

CAMBERWELL HISTORY

RECORDING THE HISTORY OF CAMBERWELL
AND DISTRICT
Camberwell Historical Society



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Principal Patron: Professor Emeritus Geoffrey Blainey, AC

Patron: Her Worship the Mayor of Boroondara, Cr Jane Addis

PRESIDENT'S MESSAGE

George Fernando

I am pleased to announce that Cr Jane Addis, following her appointment as the Mayor of Boroondara, has accepted our request to be a patron of our society. We wish her well for her forthcoming term of office and thank her for accepting the role of our patron.

Our application for a 2018-19 Boroondara Annual Community Strengthening Grant, funded by City of Boroondara and the Rotary Club of Balwyn, has been successful. The grant was for digitisation and preservation of our collection of early maps of the Boroondara area. We are grateful to Council for their support.

Boroondara Historical Societies Association has continued to meet to work towards joint projects with another project planned for 2019. The close links between the BHSA members, Camberwell, Balwyn, Canterbury, Hawthorn, Kew and Surrey Hills, is very encouraging.

The Royal Historical Society of Victoria recently held a celebration to acknowledge historical societies and individuals who have been their members for fifty years or more. Along with others, Camberwell Historical Society was presented with a framed certificate of acknowledgement.



I thank all those who helped make this year a success for CHS. Thank you especially to our committee and all those who gave their help throughout the year. Thank you also to the membership for your continuing support. I look forward to another good year in 2019 and wish you a Merry Christmas and Happy New Year.

Left: Don Garden, President of the RHSV, with George Fernando and Jennifer McArthur

WANGANELLA

Peter Lord



Wanganella, Camberwell, was formerly known as St John's Wood. It was renamed after the Peppin family merino stud farm near Deniliquin in NSW. Adjoining streets were named Willis and Jasserfold. Jasserfold was created from the first letters of all the Willis children's Christian names: Jim, Anne, Sam, Elsie (also Edith), Rupert (also Ruth), Fanny, Olive, Lillian and Dorothy.

A brief timeline of the history of the house and area.

- 1843 - Lot 120 Boroondara Surveyed 40 acres.
- 1850 - George Peppin with sons George Junior and Frederick arrived in Australia from the UK.
- 1851 - The Peppins commenced farming at Mansfield but soon left as disease wiped out most of their flock.
- 1853 - J. McConnell purchased Lot 120.
- 1858 - The Peppins purchased Wanganella and later Boonoke in NSW near Deniliquin.
- 1861 - Peppin merino stud established.
- 1869 - Lot 120 bought by John McDonald, estate agent and secretary of the Irish and Australian Permanent Building Society.
- 1870 - Lot 120 St John's Wood house was built.
- 1871- George Peppin senior died intestate. The residence is leased, occupants unknown.
- 1872 - John McDonald in residence at St John's Wood.
- 1877 - George Peppin Junior died in Melbourne.
- 1878 - All NSW Peppin properties are sold to F. S. Falkiner and Messrs Austin & Milliar.
- 1880 - The land boom is under way. Exhibition Building is opened.
- 1881 - Elsie Peppin (nee Aird), George Junior's widow is now in residence and renames the house Wanganella.
- 1887/8 - Peak of the land boom.
- 1888 - Outer Circle Railway commenced.
- 1889 - Wanganella is sold to Mr. Scheele, who subdivides the property, so Wanganella now stands on 2 acres.
- 1890 - Brand Willis family from UK are now in residence with 8 girls and 3 boys.
- 1891 - Outer Circle Railway completed.
- 1892 - Outer Circle Railway opened to passenger traffic.
- 1898 - Outer Circle Railway closed to passengers.

1918 - Brand Willis died and left the property to the girls (Annie, Elsie and Olive died there)
1920 - Outer Circle Railway irregular movement of goods until 1920.
1940 - Outer Circle Railway track removed for armaments.

1956 – Wanganella is sold to Gordon Nicholson, who subdivided the land and kept one acre around the house.

1956 – Willis daughters Fanny, Edith and the twins (Lillian and Dorothy) moved to the Broadway opposite the park.

1959 – Wanganella is sold to Ray Clarke

1962 – Wanganella is sold to Peter Lord, the current owner.

1977 - With Fanny and Edith deceased, Lillian and Dorothy moved to Rookwood Street in North Balwyn (part of Brand Willis Rookwood Estate).

RIDING ON CARTER'S BUSES 1962 – 1964

Grant Sauberg

My longstanding interest in R. G. Carter Bus Services and Reg Carter's buses started when I found out that I was not going to the same secondary school as my neighborhood friends, and that the trip involved bus and tram travel, I told my mother I wouldn't be able to go to the new school because I suffered from bus travel sickness, having once become ill on a bus while on an excursion travelling on a winding road. The excuse didn't work, and I duly went to the school and began my close to three years or so of travel on Reg Carter's Bus Services.



Reg purchased the bus business from Syd Jenkin in 1960. Prior to that Reg owned the petrol station and workshop in Ashwood on the corner of Warrigal Road and Closter Avenue. He owned both businesses for a short time until he sold the petrol station to McMenamin's. The petrol station had been a seven-day operation. The east side of Warrigal Road was designated as a rural area which enabled Reg to sell petrol on Sundays, and he did a roaring trade.

Reg lived at 35 Cratloe Road, Mount Waverley, previously living at 1 Bruce Street, Chadstone (now East Malvern). He drove a 1957 Chrysler Royal Sedan. It was not unusual for Reg to drive buses, either on route service if a driver was away or charter work. School children always called him Mr Carter not Reg.

The Depot



In 1964 I was fortunate enough to get a casual weekend job washing Carter's buses. This job gave me great access to the fleet as well as the company's depot. Buses were washed anywhere in the depot yard using a broom and a 4-gallon can and a hose. A broom could reach to the roof edge, the bus rooves generally didn't get washed except by rain. The depot was in the middle of the High Street / Warrigal Road / High Street Road triangle between the two churches, where the Medical Centre now is. The property was originally a

blacksmith's: Fisher's Shoeing Forge. While very ramshackle and dilapidated, the depot was a fascinating place. There were two buildings, a weatherboard house and the forge building, made of timber. Neither had seen a coat of paint for decades. All the timber was a grey colour, as old timber becomes over time.

The Drivers

I knew several of the drivers quite well. Some of them were very popular with the hundreds of school children passengers. Their uniform was a grey dust coat.

Dave (Robert David) Sale was the standout, the "pop star" of bus drivers. Dave was a happy and friendly man, aged in his early 50s. He took great pride in his buses, and he even named them: LO 124 being Betsy, and HLC being Topsy. Dave even started wearing a suit and tie when he took over HLC/ The Comair. Dave drove LO 124 for several years, and for the last couple of the Carter years he drove the Comair, working an AM/PM split shift.

In September 1963, when the bus was a couple of years old, the cabin area of HLC had scratches so Dave bought some paint and repainted the dash board area carefully with a brush. Later that month he repainted all the light blue area of the cabin. During my school days I made a little sign using dymo tape "Your Driver is Dave Sale" which Dave mounted in the cabin of HLC. I became friends with Dave and spent many hours riding with him after school and in school holidays. He let me change the destination blind, operate the door (the lever was accessible from the seat behind the driver) and change gears. After leaving school I still used ride with him on occasions.

Dave used to take great pleasure in overtaking another bus which had fallen behind schedule, usually with several schoolchildren egging him on. Often the driver being overtaken gave a dirty look to the laughing schoolchildren on Dave's bus. Dave once had LO 124 up to 60 miles per hour going down the hill from Warrigal Road to Power Street in Jordansville. Heaven help us if we had to stop suddenly at that speed and with a 1948-era braking system!





On one occasion he needed to go home so he drove the bus, with me still on it, off the route up Huntingdale Road to his house in Barlyn Road. On another occasion when working nights, very late, he picked up a female passenger and diverted off the route, up Mernda Avenue in Ashburton, driving her to her house to make sure she got home safely. Another time someone Dave knew had bought a lot of timber at the hardware store in Ashburton and was going to have trouble getting it home. Dave offered to help, so the fellow and Dave loaded it onto the bus and Dave

drove the wood to his house off the designated route.

Dave stayed with Ventura, on the Glen Iris – Glen Waverley run until his retirement in the mid-1970s.

Ray Allen was probably the strictest of all the drivers; he wasn't very tolerant of schoolchildren. Because of his demeanour, Ray had several nicknames referring to being grumpy (grumble guts, grumpy guts and crabapple). School-children always called him "Mr Allen", not Ray. He was aged around 50. Ray was well known for calling out the street names for upcoming bus stops.

Tragically Ray's son was knocked off his bike and killed at the Warrigal Road / High Street Road intersection and Ray either saw it happen or arrived soon after, driving the bus. It's said Ray's hair went grey overnight. It is no wonder he wasn't the happiest of people. Ray continued driving for many years after his son's death. One can't help wondering what it was like for him, driving past the scene of his son's death numerous times each day for all those years, especially in the months just after the accident.

A couple of months after Reg Carter had sold the business, I was looking through the former depot front gates when I heard a bus approaching. I turned around and it was Ray Allen driving. He looked over and smiled – I think he was thinking what I was – wishing that Carter's was still in operation.

Arthur Talbot was a pleasant jovial man, aged around 50. I didn't often travel with Arthur, but I remember one occasion when, as he drove TZ across the hallow guttering, bumps and pot holes opposite the depot at the High Street / Warrigal Rd. intersection. Arthur was bouncing around on the driver's seat, legs and arms going everywhere as if he was on a trampoline.

Bernie Walker was younger than most of the drivers, in his 30s, and was pleasant and friendly. He lived in High Street, Ashburton and rode the buses regularly. Apparently, he had always wanted to drive a bus. Bernie drove morning and afternoon peaks, school runs and did the Brockoff-Dowd run for a period. Bernie also assisted Ron (the mechanic) with maintenance when not driving. According to other drivers, Bernie was somewhat rough and hard on the buses when driving and got the nick name "Bernie the Wrecker". This first came about when he took over the much loved and cared for LO from Dave Sale. The name Bernie the Wrecker was reinforced when he crashed GLO soon after taking it over. Bernie drove GLO for the last few months until Reg sold, prior to that LO and prior to the fire ME. His was an AM/PM split shift.

Bernie was a non-drinker. He told me how one of the Brockoff workers gave him a big bag of chocolate buttons, which had come from the production line where biscuits were chocolate coated. He got stuck into them that night while watching television and as the night went on, he became drowsy and light headed. In the morning he had a headache and felt a little unwell. Later that day he found out the chocolate buttons contained rum, and as a non-drinker, he'd ended up somewhat drunk from eating so many!

Those drivers, who drove the three old normal control buses, day in day out, week after week, year after year, deserve recognition. With no door or heating they must have been freezing in winter, with no shelter from cold air blowing in. On hot days the inside of those overloaded buses was nearly unbearable for driver and passengers. In afternoon peaks the driver was often surrounded by passengers crammed next to the small driver's enclosure, restricting airflow and creating a stifling atmosphere. It was commonplace for standing room to be at capacity. Added to that, most of the passengers were rowdy school children often jostling each other. Whether winter or summer, passengers were crowded around the driver's enclosure and on the steps, which must have impaired their vision, making their job even more difficult.

What a slog it must have been for the drivers and those tired old overworked buses (the two Reos, the Ford and the two OBs) going up those steep hills with full loads, gradually going slower and slower as they climbed the hills, double declutching and gearing down to keep the momentum. If the double declutching and gearing down wasn't timed correctly there was a terrible crunching of gears which sometimes resulted in the bus slowing almost to a halt. The seasoned Carter drivers were expert at this, but sometimes new drivers didn't get it right. I can't help wondering if these drivers looked enviously at those driving the five "new" buses. By the end of November 1964 only eight of Carter's former drivers were still with Ventura: Ray Allen, Hughie Hunter, Jack O'Keefe, Jack Pearce, Dave Sale, Arthur Talbot, Bernie Walker and Dutchy.

Services and Operations

The route service operated with eight buses. In 1962 and 1963 the fleet consisted of nine, increasing to ten buses in 1964, creating a second spare bus. Four were on the road basically from early morning until early evening, with a driver change around the middle of the day. The other four came into service for peak periods and school runs, and at times for day time charter work. These buses generally worked six days a week. Prior to 1963 at least one "all day" service was to Huntingdale Road only, and this was undertaken by KG 379. The other shifts were split shifts, all involving both AM and PM services. If a daytime charter encroached on peak period, one of the spares was brought into route service.



The terminus at Glen Iris was an amazing sight in the afternoons, with a sea of school children swarming off trams and trains and on foot from local schools (particularly Korowa). How did those hundreds and hundreds of school children ever fit in those small buses? Often, the seats were all taken and standing room was at bursting point. I remember being on the bottom step, partly out the door, not being able to get in any further, and there was another boy behind me! How he stayed on I still wonder as he only had about half his foot on the step. As the bus veered right travelling around Muswell Hill,

the bus leaned to the left as did the load of passengers, making it even more difficult to hang on. I remember thinking I was going to fall off, and miraculously the boy behind me also managed to hang on!

The Fleet

Reg Carter's buses did not have fleet numbers. They were known by the letters on their registration plates, such as ME, LO, GJM. If there was only one type of bus in the fleet they were also known by their make: The Comair, The Ford.

The following buses were all purchased in 1960 from Syd Jenkin:

KG 379 1947 Reo / Cheetham & Borwick Body / Perkins diesel engine. Destroyed by fire at depot 15/12/1962.

LO 124 1948 Reo / Ansair Body / Petrol engine. LO was Dave Sale's bus until 1962 and was given the name "Betsy" by Dave.

ME-673 1948 Reo / Ansair Body / Perkins diesel engine (originally Reo petrol).

MW 858 1948 Reo / Cheetham & Borwick body / Perkins diesel engine. Ex-McLennan Essendon, ex-Thomas Bus Lines Box Hill. In its latter days MW was easily distinguishable from the other three Reos by its cream paint work with maroon stripes. MW was painted to match the Comair, with the thought of this becoming the standard fleet colour scheme. It was destroyed by fire at depot 15/12/1962.

OV 585 December 1949 Seddon / MBA body / Perkins diesel engine. This bus was so underpowered that schoolchildren used to get off going up the very steep hill from Power Street to Warrigal Road and walk to beat the bus up the hill.

TZ 539 1950 Ford / Cheetham & Borwick body / Ford V8 petrol engine. Unusually for a vehicle bought new by Syd there was no destination window.

GJM 166 1955 SB Bedford / CAC flat screen / petrol engine. Ex-Benders Geelong.

This bus lacked the tight feel of GLO 131.

GLO 131 1956 SB Bedford / CAC flat screen / petrol engine. Ex-Benders; Geelong. In 1963 after the arrival of HSP 018, GLO received the same green trim as HSP - the green band and Y-shaped green around the grill. There was consideration to make this the fleet colour scheme, however GLO and HSP were the only two buses to receive the green treatment. On sale of business this bus became Ventura No 56.

The following buses were purchased by Reg Carter, listed in order of purchase dates:

HLC 484 1961 Comair Bedford SB3 (Series 1)/ petrol engine. HLC / The Comair was the pride of the Carter fleet. This was the first bus bought by Reg, a very smart-looking bus. On sale of business this bus became Ventura No 59.

TJ 020 December 1950 OB Bedford / CAC body / petrol engine.

VB 644 August 1951 OB Bedford / CAC body / petrol engine. In 1963 VB was used to replace HSP 010 in peaks for many weeks as HSP needed an engine overhaul and couldn't cope with full loads on the steep hills, not long after it first arrived.



HSP O18 1958 SB Bedford / CAC curved screen / Bedford diesel engine (originally Bedford petrol). HSP was effectively the replacement for the Seddon / OV. There was great excitement when HSP arrived in 1963 as it was the second newest bus in the fleet. To some degree the excitement was short lived as after a short period it couldn't carry full loads up the very steep hills; it needed an engine overhaul. On sale of business this bus became Ventura No 58.

GYX 102 1957 (possibly late 1956) SB Bedford / CAC flat screen / petrol engine. GYX was the last bus purchased by Reg Carter, in 1964, less than seven months before he sold the business. It was in very good order and well maintained by previous owners. Hoys purchased it in 1959 from M.V.C. Based on its previous two ownerships it is unlikely it was ever a route bus, which helps to explain the excellent condition for its age. On sale of business this bus became Ventura No 57.

Aftermath



All ten buses went to Ventura with the sale of the business. Five were absorbed into the Ventura fleet: GJM No 55, GLO No 56, GYX No 57, HSP No 58, HLC No 59. The other five were sold. ME was sold in October to be converted into a caravan. The other four, LO, TZ, TJ and VB were sold in November to B. Mitchell, a dealer in Brisbane. They were all driven from Melbourne to Brisbane and on the way TZ had engine problems, and as I was told "blew up". Several of these five had three days' service on the High Street run after the sale. Apparently either TJ or VB was used on Ventura's East Clayton run on at least one occasion. A week or so after

the sale I travelled to Ventura's Centre Road depot for a last look at LO, ME, TZ, TJ and VB. They were all parked together along the then back fence, looking out of place, awaiting their fate.

The fleet had five buses in good condition. The other five were old and tired, particularly the bodies, and probably in need of replacement in two or three years. Of course, we are not privy to the financial status of the business. There is no definite answer to the question of why Reg finally sold the business, but based on regular travel, my thoughts are that with off peak patronage probably stagnant or in decline, and peak loads consisting of large numbers of school children paying only half fares, the service may not have been profitable enough to sustain further updating of the fleet. A source close to Reg said the fire had been a financial setback and that "times were tough" when Reg sold. Maybe it was just a case that Reg received an offer too good to refuse. Ventura wasn't the only prospective buyer - at least one other local operator was interested. After selling the business, Reg drove for Ventura for a short period on his old run. He later became manager of Kevin Shave's Bus Service for many years. Apparently, Reg was an excellent marketer and salesman, according to Daryl Driver, often taking on charter work requiring more buses than the Shave fleet could provide. He would then sub the excess to other operators including Driver's. Reg also had his own business as a boat broker, and he was the proud owner of a limited-edition Holden Monaro. He died in 2001.

When the business closed I was able to collect a number of unwanted items including destination signs and the blackboard used to record vehicle servicing, which, based on



the buses listed, dates back to the late 1940s. I have a set of six Reg Carter model buses, replicating the SB and OB CAC Bedfords in the Carter fleet – a curved screen SB, three flat screen SBs and two OBs. I've also recently purchased a 1963 Comair Bedford, similar to the newest Carter bus, which I plan to restore.

CAMBERWELL HISTORICAL SOCIETY DONATION RECEIVED FOR THE COLLECTION

A collection of newspapers from 1923 donated by Peter Robinson. Copies of *The Love that never dies: the secret symbolism of the Springthorpe Memorial* were donated by the author Joseph Lis.

CAMBERWELL HISTORICAL SOCIETY NEW MEMBERS

Camberwell Historical Society would like to welcome the following new members: Andrew Frost, Meg Paul, Robin Kelly and Maureen Robinson.

REPORT OF MEETINGS 2018

September 24 2018 Tour of Government House and La Trobe's Cottage



A group of members and friends attended a guided tour of Government House followed by a tour of La Trobe's Cottage. The tour took about an hour at Government House. We toured the main reception rooms and ballroom before moving on to La Trobe's Cottage. Our guides were from the National Trust of Victoria and were very knowledgeable about the history of both locations.

October 23 2018 Dr Sue Taffe - Mary Montgomerie Bennett



Australians. She is the author of the website ‘Collaborating for Indigenous Rights’ hosted by the National Museum of Australia.

Dr Sue Taffe is a Melbourne historian who began her working life as a secondary teacher. Sue has a PhD in history from Monash University. She interviewed twentieth-century activists including Don Dunstan, Faith Bandler and Gordon Bryant, who campaigned for the 1967 referendum, for Aboriginal land rights and for equal wages for Aboriginal workers. Sue’s work has been driven by a desire to make available to the Australian public the stories of those dedicated to working for inclusion and justice for Indigenous

One of these activists described Mary Montgomerie Bennett as ‘our spiritual mother’. Nothing had been written about the first forty-five years of Mary’s life before Sue began on an extraordinary research journey across Australia and England to locate the sources of the ‘white hot flame’ which drove Mary Montgomerie Bennett’s advocacy.

Mary Montgomerie Bennett (1881 – 1961) was written about in three books before *A White Hot Flame* was published. Little is known about Mary before the age of 50. Her father was a successful squatter in Queensland who travelled to and from England where his family mainly resided. Mary often travelled with him. Mary’s mother was an actress who didn’t care to live in Australia.

Mary became a voice for reform at a time when Aboriginal Australians had their citizens’ rights curtailed by repressive state laws. In 1930 Mary left her family and England to go to Australia. She became the advocate for Aboriginal rights and over the next thirty years she fought for justice on behalf of the first Australians. She was a teacher, a writer and an advocate. She vehemently opposed the separating, on racial grounds, of Aboriginal children from their families. She put the case, decades before campaigns began, for Aboriginal rights to traditional lands. She also argued for citizenship rights, including equal pay and access to old-age pensions for Aboriginal people. A friend described her as ‘a white-hot flame’, relentless in pursuit of a better world for the people she loved.

November 27 2018 Bob Kerr - The Mysterious Henry Elgar

Bob Kerr lives in Mont Albert. His interests include his own family’s history and that of one of his neighbour’s, also the local history of Boroondara and Whitehorse, and some aspects of the early history of the Port Phillip district.

Bob Kerr’s block of land is part of the Elgar Special Survey within the parish of Nunawading. Bob’s early research revealed little of Elgar’s personal information, however eventually he discovered that Elgar died at sea near Macau in August 1852. Bob talked mainly about the last sixteen years of Henry Elgar’s life from 1836 to 1852. Bob used the newspaper archives in Australia, New Zealand and Britain, as well as the State Library of Victoria and Ancestry.com in his research.

Henry Elgar's name usually comes to mind through the 5,120-acre special survey he was granted in August 1841 across the parishes of Boroondara and Nunawading in the Port Phillip



District of New South Wales. It is known that Henry borrowed £2167 from Alexander Dyce. There are recorded transactions between Elgar and Dyce between 1842 and 1846, but Henry had walked away from the land by 1846.

Henry's father, a banker, married twice, and Henry was born from the second marriage. He had three sisters: Hannah, Harriet and Margaret Frances. William Elgar died when Henry was 11 in 1827.

It is possible to track Henry Elgar's first journey from China in 1836 – 1837, to Manila in 1839-1840, and to Australia from September 1840 to January 1842. He married in 1840 and travelled on the "*Triad*". He had a daughter, Harriet Charlotte, who only lived for three months. He also had an illegitimate son, Victoris, who died around age 5 in 1853.

Documents reveal that Henry Elgar left Sydney in January 1842 on the "*Anita*". They travelled to Wellington and set up a greenstone quarry. Henry's wife died at sea on 3 January 1842. It is known that Henry gave free passage to the Reverend Walter Mason Lawrie in October 1842. His sister Hannah married Joshua Moore, acting US Consul in 1842. His sister Margaret Frances married Alexander Dyce on 17 October 1844. The witnesses were Henry Elgar and Hannah Moore. Alexander was to die on board ship on the way to Singapore in August 1848. At this stage he was in debt. Margaret Frances was to later marry a man called Perry. Hannah died at sea. Harriet returned to England and married John Wheeler. Henry's mother died in 1845. There is some suggestion at the time of his death that Henry Elgar was poisoned.

NEW TO THE CHS COLLECTION

1902 Boroondara Coronation Medallion, Postcard of Camberwell c1910



EXPECTED DATES FOR MEETINGS 2019

Tuesday 26 February	8pm
Tuesday 26 March	8pm
Tuesday 28 May	8pm
Saturday 22 June	2pm
Saturday 27 July	2pm
Saturday 24 August	2pm
Tuesday 24 September	8pm
Tuesday 22 October	8pm
Tuesday 26 November	8pm

These dates are subject to the availability of the Camberwell Library Meeting Room

CAMBERWELL HISTORICAL SOCIETY DONATIONS TO THE COLLECTION

Camberwell Historical Society welcomes donations of the following items relating to the former City of Camberwell: photographs and prints, documents, letters, diaries, maps, plans, books, pamphlets, and reminiscences of former residents and people who worked in the area.

Contributions to *Camberwell History* contain the opinions of the contributors and do not necessarily reflect the views of Camberwell Historical Society, its committee or members.

CAMBERWELL HISTORICAL SOCIETY SUBSCRIPTIONS RENEWALS 2018

Camberwell Historical Society's financial year operates from 1st July to 30th June. Subscriptions for the 2018 – 2019 financial year are due and payable on or before July 1st, 2018. Single \$30 Family \$40. Camberwell Historical Society, BSB 633-000 Account No 142260678 Cheques to Camberwell Historical Society, PO Box 1274, CAMBERWELL 3124

CAMBERWELL HISTORICAL SOCIETY, INC

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Committee members — Bryony Cosgrove, Alister Bennie, Jennifer McArthur and Peter Stephens

Camberwell History: Editor — Adèle Fernando-Swart

The Society's logo is taken from an illustration by, and used with the permission of, Bill Beasley.
Camberwell History is printed in the office of Josh Frydenberg, MHR, Federal Member of Parliament for Kooyong