

*Maitland and District Historical Society Inc.*

# **Bulletin of Maitland and District Historical Society Inc.**

(Established March 1977)

Affiliated with Royal Australian Historical Society and  
Museum and Galleries Hunter Chapter



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August 2013

*The Aims of the Society are to  
Discover, Record, Preserve, Advise on and Teach the History of Maitland and the District*

*Maitland and District Historical Society Inc.*

**Cover:**

**1950 – to the rescue! See page 9 of Peter Bogan’s article below**

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Meetings are held at 3 Cathedral Street Maitland (opposite Bishop’s House)

**Lecture meeting** is held on the first Tuesday of each month from 5:30-7.00pm as a forum for lectures, talks and presentations

**Business meeting** is held on the third Tuesday of each month from 5:30-7.00pm

Membership fees : \$15 (single) and \$20 (double / family)

**Patron:** The Hon. Milton Morris AO

NSW Member for Maitland 1956-1980

NSW Minister for Transport 1965 - 1975

**Current Office Bearers :**

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While every care is taken in the compilation and editing of the information contained in this bulletin, Maitland and District Historical Society Inc. and its editors do not accept responsibility for the accuracy of this information.

## Museum Momentum

### Museum move is 'a step in the right direction' ☆

July 26, 2013, 4 a.m.



### Maitland Mercury, July 26, 2013

A steering committee to pursue a museum for Maitland will be formed within the next fortnight.

More than 50 people gathered at Maitland Town Hall on Wednesday night for a two-hour long meeting – hosted by the Maitland Historical Society – to determine the interest for a museum for the city.

It has been decided that a steering committee will be formed with the aim of approaching private and government authorities for funding opportunities.

Maitland Historical Society president Ruth Trappel said the committee would include members of the society, the Australian Museum Clothing And Textiles, the Maitland Genealogical Society and Friends of Grossmann House.

“This is absolutely a step in the right direction, especially with the election coming up” Mrs Trappel said.” This museum is definitely something that we need.”

The museum will create a permanent tribute for the city’s pioneers and the society has identified the former Maitland Mercury building as a potential site for the museum.

## **Trains and Floods -- Peter Bogan**

**A presentation at Brough House, Maitland, Sunday 19<sup>th</sup> May 2013 by PETER BOGAN**

A Flood Plain is what it says – a plain that floods and any person or anything that takes up space on a flood plain sooner or later will have to share that space with flood waters. Wherever rail lines have been run out across the flood plains of this valley severe floods have had an impact on them. In a short talk it would be impossible to give a detailed account of that impact so the following is just some interesting highlights to share with you.

**1857** Minor floods in April/May and in late May the Maitland Mercury reported that “although there was an immense body of water on either side of line through Hexham giving the appearance of an extensive lake, intersected by a causeway, over which the train travels and a few bad joints in the rails might be felt but with these exceptions the smooth running of the carriages is still maintained”.

Major flooding occurred in the district with increasing severity in June, July and August, while the June /July floods did not affect the railway, but August was different. On Friday 21<sup>st</sup> August at Wheatley's Swamp, near Hexham, a Newcastle–Maitland train found water over the rails and the ballast carried away from the sleepers and returned to Newcastle. However, before it left Hexham, the mail contractor, Mr. Vigors, had left the train with his mails and with two other passengers, mounted on a trolley, pushed through the flood waters to East Maitland. A Newcastle repair gang was rushed to the break and working all through the night had the line ready for the morning train.

Saturday 22<sup>nd</sup> : Newcastle morning train arrived in Maitland with four boats and crews for flood rescue work. Afternoon return trip had difficulty at Hexham water fifteen inches over metal, a foot higher than in the morning.

Sunday 23<sup>rd</sup> : Possibly first derailment when the 7.30 am from Newcastle was approaching Hexham at half speed, through water over the line when the first carriage derailed, turned on its side and broke the coupling; the next carriage followed in the same way, running into the first, the third carriage (a first-class), was not upset, but remained partly on the rails; two wheels of the tender also got off the metals, the engine thus being prevented from going one way or the other. Back in Newcastle passengers soon began to appear, looking tired and dejected after an eight mile walk, many of them wet from head to foot. Upwards of fifty men tried for some time to place the engine on the rails again, but were unsuccessful.

John Smith was on that walk and in a letter to the Maitland Mercury castigated the rail commissioners for their ignorance of conditions at Hexham in flood times and not employing engineers with colonial experience. Smith's tirade is understandable as when his carriage derailed “without a shadow of notice, he was in deep water and pouring rain but managed to swim to the line,” on starting to walk back to Newcastle things did not go well as he “had not gone more than half a mile until I came to a bridge across the line where the stream was running over very strong, on coming to the middle, down I went to the middle - broke both shins, this was caused by some of the planks having been carried off the line”.

## *Maitland and District Historical Society Inc.*

He finally arrived back at Newcastle about 12 o'clock in time for dinner. Imagine how John Smith felt when he made it back to Newcastle soaking wet and with the skin off his shins. The bridge mentioned was probably that over Ironbark Creek.

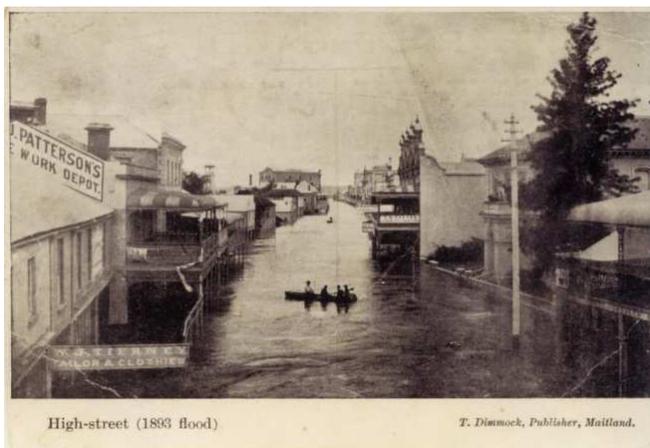
Wednesday 26<sup>th</sup> : With no trains running Fitzgerald, the mail contractor and mail guard Mr. Vigors, walked the line from Newcastle to Maitland. About three miles from Newcastle they found the rails submerged, and from that point they waded on, until reaching the damaged portion, they hopped from sleeper to sleeper, feeling their way in the water with a stick - no bottom being felt between the sleepers and finally arrived at East Maitland.

Monday 14<sup>th</sup> September : With no less than 170 men having worked on repairs to the line regular service was resumed. Line out for about 22/23 days; so within six months of opening of the rail line the owners had a taste of the problems of running a line on the Hunter flood plain.

One of the fore mentioned passengers who travelled on a trolley to East Maitland was a Mr. Nott and after arriving in East Maitland he caught a boat to West Maitland and called into the Mercury office to give them the news of the "Dunbar" ship disaster. The "Dunbar" went down at Sydney heads on Thursday 20<sup>th</sup> August, **1857** with loss of 121 lives and one survivor. For many years after the weather event that gave Maitland the flood of August 1857 was referred to as the "Dunbar" storm, similarly today we refer to the "Sygna" and more recently the "Pasha Bulka" storms.

Two floods that had severe impact on the rail system were those of March **1893** and May **1913**, the first because of the depth of flood water, only 18 inches below the 1955 point at Maitland Station, and the damage caused by the second.

**1893** Peaked on the flood plain around Saturday 11<sup>th</sup> March.



Thursday 9<sup>th</sup> March : Singleton express stopped at Farley, with washaways between West Maitland and Farley, water well over the rails between Church Street and High Street, line between East and West Maitland broken, rails have been carried off about Thornton. No connection with Sydney, Newcastle, and the North .

Sunday 12<sup>th</sup> : East Maitland residents walk the line to visit West Maitland, crossing a place where the sleepers were only supported by the rails.

Wednesday 15<sup>th</sup> : Temporary footbridge over washaway at Long Bridge was in place, a great convenience as the train was running from Singleton to a little past the Farley station, passengers can now reach the town on foot by that means; otherwise they had to be taken by boat across to the West Maitland station. Some six hundred men repairing the extensive breach that has occurred between East Maitland and the High Street railway stations. The men work in shifts, day and night, under the supervision of Mr. Halligan. Traffic will be restored in a few days. Workman states stench

## *Maitland and District Historical Society Inc.*

from the land surrounding the line so sickening as to be almost unbearable. East Maitland – Newcastle traffic resumed.

Thursday 16<sup>th</sup> a.m. : A trolley taken through from Maitland to Farley, and the mail from Brisbane ran through at night, having to pull up in places to await the completion of repairs. Three hours was spent in this kind of delay. Through trains are now running as usual to the border without interruption. At Morpeth, the trains are running regularly, and there is complete telegraphic communication. LINE OUT FOR SEVEN DAYS.

### **1913**



May 2013 is the centenary of the **1913** flood which was much more destructive than the 1893 especially to the rail system.

Friday 16<sup>th</sup> May 1913 : Floodwaters broke through the embankment at Cummins upriver from and alongside the Oakhampton rail bridge and with nothing in front of it, tore 5 Ks through the Oakhampton floodway ripping up

the farmlands as it went through to such an extent that Maitland Mercury would report that the farmlands were devastated as if they had been blown up with heavy charges of dynamite and excavated with a steam dredge or scoop, the floodwaters then hit the rail embankment with such force that the rail lines were washed out and the Northern Signal box was overturned.

Saturday 17<sup>th</sup> : Large volume mail held up in Newcastle, stored in seven brake vans. Late afternoon troops from Scone encampment and 100 other passengers came through to Farley and came onto Maitland by road. Five feet water over line West of Maitland Station.

Sunday 18<sup>th</sup> : Rail commissioners charter the steamer “Warraneen”, out of Newcastle at 8.10am, with 800 bags of mail and several passengers, taking five and a half hours to Morpeth. Around 300 passengers were waiting on the wharf at Morpeth and on the return trip was so packed with passengers there was no room for mail. Attorney General Billy Hughes arrives in Maitland, not happy when missed both trams to Morpeth and missed the “Warraneen”. Two trains from North, tons of mail and 250 passengers, transhipped to High St, a.m. special train to Morpeth for steamers, two packed trams in the afternoon to Morpeth with mail, passengers riding on footboards.

Monday 19<sup>th</sup> : 9.30am About 20 passengers including Billy and 700 bags of mail departs Morpeth for Newcastle aboard “Irrawong”, 2 hours twenty minutes trip. A special tram ran from Morpeth to High St. carrying about 700 bags of mail, 75 passengers and a 15 ton truck load of newspapers, parcels etc. off the “Warraneen” steamer from Newcastle. North /West Mail arrived High St. 7.25 p.m. with 650 bags of mail, 150 passengers and large amount luggage and parcels. All were cleared from High St. 40 minutes after arrival of train. During transshipment, to accommodate large number passengers, seats were taken off at High St. station and lashed onto the bed of Guy Bros. large motor truck. Particularly heavy day for railway staff involved in the transshipment, with lorry horses pretty well played out at end of long day.

## *Maitland and District Historical Society Inc.*

Tuesday 20<sup>th</sup> :Telegraph line being repaired by men working from boats. Billy still not happy, tells SMH “Generally arrangement for convenience of passengers capable of being greatly improved and far better boats could have been put on to take passengers from Morpeth to Newcastle”. Rail staff at High St. and Farley were given high praise by passengers. Trams were running between East and West Maitland. 9.15p.m. Brisbane Mail arrives at High St. with 400 bags of mail, 215 passengers, seven tons of parcels, newspapers and luggage, with 44 vans, lorries and motor lorries and 42 passenger vehicles dispatched to Farley.

Wednesday 21<sup>st</sup> : Rail traffic was increasing, with facilities for transshipment being severely taxed, additional motor cars were brought in from Singleton, efforts being made to source more from Newcastle.

Thursday 22<sup>nd</sup> : Part of line between Church St. station and Regent St. crossing still submerged, and where the line can be seen line gives a much damaged appearance, the packing completely washed out and the line subsided, hundreds of tons of stone quarried from Allandale and ships ballast from Newcastle already unloaded, 200 men filling up scooped out holes and lifting and packing line, work force increased to 300 in afternoon, some working up to their waist in water. Work continues throughout the night.

Friday 23<sup>rd</sup> : One line was opened, the ballast train passed over in the morning; first passenger, Armidale Mail, travelled slowly through just after 1 p.m. Damage was much worse than expected. Worst over a 100 metres section, where line had subsided three feet and holes five and six feet deep washed out, 4,000 ton stone ballast and 2,000 yards of ashes used to restore the one line. Great credit to all involved, men worked like Trojans. Those involved in transshipment deserve great praise. LINES OUT FOR EIGHT DAYS.

## **1949**



From the major flood of June **1930** through the Depression Drought, there were only minor floods until June of **1949**, and in the intervening years many of the railway staff would have retired and much local flood knowledge and experience would have been lost which is probably why in the **1949** flood there were two train sets, engine and carriages, trapped at Maitland Station at platforms 2 and 4 and ALSO a pay bus; it was this pay bus which was completely restored a few years back and was on display at Central Station.

## *Maitland and District Historical Society Inc.*

There was also a goods train stranded alongside the goods shed just East of Maitland Station and the Mercury reported that cases of fish and rabbits and cans of milk were taken from the chiller wagon and distributed to flood victims before they went bad. With the flood peak on Sunday 19<sup>th</sup> June 1949, the Maitland Mercury only printed a single page flood edition for the first week, but not many day to day reports on rail conditions.

There was little damage done to the rail lines between Maitland Station and Regent St. as when the river broke through at Jenkins on the Saturday morning, 18<sup>th</sup>, back water had already covered the lines up to and beyond the Long Bridge which absorbed all the force of the water.

The last through trains were Friday 17<sup>th</sup> June, resumed Monday 27<sup>th</sup> travelling over lines still covered with floodwaters; first trains through were Brisbane Express via Kyogle, the North Coast Mail and Brisbane Mail via Wallangarra. Each train was "packed to the roof with passengers".

LINE OUT FOR TEN DAYS

The years **1949 to 1955** were probably the worst for the local lines in the 155 years of its history as Maitland suffered flood after flood in what they now call a 'La Nina' event over those years. But never again would any rolling stock be trapped at Maitland Station.

**1950** Holds the highest annual rainfall on record for NSW, and June of that year was the highest June rainfall for Maitland since records began in 1902, 508 mls against 85ml average, while the Watagans had 686mls. That meant trouble on the lines, and this time mainly around the swamp areas of Sandgate, Hexham and Beresfield.

Saturday 17<sup>th</sup> June : South Maitland Railways had traffic suspended, with all rolling stock moved from West Maitland to East Maitland, no Newcastle trains, trains running between Morpeth and High Street via East Maitland, being flagged through between East Maitland and High St., water within a foot of platforms at Maitland.

Friday 23<sup>rd</sup> : Transhipment of two long distance trains through tonight, Brisbane/ North West mail and Brisbane via Murwillumbah. In little over an hour 300 transferred from High St. to Farley in seven buses and 600 in eleven buses to Telarah, trains arriving at High St. had engines attached front and rear; more long distance trains to High St this evening passengers transhipped to Telarah and Farley. A train passenger wrote to the Maitland Mercury praising the rail staff who managed the trains through the flood waters especially the "fettlers who were out guarding the safety of the travellers while the driver felt his way through the flood waters like a horse in a boggy swamp".

Monday 26<sup>th</sup> : Rising floodwaters halt all train traffic, with a severe disruption to the employment of those working in the Newcastle Steel industry.

Thursday 29<sup>th</sup> : Train leaves High St. for Sydney in the morning, the train service resumed between High St and Newcastle, hundreds had not worked for nearly a fortnight. That would have meant a great loss to those who depended on the steel industry for their living, when the early morning Maitland trains stopped at Waratah, the stairs would be packed solid as men raced up the stairs for a seat on the fleet of buses waiting on the Mayfield side for the run over to the steelworks either for the 7.30 or 8.00 a.m. start, the BHP workforce then was over 10,000.

As the valley was getting hit with this weather system **Kempsey** was hit harder with houses washed away and the main bridge serving the North Coast line was demolished and it was critical that

## *Maitland and District Historical Society Inc.*

essential equipment for repair of this bridge was able to get through the flood waters between Maitland Station and the Regent St bridge.

In the words of the Maitland Mercury, Monday 3<sup>rd</sup> July 1950 : the technical officers of the NSW Railway carefully planned a precision operation likened to an Army operation.

Two trains loaded with bulldozers, tractors, power shovels and timber were taken through the flood waters two feet deep at Maitland Station and three feet at Regent St bridge and travelling at about two miles an hour. A line of empty trucks were attached to the rear of the loaded wagons and the whole system was pushed through by two 32 class locos. until the lead loaded wagon could be attached to a waiting loco at Telarah station, the empties were then unhitched and pulled back. In a similar fashion a loaded train with coal for loco use, was also taken through. The maximum depth of water the locos could work in was 2ft 6 inches. LINE OUT FOR NEARLY FOURTEEN DAYS.

***(Refer to the photograph on the cover of this Bulletin which shows the locos in action)***

**1951** Just on six months later it was on again. Friday 19<sup>th</sup> January **1951**. No more trains to Cessnock, with water starting to trickle over line at East Greta Junction Exchange signal box.

Monday 22<sup>nd</sup> : Maitland Station closed, water over 2ft 6inches deep over line and water covering the line between Sandgate and Beresfield. The Cessnock Flyer leaves from East Maitland, the Armidale Express and Tamworth train out of Sydney will combine, as will North Coast Mail and Kempsey Mail, passengers will tranship between High St. and Farley and Telarah. The Railway Commissioner asks only those with urgent business use trains, with Sydney desperate for coal, gas rationing and blackouts possible, water over five feet deep in parts of the South Maitland line, some coal getting through over Richmond Vale line.

Thursday 25<sup>th</sup> : Drastic power cuts in Sydney, most drastic restrictions ever on use of coal, gas, and electricity, no electricity Tuesday and Wednesday, train services cut, over 1800 to be stood down at Rutherford mills.

Friday 26<sup>th</sup> : Train lift still on, water nearly three feet over lines, 3,000 per day being transhipped, 15,000 since the start, 1,000 off two trains from Farley in three quarters of an hour; Morpeth trains were still out.

About 9.30.pm two coupled engines heading to Maitland for water smashed into a stationary train preparing to take on 600 transhipped passengers from Farley off the Tablelands Express. The larger of two engines and one carriage derailed, three female buffet attendants were injured and police were called to control waiting passengers. A crane was called from Broadmeadow to lift the engine and carriage back on the rails. This operation was completed in about two hours. Engines should have coupled up to the empty train, pushed it ahead, watered and then pulled back and uncoupled. Some goods trains were getting through the flood waters.

Sunday 28<sup>th</sup> : First trains through to Farley and Telarah and the first train Brisbane Mail via Wallangarra, took 30 minutes to get through flood waters using emergency goods track, five and a half inches higher than other lines. It was also mentioned that the draining of grease boxes had ceased, and during transhipping operations undertakers had transferred a corpse from a train to High St station.

## *Maitland and District Historical Society Inc.*

On the 1<sup>st</sup> February, the first Cessnock train since 19<sup>th</sup> January, with water still on the line between East Greta Junction and East Greta Station, first coal train since the 19<sup>th</sup> to Port Waratah.

Without doubt the severest damage ever to Maitland lines was in the flood of February **1955**, a time when rail transport was critical in the running of NSW, from coal for Sydney's generators and gas works, to mail, cattle and passengers and, arguably, the most important and vulnerable part of the NSW rail system was that half a kilometer stretch between Maitland Station and Regent St Bridge and on Friday the 25<sup>th</sup> February that stretch was wiped out by flood waters as surely as if it had been hit with a stick of bombs.

Floodwaters broke through the embankment at Cummins upriver from and alongside the Oakhampton rail bridge and with nothing in front of it, ripping out the 6 metres high embankment between Nos 1 and 2 viaducts over a distance of 109 metres, then tore 5 Ks through the Oakhampton floodway and hit the rail embankment with such force that six main tracks consisting mainly of the heaviest rail sections had the embankment washed away and the rails and sleepers were lifted by the force of the water turned over and deposited in a twisted and mangled mass up to 30 metres downstream and looking like a bundle of spaghetti thrown on a plate.

The force of this water also demolished the Northern signal box and three of the seven in the box lost their lives, the other four clinging to wreckage from the box were washed around the back of East Maitland and pulled to safety by surf boats. Maximum depth of water over this section was 17 feet 6 inches or 5.3 metres. The lines west of Maitland Station were fixed in this way:

"As the flood subsided a single track was laid across the flooded area in four days, even though the water in places was up to seven feet deep. In these deeper parts, sleeper pigsties on rafts were floated out into position to facilitate the bridging of the gap. As soon as the track was laid down on the sleeper pigsties, trucks of spalls and metal ballast were run out to fill and consolidate the embankment, so that it could carry the full weight of a train. A feature of the flood here was the time taken for the water to recede, but the first train moved over this section on 21st March, being only 25 days after the flood. A second track was completed three days later.

Between East Maitland and High Street a mile of the track was scoured out to a depth of four to five feet. At the afore mentioned Oakhampton bridge approach 4,500 old sleepers were used to pig sty temporary support under the tracks; this line was back in operation after eighteen days, around 15<sup>th</sup> March, and it was then that urgently needed ballast from Martin's Creek was able to come through.

Silt and debris up to a maximum of three feet was deposited over the whole of Maitland Station and the Goods Yard, approximately 14,000 cubic yards of silt was removed from this area. Transhipment between High Street Station and Telarah and Farley started on 14<sup>th</sup> March and continued until full traffic resumption on the 24th. In that period 80 trains were dealt with, 13,390 passengers and 590 tons of parcels. Unlike June 1949 there were no rolling stock caught at the station but the damage to infrastructure was immense, cost of repairs over a half a million pounds - £547,000 and another half a million in lost revenue. to put that into today's values that £547,000 would be \$16,487,772.

Unclear if those figures are for Maitland only or for NSW as a whole.

**PETER BOGAN, MAY, 2013**

## Lecture Meetings

The Society's monthly lecture meetings provide the opportunity to showcase an aspect of Maitland's rich history, thanks to our interesting guest speakers.

**June - Amanda Hyde**, the Community Engagement Coordinator with the SES.

Amanda's presentation included:

- A brief history of flooding in the lower Hunter, in particular Maitland, and some footage of the 1955 flood
- The development of the lower Hunter flood mitigation scheme, its function & its limitations.
- The June 2007 flood, including aerial footage.

**July - Terry Maher - history of the Rathluba Estate.**

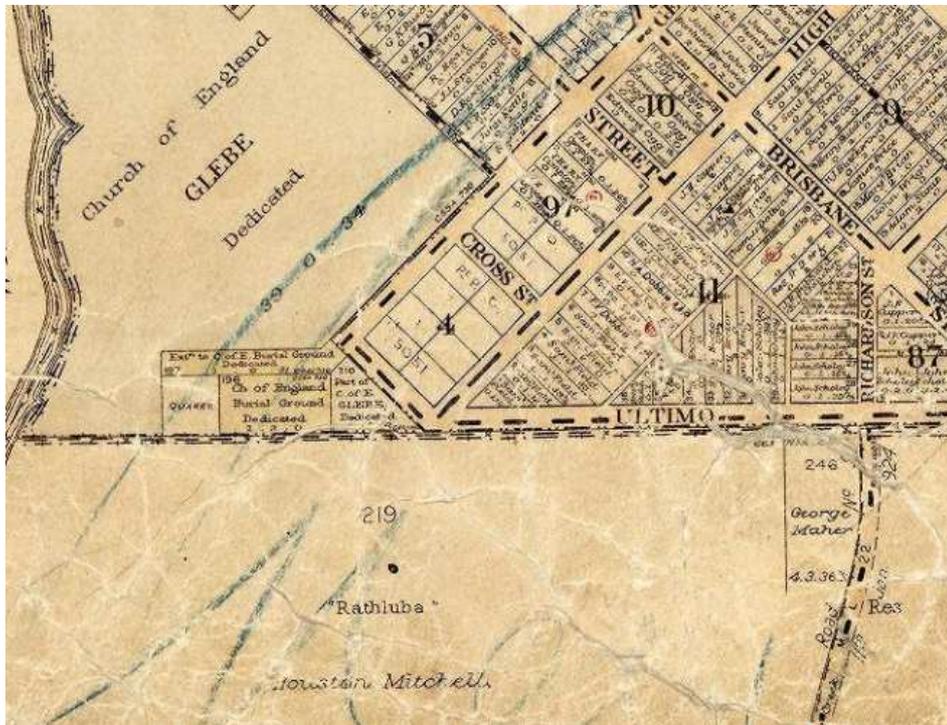


Terry Maher indicates the location of Rathluba.

**August – Lindsay Wood – cricket in Maitland**

## Rathluba

The subject of Terry Maher's lecture in July was the Rathluba estate, outlining a history of the property.



'Rathluba' appears as a single, rather vague term, on the Parish Map beneath the streets of East Maitland and the clearly marked Anglican Glebe, but despite looking as though it was just some nonentity in the scheme of Maitland's development, Rathluba has been a significant point of reference.

The following notes provide a brief sketch of Rathluba's early days and have been sourced from "Dawn in the Valley", written by Allan Wood, published in 1972.

- ▶ Morpeth was the original name for the Parish including Wallis Plains and the right bank of the river to the St. Michael. The hills from that point, through Tenambit and the present East Maitland to Rathluba, were the 'Green Hills' to the earliest settlers on the flats, but the name was afterwards restricted to the river port
- ▶ Nathaniel Goldingham came to the colony in 1822 and applied for a grant of land, taking this up in 1823 at Rathluba
- ▶ Goldingham sells Rathluba to Allman. In 1824-25 Captain Allman was Commandant and in 1825-26 Police Magistrate at Newcastle. Retiring from government service, he purchased Rathluba, a farm of 500 acres on the bank of Wallis Creek and overlooking Wallis Plains

## *Maitland and District Historical Society Inc.*

- ▶ Captain Allman had hoped to establish a secure and permanent home at Rathluba, but returns from his farming ventures proved insufficient
- ▶ Rathluba is purchased by Houston Mitchell, who received deeds of grant from the Crown in 1837.

### **'Ghost' signs**

This episode of 'Ghost' signs is a tricky one! The 'Coles' sign below was revealed for a few days while renovations to the building were taking place. The sign has now been covered with a new roofing panel, but does anyone recall where this 'Coles' shop was located in High Street?

Send an email to the Historical Society: [maitlandhistorical@gmail.com](mailto:maitlandhistorical@gmail.com)

As usual the prize is at least ten minutes' worth of feeling smug and superior in your expert knowledge of Maitland's iconic High Street!



## Local History News Link

The *Local History News Link* blog, produced by Librarian and Maitland Historical Society member Judy Nicholson, has been named by *Inside History* magazine as one of the 50 blogs you need to read!

*Inside History* describes the awards as showcasing the best blogs from around the world.



Take a look online at <http://localhistorynews.blogspot.com.au/>

You can access the blog from the website, or you can subscribe to the blog by entering your email address and *Local History News Link* is then sent directly to your email.

*Local History News Link* compiles history and genealogy news from a range of sources including the Maitland Mercury, Maitland and District Historical Society, the National Trust, Society of Australian Genealogists, National Library, State Records, National Archives, Maitland City Library and Maitland and District Historical Society.

A screenshot of the Local History News Link blog homepage. The header features the title 'Local History News Link' in a large, bold, orange font, with the subtitle 'History and genealogy news from Maitland, N.S.W.' below it. The date 'Thursday, May 9, 2013' is displayed on the left. The main content area is titled 'Your Memento' and contains a list of featured articles from the National Archives of Australia. On the right side, there is a 'Blog Archive' section with a list of months and post counts for each year from 2009 to 2013.

**Local History News Link**  
History and genealogy news from Maitland, N.S.W.

Thursday, May 9, 2013

### Your Memento

The new issue of *Your Memento* can now be viewed at [National Archives of Australia](#).

In this issue:

- Find out how the death of an Australian soldier helped change the way the fallen were honoured in World War I
- Uncover the heroic efforts of late 19th-century postal staff in delivering the mail
- Discover the 'dry' years of Australia's national capital and the charismatic politician who fought against 'stagger juice'
- Explore some of our favourite images of post-World War II migrants from the Destination: Australia website
- Take a look inside the augmented reality experience of Design 29: creating a capital, an Archives exhibition celebrating the centenary of Australia's national capital
- Meet the Aussie 'slobs' who featured in a 1970s campaign against drink-driving

Posted by Local History News Link at 4:48 PM

### Blog Archive

- ▼ 2013 (97)
  - ▶ August (13)
  - ▼ May (6)
    - How about the Molly Morgan Mall?
    - Your Memento
    - Return to sender? Not if the postie could help it
    - David Jones 175 Years: The Exhibition
    - Sydney Living Museums
    - A farm track that grew : Maitland
  - ▶ April (17)
  - ▶ March (22)
  - ▶ February (18)
  - ▶ January (21)
- ▶ 2012 (256)
- ▶ 2011 (249)
- ▶ 2010 (203)
- ▶ 2009 (211)

# Early Maitland on Display

Maitland & District Historical  
Society Presents

## **Collections of Museum Items & Trading Tables**

on

Saturday and Sunday

28 and 29 September 2013

10 am to 4 pm

Catholic Hall, cnr. High & Cathedral Streets,  
Maitland

Admission \$4

Concession, Members & Children (u/8) \$2

### **COLLECTIONS INCLUDE:**

**AMCAT - Clothing and Textiles**

**Bricks, Bottles, Photos, Household Items, Tools, Clocks etc.**

**Morning & Afternoon Teas may be purchased**

**at the Friends of Grossman House "Tea Shoppe"**

**Historical Society "Sausage Sizzle" at rear of hall**

More information: Phone Adele 49328007 or email [maitlandhistorical@gmail.com.au](mailto:maitlandhistorical@gmail.com.au)

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## Diary Dates

### August

- Sunday 18<sup>th</sup> Friends of Grossman House – Historic Walk - Victoria Street East Maitland
- Tuesday 20<sup>th</sup> Business Meeting 5.30 at the rooms
- Friday 30<sup>th</sup> Harry Boyle Lecture Evening – Friends of Grossman House at Brough House

### September

- Tuesday 3<sup>rd</sup> Guest Speaker 5.30 at the rooms. Cath Bowen from the Maitland Mercury will talk about her work as the Photographic Editor. History Week starts on Friday and the theme this year is “Picture This” which is very appropriate for Cath and the Mercury which celebrated its 170<sup>th</sup> Year of publication this year
- Saturday 7<sup>th</sup> Hunter Chapter- Museums and Galleries Meeting
- Thursday 12<sup>th</sup> Look who’s talking
- Tuesday 17<sup>th</sup> Business meeting 5.30 at the rooms
- Saturday 28<sup>th</sup> – Sunday 29<sup>th</sup> – Early Maitland on display – collections and trading tables

### October

- Tuesday 1<sup>st</sup> Guest Speaker 5.30 at the rooms
- Tuesday 15<sup>th</sup> Business Meeting 5.30 at the rooms
- Saturday 19<sup>th</sup> Friends of Grossman House – Jubilee Garden Party – Brough House



**Victoria Bridge  
Spanning Wallis Creek,  
Maitland**

**Linking East and West Maitland  
(1852-1896)**

**National Library of Australia,  
J.R. Clarke 1857**