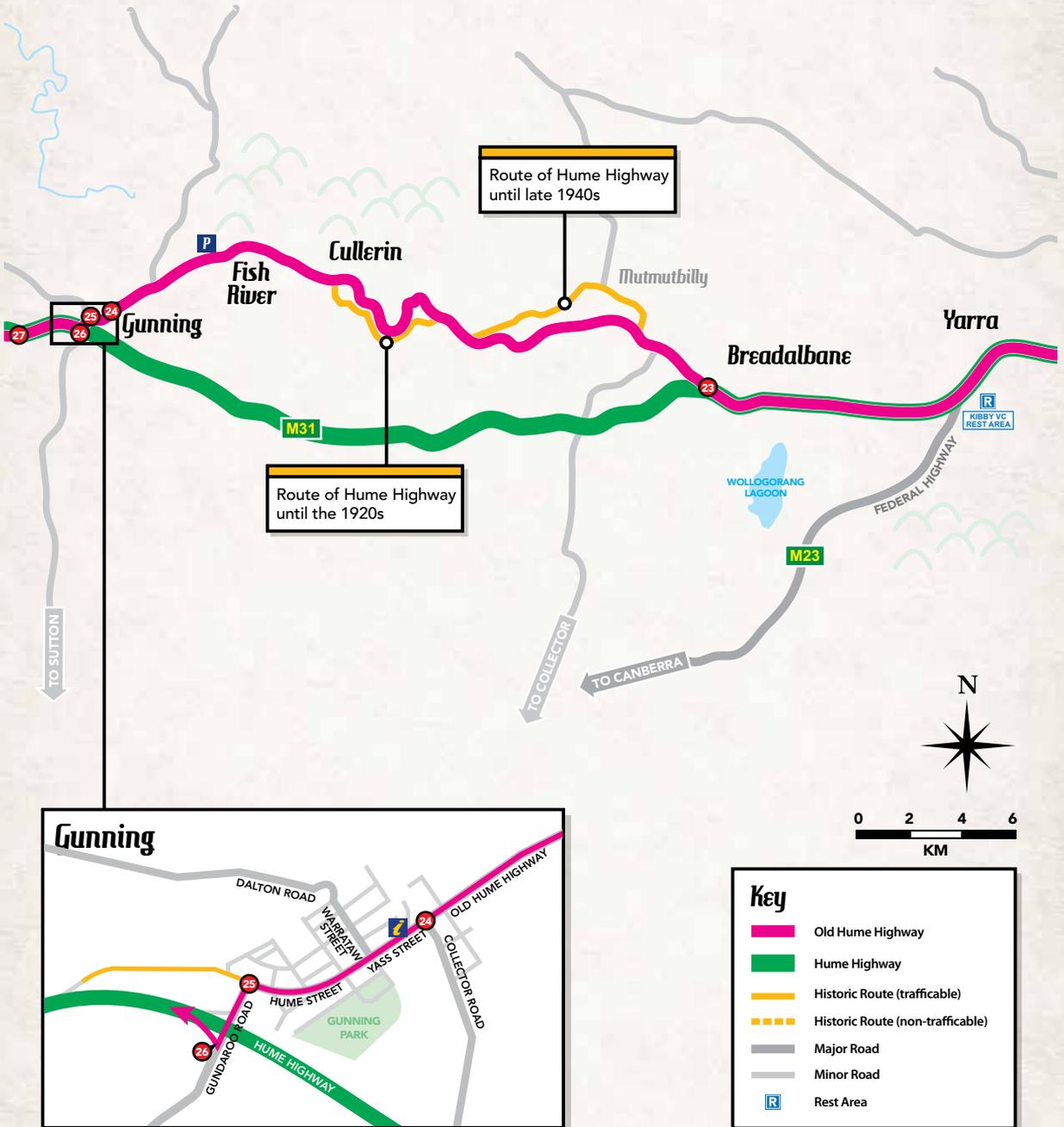


Yarra scene

Section 5

Yarra to Gunning

Southbound



Yarra to Gunning

Southbound

Directions

DISTANCE FROM
PREVIOUS TURN POINT

- | | | |
|----|--|---------|
| 23 | Turn right onto Cullerin Road to Breadalbane and proceed through to Gunning | 17.5 km |
| 24 | Proceed through Gunning business area – do not follow signs to Hume Highway at this point | 27 km |
| 25 | Turn left onto road to Yass/Gundaroo/Canberra, beyond the centre of Gunning (the old road only continues for a short distance beyond this point) | 1 km |
| 26 | Turn right down ramp to rejoin the Hume Highway towards Yass & Gundagai | 0.5 km |

Approximate distance: 39 km

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Breadalbane cemetery

Breadalbane

A lengthy superseded stretch of the Old Hume Highway runs through Breadalbane to Gunning, and is now known as the Cullerin Road. The turnoff is at Wollogorang, about ten kilometres west of Yarra.

‘The native name of these plains is Mulwarry, but which I have named Breadalbane Plains,’ noted Lachlan Macquarie in his diary on 22 October 1820. Macquarie, born in Mull, was a nostalgic bestower of Scottish place-names upon the Colony of New South Wales. With the lands in the County of Cumberland ‘being in an exhausted State’, Macquarie in 1820 permitted grazing on the Breadalbane Plains, and squatters soon arrived.

The Plains are sheep country; selectors of the 1860s failed to crop the stony ground. This was also bushranger territory. The rough Cullerin Range provided splendid hiding places for bushrangers and almost every stretch of this road has some bushranger lore attached. Johnny Dunn robbed the Yass mail at Breadalbane in 1864; John Gilbert did likewise in 1865. There were



Breadalbane cemetery gates

supposedly seven sly grog shops along the route, including Pretty Sally’s near Mutmutbilly, which had the reputation of ‘harbouring rogues’, as they all did.

With its bushranging days over, Breadalbane got on with business. Its little school opened in 1868, and remains vigorous. The railway came through in 1875, and Breadalbane Station served the district for a century. The Breadalbane Mines and Smelting Works began processing iron and copper ore in 1910. When the Kangaroo Recruiting March came through Breadalbane in 1915, a banner in front of Breadalbane post-office greeted them with ‘Cooee, We wish you good luck and



The long avenue of poplars west of Breadalbane, a distinctive Old Hume Highway sight

God-speed'. Down the Old South Road lies an abandoned graveyard with handsome gates memorialising two local lads who joined this march to World War One, but didn't march home again.

That graveyard belongs to St Silas's Church, which was relocated in 1937, renamed the Chisholm Memorial Church to acknowledge its major benefactor, and rebuilt in functional red brick with a glass-brick crucifix in the northern wall. The convenience in the churchyard shows similar structural detail. The good Scots name of Chisholm was ever prominent in Breadalbane Plains matters, and the Hannan family is well represented among the graves of St Brigid's Catholic Church at Mutmutbilly. There lies Thomas Byrne, d. 1888, once part of Ben Hall's gang.

After the Cullarin Range Deviation opened in April 1993, the pace of Breadalbane slowed. Its red-roofed hotel became a private home. The Breadalbane service station closed and potted shrubs stood on the forecourt instead of pumps.

Breadalbane's avenue of tall poplars, a distinctive local landmark, still welcomes Old Hume Highway travellers.

Cullarin Range / Cullerin

Beyond Breadalbane, the Old Hume Highway climbs over the Great Dividing Range, here known as the Cullarin Range. Bullockies dreaded and damned the spot, dubbing it the 'Razorback'. A sign near the railway identifies the almost identically named locality of Cullerin as the highest point on the Main Southern Line; the first train panted up here in 1876, when the Great Southern Railway extension went through from Goulburn to Gunning. Cullarin Range is also the highest point on the Old Hume Highway, at 790 metres.

Between 1880 and 1975, Cullerin had a railway platform and over the level crossing stand the ruins of what may have been an inn. In 1926, a few kilometres westward, a highway deviation and new bridge were constructed, utilising part of the former railway formation. The former section of unsealed Old South Road nearby may tempt the adventurous, but extreme caution is called for at the level crossings.



Fish River

Since 2009, the great white sails of the Cullerin Range Wind Farm have generated power from brisk Cullerin breezes.

The traveller will also pass the handsome homestead of Mount Pleasant. In colonial days, Mr Joseph Bean kept the Frankfield Inn here, and when he sold up in 1871, he offered, along with his eight bedroom hotel, 200 acres of land, 30 under cultivation, and a one-acre garden well-stocked with fruit trees, plus 1500 grape-vines, a reminder that an innkeeper had to be self-sufficient to succour his guests.

While there is now little in the way of settlement at Cullerin, tourists may observe local wildlife including the prominent crimson rosella.

Fish River

Fish River is Hume country. Hamilton Hume received 1,200 acres of choice Yass Plains pasture in recognition of his achievement as an explorer. An obelisk atop a roadside cutting, slightly difficult to inspect, marks the spot where Hume and Hovell set off on their journey to Port Phillip in 1824. Hume was himself childless, and virtually conscripted his nephew into helping him establish

POINT OF INTEREST – P



Hume & Hovell memorial

This memorial, near Fish River east of Gunning, was unveiled on 17 October 1924. It commemorates the centenary of the Hume and Hovell expedition which set out from this location.



Fish River scenery



Gunning War Memorial and Post Office

the Hume merino stud and rural holdings that prospered here for some generations. Frankfield and Collingwood stations nearby were just two of several Hume properties. Hamilton Hume later settled at Yass.

The Fish River locality got its present name when the railway arrived in 1875; in 1887, a ticket to Goulburn from Fish River station cost five shillings and sixpence for an adult, 3 shillings 8 pence per child. The station was at first called Tank. Thirsty steam engines filled their boilers here before the stiff climb up the Cullarin Range towards Sydney. The steel water tanks can still be seen.

The true Fish River, also known as Narrawa, lies further north-west. The watercourse that here passes under the highway and railway bridges is properly Lerida Creek, named by Sir Thomas

Mitchell, who thought it reminiscent of that Spanish city. The local creeks feed the Fish River, which in turn forms the headwaters of the Lachlan. One of these is Blakely Creek, which saw a tiny gold rush in 1852, Ben Hall's Gang in 1865, but more lastingly, gave its name to *Eucalyptus blakelyi*, aka Blakely's Red Gum, a sturdy provider of Fish River fence-posts and firewood, shade for grazing sheep, and blossoms for honeybees.

Gunning

At the foot of a long Old Hume Highway hill lies the small town of Gunning whose peaceful surrounds have a colourful and sometimes bloody history. John Kennedy Hume, brother of the explorer, was shot dead at Gunning in January 1840 by bushranger Thomas Whitton. Hume's grave can be seen in the General Cemetery, but harder to view is the grave of Henry Dunkley, who in 1842 was slain by his wife Lucretia and her convict lover Martin Beech. The murderous couple were hanged in Berrima Gaol, and Dunkley's grave is now part of the Gunning Sewage Farm; a sorry tale all round.

Gunning was long a place travellers avoided. Without decent accommodation, the town was also rumoured to harbour the criminal element of the district, a familiar accusation among colonial settlements. 'Some half-dozen miserable looking buildings thrown together pitchfork fashion,' sneered a visitor in 1854. Even the addition of substantial church buildings, Catholic, Anglican, and Wesleyan, on rises around the township, did not much impress visitors.



Bluestone church of St Francis Xavier and Joseph, Gunning. Opened April 1866

From the 1870s, a metalled and better maintained Great Southern Road enriched Gunning with passing trade. There was a coaching station for Cobb & Co. The railway reached Gunning in 1875, and next year The Gunning Leader began publication. Having its own newspaper suggests a burgeoning community, but some still prophesied doom. 'While Gunning was the railway terminus the township was in a very flourishing state, the streets being almost impassable on account of the number of [bullock] teams standing about. With the extension of the railway [to Yass] all this disappeared.' Yet Baltinglass, Bowering, Inglewood, and the Hume family strongholds of Frankfield and Collingwood made the Gunning district famous for its wool-clips and merino studs.

Gunning Pastoral and Agricultural Show was a prestigious showplace for Yass Plains breeders, though in some years there was no show at all. The sticking point was the sale of liquor, for Gunning had another distinction. In 1909, when Local Option was closing NSW pubs by the dozen, Gunning was the greatest Temperance stronghold in the State.

The Showgrounds remain impressive, and the Gunning Community Hall is a splendid structure in corrugated steel. Here too, is a fine monument to



Memorial to Boer War volunteer Denis Murray



Main Street, Gunning

Denis Murray, a Boer War Volunteer, who like so many in that conflict died, not in battle, but from fever.

Gunning also shakes, rattles, and rolls. Since the 1880s, earth tremors have been recorded, those of the 1930s being the most dramatic and damaging. One Gunning resident liked to show visitors the cracks in his walls and give the date of each. Geologists concluded that Gunning was built on a fault line.

The Hume Highway bypassed Gunning in 1995. As in 1878, some locals prophesied the death of the town. Others welcomed a more restful pace of existence, turning over slowly like the blades of a windmill. Since 2011, the Gunning Wind Farm has become a major source of clean energy, but just in case life seems a little too laid-back, the Gunning Fireworks Festival explodes out at the Showground each September.

Further information is available at the Gunning Visitor Information Centre at 56 Yass St.

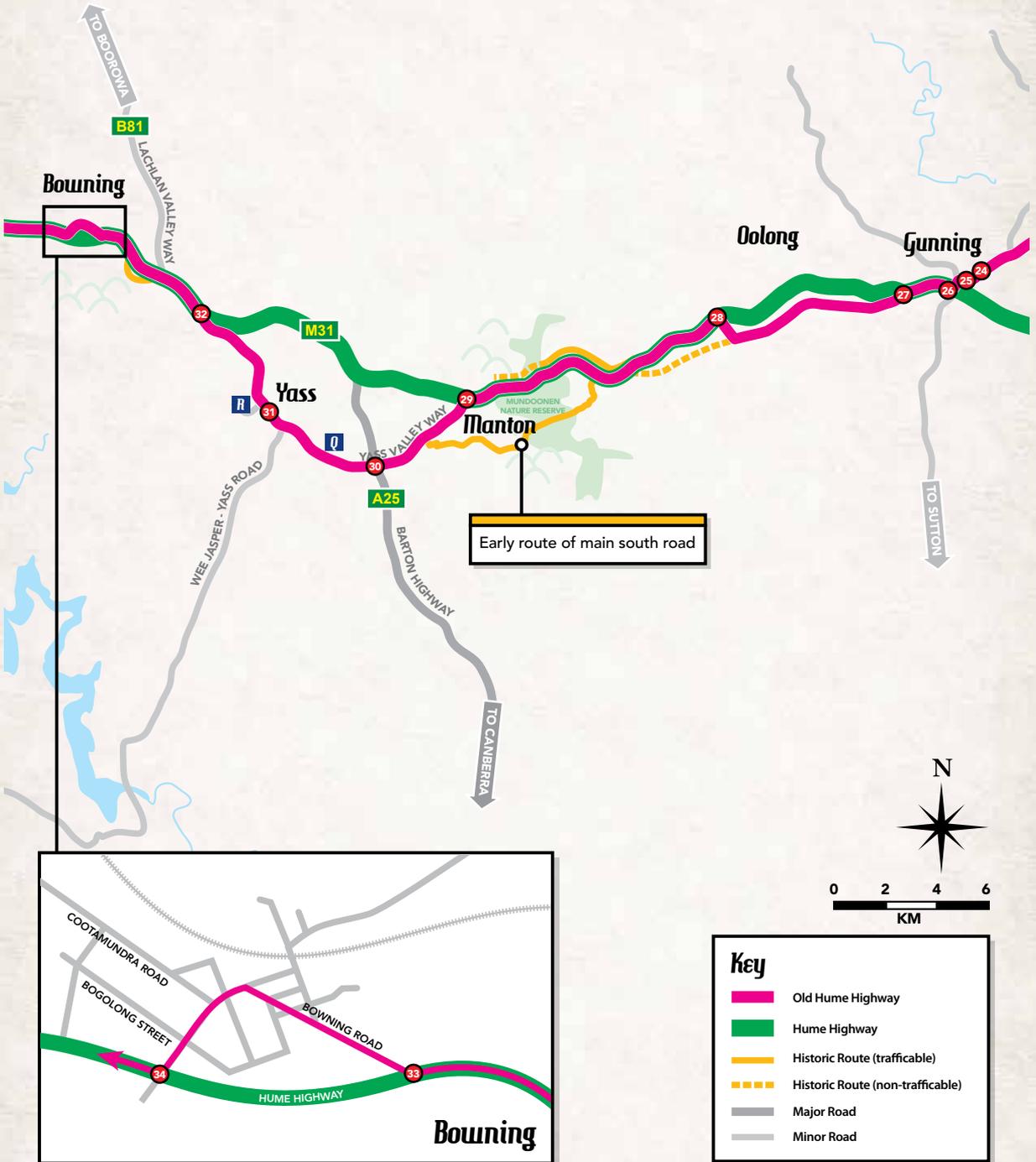


Returned Servicemen's Memorial Gates, Gunning Showground

Section 6

Gunning to Bowring

Southbound



Gunning to Bowning

Southbound

Directions

DISTANCE FROM
PREVIOUS TURN POINT

27	After 2.5 km turn left onto Veterans Road then right onto the Old Hume Highway	2.5 km
28	Rejoin Hume Highway after about 6 km at Oolong Road	6 km
29	Turn left onto Yass Valley Way	16 km
30	Proceed straight ahead through the Barton Highway access roundabouts	5 km
31	Proceed through Yass shopping area	6 km
32	Rejoin Hume Highway after service centre	7 km
33	Turn right to Bowning at Bowning Road	5.5 km
34	Rejoin Hume Highway after 2 km	2 km

Approximate distance: 50 km

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Manton

Mr Frederick Manton Esq. (1799–1863) was among the earliest pastoralists on the Yass Plains. Several thousand acres of his grant surrounded the stretch of the Old Hume Highway now called Yass Valley Way. Manton called his station 'Mon Réduit' (French for 'my hideout' or 'my cubbyhouse'), perhaps recalling a town in Mauritius. He departed the district in 1839 for Melbourne, where among other enterprises he erected the first flour mill. The State of Victoria claims Manton as a pioneer; before a border was drawn at the Murray River, Manton and others looked to Melbourne as their metropolis.

He left a manager to run his farm, half a dozen sons, and his liberally bestowed name. Not only is the Parish named the Parish of Manton, but the ridge cleft by the Hume Highway is Mantons Ridge, the peak to the south-west with telecommunications towers atop is Mount Manton, and to the east is Mantons Road. Manton Public School closed in 1947 and the classroom became shearers' quarters: this is sheep country.

This is also bushranger country. Travellers were regularly 'bailed up' near Mantons Creek: a neat irony, since Joseph Manton, gunsmith of London Town, was the father of Frederick Manton Esq., pastoralist of Yass Plains, and Ben Hall's Gang wielded stolen 'Joe Mantons' whenever possible.

In the late 1870s, when the railway was extended from Gunning to Yass, a tent city of workers sprang up at Mantons Creek. The locality became notorious for sly-grogging, prostitution, and highway robberies. Many local bad characters congregated there, complained the police, though the navvies were 'a decent body of men'.

In 1900, the Federal City League inspected the Yass district, and had they chosen it, Manton might have become a suburb of our nation's capital. The Manton locality was bypassed by the Hume Highway in 1994, and the Yass Valley Way is now a tranquil, though not unused, rural road. About half-way along it the Manton Park Estate, which offers modest house blocks for sale, seems set to become a dormitory suburb for the increasing number of commuters between Yass and the national capital.

Yass

The Yass Valley first belonged to the Ngunnawal people, whose land stretched from Muttama in the south up through Yass Valley and east towards the present capital. The town of Yass is situated on the Yass River, and is just west of the junction of the Hume and Barton Highways, connecting Sydney, Melbourne and the ACT. The district of Yass was discovered by Hamilton Hume in 1821, following which the bountiful land was occupied by squatters with sheep and cattle, who lived



Manton

beyond the prescribed government limits for settlement. By 1830 the Yass district was being divided up into land for pastoral settlement, though only a few managed to secure freehold title. The first survey for a town in the district was conducted in 1834, and in 1837 the township of Yass was officially gazetted.

The derivation of Yass's name has been debated, with one unlikely folk tale suggesting it came from a conversation between Hamilton Hume and a convict in his travelling party. According to this tale Hume told one of his convicts to climb a tree and look out over the surrounding bush to see what lay ahead. Receiving no quick reply

Hume called out 'Well, can you see anything?' and the convict replied in a provincial drawl 'Ya-s-s-s, Plains.' It is generally believed now that the name is derived from the local river, which the indigenous people called 'Yahrs' or 'Yahrr'.

One of Yass's main and most famous exports is its fine wool. In the early days of settlement Yass was praised for its rich pastures, ideal for sheep and cattle grazing. The Sydney Gazette of 18 November 1830 remarked that 'this beautiful tract of our south-west country in the vicinity of the Murrumbidgee River...abounds with some of the richest pasturage in the world for sheep and cattle'.



Yass Bridge and township, c.1876



Yass Court House, built in 1880

Like many of the towns between Sydney and Goulburn in the early days, Yass became the target of bushrangers in the 1830s. A gaol and courthouse were quickly erected in Yass in 1836. In the 1860s with the opening of the Lambing

Flats (now known as Young) gold fields there was an increase in highway robberies. Highway 'bailups' became common in 1863 and in 1865 the *Felon's Apprehension Act* was passed, marking the beginning of the end for bushrangers.

POINT OF INTEREST – Q

Cooma Cottage

On the banks of the Yass River east of Yass, Cooma Cottage is in the heart of the rich sheep grazing country which attracted pioneers in the early 1820s and 1830s. The original colonial bungalow forms part of the earliest complex of dwellings and stables on the site, as built by pioneering pastoralist Cornelius O'Brien.

The property is most noted as the home of Hamilton Hume. It is said that Hume fell in love with the site when camping there in 1824 on his epic overland journey to Port Phillip Bay with William Hovell. He purchased the cottage and 100 acres in 1839 for £600 and over the next 20 or so years embarked on an enthusiastic and creative process of building extensions, adding his own version of Palladian style wings and a Greek Revival portico.

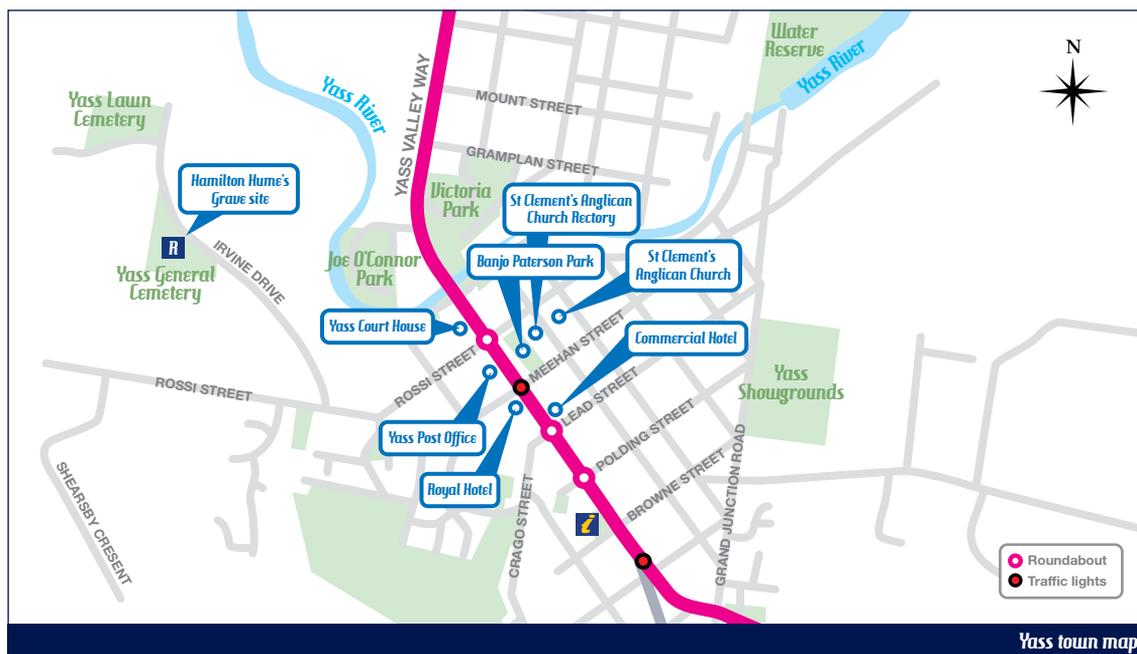
The cottage, now listed under the NSW *Heritage Act*, regularly houses art exhibitions.

Yass's history is still very much alive today as the town showcases a number of beautiful nineteenth century buildings. Yass Post Office, established in 1835, is one of the most historic offices in New South Wales, and was essential in opening lines of communication into Yass in the 1830s.

Cooma Cottage is another favourite tourist destination, being the home and retirement spot of explorer Hamilton Hume. It is one of the oldest surviving rural houses in Yass, and is a good example



Banjo Paterson Park, Yass



Yass town map



Yass Mechanics Institute, with distinctively Australian features

of what the first settlers built for themselves, their families and the servants. The cottage, now listed under the NSW *Heritage Act*, regularly houses art exhibitions. Hamilton Hume died there on 19 April 1873, and is buried in Yass Cemetery.

Also worth a look are the Mechanics Institute, circa 1869, and Banjo Paterson Park. For local history enthusiasts the Yass & District Museum deserves a visit. Rail enthusiasts should visit Australia's shortest railway platform at the Railway Heritage Centre. For drama enthusiasts the Yass Repertory Theatre – Australia's oldest continually operating theatre and based in the historic Liberty Theatre – is the place to be, as performance nights always promise a full house. Wine lovers will not be disappointed either, as the Yass Valley is home

POINT OF INTEREST – R



Hamilton Hume's grave

Hamilton Hume died at his home Cooma Cottage on 19 April 1873 and is buried alongside his wife Elizabeth in the Anglican section of Yass Cemetery. To visit the Cemetery heading west in Yass township, turn left at Ross Street near the Yass River, then after 700m turn right into Irvine Drive.

to a number of vineyards and fine, cooler climate wines. Further information is available at the Yass Visitor Information Centre, located at Coronation Park, 259 Comur Street.

The Hume Highway bypassed Yass in July 1994.



Pet emu, Bogolong Road, Bowning

Bowing

When Hume and Hovell passed this way in 1824, both marked 'Mt Buaning' on their sketched maps. This may be a clue to the original pronunciation of Bowning (derived from the Aboriginal word 'bownyan' for 'big hill'), though Captain Hovell also noted the 'Lachling River'.

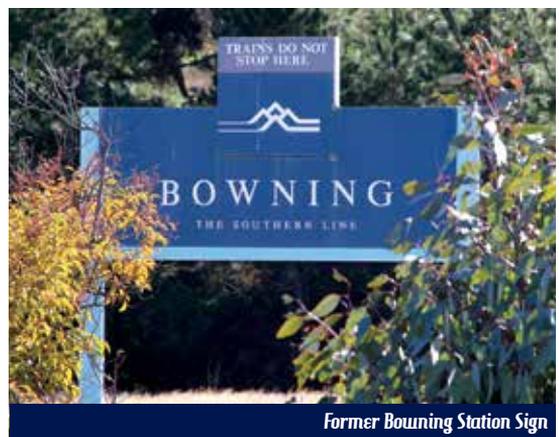
Bowing Hill still dominates the surrounding countryside. Big Bowning, which looms over the village, has flamed out on at least three occasions. The first was in antiquity, when it was the core of a volcano. In 1873 the entire mountain was ablaze with a bushfire visible for miles around. On the night of 7 June 1935, Boy Scouts lit a mighty pyre on Mount Bowning, one of a chain of bonfire beacons across the State celebrating the Jubilee of King George V.

In 1876, Bowning was the busy southern terminus of the Great Southern Railway. Interstate travellers alighted here and took a Cobb & Co coach to Port Phillip. The station closed in 1992. The railway buildings, now listed under the NSW *Heritage Act*, are best viewed from the bridge nearby; they are a private residence. So too is the diplomatically named Rose, Shamrock & Thistle Inn, once a

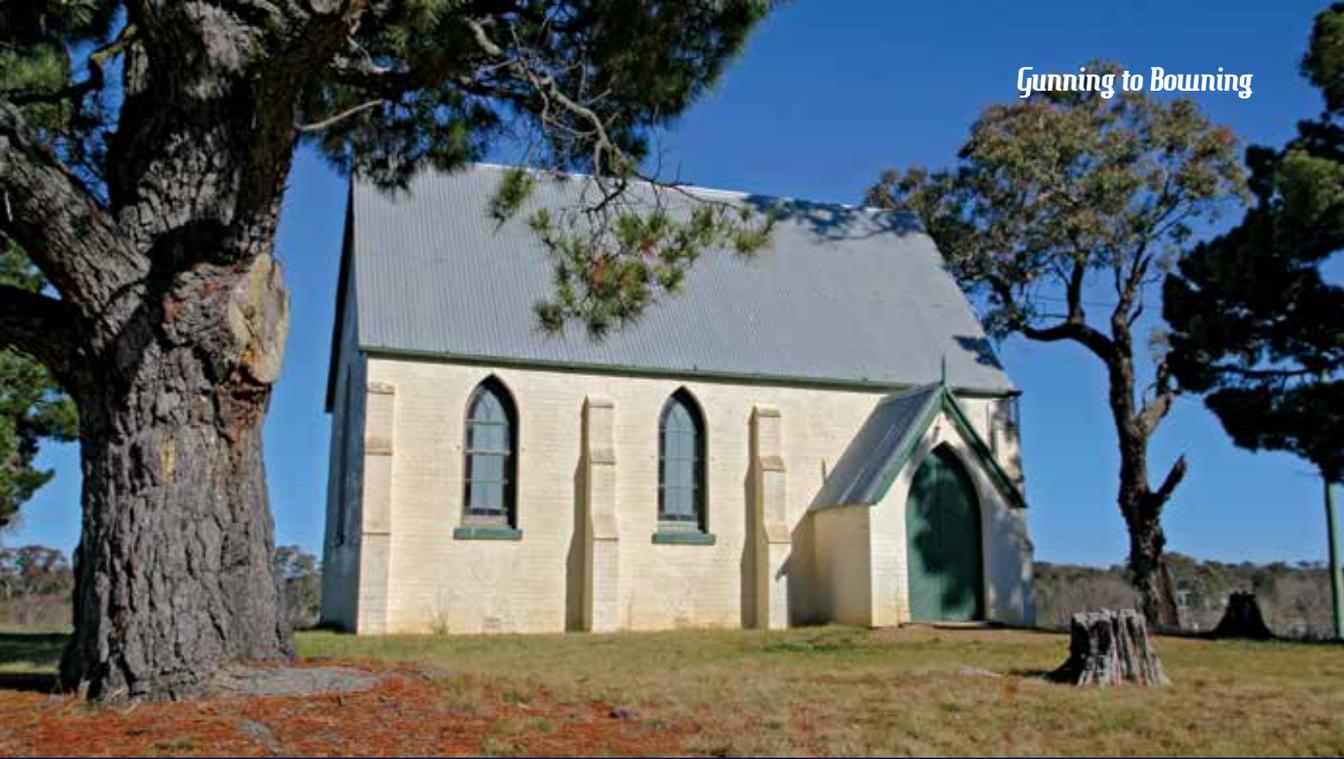
Cobb & Co Coaching Station, in Bogolong Street. St James's Church of England opened its doors in 1879 and still holds services. St Columba's bluestone Catholic Church was built 30 years later. A final Mass was celebrated there in June 2003.

The Commercial Hotel in Leake Street, built 1870 is supposed to have been a watering hole of author Henry Lawson when Lawson stayed with an aunt in nearby 'Mayfield' around 1899-1914.

Bowing missed out on becoming part of the nation's capital, though the sweating Federal Site Committee climbed the hill in October 1900 to admire the view towards Yass. Mount Bowning



Former Bowning Station Sign



St James' Anglican Church, Bowning, built in 1879

also missed out on being an Astronomical Observatory, despite Professor Hussey of California's Lick Observatory approving the location in 1903.

Unlike other towns fearing commercial eclipse from a Hume Highway bypass, Bowning locals had

long agitated for construction of one. The Old Hume Highway dog-legs through the village and with an ever-increasing volume of traffic, especially heavy and sometimes toxic freight, locals had feared calamitous accidents.

The Hume Highway bypassed Bowning in 1973.

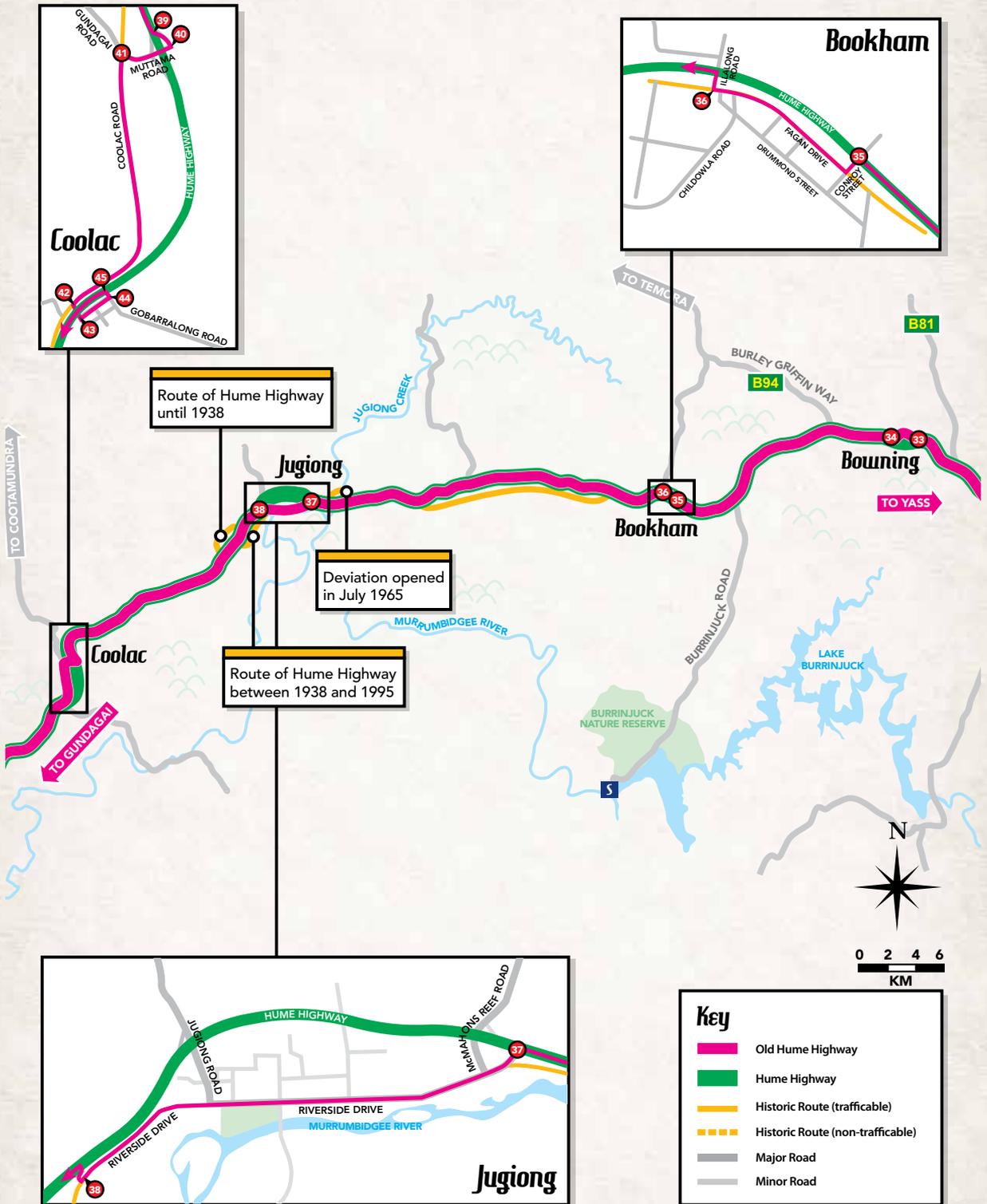


St Columba's Catholic Church, Bowning, built in 1909

Section 7

Bowling to Coolac

Southbound



Bowring to Coolac

Southbound

Directions

DISTANCE FROM
PREVIOUS TURN POINT

35	Turn left into Conroy Street to Bookham then right into Fagan Drive	18.5 km
36	Turn right into Childowla Road after 1 km and then turn left to rejoin Hume Highway	1 km
37	Turn left to Jugiong via Riverside Drive	26 km
38	Rejoin Hume Highway after 5.5 km	5.5 km
39	Take Muttama Road exit to Coolac & Cootamundra	17.5 km
40	Turn right at top of highway off-ramp	0.5 km
41	Turn left onto Old Hume Highway	0.5 km
42	Turn left into Coleman Street at sign 'Pettit / Adjungbilly'	3.5 km
43	Turn left again into Main Street	0.2 km
44	Turn left into Gobarralong Road	0.5 km
45	Turn left onto Hume Highway	0.1 km

Approximate distance: 74 km

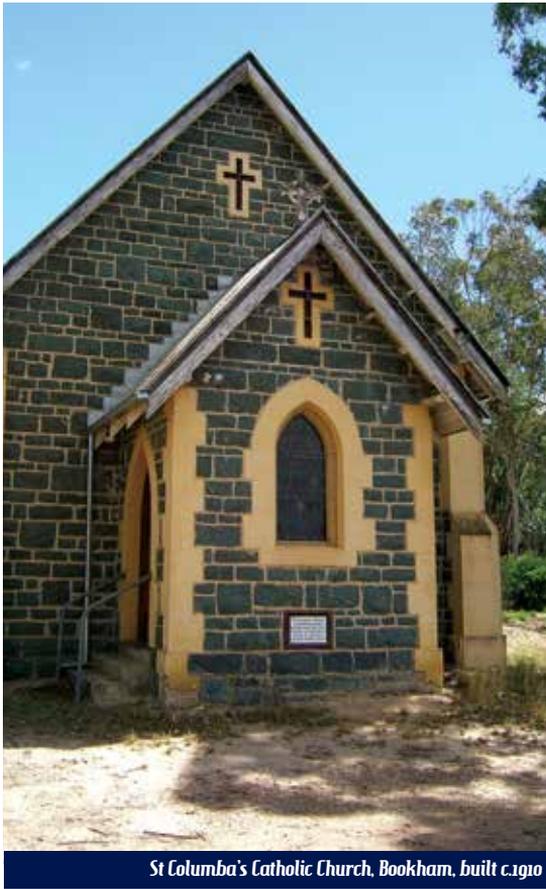
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St Columba's Catholic Church, Bookham, built c.1910

Bookham

Bookham is located in the district of Bolong, which was first visited by European settlers in the 1820s. According to local folklore, Bookham's name was coined by Lady Jane Franklin, the wife of the Governor of Van Diemen's Land (Tasmania), who was travelling with her party in 1839 from Jugiong to an inn at Bolong Creek. At this inn Lady Franklin and her daughter entreated the hospitality of the Green family. Mrs Green complained to Lady Franklin that she and her husband wanted a new name for their place, which she believed was tainted by the name of the prisoner who had it before them. Lady Franklin, seeing Mr Green working at his books in a room from the roof of which hung a number of hams, was attracted by the spectacle to suggest the name 'Bookham'.

The more official story of Bookham's name are less amusing – it is believed to be a shortening of 'Cumbookambookinah', the name initially given to the village.

In 1939 Banjo Paterson mentioned Bookham in his memoirs in *The Sydney Morning Herald*, describing it as a town with a pub at each end and nothing in between. He recalled how as a boy Bookham was one of the few places where one could still see horse racing in heats. The racetrack, Paterson wrote, was unfenced, with no grandstand, and laid out through gum and stringy bark scrub. One particular day at the races in 1873, in which the boy Paterson (then called Andrew Barton) lent his saddle to the winning horse 'Pardon', would go on to inspire the racing ballad 'Old Pardon, the Son of Reprieve'. 'Pardon' also rated a mention in 'The Man from Snowy River':

'There was Harrison, who made his pile
when Pardon won the cup,

The old man with his hair as white as snow;

But few could ride beside him when his
blood was fairly up –

He would go wherever horse and man
could go.'

In 1939 Bookham suffered a devastating bushfire which destroyed half of the area known as the Bogolong district. The fire was started on a hot summer morning by some ladies who threw a burning rug out of a motor car into the dry grasslands adjoining the road. The fire burned through Berramangra and Bookham and on towards Bowning before it was contained. Several weeks later it was relit by dry leaves which blew onto a smouldering stump and this time burned to within a few kilometres of Yass. Over 70,000 acres of pastureland was devastated and some settlers lost everything. The town's regeneration began in 1943 when planning began to create the Bookham Soldier's Memorial Hall, which would become the central community hall for social activities and the meeting place of organisations such as the Australian Red Cross Society.



View from Jugiong Hill

Jugiong

The Murrumbidgee River meanders northwest from Burrinjuck Dam, makes a lazy loop, then winds down to Gundagai. On the crest of the loop is Jugiong, named after the Aboriginal word for 'valley of crows'. The village lies on a river flat surrounded by steep hills, and the waters of the Murrumbidgee regularly well up and weave Jugiong fences with a map of débris. In 1852, the river virtually obliterated the settlement.

Jugiong Creek was a formidable obstacle to traffic on the Great Southern Road. Several Jugiong inns accommodated travellers; among the earliest was Mr Ernest Green's, built in 1839. John P. Sheahan was the most popular innkeeper and his wife was storekeeper and postmistress. Mr Sheahan himself rescued 38 Jugiong citizens during the 1852 flood. The St George Tavern was rebuilt by Sheahan after the flood with stonemasons from Ireland building a structure with sturdy thick walls. The building remains Jugiong's most prominent landmark and is still run by the Sheahan family.

POINT OF INTEREST – S

Burrinjuck Dam

Burrinjuck Dam is a 93-metre high, concrete gravity dam on the Murrumbidgee River 60km from Yass. The dam divides the upper and lower catchment of the Murrumbidgee and is the headwater storage for the Murrumbidgee Irrigation Area (MIA). Construction commenced in 1907 and was completed in 1928. Prior to 1911, the dam was known as Barren Jack, a corruption of the Aboriginal name of the locality.

A 45-kilometre narrow gauge railway was constructed from the Main Southern Line at Goondah to bring materials to the site. Many delays were experienced throughout the construction period, as a result of foundation problems, spillway extensions and the impact of World War One.

Flooding in July 1922 filled the reservoir to the record height of 359m above sea level, or 60m above the bed of the river. The flood water came within less than a metre of spilling into the finished northern spillway, which was then being used as a storage site for sand and granite. Another major flood in May 1925 far exceeded all previously recorded floods and resulted in the dam wall being overtopped by a metre.



Semi-trailer climbing 9% grade on Jugiong Hill, 1952

Sheahans continued their tradition of service. In 1954, local MP the Hon. W. F. Sheahan was NSW Attorney General and his son Terry later occupied that position between 1980 and 1988.

Ben Hall's gang blockaded Jugiong in November 1864, bailing up a number of travellers and teamsters just south of the town in hope of sticking up the Gundagai mail coach. The coach was escorted by police, much gunfire ensued, and gallant Sergeant Edmund Parry was shot dead by John Gilbert. A cairn to Parry's memory stands near the spot though Parry's grave is at Gundagai. Gilbert was shot by police the following June; his grave is at Binalong.

Teamsters cursed steep Jugiong Hill, and few would descend it without dragging a couple of young trees behind their wagon as brakes. In June 1884, Mr A. Edward completed the first bicycle ride from Sydney to Melbourne, but he was forced to walk up the 'almost impassable' Jugiong Hill. The splendid view is still worth the ascent. Halfway up is the 1858 St John The Evangelist's Catholic Church, on land donated by John P. Sheahan. On a nearby rise is the Anglican Christ Church, an Edmund Blakett design, erected in 1872.

Since 1933, Jugiong's Pumping Station has delivered Murrumbidgee River water to Cootamundra and other towns to the north and west. The pumps are powered by the hydro-

electric station at Burrinjuck Dam. The dam also protects Murrumbidgee settlements from dangerous floods.

Famous Australian cricketer and commentator Richie Benaud started his schooling in Jugiong in 1935.

Around 1940, hoping perhaps to mimic the success of Jack O'Hagan's 'Along the Road to Gundagai', R. J. Cassidy penned 'The Road to Jugiong' with music by J. A. Steele.

When the Jugiong bypass was planned, there was no provision for a southern interchange. Locals protested, so an exit was added at the top of Jugiong Hill. 'A town without a back door is like a pub with no beer' said one disgusted local, 'Bloody useless.'

The bypass opened in October 1995.



Jugiong Bridge, late 1800s



Beehive Hotel, Coolac

Coolac

In 1862, the NSW Surveyor-General announced that a site had been fixed upon for a town, to be called Coolac (perhaps from an Aboriginal word for native bear, ie koala) on the Mutta Muttama Creek. This site seems to be the present hamlet of Pettitt, a little to the south, but the folk of Coolac had long before decided to settle either side of the Great Southern Road. Mr John Smith Papps was conducting the Traveller's Inn Arms at 'Coolooc' by 1840.

Crossing violent Coolac (Muttama) Creek was a well-known travelling hazard. Mail bags had sometimes to be floated across in wash tubs. The creek was bridged in 1860, after a politician got a dunking there. 'If the bridge be the result of his intervention, it is a pity we have not a legislator half drowned in every creek between this and Albury' wrote a local cynic. Despite a spectacular hold-up and shoot-out at Mr Keane's store in 1866 by one Patrick Lawler, Coolac was bushranger-free. Legend attaches Ben Hall to Coolac's famous Beehive Hotel, but bushrangers attract legends like honey attracts bears.

Chromium mining began near Coolac in 1894, exploiting ores from the Coolac Serpentine Belt.

Coolac geology includes an ophiolite, 'a section of the Earth's oceanic crust and the underlying upper mantle, uplifted and exposed above sea level'.

The school closed in 1980 and the two churches are private residences - St Jude's Anglican was built 1879 and St Peter's Catholic in 1925. The latter now has a collection of railway carriages in its grounds, which intrigues the locals. The Cootamundra-Tumut railway line came through Coolac in 1886, and the district shipped its wool by rail. The line closed in 1984. Coolac Goods Shed is in splendid order, but only an earth bank remains of the platform. Coolac's War Memorial Hall (1959) is locally heritage-listed. Its squat brick façade is a good example of post-war functional design. Australia's rural towns preserve many examples of vernacular architecture, which might long ago have been demolished in a metropolis.

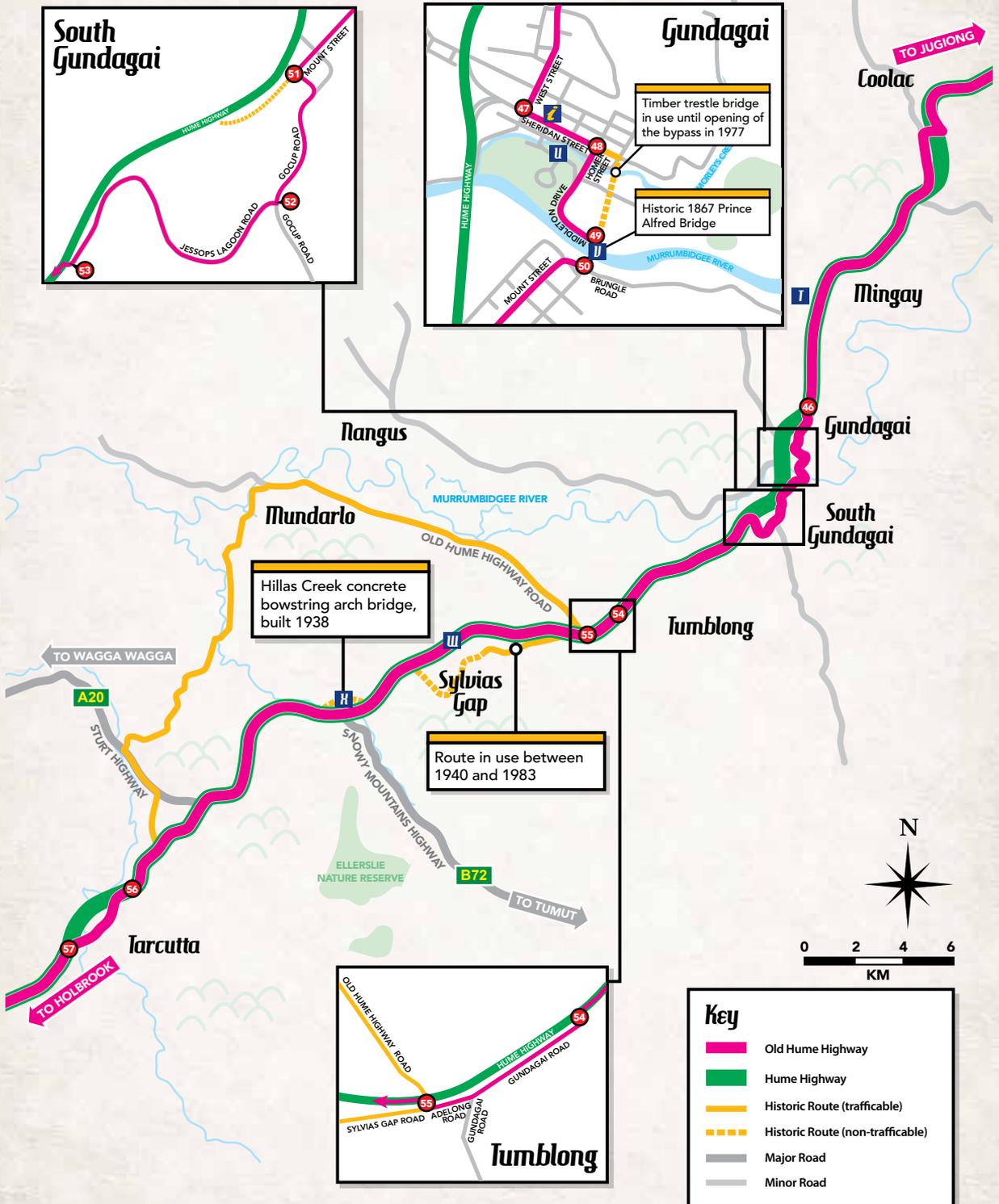
Coolac was the launching place in 1994 of the Bald Archys, a burlesque of the Archibald Prize for Portraiture. Winning the 2012 Archys were caricatures of two Federal politicians, painted inside hospital bedpans.

The Coolac Bypass opened in 2009, but Coolac spirits clearly are undaunted. The town has its own community radio station, which features a 'Drive Time' show. Scores of stuffed toys are attached to the eucalypts on the forecourt of the Beehive Hotel – mostly bears.

Section 8

Coolac to Tarcutta

Southbound



Coolac to Tarcutta

Southbound

Directions

DISTANCE FROM
PREVIOUS TURN POINT

46	Take exit on left to Gundagai (1st exit)	12.5 km
47	Turn left at Sheridan Street and proceed through Gundagai shopping area	2.5 km
48	Turn right at the Post Office, towards Tumut, and proceed across Murrumbidgee River floodplain	0.7 km
49	Cross Murrumbidgee River at historic Prince Alfred Bridge	1 km
50	After crossing bridge, veer right into Tumut Road then left onto Mount St, South Gundagai	0.1 km
51	Turn left at the roundabout into Cross Street and Gocup Road, heading towards Tumut	1.6 km
52	After 1.3 km turn right onto Jessops Lagoon Road	1.3 km
53	After 2.7 km turn right then left to rejoin Hume Highway	2.7 km
54	Turn left at Tumblong Road then right into Gundagai Road (Old Hume Highway) towards Tumblong	7.5 km
55	Rejoin Hume Highway after 1.6 km at Adelong Road (as the old road only continues for a short distance beyond this point)	1.6 km
56	Take exit to Tarcutta	29 km

Approximate distance: 61 km

Along the way...

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Muttama Creek, Mingay

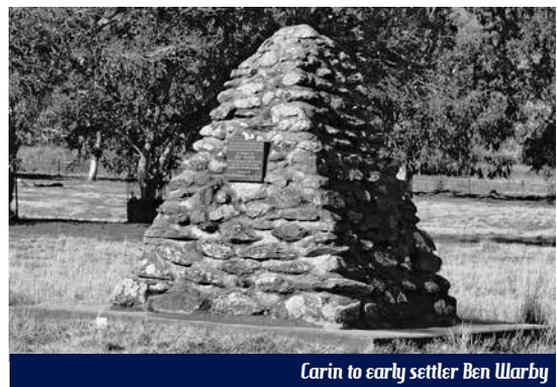
Mingay

The early history of Mingay is almost a Biblical tale. John Warby, ex-convict and respectable Campbelltown farmer, had two sons, Benjamin and William. In the 1820s William ventured south-west, 'beyond the limits of settlement' where only squatters dared, and established a run named Minghee, (MIN-gee, Aboriginal for 'unwell'). In 1836, William sold Minghee to Benjamin, who promptly found himself in court. It seems William had stocked Minghee with cattle duffed from his neighbours. William got fourteen years' penal servitude in Van Diemen's Land, while Ben now has a cairn just north of Gundagai, celebrating him as a respectable early settler.

Sir Charles Nicholson took up the Minghee lease during 1840s, and renamed it Mingay, perhaps after the islet in the Hebrides, perhaps to purge it of its former associations, perhaps because it was closer to the correct pronunciation. His manager was George Rusden, who among later achievements wrote a ground-breaking *History of Australia* acknowledging the Aborigines, whom Rusden admired. Mingay Station changed hands several times. Two other brothers farmed it: James O'Donnell, reputedly so strong that he could pull a bullock-wagon loaded with a ton of goods, and 'thorough-going sportsman' Mr P. J. O'Donnell, J.P., who in 1887 donated the trophy known as the Cootamundra Cup. When P. J. died in 1907, Mingay Station was worth £134,587 net.

The Cootamundra-Tumut railway line came through Mingay in 1886, crossing Mingay (Muttama) Creek on a sturdy wooden trestle bridge, which can still be admired from Mingay Road. Mingay had its own whistle-stop platform a little to the north. In 1906, there was a brief Mingay gold rush, but alluvial yields were modest. In 1907, there was a proposal to dam the Murrumbidgee near Mingay Station, to create a reservoir exceeding in size the Burrinjuck. Mingay and other famous stations would have been submerged. It did not proceed, and the area has remained pastoral. There never was a village, a post office, a church, or a school; Coolac was the post town. Mingay railway platform closed in 1971.

The Hume Highway upgrade in 2009 had little effect on Mingay. The Travelling Stock Route was relocated via Pettit. The Pettit Railway platform was relocated to Coolac. And Mingay Rest Area was built on the Hume's north-bound carriageway, a pleasant spot to pause, refresh, and contemplate the Mingay story.



Cairn to early settler Ben Warby



Former Hume Highway timber trestle bridge across the Murrumbidgee River floodplain, Gundagai

Gundagai

The town of Gundagai has become embedded in Australian bush folklore. As the subject of Banjo Paterson's poem 'The Road to Gundagai', as well as a number of other poems, and songs such as Jack O'Hagan's 'Along the Road to Gundagai', it is no surprise that Gundagai has been immortalised in the cultural memory of early Australian European settlement and bush exploration, and has become an example of a classic Australian country town. The dog on the tuckerbox from the 1924 Jack Moses poem 'Nine Miles from Gundagai' has become an icon of the town, with a monument to the dog situated on the Hume Highway, 8km north of Gundagai.

Gundagai was discovered by Europeans in the 1820s. Hume and Hovell passed through in 1824 and were quickly followed by settlers and their sheep, who established themselves in the area as squatters. Located almost midway between Sydney and Melbourne, the town of Gundagai was founded in 1838 on a crossing of the Murrumbidgee River, despite warnings by the native Wiradjuri people about the risk of flooding

POINT OF INTEREST – 1



Dog on the Tuckerbox

The Dog on the Tuckerbox is a historical monument and tourist attraction located at Snake Gully, 8 km north of Gundagai. The dog section of the monument was cast in bronze by 'Oliver's Foundry' in Sydney and its base sculpted by local stonemason Frank Rusconi. It was unveiled by Prime Minister Joseph Lyons on 28 November 1932 as a tribute to pioneers. The statue was inspired by a bullock driver's poem, 'Bullocky Bill', which celebrates the life of a mythical driver's dog that loyally guarded the man's tuckerbox.

An earlier monument had been erected at a site nine miles from Gundagai in 1926.

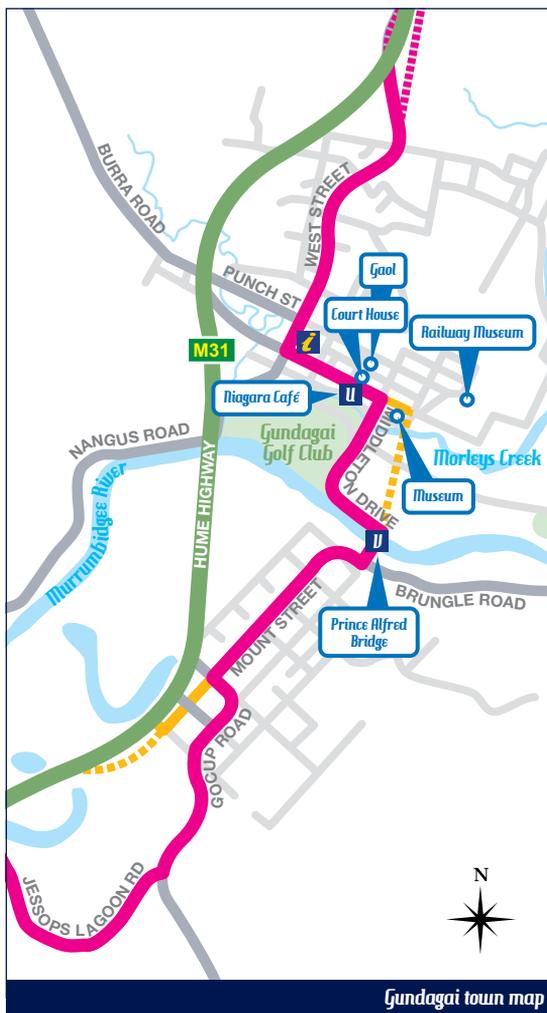
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on the Murrumbidgee plains. On 24 June 1852, the river flooded and washed through Gundagai, killing one third of the town's 250 inhabitants and destroying 71 buildings. A handful of Wiradjuri men, two of whom were known as Yarri and Jacky, helped ferry townspeople to safety from rooftops and the branches of giant river red gums. They were later honoured with medallions for their bravery during the flood. After the floods the town was moved and rebuilt on higher ground north of the river flats. The flood of 1852 still remains one of Australia's worst natural disasters.

Throughout the nineteenth century Gundagai became a booming town, thriving on the gold rushes and a rich agricultural industry. Today Gundagai offers a wealth of historical sites and activities for the keen visitor. The Dog on the Tuckerbox monument is one of the town's most

popular (and internationally recognised) iconic sites, the legend of which has been firmly established through the poem 'Nine Miles from Gundagai' as well as Jack O'Hagan's 1937 song 'Where the Dog Sits on the Tuckerbox (Five Miles from Gundagai)'. Gundagai showcases a number of historic bridges, such as the Prince Alfred and Railway Bridges, and the dual Sheahan Bridges on the town bypass. The latticework of wooden trusses and timber viaducts are excellent examples of early engineering solutions for crossing the major flood plain. Gundagai Railway station also offers a beautiful example of the town's late nineteenth century architecture, having been restored to its original 1886 glory, now housing memorabilia of interest to visitors and railway buffs.

Other sites of interest include Anzac Grove, a beautifully handcrafted memorial commemorating



POINT OF INTEREST – U



Niagara Café

Often referred to as 'Australia's Wonder Café', the Niagara Café in Gundagai is an excellent example the family-run Greek cafés which were once common throughout rural Australia.

These cafés stayed open for long hours and were often the social hub within their towns. They are also now recognised for their important role in the Americanisation of Australian popular culture, well before the arrival of the fast food phenomenon of the 1970s. The cafés affected eating and social habits (soda fountains, spiders, milkshakes, sundaes – often with exotic names), architecture (booth seating; art deco fittings) and music (jukeboxes). The early decades of the twentieth century witnessed a large migration of Greeks from the USA to Australia, and it was not surprising that they brought these influences with them.

The tastes, sights, sounds and glamour of America, as expressed through the Greek café, became a metaphor for modernity in regional Australian communities.



War Memorial and timber trestle bridge, Gundagai



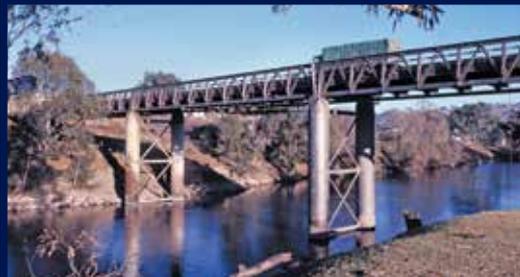
Hume Highway traffic crossing the timber trestle bridge at Gundagai on a frosty morning in July, 1976



Sheahan Bridge under construction, September 1975

World War One, designed by the late monumental mason Frank Rusconi, as well as the Gabriel Gallery, home to a collection of historic photographs of the town and its people taken by the town doctor Charles Louis Gabriel in 1887. The Gundagai Historical Museum, Gundagai Courthouse and the Old Gaol are also sites of interest. The museum houses an interesting collection of pioneer and bushranger memorabilia, and Gundagai Courthouse is rich in history, being one of the first stone buildings to be erected after the floods of 1852. Gundagai also hosts a number of festivals and celebrations year-round, and a great way to see the town is on one of the walking

POINT OF INTEREST – V



Prince Alfred Bridge

Tenders were called for the construction of an iron bridge at Gundagai in 1863. The Fitzroy Iron Works of Mittagong, the first iron foundry in Australia, won the tender for the casting of the pier cylinders and other iron work. The bridge had 54 cylinders in all, each weighing 2.5 tons, six feet long and six feet in diameter. The cast iron cylinders were delivered by bullock dray and assembled on top of each other as internal excavation proceeded. When they finally founded on rock the piers were filled with concrete.

The bridge consists of three wrought iron girder spans of 103 feet each over the main channel of the river, and was the first iron truss bridge to be built in NSW. The structural wrought iron was imported from England and fabricated in Sydney by P.N. Russell & Co. then forwarded to the site for installation. The bridge was completed on 18 September 1867.

The construction of the northern approach was commenced on 23 October 1867, and on completion this was the longest bridge in NSW until the 1932 opening of the Sydney Harbour Bridge.

The northern approaches were low-level and so the bridge was not usable in times of flood. In 1896 after serious flooding the present structure was opened for use.

tracks, such as the Heritage Walk, which passes by the old mill, the only building to survive the floods of 1852. Visitors may obtain copies of Gundagai's walking tours and information on Gundagai's many tourist offerings at the Visitor Information Centre at 249 Sheridan Street, between West Street and Otway Street.

The Hume Highway Bypass of Gundagai opened in 1977.



Tumblong War Memorial. St James Anglican Church behind

Tumblong

Around 1829, Henry Stuckey gave the name Tumblong to his 20,000 acre run. Other spellings were 'Tumalong', and 'Tombolong'; J.F.H. Mitchell, who circa 1906 compiled a glossary of the Wiradjuri language, remarked that many names in this area should have the accent on their second syllable, eg tum-BAH-long. The settlement was long known as Adelong Crossing-Place. In 1838, Stuckey had an inn here; Adelong Creek was another notorious hiccup for travellers on the Great Southern Road.

Adelong Crossing-Place made the news in 1869, when two local men claimed to have seen a bunyip fording the Murrumbidgee. In the same year the school opened, and pupils perhaps learned the difference between fact and fantasy. In 1871, an earthquake shook Tumblong. The school's chimney tumbled, the building tipped to one side, 'and a large desk fairly danced on the floor, to the great alarm of the pupils, who rushed out of doors, somewhat fearful that the suddenly animated piece of school furniture would follow them', an event which might have inclined them towards fresh belief in the fabulous. The school has closed, but the bunyip legend stays alive and well.

The Anglican Church of St James dates from the early 1870s. Travellers will note its similarities in design and stone fabric with St Mary's at Yarra, St Brigid's at Mutmutbilly, and St Jude's at Coolac. The War Memorial by the church is a heart-rending reminder of the number of Tumblong boys who went to war and came not home. The Tumblong Rural Fire Brigade shed stands near, a

POINT OF INTEREST – III



The 'big cut' at Tumblong

The route of the Hume Highway has changed twice in this location. The original highway went well to the west of Tumblong, via Mundarlo. In 1938 it was relocated to a shorter route through Tumblong, saving 14 km and necessitating a large cutting (58,000 cubic metres) at Sylvias Gap (now inaccessible).

In 1983 the current dual carriageway deviation was built. The major cutting on this alignment involved the removal of 550,000 cubic metres of material, which was at the time one of the largest roadway cuttings in NSW.

reminder that every age produces fresh heroes. Community spirit here is strong.

The Tumblong Deviation, opened in stages between 1938 and 1940, shifted the highway route significantly to the east, and 'brought Sydney ten miles nearer Melbourne'. A later Hume Highway deviation opened in 1983, which bypassed the settlement. Since most of the village lies along the Grahamstown Road to Adelong, not much of its fabric has been lost. The War Memorial and Citizens Hall (1954), like Coolac's, is unpretentious, well-kept, and locally heritage listed.

The name was changed to Tumblong in 1913, due to increasing confusion with the town of Adelong. On the northern wall of the Tumblong Tavern can faintly be seen the legend ADELON* CROS**G. Like legends, old towns don't die, they just fade a little.

Tarcutta

Tarcutta is a quaint village, long popular as a stopping and changeover point for drivers as it is halfway between Melbourne and Sydney. It is named after an Aboriginal word meaning 'meal made from grass seeds'.

POINT OF INTEREST – H



Hillas Creek concrete bowstring arch bridge

The bridge over Hillas Creek was one of more than 1,000 bridges built by the Main Roads Board & Department of Main Roads between 1925 and 1940, a period in which engineers were adapting bridge design standards to meet the demands of improving motor vehicle performance. Bridges were being built wider and with an improved load capacity, and reinforced concrete became a favoured construction material. In the 1930s, DMR engineers Vladimir Karmalsky and Alexander 'Sandy' Britton pioneered the use of the bowstring principle in reinforced concrete. Their theories were implemented first in the Shark Creek Bridge near Maclean in 1935, and then in the Hillas Creek Bridge, built in 1938.

The Hillas Creek Bridge was constructed as part of the original Tumbalong – Tarcutta deviation. In 1983 a new 11.5 kilometre deviation bypassed the Hillas Creek Bridge. Although the bridge was no longer in use by traffic, it was recognised that it held a unique place within the region and the State and should be retained. The bridge was listed on the Register of Australian Historic Bridges in 1982 and a plaque was placed on it in 1988, noting its unique design link with the bowstring arch over Shark Creek. The plaque also notes that it has become known in the wider community as 'The Little Sydney Harbour Bridge'.

While the bridge is no longer physically accessible, it is visible on the western side of the Hume Highway near the Snowy Mountains Highway interchange.

The village was first settled when Thomas Mate arrived in 1836. His primitive homestead was half-way on the track between Sydney and Melbourne, so he added an inn and store for travellers.

In 2011, 174 years after it was first settled, Tarcutta was bypassed. However, it remains a popular

stopping point for travellers and buses, with noted amenities including a shower block, a waste facility for caravans and a newly upgraded main street designed specifically for tourists.

The local park houses the National Truck Drivers' Memorial to the truck drivers who have died on the Hume Highway as well as elsewhere around the country. Country music legend Slim Dusty enriched the memorial with a plaque.

Hidden in the surrounding district is a vast amount of pioneer history, not only a town historical walk, but short day drives are a must for visitors.

The village has some unique treasures from lone graves to intricate memorial stained glass church windows which honour the pioneers of the region. The Tarcutta Inn and the Mates Homestead are two private properties in the village that pay tribute to the importance of Tarcutta and its location & association with Cobb and Co.

Travellers can experience the yesteryear and follow the former Port Phillip Road, which meanders from Tumbalong, west through Mundarlo where the original Mundarlo Inn still stands and the bushranger Paisley was captured. The famous 'Bootes' Private Cemetery and St Peter's Church which was robbed back in 1923, are also unique destinations.

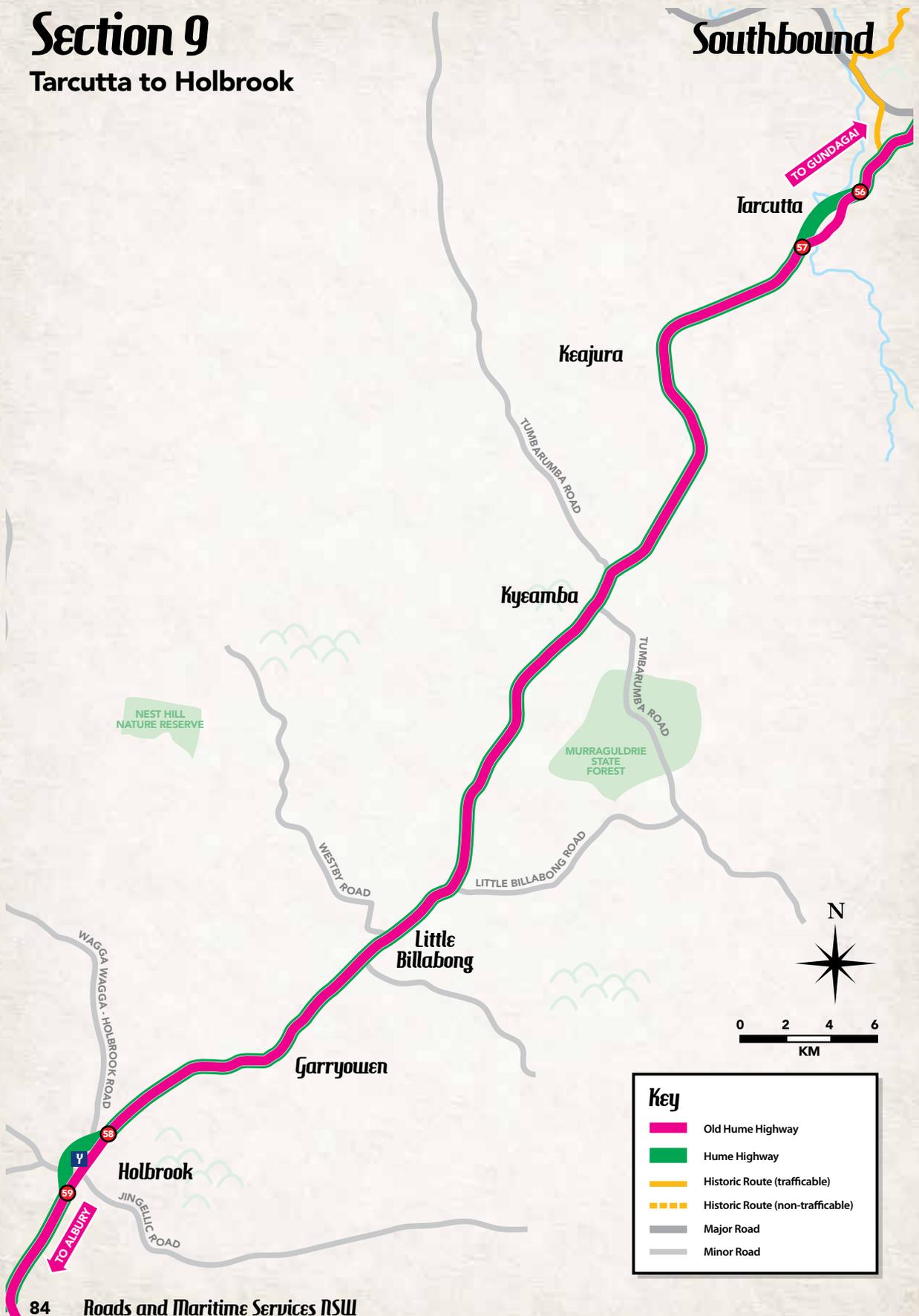
The Link Road via Oberne to Humula and back to the Hume Highway will encompass another hour's drive. This route offers a combination of interesting historical sites, fauna and flora.



Early settler grave, Tarcutta

Section 9

Tarcutta to Holbrook



Tarcutta to Holbrook

Southbound

Directions

DISTANCE FROM
PREVIOUS TURN POINT

57	Rejoin Hume Highway south of Tarcutta	4.5 km
58	Take Holbrook exit	62 km
59	Rejoin Hume Highway south of Holbrook	5 km

Approximate distance: 67 km

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Stock underpass on Hume Highway, Kyeamba

Keajura Kyeamba Little Billabong

Between Tarcutta and Holbrook, the Hume Highway is criss-crossed with creeks. All were once fording places: daunting, notorious, sometimes fatal. Creeks collect rainfall, and they also collect names – colourful, obscure, traditional, and some merely functional. Ginger Beer Creek, Splitter's Creek, Lunt's, Ten Mile, Seven Mile, Keajura, Kyeamba, Billabong ...

Between Tarcutta and Holbrook, the Hume has not much altered its contours. Lady Jane Franklin, wife of the Van Diemen's Land Governor, journeyed in 1839 from Port Phillip to Sydney in company with a large party, camping along the way. She kept a journal describing the countryside and the people she met. While staying near Tarcutta, she observed 'The natives have names for every creek and every hill.' The earliest squatters often gave these names to their runs, and some remain though the meanings may be lost or altered.

Lady Franklin noted that Ten Mile Creek was '10 from the next where there is permanent water.'

Water is precious in Australia. The creeks along the Hume Highway are today in the watchful custody of Landcare groups battling problems like salinity, erosion, the invasion of weed and carp, and rubbish tossed from passing traffic. The impact of the highway on the local environment is carefully monitored and minimised. The route several times crosses the serpentine course of Kyeamba and Keajura Creeks. At Kyeamba Creek (1st Crossing), a livestock underpass runs beneath the carriageway, one of many that link separated pastures. Overhead is a row of wooden poles that aid squirrel gliders to sail across in safety. Similar poles strung with rope are crossings for possums and other fauna; corridors for wombats and other



Little Billabong Creek. Hume Highway in background

terrestrials run beneath the road. Further north, the residents of Bookham have a subway under the highway to reach their cricket-ground and a bus-stop. All these structures protect those crossing, and those passing, from accident and injury; noise barriers of concrete or earth mounds deflect Hume Highway traffic noise from roadside homes.

There were injuries when Mad Dan Morgan the bushranger stuck up a party of road contactors near Kyeamba, in December 1864. Morgan shot one fellow who was too slow to turn out his pockets. The injured party was carried to the Traveller's Joy Hotel, which is now a private home, visible on the western side of the highway behind a noise-deflecting earth bank.

Nine kilometres south of Tarcutta is Coach Hole Reserve. Once a watering place on a Travelling Stock Route, it has been adopted by Tarcutta Landcare. In 2010, Coach Hole Reserve was revegetated with native grasses, trees and shrubs with the help of thirty local schoolchildren. Coach Hole got its name in 1851 when two coach drivers drowned there while attempting to cross flooded Keajura Creek.

'Billabung', 'Billy Bung' and Little Billabong are creek and station names. Lady Franklin noted that Father John Joseph Therry had owned a station at 'Billybong'. Known as Yarra Yarra, in 1860 it was sold to Mr James McLaurin, wealthy pastoralist and zealous Presbyterian, whose son John added Little Billabong to the family holdings. John died in 1927, leaving an estate worth £92,000, and a will stipulating that any of his children who married a Roman Catholic was to be cut off without a penny. Little Billabong once had a school and a post office. There were Anglican and Presbyterian churches. Mr Lunt kept the Australian Hotel, ran the store, and farmed his 1300 acres. Little Billabong now has just a community hall and tennis courts. Little Billabong Station on Little Billabong Road is still in business.

Garryowen

Free immigrant Mr James Garry came to New South Wales in 1839 from County Meath. Garry went into the coaching trade with Mr John Sheahan of Jugiong. Garry eventually settled at Mylora, near Binalong; the Garry family remains noteworthy in the district. His brother Lawrence Garry ran the mail coach from Yass to Albury

around 1859–1870. Lawrence leased nearly three thousand acres in the area of Little Billabong, and here pastured 'upwards of seventy horses' which hauled his mail coaches. He also kept an inn on the Sydney Road. Lawrence Garry named his property Garryowen, perhaps honouring that village in Limerick, or simply as a pun on his name and an allusion to the merry jig-tune.

The Garryowen settlement straggled along Billabong Creek and the Sydney Road. A visitor of 1878 wrote 'There are two hotels (Trimble's and Walker's). At the former there is a postal receiving office and a blacksmith's shop. This village can also boast of a brewery, owned by Messrs. Gregson Brothers. Mr Lawrence Garry, for many years a coach proprietor, lives privately along the main road.' The visitor added 'Since the railway has reached Wagga the traffic is not near so great as heretofore.' Garryowen was notorious as part of Mad Dan Morgan's territory.

In 1875, anticipating closer settlement arising from the Selection Acts, the Department of Lands drew up a plan for Garryowen Village, a grid of streets and house blocks bordered by the meandering Billabong Creek. Blocks were reserved for a Presbyterian Church and Manse, as well as a school. But no village grew there. The plan is marked '1886, Ellis reports no settlement.'



Tombstone of pioneer James Garry, in Jugiong Catholic Cemetery



HMAS Otway, Holbrook

Today's traveller can see the site intended for Garryowen, the village that never was, by taking a 'Stop and Revive' at the Rest Area just north of Mirrabooka Road. Look to the west. The tree-line follows Billabong Creek southwards and marks the village limits. The absence of other trees may be explained by the 1878 visitor, who noted that the whole of Garryowen's timber had been ring-barked by Lawrence, no doubt to pasture his horses. After his retirement, Lawrence planned to farm mulberries. There are none of those in sight, either.

Lawrence Garry died in April 1903, aged 77, and rests in Holbrook Cemetery.

Holbrook

(formerly Germanton)

Holbrook, the unlikely nicknamed 'Submarine Town', was originally called Ten Mile Creek, the name given in 1837 to the adjacent Ten Mile Creek Station by John Purtell. It was common practice at that time for property names to be applied to nearby towns or surrounding districts, or vice versa. When the town of Ten Mile Creek was officially gazetted, some time after 1850, the name was changed to Germanton in honour of

POINT OF INTEREST – Y

The Holbrook submarine

Holbrook is named after Commander Norman D. Holbrook, who led one of the most daring submarine raids of World War One in the Dardanelles.

In recognition of the link between the town and submarines, the Royal Australian Navy donated the fin from the decommissioned HMAS Otway to the town in 1995. This resulted in a fund raising effort by the district to bid on the whole submarine. This initiative raised \$100,000, almost all a gift from Lt Holbrook's widow Gundula Holbrook. However, the amount was insufficient to purchase all of the Otway. After negotiations with the scrap yard in Sydney, the town did succeed in purchasing all of the outside skin of the Otway above the waterline.

An official dedication, with Lt Holbrook's widow in attendance, was held on 7 June 1997, reinforcing Holbrook's reputation as 'the submarine town'.

Visitors may also learn more about submarines and Lt Holbrook at the Submarine Museum.



Woolpack Inn Museum Holbrook, built in 1895

Johann (John) Pabst, a German immigrant who with his wife Ellen ran the Woolpack Inn, which was the only building in town until the 1850s. Today, visitors may recall the district's history at the Woolpack Inn Museum.

Germanton was an increasingly important junction, with a post office opening in 1858, a school established in 1868 and a railway branch line from Culcairn on the Main Southern rail line opened in 1902.

Acceptance of German speakers and German nationals in Australian communities was replaced with antagonism during and immediately after the years of World War One (1914–1918). People, products or geographic locations with a connection to Germany were under suspicion. Geographic locations with German sounding names, such as Germanton, were also denounced and despite strong opposition from many people in the local community, the Germanton Shire Council called several public meetings in September 1914 to put forward suggestions for a change of name.

While the town was considering its name change, Commander Norman D. Holbrook grabbed headlines when he led one of the most daring submarine raids of the war in the Dardanelles. He was awarded Britain's Victoria Cross for valour and, across the world, the residents of Germanton agreed that Holbrook would be a fitting new name for their town.

Lt Holbrook learned of the town's tribute and wrote to thank them for the honour. It was not until 1956, however, that he first visited the town, meeting great affection. He and his wife established a scholarship fund for local students and, after his death his widow donated his medals to the town. The news that Holbrook would be bypassed caused concern about the loss of traffic and business, prompting the formation of a working party for the town to purchase a real submarine.

Aside from submarine history, visitors to Holbrook may also enjoy the National Museum of Australian Pottery, dedicated to 19th and early 20th century pottery. Ten Mile Creek Gardens provide a beautiful park setting and are home to Holbrook's miniature railway. Stopping along the Old Hume Highway (Albury Street), visitors may also see many of the remaining buildings from the town's earliest settlement, including the Court House, Police Station and Knox Uniting Church or St Paul's Anglican Church.

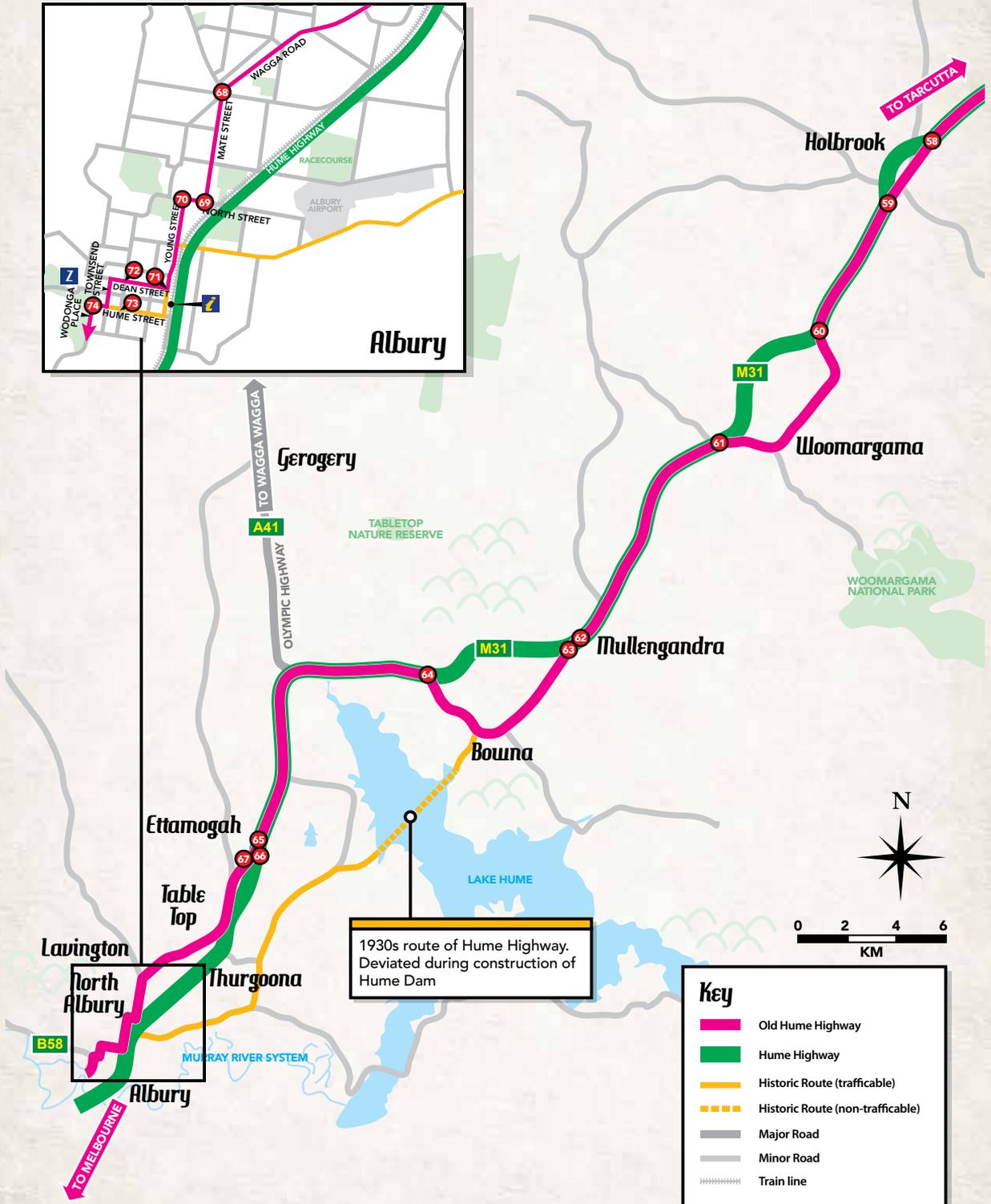
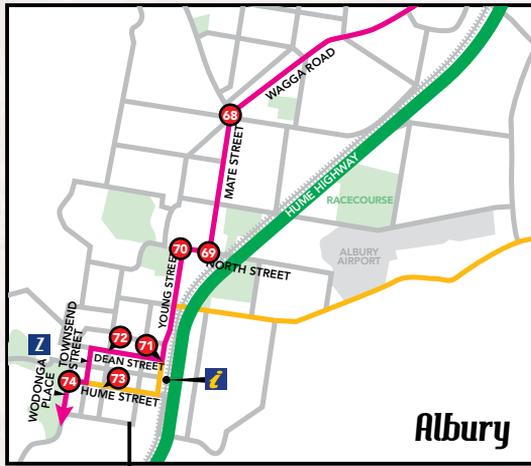
Further information is available at the Holbrook Visitor Information Centre at 15 Wallace Street.

The Holbrook Bypass opened to traffic on 7 August 2013. This significant project marked the completion of the Hume Highway duplication between Sydney and Melbourne, a major milestone in the development of the nation's transportation infrastructure.

Section 10

Holbrook to Albury

Southbound



1930s route of Hume Highway.
Deviated during construction of
Hume Dam

Key

- █ Old Hume Highway
- █ Hume Highway
- █ Historic Route (trafficable)
- █ Historic Route (non-trafficable)
- █ Major Road
- █ Minor Road
- █ Train line

Holbrook to Albury

Southbound

Directions

DISTANCE FROM
PREVIOUS TURN POINT

60	Take Woomargama Way exit	5 km
61	Rejoin Hume Highway south of Woomargama	9 km
62	Turn left at the Sweetwater Road / Bowna Road intersection	11 km
63	Turn right into Bowna Road	0.1 km
64	Rejoin Hume Highway after about 10 km	10 km
65	Take Davey Road exit to Jindera	14.5 km
66	Turn right to Jindera	0.5 km
67	Turn left to Albury (on Wagga Road)	0.3 km
68	Veer left into Mate Street at Lavington	8 km
69	Turn right at North Street	1.8 km
70	Turn left at Young Street	0.3 km
71	Turn right at Dean Street	1.5 km
72	Turn left at Townsend Street	1 km
73	Turn right at Hume Street	0.5 km
74	Turn left at Wodonga Place	0.2 km
75	Victorian border	1 km

Approximate distance: 70 km

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Old Hume Highway, Woomargama

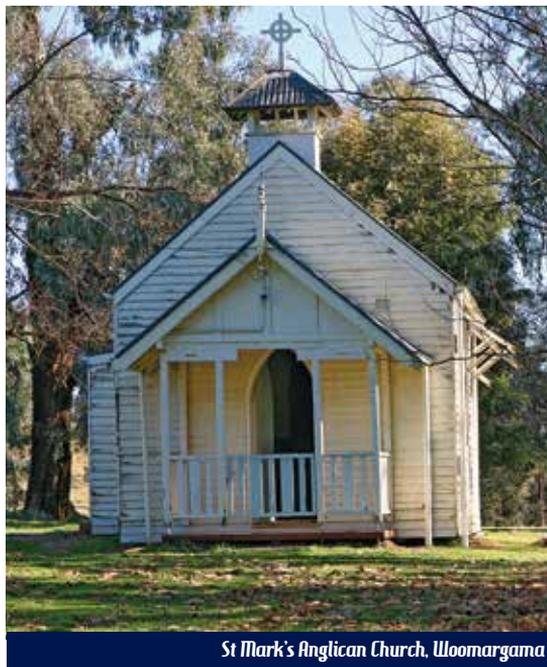
Woomargama

Every traveller on the Great Southern Road once knew Dickson's (or Dixon's) Swamp. The locality was also known as Mountain Creek. A design for a village was drawn up in May 1869, with a dozen streets, and given a less gloomy name, Woomargama, derived from an Aboriginal word for a native cherry, and taken from the name of Mr John Dickson's own run. Woomargama Village was proclaimed in March 1885, by which time it had a Public School (1873), the Anglican Church of St Mark (1877), and a cemetery (1880). The highway was called 'Melbourne Street' where it passed through town, a reminder that these southern settlements looked to Port Phillip as their metropolis. Mr Dickson sold his run and moved to Albury, where he bought a brewery and in 1861, is supposed to have drunk himself to death. He is recalled by Dickson Street, and his swamp was recalled by Swamp Street, which has since sunk without trace. The Hume and Hovell expedition which came by in 1824 is honoured by a street name, and a commemorative boulder.

Less celebrated is the formidable Leah Augusta Splatt. Widowed in 1879, Mrs Splatt bought up several runs and selections around Woomargama during the late 1880s, eventually buying the famous Woomargama Station itself. Mrs Splatt was among those who successfully shipped frozen mutton to England, but there were a couple of black sheep in the Splatt family. In November of 1891, her sons William and Colin tried to bail up the Holbrook mail. Easily identified, they were hauled into court, where they claimed that they

had been influenced by reading *Robbery Under Arms*. The magistrate, Mr T. A. Browne, was not amused, and fined them £20. Mr Browne is better known by his pen name of Rolf Boldrewood, author of the book in question.

St Mark's of Woomargama still stands and remains in use, a tiny weatherboard church in a gated paddock where flocks may safely graze. The Presbyterian Church did not weather a storm of 1935. Woomargama school closed in 1997, and is now a Post Office *cum* store. A mural painted by the pupils can still be seen there, and there is another more professional mural in Woomargama Park. A trio of assorted boulders



St Mark's Anglican Church, Woomargama

stands shoulder to shoulder beside Woomargama Way, commemorating the opening of the Hume Highway bypass in November 2011. A sculpted squirrel glider, the Woomargama Village icon, is poised mid-flight atop the central stone.

His Royal Highness Prince William Arthur Philip Louis, later to become Duke of Cambridge, Earl of Strathearn, and Baron Carrickfergus, took his first steps at Woomargama Station in 1983, while his family was on a royal visit to NSW.

Visitors may take an afternoon (or longer) detour to the nearby Woomargama National Park, which features a number of hikes, some rewarding visitors with views of the Murray River, Riverina, and South West Slopes.

Mullengandra

Well beyond the colony's authorised limits of settlement, Mullengandra (from the Aboriginal 'mully-an-janderra', for 'place where eagles breed') nonetheless had a number of cattle and sheep stations by the 1830s. Among the earliest licensed pastoralists was John Morrice who put a manager on Mullingandra, his 25,000-acre run, and for a time lived near Berrima. Such leases remained unsurveyed for decades, boundary pegs were unknown and fences were the exception. Actions for trespass were frequent, with neighbours suing one another for illegally grazing stock. In a country whose seasons could be treacherous, pasture was jealously guarded.

In 1854, a traveller noted that Mullengandra had an inn and a few scattered farm houses. By 1873, Mullengandra's Rose and Crown Inn had earned a pleasant reputation. 'Opposite to the hotel is a capital garden, belonging to Mr. Pankhurst. Grapes in a splendid state of perfection, magnificent apples of many varieties, and almost every kind of English fruit attracted our attention in this garden,' wrote a visitor. Pankhurst was raising cherries at Mullengandra as early as 1857, perhaps in competition with Mr Darby, who could grow Mullengandra peaches at the rate of forty-two per foot of branch. The green-thumbed Mr Pankhurst also grew 'the best looking wheat' of any in the district, and made his own wines.

John Morrice died in 1875, and the Morrice Anglican Memorial Church was built to honour him; Morrice, a carpenter by trade, had carved



St Luke's Anglican Church, Mullengandra

an altar for the original place of worship. Mullengandra post office opened in 1877, operating from one end of the Royal Oak Hotel. In 1886, the Department of Lands drew up a plan for 'the Village of Mullanjandra'. The site lies west of the present Bowna Road, north of Newton's Road, and was bordered by Mullengandra Creek to the west. Like Garryowen, its streets (South Street, East Street, West Street, Creek Street) do not ever seem to have been settled. Owners of township blocks marked on this map recall other early Mullengandra settlers: Mitchell, Plunkett, Taskis, Mullavey and Ross.

George Ross kept Mullengandra's Royal Oak Hotel from 1922. A customer and admirer of Mr Ross was artist Russell Drysdale, who in 1950 immortalised Mr Ross, and the Royal Oak, in oil on canvas. The painting is part of a private collection, and the hotel is a private home, listed by the National Trust. It can still be admired by the passing traveller. When the dual-carriageway Hume Highway was constructed in 2009, a length of Old Hume Highway was retained. Along it now stand the Royal Oak Hotel, St Luke's Anglican Church (1927, on the site of the Morrice Church), and Mullengandra's proud little public school, still going strong after 140 years of education.



Extract from August 1937 *Main Roads journal*

Bowna

The Murray River was named the Hume in 1824 by Hamilton Hume, in honour of his father. Charles Sturt, who encountered it further west in 1830, thought it was a different stream and named it the Murray in honour of the British Secretary of State. The latter name stuck. In the mid-1920s, it was proposed that the Murray's mighty snow-fed waters be dammed. The vast body of water so stored – 'the largest artificial lake in the world... three times the size of Sydney Harbour' - was named the Hume Reservoir, now Lake Hume. There were some problems to be faced: the submerging of major lines of communication (roads, railways, telegraph and telephone lines), and the cost of buying up several first-class properties, like Cumberoona. There was also the question of uprooting lives and homes and history, for the villages of Bowna and Tallangatta were to be submerged.

From all accounts Bowna was a neat little town, running in a straight north-south line along the Sydney Road. Under the waters went The White Horse Hotel, and the barn-like Mechanics Institute. One or two of Bowna's distinctions seem to have gone down with it. For instance, architect Mr J. Kirkpatrick, whose father resided in Bowna,

designed Bowna's steam-powered flour mill and won a competition in 1891 for a state house to be constructed in Centennial Park, Sydney.

Those Bowna buildings which could be dismantled were removed. Others remained. The final service of Bowna's Presbyterian Church, built 1866, was held in September 1933. Dr J. W. Dyer, Bishop of Wagga Wagga, laid the foundation stone for the New Bowna Catholic Church in 1935, and declared that new churches were fortresses against paganism.

Old Bowna is recalled in the Bowna Waters Reserve, on Lake Hume's southern foreshore, and by its western extremity, known as Bowna Arm. The old town lies below a line between the end of the Sydney Road on the Albury side, and Plunkett Road, on the Bowna side. The Old Bowna cemetery survived at this end, above water level, though it now lies on private property. Old Bowna rooftops sometimes emerge in drought years. Grey, dead trees stand near the spot like elderly sentinels.

Three hundred men were employed in constructing the Hume Highway detour around the western end of Lake Hume, which opened in 1933. It was a useful source of employment during the Great Depression. A site for New Bowna was proposed at the crossroad of the Sydney and Upper Murray Roads, on land purchased from Mr Charles Mullavey – but the new town site did not



Stock feeding in paddock near Bowna Creek, Table Top

'take'. The move was made in the era of the motor car, when residents could relocate more readily, and had a greater choice of fresh destinations. Nonetheless, Bowna Post Office served Bowna locals until 1994.

Table Top

Aborigines long ago named this locality Yambla. To Captain Hovell, examining this range on 13 November 1824, one flat prominence resembled a fortification. The short trees standing along it recalled soldiers guarding battlements. Hovell named it Battery Mount. Later settlers, more prosaic, named it Table Top, 'from its resemblance to that well known article of furniture' noted one traveller in 1881. Passengers admired Table Top when the railway came through in 1881. The Olympic Highway provides a splendid view of the fascinating knobs, bosses, and peaks of the Yambla Range, including Table Top, the Sugar Loaf, and Pulpit Rock, which is the sloping bluff visible from the Hume Highway at the eastern end.

Settlers arrived here in the 1830s, squeezed out of the Cumberland Plain by drought years. Among them were the Huon brothers, whose nephews Thomas, John F., and James Mitchell became one of the most prosperous – and munificent –

squatting families of the district. James Mitchell (1835–1914), a kindly and popular man, was the master of Table Top. Among other distinctions, James was a top-class breeder of stud stock, and produced fleeces which gained international fame. James also achieved the astonishing feat of completely freeing his Table Top paddocks of rabbits, his yield totalling 16,000 pest-free acres, and 18,000 rabbit skins railed each week from Table Top siding.

The Hume and the Olympic Highways (the Olympic Torch was carried along this route to Melbourne in 1956) meet at an interchange over Bowna Creek which was opened in 2009. The dual-carriageway Hume Highway turns south and splits Table Top. On the eastern side is Table Top Public School, 115 years old. It stands opposite a replica of cartoonist Ken Maynard's fabled Ettamogah Pub, which opened in 1987. On the western side, the railway station can no longer be seen – it closed in 1980. The former Presbyterian Church, erected 1933, can be glimpsed in Perryman's Lane. All these spots lie within the site once proposed for the National capital.

Table Top today is mostly hobby farms, though locals warily watch Albury's northern industrial area creeping their way.



Road makers.

Road builders near Table Top. Photo: Howard Jones

Lavington

Lavington is the second major centre of the city of Albury, with its own commercial CBD. Albury's population of about 50,000 includes Lavington with its population of 16,000, and growing at a rapid rate.

Lavington is located approximately 529 km from Sydney and 327 km from Melbourne on the Hume Highway. The Hume Freeway bypassed Lavington in 2007, reducing the constant drone of heavy vehicle traffic yet still maintaining an active truck stopover point at the northern extremity.

Prior to 1908 Lavington was known as 'Black Range', but it was decided at a meeting held at the local School of Arts to change the town's name, chiefly because there were five other towns by the name of Black Range in Australia and it was the cause of some confusion. Lavington replaced the name Black Range in 1909. The name change was celebrated with a social at the arts school, which involved food, dancing, games, and vocal items contributed by the Lavington Glee Club.

No-one is quite sure where the name Lavington originated. One thought is that Joseph Box, an early settler at Black Range (a gold mining settlement on the edge of Albury in the 1850s), called his property Lavington after his home town in England. Another is that Lavington takes its name from a piece of machinery, possibly a gold battery or from the Lavington Gold Mining Company of 1865.

Dutch, German and Cornish immigrants settled in Lavington, and today, they and their descendants are stalwarts in the community. Their influence was reflected by the numerous orchards and vineyards in the area.

The Hume Dam and Murray River are found within close proximity, providing a variety of water activities.

Visitors can step back in time at the Jindera Pioneer Museum and imagine life as it was lived in those early days of rural community.

The area provides a range of community, cultural, sporting and social activities and offers all the amenities available within the suburbs of major cities. Sites worth visiting include Mungabareena Reserve and Albury Art Gallery. There are also numerous historic walks and bushwalks, cycling tracks and leisure activities for all ages.

Albury

Albury and Wodonga developed as the principal Murray River crossing place on the route between Australia's two largest cities. They grew and prospered as thoroughfare towns servicing the needs of travellers on the track to Port Phillip, later the Great Southern Road then the Hume Highway. Travellers have long recognised both Albury and Wodonga as the southernmost and northernmost points of the highway within the two states. To many people both places have special significance as border posts.



Smollett Street metal arch bridge, Albury

Prior to European settlement, stable Aboriginal populations were densely settled along the Murray River. They had in the riverine environment a rich source of fish, game and plants, and, as a result, there was little need to move from its banks.

In the late spring of 1824, explorers Hume and Hovell encountered the river and approached what seemed to be a natural ford, but they could not cross as the river was running swiftly.

They eventually got across a short way upstream, near the site of the present-day Hume Dam. A tree blazed by Hovell still marks their first encounter. One of the series of celebratory obelisks erected 100 years later to mark out the route they took to the Port Phillip district stands close to where they crossed near the present Hume Weir.



Young cross-border cyclist having his papers checked for evidence of contact with anyone suffering from infantile paralysis, 1937. Photo: The Border Mail

POINT OF INTEREST – Z



Smollett Street metal arch bridge

The Smollett Street Bridge over Bungambrawatha Creek on the Riverina Highway was built in 1888. It was designed by noted engineer John A McDonald, and fabricated at Blackwattle Bay in Sydney by the firm of D & W Robertson. It was then dismantled for transportation to Albury by the recently opened railway.

This elegant structure is locally heritage listed, and is the older of only two metal arch bridges in New South Wales, Sydney Harbour Bridge being its big city cousin.

The bridge has proven to be a cost-effective structure requiring only routine maintenance and no strengthening, despite the large increase in traffic loads during its many years of service.



Distinctive Albury architecture

By 1838, Governor Gipps declared Albury the official Murray River crossing place and endowed it with a town plan and a contingent of police, who would apprehend runaway convicts and protect travellers from Aboriginal attacks.

Just over 20 years on, an aptly named 'Union' Bridge was built to give New South Wales people better access to the newly separated Victoria which had suddenly become gold-rich. But travellers found they could not always cross the Union Bridge easily. At various times in the nineteenth century, customs officers collected stock tax and/or customs duties on some goods. They tried to prevent Chinese travellers from moving from one colony to the other by demanding they pay a poll tax. Through the twentieth century, the highway bridge became a checkpoint to stop the spread of influenza in 1919, and poliomyelitis in 1937. Inspectors seized fruit and vegetables to try to prevent the spread of fruit fly in the 1960s and 1970s. Roadside signs tried to prevent the spread of equine flu in 2007.

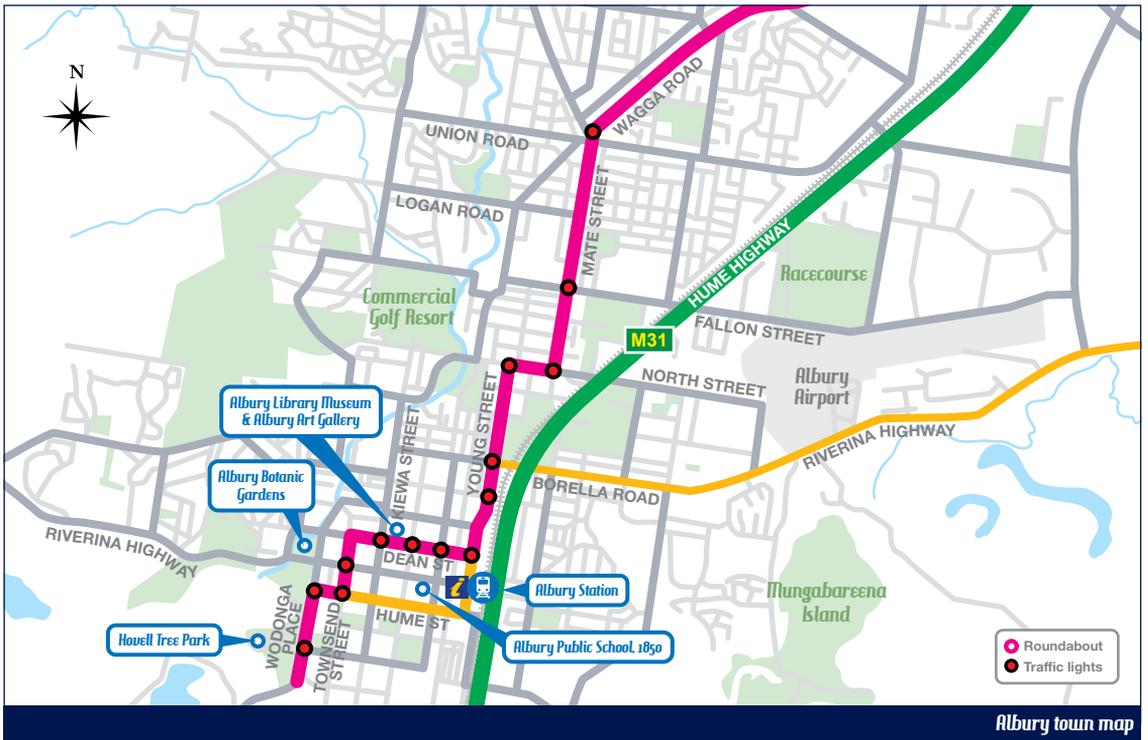
The expansion of Lake Hume behind the newly constructed Hume Dam changed the northern approach of the highway to Albury in the early 1930s. In the post-war years the growth of motor traffic diverted the highway from the main commercial area. But the principal change to the route through the city came with the freeway bypass in 2007. There was much argument about whether there should be an internal or external bypass. The dispute was resolved when the Federal Government announced funding for an internal route in 2002.

In 1973 the Albury-Wodonga National Growth Centre project was to become the Federal Government's iconic decentralisation project, set to 'attract population and economic activity away from the major metropolitan areas, particularly Sydney and Melbourne, in order to alleviate the undesirable pressures on these cities'.

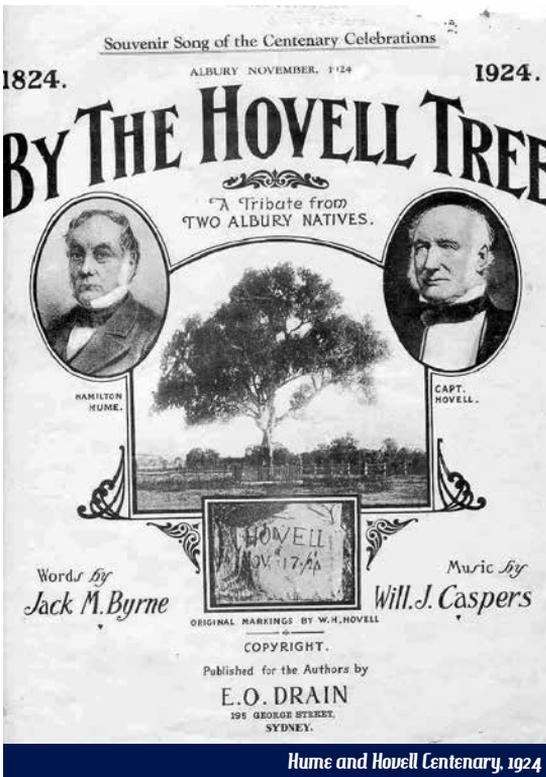
Albury remains a central point for culture, entertainment, sporting and outdoors activities. The Albury Art Gallery hosts one of the largest fine art collections in the Murray/Riverina region. Stories of the indigenous peoples, the early crossing place, the Hume Dam, Australia's largest post-war migrant reception centre at Bonegilla, Albury's railway history and significance until 1962 as a break of gauge point, and the Hume Highway are told at the Albury Library Museum. The Albury Entertainment Centre hosts premier Australian drama, comedy, dance, opera and music.

Albury city is home to more than 460 hectares of parks and reserves, including the Albury Botanic Gardens and a host of riverside parks. It is also home to the Smollett St Bridge over Bungambrawatha Creek, on the Riverina Highway. This elegant 1888 structure is locally heritage listed, and is the older of only two metal arch bridges in New South Wales.

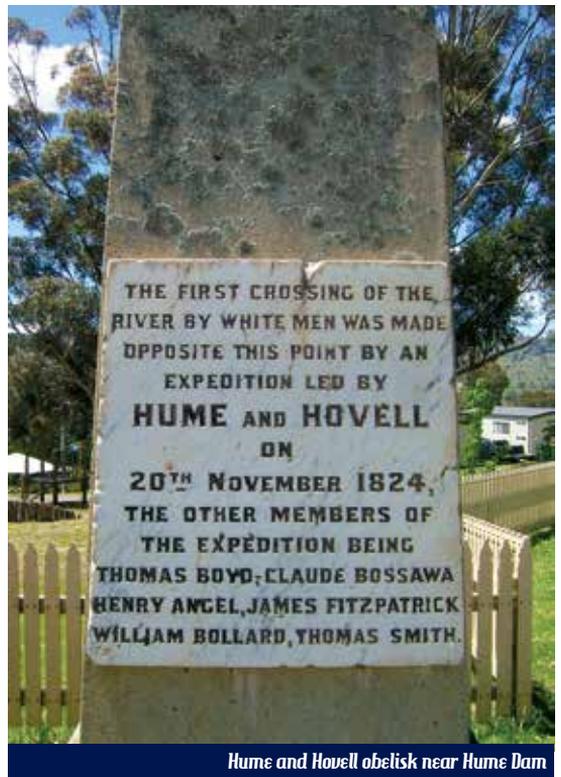
Further tourist information is available at the Albury Visitor Information Centre at Railway Place, on the corner of Young and Smollett Streets.



Albury town map



Hume and Hovell Centenary, 1924



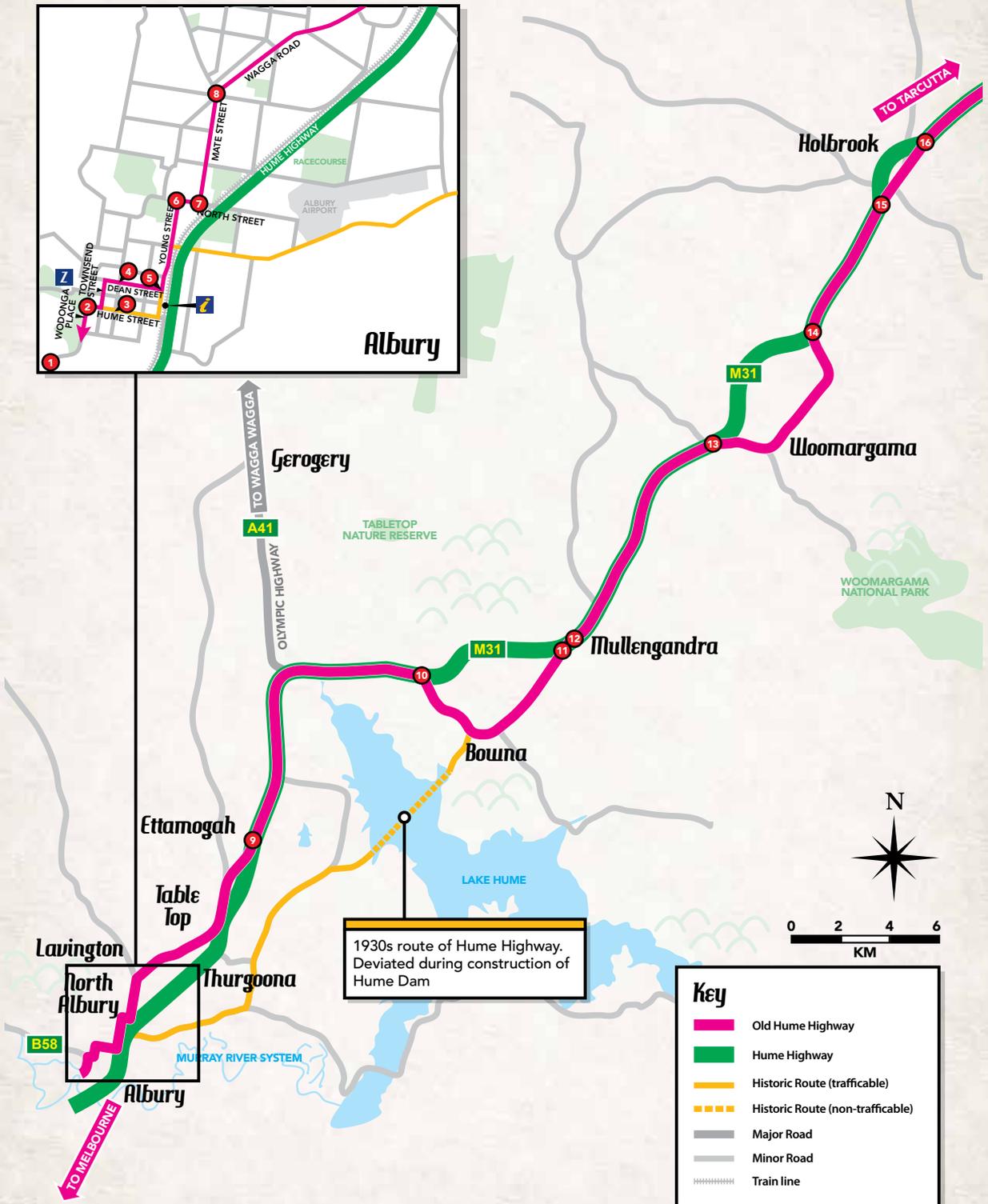
Hume and Hovell obelisk near Hume Dam



Section 10

Albury to Holbrook

Northbound



Albury to Holbrook

Northbound

Directions

DISTANCE FROM
PREVIOUS TURN POINT

1	Start at bridge over Murray River	
2	Turn right into Hume Street	1 km
3	Turn left at Townsend Street	0.2 km
4	Turn right at Dean Street	0.5 km
5	Turn left at Young Street	1 km
6	Turn right at North Street	1.5 km
7	Turn left at Mate Street	0.3 km
8	Gentle right veer after Union Road	1.8 km
9	Rejoin Hume Highway at on-merge north of Albury	7.3 km
10	Turn right into Bowna Road	15 km
11	Turn left to stay on Bowna Road (Sweetwater Road continues straight ahead)	10 km
12	Turn right onto Hume Highway	0.1 km
13	Take Woomargama Way exit	11 km
14	Rejoin Hume Highway north of Woomargama	9 km

Approximate distance: 70 km

Along the way...

PAGE

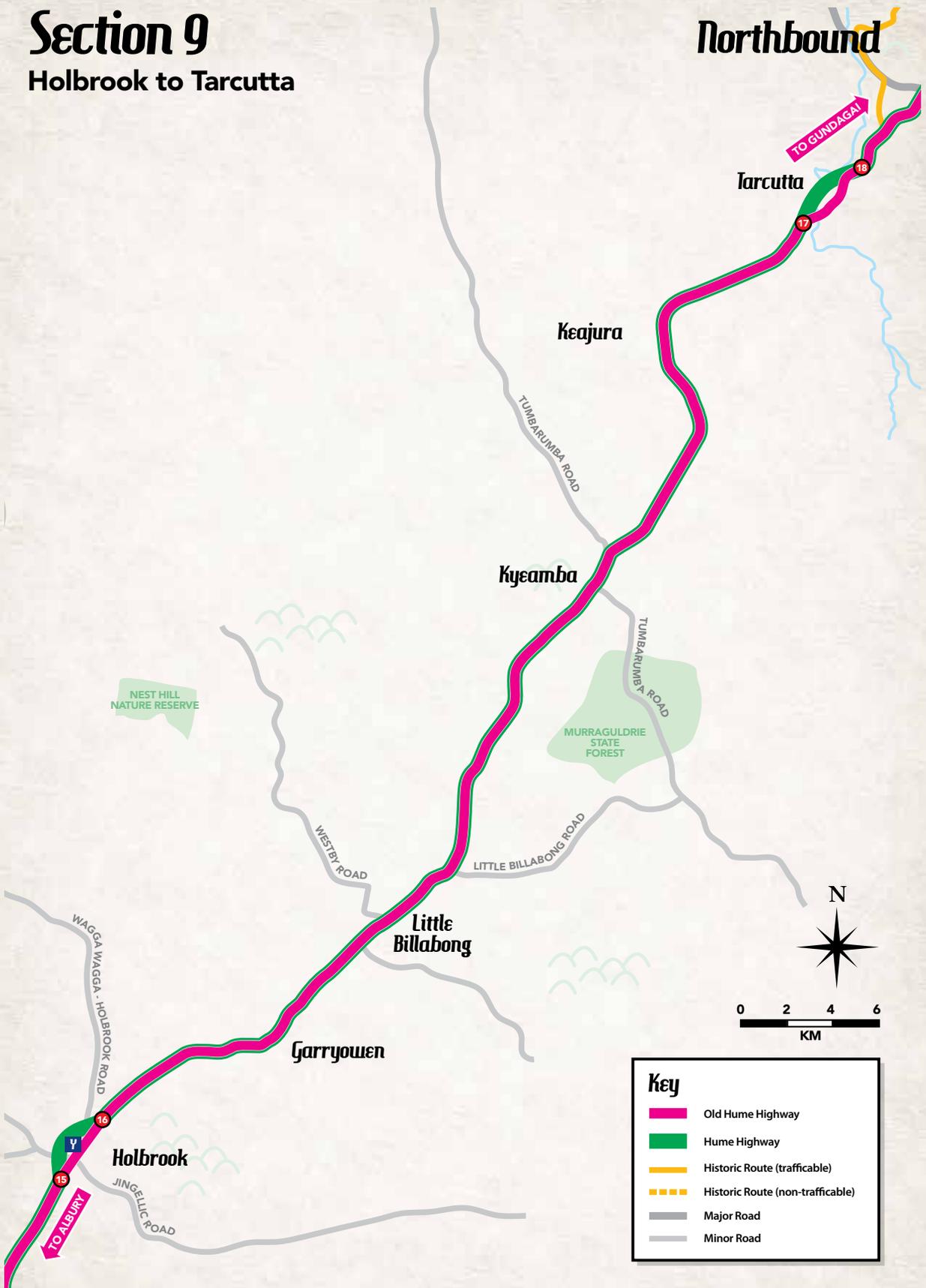
Albury	96
Lavington	96
Table Top	95
Bowna	94
Mullengandra	93
Woomargama	92

Points of interest

Z Smollett Street metal arch bridge	97
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Section 9

Holbrook to Tarcutta



Holbrook to Tarcutta

Northbound

Directions

DISTANCE FROM
PREVIOUS TURN POINT

15	Take Holbrook exit	5 km
16	Rejoin Hume Highway north of Holbrook	5 km
17	Take exit to Tarcutta	62 km
18	Rejoin Hume Highway north of Tarcutta	4.5 km

Approximate distance: 67 km

Along the way...

PAGE

Holbrook	88
Germanton	87
Little Billabong	86
Kyeamba	86
Keajura	86

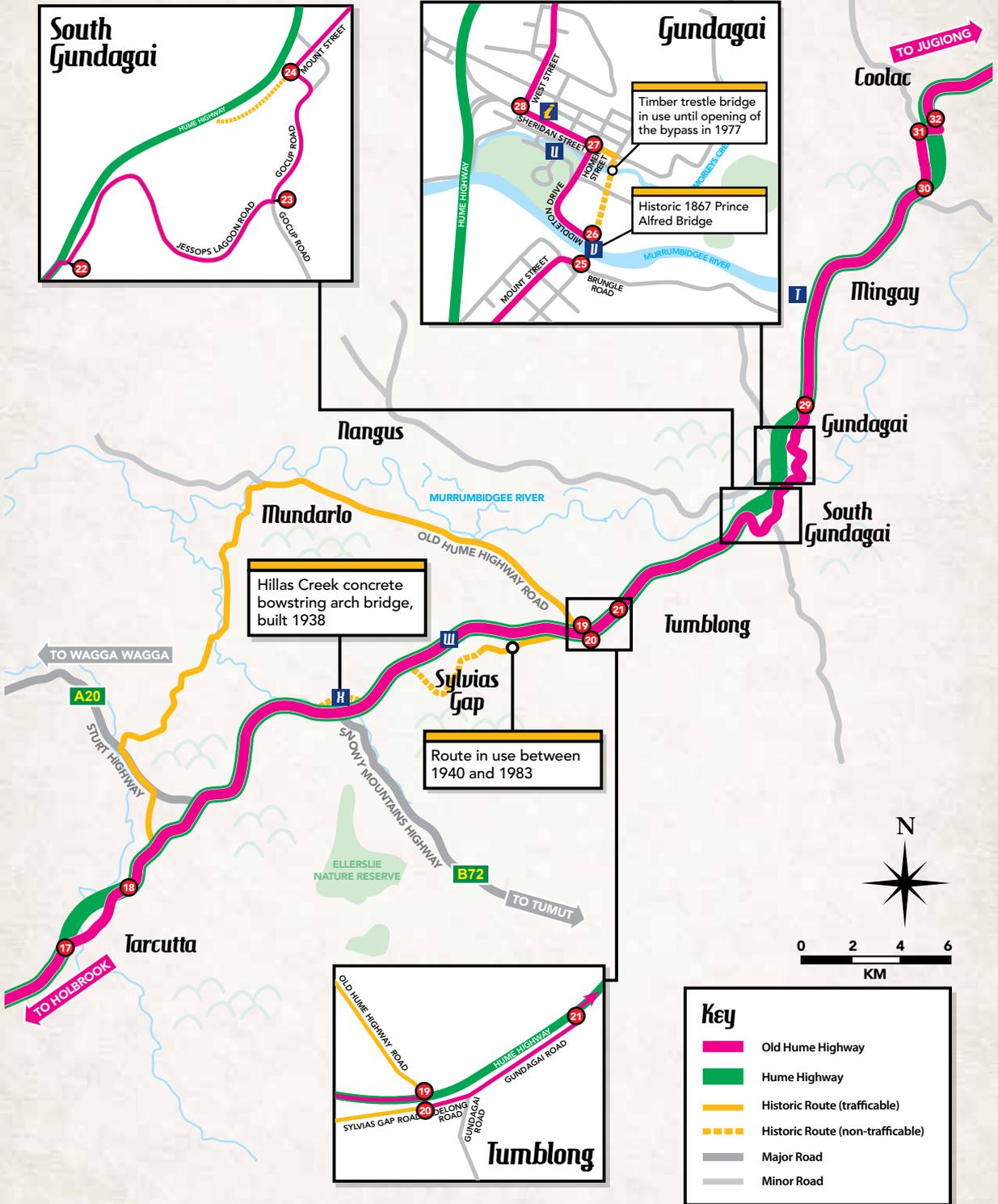
Points of interest

γ The Holbrook submarine	88
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Section 8

Tarcutta to Coolac

Northbound



Tarcutta to Coolac

Northbound

Directions

DISTANCE FROM
PREVIOUS TURN POINT

19	Turn right into Sylvias Gap Road (to Adelong).	29 km
20	Immediately turn left towards Tumblong, along Sylvias Gap Road – Grahamstown Road	0 km
21	Turn left at Tumblong Rd then right onto Hume Highway	1.6 km
22	Turn right into Jessops Lagoon Road	7.5 km
23	Turn left after 2.7 km into Gocup Road	2.7 km
24	After 1.3 km turn right at the roundabout in Mount Street	1.3 km
25	Veer left then cross Murrumbidgee River at Prince Alfred Bridge	1.6 km
26	Cross Murrumbidgee River at historic Prince Alfred Bridge	0.1 km
27	Turn left at Sheridan Street	1 km
28	Turn right at West Street (becomes Sheahan Drive)	0.7 km
29	Rejoin Hume Highway north of Gundagai	2.5 km

Approximate distance: 61 km

Along the way...

PAGE

Tarcutta	82
Tumblong	82
Gundagai	79
Mingay	78

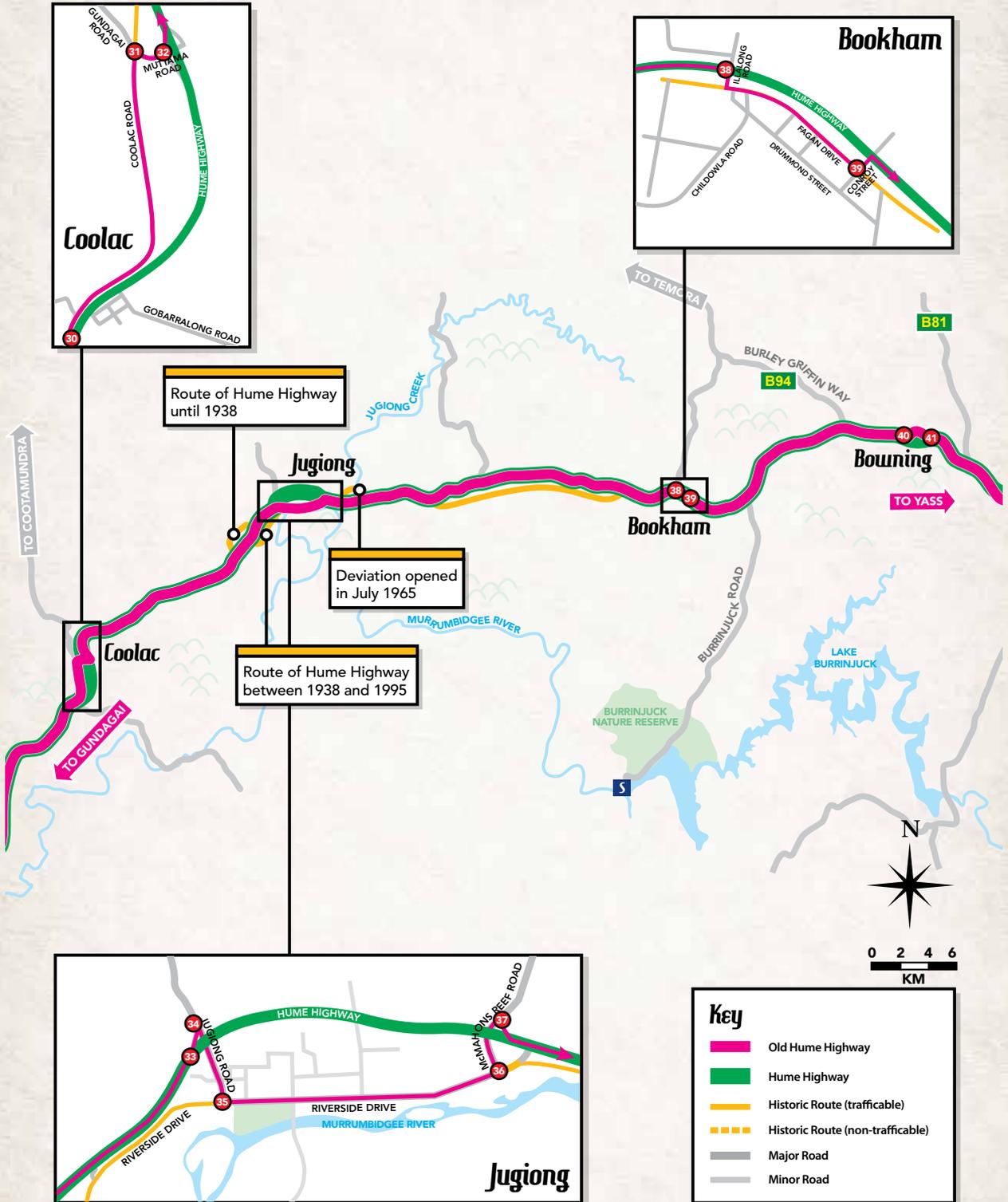
Points of interest

H	Hillas Creek concrete bowstring arch bridge	83
W	The 'big cut' at Tumblong	82
U	Prince Alfred Bridge	81
N	Niagara Café	80
T	Dog on the Tuckerbox	79

Section 7

Coolac to Bowring

Northbound



Coolac to Bowning

Northbound

Directions

DISTANCE FROM
PREVIOUS TURN POINT

30	Take exit to Coolac Road (Pettit/Adjungbilly exit)	12.5 km
31	Turn right into Muttama Road	4.7 km
32	Turn left onto Hume Highway on-ramp and rejoin highway	0.4 km
33	Take exit ramp to Jugiong	19.1 km
34	Turn right into Jugiong Road	0.5 km
35	Turn left in Jugiong onto Old Hume Highway	0.6 km
36	Turn left at McMahons Reef Road	2.9 km
37	Turn right onto ramp to rejoin Hume Highway	0.6 km
38	Turn right to Bookham (via Childowla Road) then left towards township	26.2 km
39	Turn left after 1 km into Conroy Street then turn right onto Hume Highway	1 km

Approximate distance: 74 km

Along the way...

PAGE

Coolac	75
Jugiong	73
Bookham	72

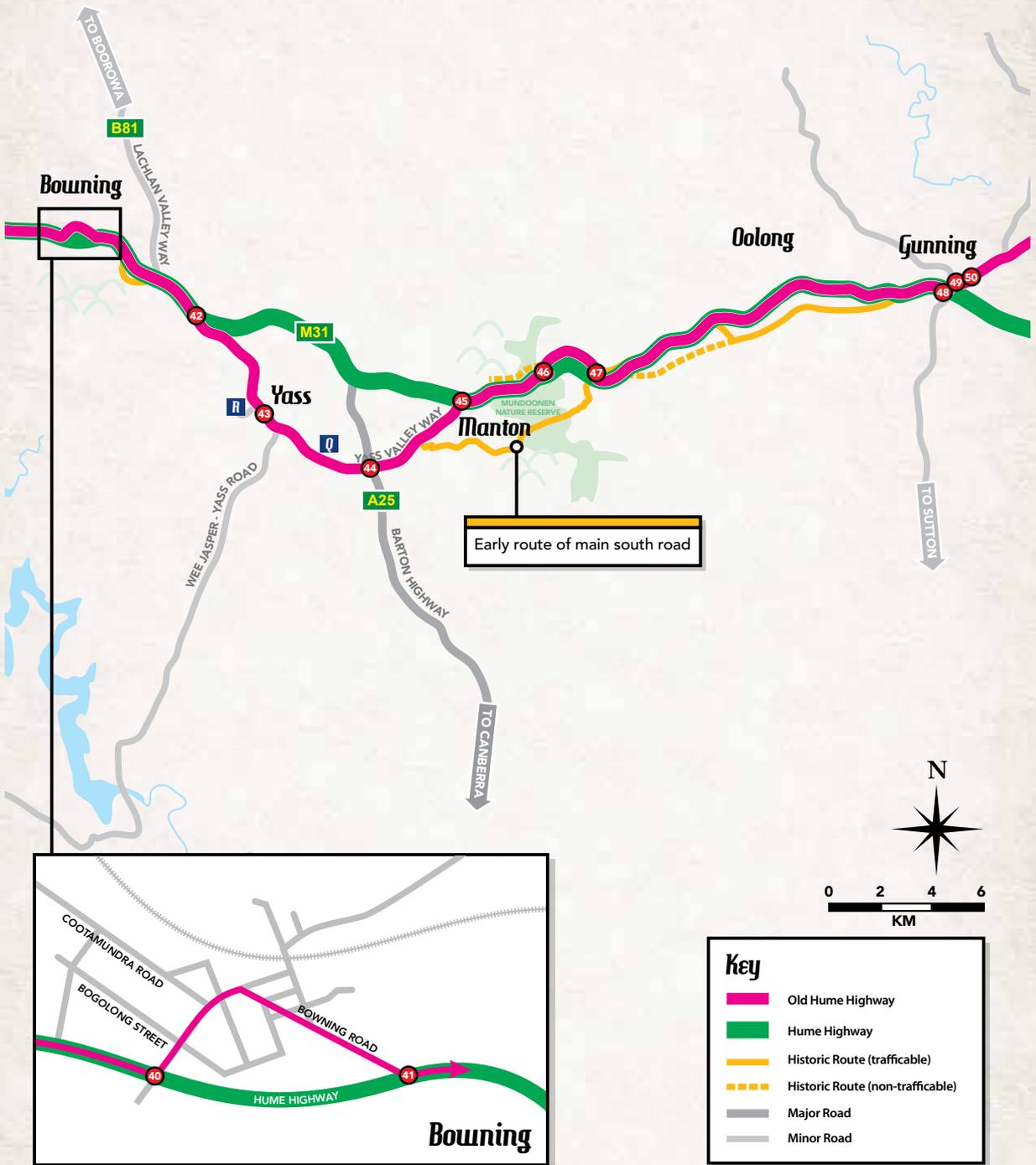
Points of interest

S Burrinjuck Dam	73
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Section 6

Bowling to Gunning

Northbound



Bowning to Gunning

Northbound

Directions

DISTANCE FROM
PREVIOUS TURN POINT

- | | | |
|----|---|---------|
| 40 | Turn left to Bowning
(via Bowning Road) | 18.5 km |
| 41 | Turn left onto Hume Highway after 2km | 2 km |
| 42 | Take Yass exit ramp and proceed towards
the township | 5.5 km |
| 43 | Proceed through Yass shopping area | 7 km |
| 44 | Proceed straight ahead at the Barton
Highway access roundabouts | 6 km |
| 45 | Turn right from Yass Valley Way onto
Hume Highway | 5 km |
| 46 | Turn left at top of Mundoonen Range into
Sheldricks Lane then immediately right
onto old highway; proceed around (or
through) the rest area after about 3 km | 3.4 km |
| 47 | Rejoin Hume Highway | 3.5 km |

Approximate distance: 50 km

Along the way...

PAGE

Bowning	68
Yass	64
Manton	64

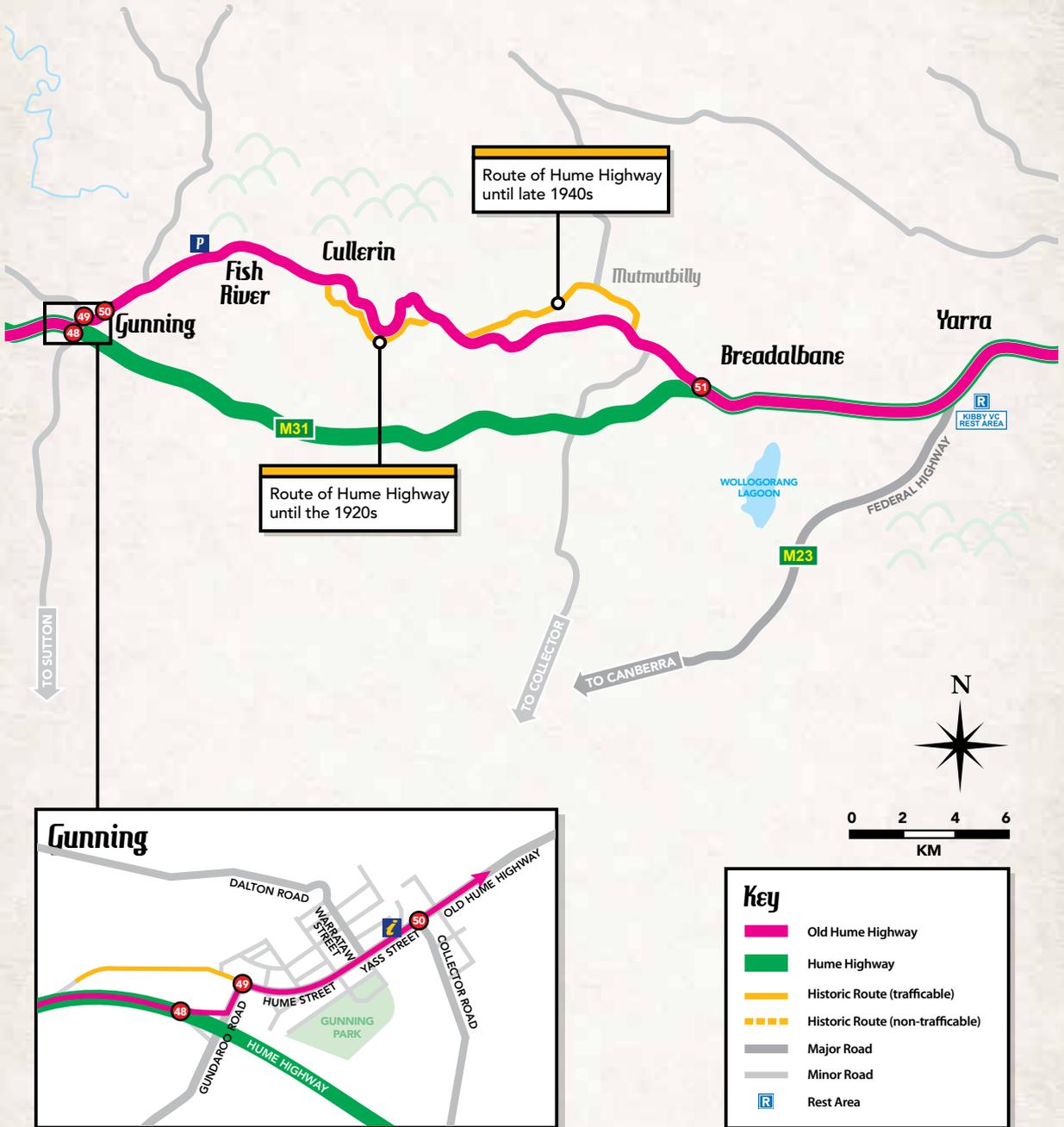
Points of interest

R Hamilton Hume's grave	67
Q Cooma Cottage	66

Section 5

Gunning to Yarra

Northbound



Gunning to Yarra

Northbound

Directions

DISTANCE FROM
PREVIOUS TURN POINT

48	Take Gunning exit then turn left onto Gundaroo Road	17.7 km
49	Turn right and proceed towards the township	0.5 km
50	Drive through Gunning shopping area. Continue straight ahead – do not follow signs to Hume Highway	1 km
51	Turn left onto Hume Highway after Breadalbane	27 km

Approximate distance: 39 km

Along the way...

PAGE

Gunning	59
Fish River	58
Cullarin Range / Cullerin	57
Breadalbane	56

Points of interest

P Hume & Hovell memorial	58
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Yarra to Sutton Forest

Northbound

Directions

DISTANCE FROM
PREVIOUS TURN POINT

52	Take Goulburn exit onto elevated roundabout; proceed north on Cowper Street	17.5 km
53	Turn right at Clinton Street	3.5 km
54	Turn left and continue through shopping area (Auburn Street)	0.5 km
55	Rejoin Hume Highway north of Goulburn	7 km
56	Take exit to Marulan (George Street) just past the BP service station. Proceed through township	21.6 km
57	Turn right at Brayton Road	1.3 km
58	Turn left to rejoin the Hume Highway via the on-ramp	0.1 km
59	Turn left 2.8 km north of Paddys River Bridge, at the small blue sign to Pauline Fathers Monastery. Then turn right into Hanging Rock Road	15 km
60	Turn left onto Hume Highway after about 6 km	6 km

Approximate distance: 67 km

Along the way...

PAGE

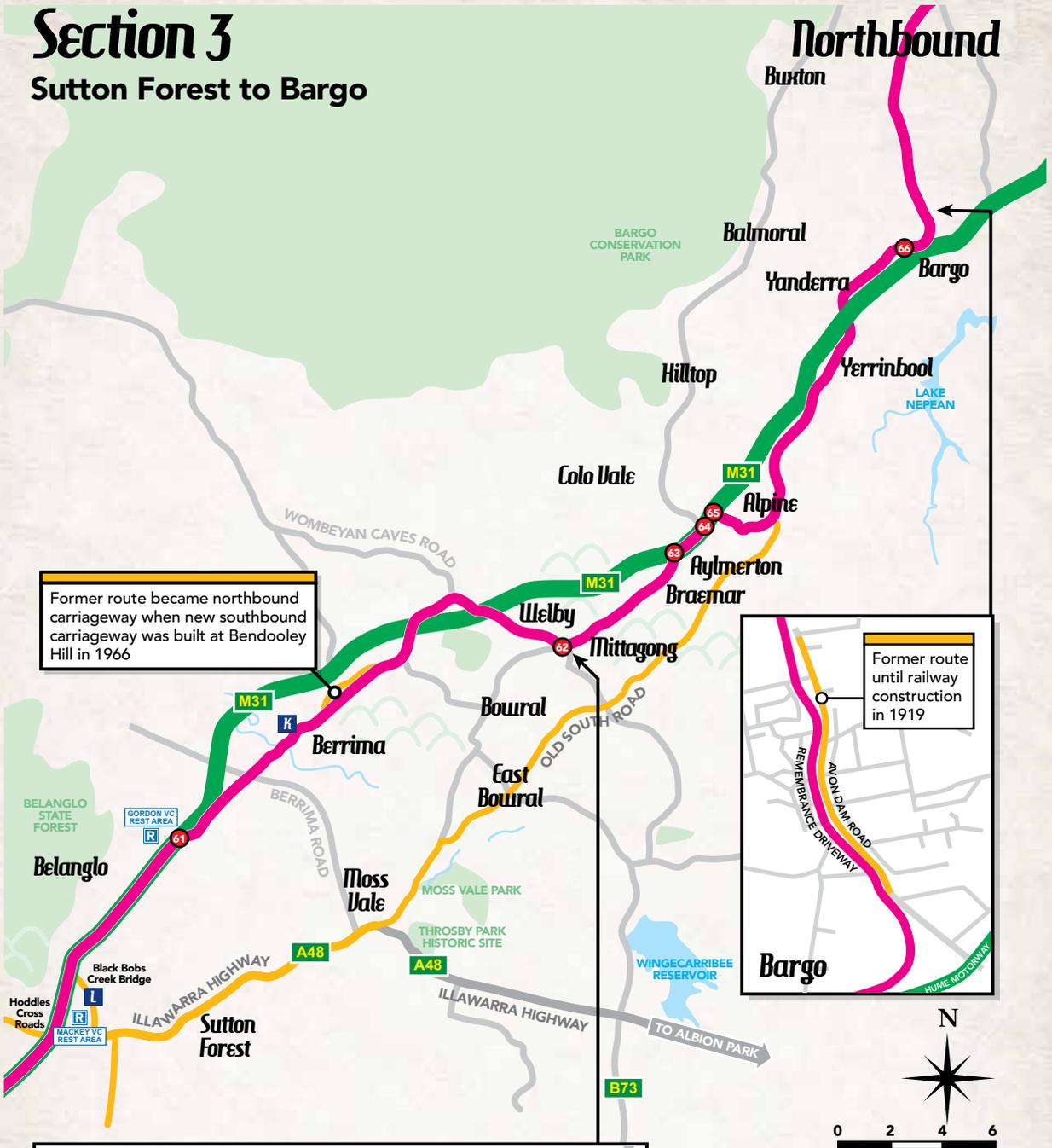
Yarra	52
Goulburn	48
Old Marulan	47
Marulan	47
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Points of interest

O Goulburn War Memorial	51
N Masonry arch bridge and culverts	48
M Towrang Stockade site	48
L Black Bobs Creek Bridge	43

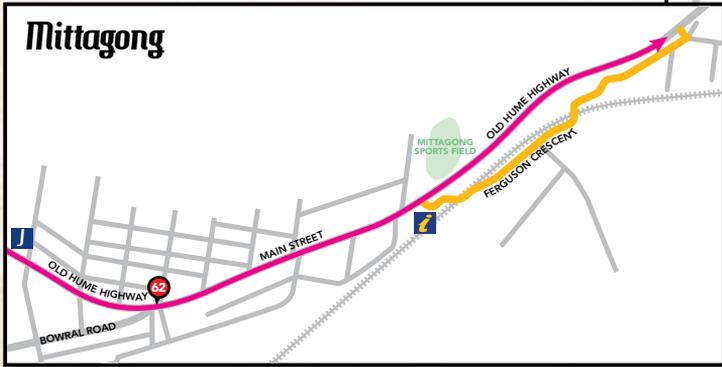
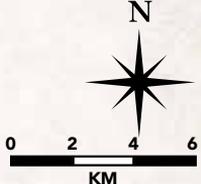
Section 3

Sutton Forest to Bargo



Former route became northbound carriageway when new southbound carriageway was built at Bendooley Hill in 1966

Former route until railway construction in 1919



Key

- Old Hume Highway
- Hume Motorway
- Historic Route (trafficable)
- Historic Route (non-trafficable)
- Major Road
- Minor Road
- Train line
- R Rest Area

Sutton Forest to Bargo

Northbound

Directions

DISTANCE FROM
PREVIOUS TURN POINT

61	Take Old Hume Highway exit to Berrima / Moss Vale. Turn right and continue through Berrima, past Wombeyan Caves Road turnoff, then through Welby to Mittagong	14.5 km
62	Proceed straight ahead at the signals in Mittagong	18 km
63	Rejoin Hume Motorway	5.8 km
64	Take Church Avenue exit to Colo Vale / Yerrinbool / Hill Top	1.3 km
65	Turn right at Church Avenue to Alpine / Yerrinbool	1.2 km

Approximate distance: 48 km

Along the way...

PAGE

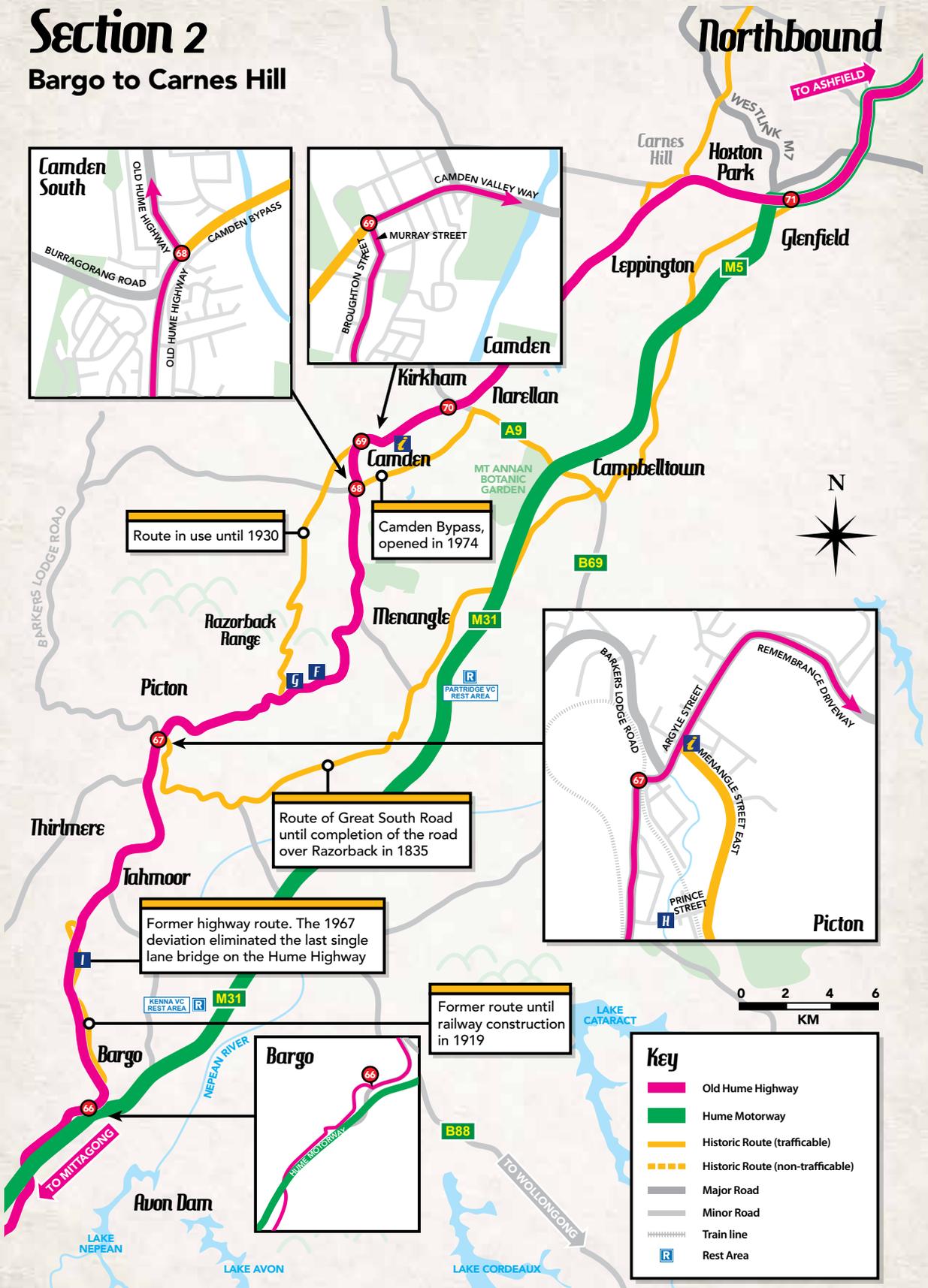
Berrima	41
Welby	40
Mittagong	38
Braemar	37
Aylmerton	37
Alpine	36
Yerrinbool	34
Yanderra	34

Points of interest

L	Black Bobs Creek Bridge	43
K	Berrima Gaol	41
J	Fitzroy Iron Works	40

Section 2

Bargo to Carnes Hill



Bargo to Carnes Hill

Northbound

Directions

DISTANCE FROM
PREVIOUS TURN POINT

66	Turn left on Remembrance Driveway at Yanderra and proceed through Bargo, Tahmoor and Picton	13 km
67	Continue under the rail overpass in Picton, then over Razorback Range towards Camden	19 km
68	Turn left onto Old Hume Highway (becomes Broughton Street then Murray Street) towards Camden	18 km
69	Turn right at roundabout onto Argyle Street through Camden shops; becomes Camden Valley Way	2 km
70	Continue straight ahead at Narellan, towards Liverpool	5 km

Approximate distance: 57 km

Along the way...

PAGE

Bargo	31
Tahmoor	30
Picton	29
Razorback Range	28
Camden	26
Kirkham	25
Narellan	25
Leppington	24

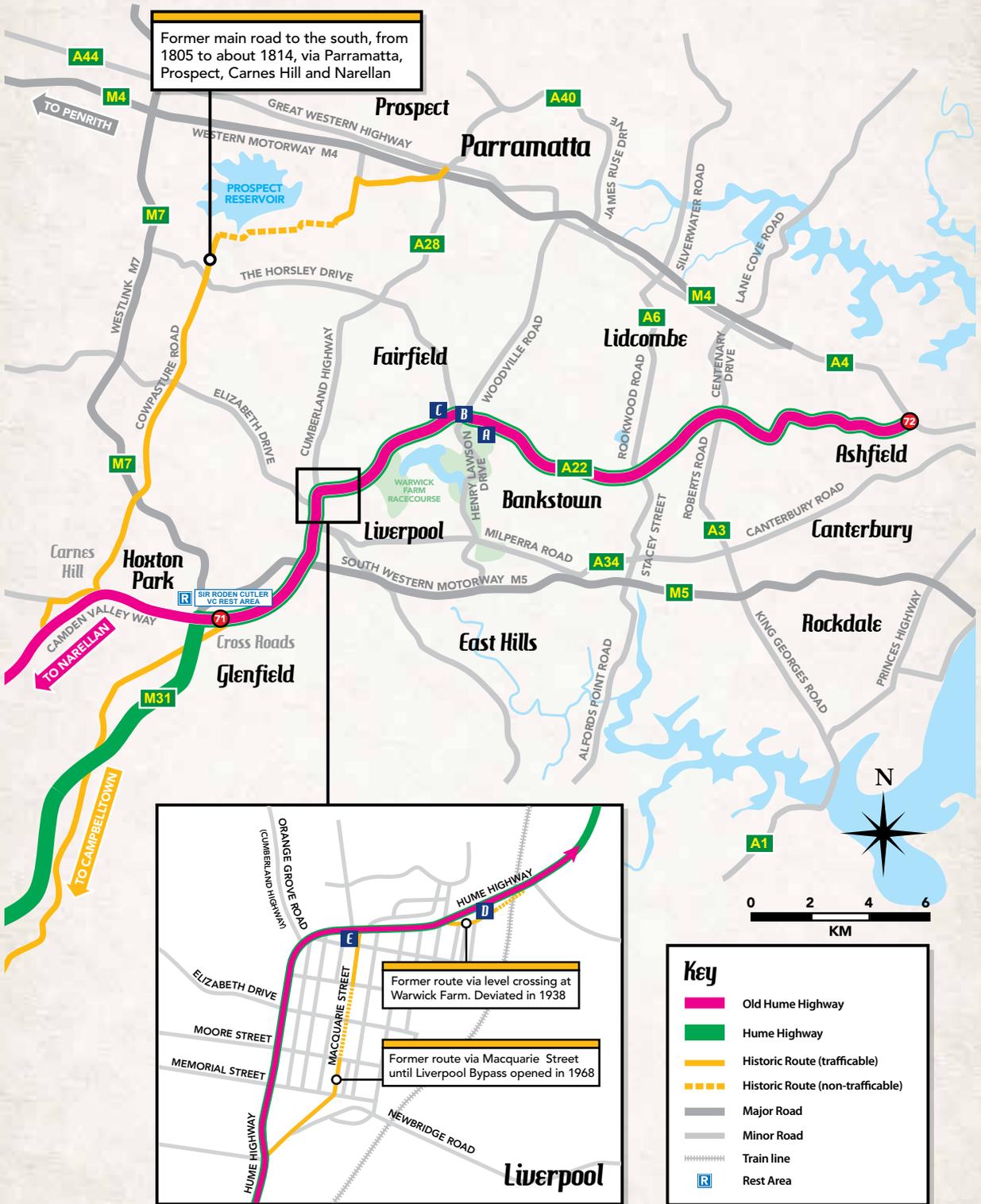
Points of interest

I	Site of the last single lane bridge on the Hume Highway	31
H	Victoria Bridge over Stonequarry Creek, Picton	29
G	Anthony Hordern's tree	28
F	Razorback truck blockade site	28

Section 1

Carnes Hill to Ashfield

Northbound



Section 1

Carnes Hill to Ashfield

Northbound

Directions

DISTANCE FROM
PREVIOUS TURN POINT

- | | | |
|----|--|-------|
| 71 | Veer left onto Hume Highway at Cross Roads. Proceed along Hume Highway through Liverpool | 18 km |
| 72 | End of Hume Highway at Ashfield | 30 km |

Approximate distance: 35 km

Along the way...

PAGE

Liverpool	18
-----------	----

Points of interest

- | | | |
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| E | Pioneers' Memorial Park, Liverpool | 21 |
| D | Berryman Park Reserve, Warwick Farm | 21 |
| C | Lansdowne Bridge | 20 |
| B | The 'Meccano set' | 19 |
| A | Remembrance Driveway plantings at Bass Hill | 19 |

ASA WAHLQUIST

Take a byway, not a highway



IT IS an article of faith in modern motoring that highways are good and dual carriageways are better. Slicing through hills, bypassing towns, drivers need do nothing more than keep their foot on the accelerator and aim for their destination. We've saved time but there has been a significant cost – an increase in the Great Divide between city and rural Australia.

Take the Hume Highway. Bypass after bypass has been triumphantly constructed. No more reducing speed for Mittagong, braking to a halt in Berrima, negotiating that hard left turn in Goulburn, or stopping for a wee in Yass at what a proud council employee once told me were the most used public toilets in Australia.

Instead the city drivers cruise benignly by, the texture of rural life hidden from their gaze, secure in their belief that Australia consists of Sydney and Melbourne triangulated, if you must, by Canberra, with just a whole lot of unpopulated space in between.

One of the many crimes perpetrated by cars is separation from community. Remember when people in cities walked or cycled to places, nodding to acquaintances, chatting at the bus stop? When children dawdled to school in groups, and country travel meant a train ride and polite passing exchanges in the waiting room and aboard the train.

No more. Modern motorists can travel cocooned in their car, driving from garage to parking place, safe from random meetings with neighbours, from contact with strangers.

Hurling down the Hume Highway, drivers risk little exposure to the world outside. And when they must stop for petrol or for food, there loom only huge highway-side multinational complexes. Step inside one, turn your back to the view and you could be in any of a thousand such places. The food and the ambience are carefully contrived to remove any local taint, to ensure an international homogeneity.

Once highways went through towns. Cruising slowly down the main street you could check the cafes – is there a Paragon, an Athenium, a Cafe de Luxe – and have time to make a selection: will it be the products of the local bakery, of the Greek cafe or a hamburger (with beetroot); and then make a modest contribution to the local economy.

Or you packed a hamper with a thermos, and studied the roadside for a shady creekside picnic spot. Those spots are now under thundering overpasses or lying untroubled by passing traffic. The highway traveller flies along too fast to catch the cry, "that looks like a good spot for lunch". Don't bother. Even if you ventured the next exit, you could never find the backroads to take you there.

Now I know many townspeople have heaved a sign of relief that convoys of trucks no rumble through their towns. Locals can park, street trees can be planted, dogs can doze and children safely play alongside a main street reclaimed for town life.

But we highway-driving city-folk have lost exposure to the life of the town, now a mere signpost flashing by. We've lost the opportunity for the impulse to enjoy the quintessential country town experience – the stroll down Main Street, the search for a sign saying (and I accept various spellings here) "cappuccino", idling in front of the real estate agent, studying local house and land prices, sitting in the local park, wondering what life would be like living in this town. Because this is what I love most about travelling.

I can't pass through a town without choosing the house where I would most like to live, the aspect I like best. Without wondering what it would be like to work the day in that fine garden, then sit on that deep verandah watching the dusty sun go down. I wonder what shape my life would take, what friends I'd make, what experiences I'd have, how different my life would be. I wonder what it would mean to belong there, in that town. I think these thoughts where ever I go, be it France or rural Australia. It is my own modest excursion into multiculturalism.

Sydney and Melbourne seem closer to each other than to all the country towns in between. But there is great diversity and richness out there in the country. There are towns filled with history proud and ignoble – and with modest grace. Some are sorrowing at their losses, others struggling doggedly to survive. There is difference and commonality, a million sights to see and a million stories – stories about being Australian – to be told. But you'll never know any if you stick to the highway with only another city in your sights.

Asa Wahlquist is a Sydney-based freelance journalist specialising in rural affairs.

Extract from The Sydney Morning Herald,
23 December 1996



Credits

Historical notes on towns and localities by Royal Australian Historical Society and its local member societies:

- City of Liverpool and District Historical Society
- Camden Historical Society
- Picton and District Historical and Family History Society
- Berrima District Historical & Family History Society
- Marulan & District Historical Society
- Goulburn & District Historical Society
- Gunning & District Historical Society
- Yass and District Historical Society
- Cootamundra Local History Society
- Gundagai & District Historical Group
- Tarcutta Progress Association
- Wagga Wagga & District Historical Society
- Greater Hume Shire Council
- Lavington & Districts Family Historical Society
- Albury & District Historical Society

Primary data sources

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Asa Wahlquist, *Take a byway, not a highway*, Sydney Morning Herald article, 23 December 1996

For further enquiries

- heritage@rms.nsw.gov.au
- www.rms.nsw.gov.au/tourguides

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Old Hume Highway (now Camden Valley Way) at Catherine Field, looking towards Sydney, 1952

M31

HUME HWY

OLD HUME HWY



The Old Hume Highway
History begins with a road



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