

STREETS.

Control and maintenance of roads was the first function devolved upon local authorities and has remained. The first council took steps in January 1864 to seek from the government a map 'showing the proper limits of the Municipality'.¹ R. Forster M.P. was asked in April to seek a map to assist the assessor.

Council created an improvement committee consisting of Aldermen Trim, Tysoe and Schmidt at the 22 February 1864 meeting. A committee of works consisting of Aldermen Moore, Fitzgerald, Tysoe, Trim and Schmidt was also appointed at the meeting held on 6 July. Once these committees were created, inspections could be made of streets likely to be used for traffic. In April 1864 the Colonial Secretary was requested to have the alignment of Armidale streets completed. The matter was referred to the Department of Lands and in September council was informed the district surveyor has been instructed 'to procure tenders for the alignment of streets'.²

The town clerk was instructed in May 1864 to write to surveyor W.A.B. Greaves requesting that he will urge upon government the necessity of having streets aligned at once. In July the improvement committee inspected the streets most likely to be used as main thoroughfares and reported the need for culverts. But the committee declined to name the streets to be opened to the council meeting on 18 July as 'if you open one or two streets you are in justice bound to open them all'. Ald. Schmidt referred to the urgency of erecting culverts at once to improve streets 'as some of the ratepayers were making great complaints of the Council being so long in existence and yet doing so little towards improving the town'.³ Council requested R. Forster, urge upon government the necessity of having the streets aligned. That August tenders were called for six culverts in Marsh Street and Ald. Schmidt moved 'that all closed up streets in this Municipality should be opened by order of Council on 1 March 1865'⁴.

Apart from requests for culverts and work on roads close to the centre of town, major concern arose with the western approaches to the town in the vicinity of Martin's Gully and Niagara Street. The improvement committee inspected the area and reported the job was far too big for the limited funds available. Council decided the situation was 'a very complicated place' and no action could occur because a 'substantial bridge'⁵ was necessary. The maintenance of the Great Northern Road (G.N.R.) became an important issue. The colonial government said in October 1864 council could be made responsible for roads within the municipal limits and funds voted to council. Council informed the engineer of

¹ Council minutes, 7 April 1864.

² *Armidale Express*, 10 September 1864, p.2.

³ *Armidale Express*, 23 July 1864, p.2.

⁴ Council minutes, 13 August 1864.

⁵ Council minutes, 18 July 1864.

roads in January 1865 that they were prepared to take over the G.N.R. in the municipality and in February asked Mr Bennett, Commissioner of Roads, to recommend to the government that the control of roads in Armidale be transferred to council and revenue appropriated.

By February 1865 a number of streets had been aligned and the town clerk was instructed 'to apply to the Government to have them proclaimed'.⁶ Two weeks later, council again appealed to the Chief Clerk of Public Works to have the aligned streets proclaimed immediately. In April 1865 council decided all works undertaken should be effected by contract and tenders were invited for a working overseer for the municipality. John McCrohon was appointed at £2 per week. The proclamation of the streets was finally gazetted on 30 June.

The G.N.R. was placed under control of council in June 1865. The government was prepared to provide £90 per mile for 1 mile and 7 furlongs and funds would become available as soon as possible. Three months later, funds were allocated. By October 1865, surveyor W.A.B. Greaves had laid out the G.N.R. from the culvert in Niagara Street along the gravel ridge to Rusden Street and council formed a committee to meet with Greaves and discuss the route.

Council applied in December 1864 to the sheriff of Sydney requesting permission for prisoners to work on the roads of the municipality. The sheriff was prepared to let prisoners work provided council paid for an extra guard and provide 'tea and sugar for the prisoners employed'.⁷ By the end of December 1864, council had employed three day labourers but two were recently discharged because of the exhaustion of funds. In January 1865 council decided that the government was responsible for the control of prisoners but asked if they could work in the gravel pit adjoining the gaol guarded by the present warders. The Department of Prisons informed council in November 1875 it could have any number of prison labourers for municipal works.

By May 1866 the G.N.R. terminated at Marsh Street and the Commissioner for Roads, Mr Bennett requested council decide where it should meet the Northern Road. Ald. Trim felt the G.N.R. should go into Falconer Street from Beardy Street whilst other aldermen felt that the road should be Marsh Street. A sum of £93 15s was paid into the A.J.S. Bank, Sydney by the Department of Works for the Northern Road in May. Debate also arose over the responsibility of grants for the Inverell Road and Niagara Street where repairs were need for culvert work. That September, government money was made available for repairs to the culvert in Niagara Street and the approaches to it. Ald. Tysoe also recommended the construction of another culvert.

The Surveyor General forwarded a map for the alignment of the Armidale streets in January 1866. The issue of boundaries of the municipality arose when council

⁶ *Armidale Express*, 4 February 1865, p.2.

⁷ Council minutes, 26 December 1864.

attempted to deal with the matter of straying stock. At the council meeting in May 1870, concern was expressed about straying cattle and horses in the streets and the police were asked to prosecute offenders. In January 1873 council again discussed the matter of straying stock and boundaries. The question of straying stock was deferred until the boundaries were defined where cattle were not allowed to stray 'seeing that some portions of the municipality were not inhabited and here the presence of cattle could not be regarded as an inconvenience'.⁸ The boundaries for interfering with stock in the street were defined in May: Barney street south, Jessie Street west, Dumaresq Street north and Taylor Street east.

The council meeting on 23 January 1873 was informed £50 was available for gravelling the G.N.R. from Markham Street to the boundary of the municipality. The government was informed of the necessity to place a substantial bridge over the Armidale creek on the G.N.R. leading to Glen Innes in April 1877. It was reported 'the present bridge was in a dangerous state and unfit for loaded waggons to use'⁹.

In February 1874 concern was expressed because 'gentlemen of high standing with independent means do persevere in running their flocks within the limits set apart for the grazing of the ratepayers few head of stock'.¹⁰ A stop to the grazing of sheep within the municipality was put in June. The inspector of nuisances was given power in December to impound horses and cattle straying in the streets. He was also given the power to open any streets closed by people after giving the parties erecting them notice to clear them.

The issue of closed streets remained and in October 1875 letters were sent to the Reverend Thomas Johnstone, Edward Baker, John Donnellan, James Starr, executors of Joseph Daly's estate and Mrs Edward Allingham. These respected residents of Armidale were given two months to remove the fences or council would remove them at ratepayer's expense. In November the inspector sought permission to prosecute owners of straying stock because impounding had not had the desired effect. Such permission was not granted and he was asked to be more strict in impounding all cattle and horses. The town area for straying stock was again defined as Taylor, Dumaresq, Barney and Jessie Streets in December.

Aldermen were not prepared to enforce the move to open all fenced roads and reserves in January 1876. But in October the inspector of nuisances was instructed to remove all fences and obstructions at once off all streets within the municipality. Letters of protest came from J.D. Bradley, Inspector of Schools, J. Scholes and W.A.B. Greaves about the decision and they were given three months to have the fences removed. A move by the inspector of nuisances to prosecute Bradley and Greaves was defeated in March 1877. But in April the

⁸ Council minutes, 23 January 1873.

⁹ *Armidale Express*, 6 April 1877, p.4.

¹⁰ Council minutes, 3 February 1874.

inspector was instructed in April to summons all parties allowing cattle and horse to stray in the town area of Taylor, Jessie, Dumaresq and Barney Streets and all pigs, goats and sheep straying in any part of the municipality. At the council meeting on 3 July 1877, the inspector of nuisances was instructed to have all roads opened after three weeks from this date.

The mayor informed council in December 1877 that £636 had been applied for from the government. This was the amount due to council out of a recent vote of parliament for country municipalities and a further grant for the G.N.R. In January 1878 council received grants of £435 13s 8d and £35 3s 1d.

In March 1878 council received news that sheep were again depasturing in the municipality. The mayor reported he has given strict instructions to the inspector to summons residents and if he has not then it is 'not his fault'¹¹. The inspector of nuisances informed council in January 1882 the new Government Act necessitated the appointment of an officer under corporate seal to impound cattle in the municipality. If council took such action he would have to appoint an assistant and expected an increase in present salary. The inspector of nuisances was appointed under seal of council in May to impound all animals straying on streets and reserves of the municipality within the Act.

At the council meeting 7 August 1883, it was reported that thirteen lamps were to be erected in the street. A week later council gave the Armidale Gas Company exclusive rights to break up streets and lay main and service pipes. The company was instructed to 'make good' street damage after this work to the satisfaction of council.

In April 1883 Mr Fitzgerald was given three months to remove fences from closed street. That September council was informed Reverend Johnstone was again depasturing sheep within the municipality. A 'universal complaint' was received from residents and Johnstone was summonsed by the inspector of nuisances. Mr T.J. Kearney was appointed to represent council and in October the by-law committee brought in a special law concerning Johnstone's sheep. A law which stated: 'Nobody could have more than 5 sheep in the Municipality. Penalty of not less than £2 and no more than £4 for each offence'.¹² At the council meeting on 20 April 1886, the inspector of nuisances was given the authority to impound stock outside designated areas.

The *Armidale Express*, 3 July 1885 drew attention to difficulties concerning the alignment of Armidale. The pegs marking the corners of sections and allotments had disappeared and council was called upon to make written application to the Minister for Lands 'setting forth the necessity and specifying the streets requiring alignment'.

¹¹ Council minutes, 14 March 1878.

¹² Council minutes, 2 October 1883.

In December 1888 the town clerk tabled the following sums spent on streets: 1883-4 £206 3s 0d; 1884-5 £535 7s 11d; 1885-6 £587 12s 11d; 1886-7 £352 12s 4d; 1887-8 £802 14s 10d.

In October 1891 council was informed that a number of streets had been aligned in accordance with an application made by Thomas Lamb, council clerk on 26 January 1864. Details appeared in the *Government Gazette*, 30 June 1865. 'It was decided to ask the department if they had any plans of the alignment, as the Council have no record'.¹³ Further concern was expressed about alignment of the town in February 1892 and council 'proposed that the Government be asked upon what terms they would cause a proper alignment to be taken'.¹⁴

Council was in constant battle with the Railway Department concerning the drainage of water from the railway line by May 1893. Council received a report on water inundating Mann Street between Markham and Butler Streets and the 'constant battle to keep gutters cleaned out so water could flow away'.¹⁵ Two years later a further dispute arose when the department offered £350 to fix the trouble in May 1895. Because tenders showed figures of £1500, council requested £1000 cash. The department offered £600 for Butler Street but council amended their figure to £800 in June¹⁶. A settlement of £750 was reached in October but in January 1896 it was revealed the department was still not honouring the agreement.

The *Armidale Express*, 12 May 1895 called upon council to tar the streets in May 1895. The correspondent said 'it has been suggested that an experiment be made with tar with a view to weeping down the growth of weeds and forming more gutters in the side streets'.

In August 1900 council received a letter from the state government with tracings showing the proposed alteration in the design of the city by altering sections 49, 50 to 61 and 68 inclusive by closing parts of streets and opening others. Council deferred action for two weeks.

In August 1918 the Dumaresq Shire asked council 'to avoid hauling gravel over the Shire roads in future, as the Uralla road was recently cut up in this way'.¹⁷ Angered by the request, council aldermen announced 'we intend to use the roads when requirements make it necessary'.

In May 1922 Alderman, Captain Webb of the Fire Brigade brought a scheme before the council to rearrange streets and avenues in Armidale to arrange for

¹³ *Armidale Express*, 9 October 1891, p.7.

¹⁴ *Armidale Express*, 26 February 1892, p.3.

¹⁵ Council minutes, 9 May 1893.

¹⁶ Council minutes, 11 June 1895.

¹⁷ *Armidale Express*, 30 August 1918, p.6.

easier identification and location. It was proposed that streets running east to west be numbered and streets running north to south be called avenues. A notice dated 4 July 1922 was published in the local press informing the public that the streets were to be changed but the proposal was never accepted by council.

In December 1931 the Armidale Land Board decided there was no objection in the public interest to the sale of the land to the New England Rugby League at the northern end of Allingham Street. Council believed that the Land Board had failed to consider the future development of Armidale and a special committee consisting of the vice-chairmen of all committees was asked to report. Following the tabling of the report to the council meeting on 21 December 1931, council took action to approach the Lands Department to have every street and lane shown on the map of Armidale dedicated.

The commencement of the sewerage scheme in 1933 effected the street improvement programme because of the work of the ditcher. Tar dressing of streets greatly improved many of the Armidale streets.

Because Dumaresq Shire felt that the Local Government Act now laid down what should happen on boundary roads, the shire discontinued the 'gentleman's agreement' in April 1942 with the municipal council which for some years agreed to share the maintenance work on these roads.

The editor of the *Armidale Express*, 26 April 1944 commented on the condition of Armidale's roads and footpaths. 'The argument of lack of manpower will be raised, and we admit that it is a contributing factor, but the real trouble is lack of planning' for a well defined works plan.

Because of staffing restrictions, council took action in February 1948 to borrow only £2000 for expenditure on its £10 000 kerb and gutter programme.

By September 1952, council officers were preparing street signs and hoped to have 100 installed by June 1953.

Work on re-numbering the houses in the city commenced in June 1954.

Following the boundary changes of 1961, the Armidale City Council took over southern areas from the Dumaresq Shire and a number of roads were re-named. Dumaresq Shire appealed to the City Council in March 1964 to reconsider the proposed three different names for different sections of the road leading to the Kelly's Plains Road. Today the names include Bona Vista Road and Kurrawatha Avenue. In January 1965 council introduced a further series of name changes. The road along the southern city boundary from Jessie Street East to Dangarsleigh Road became Lynches Road. The section along the southern City boundary from Jessie Street west to Russell Street became Kelly's Plains Road. Russell Street between O'Dell and Perrott Streets became Kelly's Plains Road.

Following an extensive survey by the city engineer, K.O. Gentle council approved 'a priority plan to govern road construction in Armidale for the next six years'.¹⁸ Estimated to cost over £200 000, the plan listed eighty four sections of streets which need complete construction involving kerbing, guttering, bitumen sealing, earthworks and minor drainage work.

In May 1969 council requested a report on streets involved in the areas it now controlled as a result of boundary extensions. The council meeting on 21 July accepted the previous shire names including Apple Tree Hill Road, Booralong Road, Bowman Road, Castledoyle Road, Clarks Road, Dangarsleigh Road, Gostwyck Road, Link Road, Orchardview Road, Roseneath Road, Short Street, Stoney Ridge Road, Sutherland Avenue and Tombs Road. The work on naming roads continued and at the council meeting held on 3 August 1971, council authorised fifty six new names or altered names for Armidale Streets.

The 1906 Municipal Act had re-introduced local control of roads to shires and councils. The system did not work effectively as funds were often spent on local roads rather than main roads. The Roads were under the Ministry of Transport until 1956; the Ministry of Local Government 1964-1975 and the Ministry of Roads 1975. In 1975 the roads were classified as (1) highways; (2) trunk and (3) main. The local council undertook work on trunk and main roads with state government funds.

The city engineer David Hegarty informed council in September 1976 'it would need \$10 million to bring the roads within the city boundary up to standard'.¹⁹ Urgent sealing and draining were required.

The first roundabout was constructed by council at the corner of Dangar and Rusden Streets in November 1987. In 1991 new roundabouts were constructed at Donnelly and Markham and the Canambe and Barney Street intersections. Preliminary works were undertaken at the corner of Erskine and Niagara Streets.

The appointment of an engineer.

Council called tenders for the construction of a cart shed in the town hall and approved the appointment of a working overseer at a salary of £120 per year in October 1882. George grills was appointed in October and the tender of Harper Bros for construction of the shed for £36 was also accepted.

Aware of the indebtedness of council and the mortgage to the town hall, the improvement committee recommended in September 1889 the taking of levels and the preparation of plans so that permanent work could be done in the streets. In August 1890, council moved to advertise the position of borough engineer at a salary of £100 per year. The duties were to prepare all plans and specifications; supervise all work of council; take levels of streets when required and submit

¹⁸ *Armidale Express*, 19 January 1966, p.6.

¹⁹ *Armidale Express*, 29 September 1976, p.3.

reports through the improvement committee at every meeting. Mr French commenced duties on 1 September and immediately set out to undertake work in levelling Taylor street, and levelling Markham Street to take water out of Brown and Barney Streets. The works committee recommended the purchase of a stone breaker to be used in the metalling of the streets in October.

In June 1890 council decided to pay half the cost of asphaltting footpaths. Costs were to be submitted to council before the work was done and payment would be made if the works committee approved. Tenders for asphaltting were received from J. Norris and information was obtained from other councils about asphaltting.

In February 1891 council took action to apply for £3000 and asked the engineer to prepare a report on streets and footpaths that required work. A month later council applied for a further £1000 because of the damage to roads from the recent heavy rains. A special meeting was held in July to discuss the expenditure of a £5000 loan. A suggestion to purchase a stone breaker for gravelling of the streets was defeated and £500 was allocated to drainage of Markham Street; £300 for the construction of semi-arch brick culverts; £200 for forming Taylor Street; and the balance of the money was devoted to pay the overdraft of £1000 and kerbing, guttering and improving the streets.

Various actions were taken by council to save costs and council recommended that all day men be discharged on 31 December 1889. In February 1892 council decided that a gang of three men and horse and dray was to be permanently engaged in making up footpaths, cleaning gutters and general repairs but most work whenever possible was to be done by contract. Three maintenance men were employed by August without a dray because it was unnecessary and expensive. Because of financial extrinsicities, council moved in September that the services of the engineer be terminated and in October, engineer French was given two month's notice. In March 1893 all council day workers were discharged with the exception of one drayman and one laborer; John Hogan and Thomas Ayres. In December council decided to discharge all day workers as contract workers were found to be cheaper.

In January 1919 the Local Government Association informed council that 'clause 90 of the Local Government Bill ... provided that every municipal council whose revenue from all sources is over £10,000 must appoint a certificated engineer'.²⁰ Council refused to appoint an engineer but in March 1908 council had decided to arrange with Dumaresq Shire to obtain advice and services from their engineer when required. Prior to 1928, the Armidale aldermen had supervised road work but the editor of the *Armidale Chronicle*, 29 February 1928 stated the appointment of a city engineer would allow council to 'embark on a bold and progressive policy of road construction'. It was felt that a possible arrangement could be made with the Dumaresq Shire following the appointment of the shire

²⁰ *Armidale Chronicle*, 1 February 1919, p.2.

engineer F. Seaborn. A former employee of the Lands Department in Armidale, Fred Seaborn had been appointed to the Dumaresq Shire as engineer in July 1926.

The Dumaresq Shire allowed their engineer Seaborn to supervise Main Roads expenditure within the municipality to 30 June 1929.²¹ In 1929 council took over responsibility for the proper expenditure and oversight of all State Highway and Main Road grant moneys following a 'suggestion of the Main Roads Board and by the permission of the Dumaresq Shire Council, Mr F. Seaborn, Shire Engineer'.²² The town clerk advised council in August 1930 that the appointment of an engineer was based on revenue and that council's revenue was already sufficient to have an engineer'. Despite the recommendation, the Dumaresq shire engineer continued supervision of the main roads in Armidale until the appointment of the Armidale city engineer L.J. Botham in February 1936.

With the advent of the Great Depression, the Main Roads Board advised council in March 1931 that the road program for that year would consist almost wholly of maintenance work because of the financial situation. The letter was forwarded to the shire engineer, Seaborn.

The Minister for Local Government informed council in April 1934 that the ganger should be replaced by a certificated engineer. At that stage the mayor, who had foreseen the enforced employment of an engineer had had informal discussions with the Dumaresq Shire engineer. The Department of Local Government insisted that the council appoint an engineer but were not prepared to accept a part-time appointment. A critical issue to the council was there was not sufficient work in the municipality for a full-time engineer and thus council sought approval from the minister in September 1934 to the joint appointment of the Dumaresq Shire engineer. In October, the shire announced it was not prepared to allow its engineer, F. Seaborn to act in a dual capacity.

The Gostwyck Shire agreed in February 1935 to its engineer, L.G. Day acting in the capacity of consultant to the city council on its road works programme. In April council decided to seek ministerial support for the engagement of the Gostwyck Shire engineer as a part time engineer. Gostwyck Shire offered the services of the engineer for one half day a week. In reply, the Department of Local Government said after considering expenditure, length of roads and travelling time 'a reasonable division of the engineer's time would be on the basis of three days per fortnight'.²³ The shire was not prepared to agree to at least three days service per fortnight being given to the council and council decided to have delegates meet with the Minister in September to discuss the situation.

²¹ *Armidale Chronicle*, 21 December 1928, p.12.

²² *Armidale Express*, 18 December 1929, p.7.

²³ *Armidale Express*, 26 July 1935, p.4.

L.J. Botham was finally appointed engineer by council in February 1936. Because of ill health, Fred Seaborn the shire engineer retired in June but in August, the Minister for Local Government refused 'to accede to the request that L.G. Botham should jointly hold the position of engineer to the municipality and the Dumaresq Shire Council'²⁴. A month later the Department of Local Government agreed to the appointment of Botham as engineer to both the council and shire 'provided 3 1/2 days per week were devoted to the shire and two days to the municipality'.²⁵ But council was instructed it would require a full time engineer when the North Armidale sewerage commenced. The Dumaresq Shire terminated the appointment of L.G. Botham as joint engineer to the shire on 1 February 1938. He was appointed as shire engineer in Gostwyck Shire Council but he resigned from that position in October.

In February 1942, the city engineer J.D. Brown was granted leave to become a member of the Garrison Engineers and by December 1943 was still on military leave up north. During that time Les Brown acted as consultant engineer to council in addition to his other military duties. In January 1945 council applied unsuccessfully to the Army for the release of council engineer Captain J.D. Brown, engineer. A further attempt was made in October and it was not until December that he returned to take up duties.

Road making equipment.

Because of the size of the municipality and the relatively small number of streets the purchase of road making equipment and plant was always an emotional issue. Council purchased a stone crusher in June 1916 but in July council discussed the possible disposal of the road making plant with Ballina council. Many aldermen felt the plant was a white elephant and although Armidale builder T. Smith offered to purchase the plant for his brick making company, his offer was rejected.

In September 1926 council purchased a Morris truck and dispensed with two horses and drays. Council took action to purchase a Wehr grader from Armidale Motors Ltd. for £656 in January 1927 but the Main Roads Board was not prepared to assist with the purchase of the grader 'owing to the comparatively small mileage of main roads in the Municipality, and because of the heavy calls on the funds of the Board'.²⁶ In August aldermen were informed most of the council staff had been engaged, mainly quarrying and crushing metal for the Marsh-street bridge and Uralla road.

Throughout 1941 there was much prolonged debate about the condition of council's grader and in February 1942 council announced its intention to acquire a

²⁴ *Armidale Express*, 5 August 1936, p.7.

²⁵ *Armidale Express*, 2 September 1936, p.3.

²⁶ *Armidale Chronicle*, 9 February 1927, p.4.

power unit for it. Council determined to purchase a tractor for the sum of £350, and to fit it into (the) Wehr grader.

In February 1951 council decided to purchase a road grader. Prior to that, council borrowed equipment from the shire. The acquisition of heavy road building equipment in 1956 by council and the shire led to the editor's comment in the *Armidale Express*, 7 March 1956: 'there may be some merit in the idea of the two councils getting together on the problem of road construction and maintenance'.

Council introduced a zoning system on 1 March 1954 for the works program. Armidale was divided into six zones and the works gang was to operate in each zone for four weeks.

The city engineer, P.G. Agnew informed council in October 1960 'nearly £12,000 worth of equipment is needed in the City Engineer's Department to bring the plant up to the state where it can cope with the amount of work in hand'.²⁷ The machinery required included a medium grader; a front end loader; hydraulic trencher; light tractor; two cockerel spreaders and a post hole borer. See 18 October meeting.

The planting of trees.

In response to an application, two hundred trees and shrubs were received by council in June 1897 for planting in streets in connection with the record reign celebrations for Queen Victoria. A sub-committee of aldermen was appointed to act with a citizen's committee.

In July 1918 the Reverend Canon Forester suggested to council the creation of 'Avenues of Honour' by planting trees to commemorate 'the services of the local soldiers'.²⁸

D. Little, Divisional Engineer for the P.M.G.'s Department foreshadowed a tree planting campaign to council in December 1931 and expressed thanks to council for giving him permission to plant ornamental trees in Brown Street. Ald. Curtis supported his stand provided trees were not planted in busy streets. The general purposes committee sought the co-operation and assistance of the Horticultural Society in August 1932 in developing a tree planting scheme .

A letter from the Australian Forest League calling upon council to plant trees was received by council in July 1934. In September 1935 the Department of Main Roads informed councils of the need to preserve natural flora on the roadsides or 'to locate transmission lines so as to permit ... the planting of trees at a later date'.²⁹ Council was prepared to accede to the department's request. In response

²⁷ *Armidale Express*, 12 October 1960, p.16.

²⁸ *Armidale Express*, 26 July 1918, p.2.

²⁹ *Armidale Express*, 18 September 1935, p.8.

to council's maintenance program for 1937, the divisional engineer from the Main Roads Board replied in January the application had been approved subject to a detailed scheme being submitted for the tree-planting proposal'. The department was prepared to grant £56 of the total cost of £84. At the same time there was a call from the Citizens of Sydney Organising Committee for all councils 'to plant 500,000 trees as part of Australia's 150th anniversary celebrations'.³⁰

The Armidale Progress Association was formed in 1942 by Alwyn Jones, the accountant of the newly established University of New England College and George Yelland, the Principal of West Armidale Public School (now Drummond Public School). The association prepared a town planning and beautification scheme and submitted it to council. Consequently delegates G. Yalland and A. Jones were invited to address special council meeting on Friday 3 December 1943. On the following Monday, the *Armidale Express*, 6 December reported; 'the plan submitted ... was favourably commented on by other speakers and hailed as the first concrete attempt at something tangible in the direction of beautification ever to come before the council'.

At a meeting of the Armidale and District Progress Association in April 1944, the association's plan for town planning and beautification, accepted by council, was tabled. Following the instigation of the Progress Association, discussions took place during 1944 with the Armidale Rotary Club, the Chamber of Commerce and the Horticultural Society to form 'a combined committee to further the cause of tree planting and general beautification of Armidale and its environs'.³¹ The inaugural meeting of the Armidale Improvement and Beautification Committee (I.B.C.) was held on Wednesday 15 November 1944 and the Mayor, Ald. D.D.H. Fayle was requested to call a public meeting to consider the aims and ideals of the committee. Such a meeting was arranged for 18 April 1945. Predicting opposition from the town clerk, F.W. Milner 'who had openly expressed his opposition to street tree planting'³², support was obtained from R.H. Heath, town clerk of the Orange municipal council. The public meeting was attended by a large and representative gathering of Armidale citizens and proposed that this public meeting: strongly endorses the Armidale City Council to adopt a policy of beautification and improvement for the purpose of boosting our city and developing its natural advantages. It was also felt that a revaluation of the unimproved capital values of the municipality is necessary in order to provide adequate finance for the improvement and beautification of the City.

³⁰ *Armidale Express*, 12 February 1937, p.6.

³¹ A. Jones, 'Fifty Years of Beautification and Tree Planting in Armidale', *Armidale and District Historical Society Journal*, No. 37, April 1984, pp. 130-131.

³² Jones, op. cit., p.131.

The public meeting endorsed the formation of the Armidale I.B.C. and the elected committee included two council aldermen, Mayor David D.H. Fayle and Ald. Alwyn Jones as well as J. Savage, C.K. Stewart, H. Curtis and A. Gentle. The committee listed three main areas which they wished to draw council's attention to:

1. Resumption of land in the creek area with a view to implementing a general scheme of beautification
2. Cancellation of a special grazing lease over the area presently known as the Aboretum with a view to its development as a public reserve.
3. Implementation of a detailed scheme of street planting.³³

In October 1945 council promised full support for ratepayers willing to beautify their streets. Council was prepared to supply tree guards and soil, provide advice and supervise work as far as possible. Council carried out planting work in the Jubilee Estate on behalf of the Presbyterian Ladies College in June 1947. By that month, 1500 trees had been procured for this year's planting in the estate and in Armidale. Council placed orders for more than 300 trees to be planted in streets in June 1949. The trees included spruces, firs, poplars, flowering peaches and almonds. The city engineer informed council in September 1950 more than 600 trees had been planted that season.

Once the North Armidale Progress Association was formed in April 1950, action was taken to have trees planted in North Armidale streets. In June it was moved 'that the association adopt a policy of tree planting in North Armidale and request the co-operation of both the city council and the Town Beautification Committee'.³⁴ In September the city engineer J.D. Brown reported to council more than 600 trees have been planted in Armidale this season. The association purchased trees for the association's Jubilee Tree Planting Scheme and announced its intention in July 1951 to plant trees in mid August. Members of the association, J. Savage and H.W. Curtis met with the city engineer to inspect proposed tree sites.

In July 1951 sixty one poplar trees were planted in Hargrave and Butler Streets. Replacements trees were also planted in Kentucky, Taylor, Mann and Kirkwood Streets.

In February 1959 the Armidale I.B.C. suggested to council that a plan for the annual planting of trees in the city streets should be started. All Armidale aldermen and chief council officers were invited to attend a week-end school in March 1960 on trees, gardens and town beautification at which Professor L.D. Pryor of Canberra was the guest speaker. The lectures were the first public effort by the Community Development Movement in the city, and were made in

³³ Jones, op. cit., p.132.

³⁴ *Armidale Express*, 21 June 1950, p.16.

association with the Department of Adult Education of the university. By July a scheme was underway to ask residents to purchase trees and then nurture them particularly in the southern part of the city. The *Armidale Express*, 25 July 1960 congratulated residents on action taken to plant trees and said 'the project now under way has won the support of most citizens approached'. In March 1963 council informed residents that 'in future all applications for street tree planting are to be made ... in writing'.³⁵

E.J. Hilder, a member of the Armidale I.B.C. expressed concern in August 1963 of the small amount spent on beautification. In 1957 council had spent 5.6% of income on beautification but only 2.1% in 1963. He continued: 'Armidale covered about 4930 acres, had 359 acres -7.3%- of parks, and 64 miles of streets. Only three or four miles of the streets were planted with avenues'.³⁶ In reply to the criticism, the Mayor Ald. L.S. Piddington said at the Armidale I.B.C.'s Handel street planting scheme 'the City Council wanted to beautify Armidale, but services had to come first'.³⁷ Despite this concern, council dug about 120 holes in August and September 1963 in city streets for householders who wanted to plant trees.

Council rejected the Armidale I.B.C.'s appeal in March 1964 to call a public meeting and set up an active group to pursue a definite policy in street planting. The committee was concerned about council's allocation for street planting: in 1963 £172 was voted for street planting but there was no allocation in 1964 although £100 was set aside for street tree maintenance. The committee claimed in May 1964 that council had agreed to call a meeting on 28 May to discuss street plantings. Council did agree to plant more trees that winter in Watson Park on the south west boundary and to replace the liquid ambers which had died in Handel Street.

An advisory committee was formed in 1964 by council called the street planting advisory committee. One of the first tasks of the committee was to complete a survey of trees planted between 1948 and 1964 based on the recommendations of the Armidale I.B.C. The *Armidale Express*, 4 December 1964 reported there were 1500 trees of thirty-one species planted in that period. Council adopted the committee's recommendations for plantings of trees in Lambs Avenue, Brown, Butler, Donnelly, Dumaresq, Galloway, Handel, Kirkwood, Mann, Millie, Mossman, Niagara and Mann Streets.

In July 1965 council decided to divide Armidale 'into eight areas each under the control of a sub-warden'.³⁸ Each officer was to collate information on trees in their section and forward it to a warden. That month the street tree planting

³⁵ *Armidale Express*, 29 March 1963, p.10.

³⁶ *Armidale Express*, 14 August 1963, p.3.

³⁷ *Armidale Express*, 19 August 1963, p.6.

³⁸ *Armidale Express*, 14 July 1965, p.10.

committee also decided to go ahead with a spring planting program despite the drought.

The street planning committee was allocated £100 in February 1966 to establish a tree nursery probably at council's new works depot at Mann Street, West Armidale. The committee also planned to plant trees in Railway Parade, Erskine Street and Marsh Street with £250 allocated to them for 1966. That December a total of \$2949 was allocated for street trees with £1000 allocated for new trees, £150 to be set aside for the tree nursery and the balance to be used for maintenance.

The splaying of corners.

In May 1935 council adopted a recommendation from the general purposes committee to adopt an extensive program for the splaying of dangerous corners. An article in the *Armidale Express*, 14 May 1947 outlined the history of splaying corners in Armidale. Past council minute extracts included: 28 April 1925- the resolution passed on 9 October 1917 was rescinded; 4 June 1929- the 15 foot from the boundary to the building was now to be 10 feet from the corner. In June the matter of splaying corners was again discussed and a comment was made that council could not force owners to splay corners but could 'prevent the erection of a building on the corner unless it was splayed'.³⁹ In August 1951 council appealed to owners of corner blocks to have them splayed and offered to meet the cost of moving fences and providing labour if required. By December 1953 nearly all the worst corners had been splayed with the co-operation of owners.

Quarries.

A main responsibility of council was the formation and maintenance of roads within the municipal boundaries. The quarrying of rock was necessary for this work. Initially council developed these quarries but in time rock was provided by private companies.

Barney Street Quarry

In April 1865 council was quarrying rock in Barney Street near Mrs Glass's property.

Braund's Gravel Pit.

Council took action to call tenders for the unused gravel pit, referred to as Braund's gravel pit in November 1948.

C.J. Cochrane.

In March 1937 C.J. Cochrane applied for a special lease of section 66 and the vacant land to the east. Council advised the Land Board in April that it objected to the granting of the lease of the area and the street adjoining.⁴⁰

³⁹ *Armidale Express*, 11 June 1947, p.5.

⁴⁰ *Armidale Express*, 7 April 1937, p.3.

Faulkner Street Gravel Pit

The government was petitioned by elected alderman in February 1864 to 'reserve the gravel pit near Falkner (sic) Street for the repair of Roads in the Town of Armidale'.⁴¹ Following a formal application by council the department set aside section 79 in the town but in April the Secretary of Lands informed council '8 acres would be too much under the circumstances'.⁴² The pit served its purpose until June 1877 when the improvement committee recommended that no more gravel was to be taken from Faulker Street near the gaol. The pit was later re-opened and in December 1902 council took action to erect a more substantial fence around the gravel pit and decided no more gravel was to be removed until a water main was relocated.

Galloway Street Quarry

In June 1907 council took action to place a fence around the quarry in Galloway Street. Council was informed of the need for a new fence around the quarry in April 1955.

Kirkwood Street Quarry

By January 1894 council was using the quarry in Kirkwood Street near Mr Moses premises for rotten rock and in March 1904 concern was expressed by aldermen about the dangers of the quarry. The quarry continued to be used and the quarry house was rented by July 1934. In May 1936 it was decided to call tenders for the purchase, demolition and removal of the house. The house was sold for £33 to A.J. Gallegos in August.

The quarry was worked for surfacing material and road filling with big stone used for the creek crossings constructed over the Dumaresq Creek in the 1930s. Two years later in June 1938, council took action to increase the size of the quarry. Council applied for resumption of land and Mrs L. Newberry of Glen Innes submitted a price of £300 for land sought by the council for land adjoining the quarry.⁴³ The area of the land was one and a half acres and council decided to apply for resumption.

Ald L.S. Piddington asked council in May 1958 to use the Kirkwood Street quarry as a dump for heavy materials instead as a depot and the mayor agreed to the request. In October 1962, a number of residents in the Millie Street vicinity petitioned council to stop using the quarry because of the dust nuisance. At that stage, the 'quarry was used for the storage of road making materials including gravel, crusher dust and sand'.⁴⁴ Council decided to continue the dump but was prepared to seal Kirkwood Street between Markham and Millie Streets to

⁴¹ Council minutes, 22 February 1864.

⁴² *Armidale Express*, 30 April 1864, p.2.

⁴³ *Armidale Express*, 6 July 1938, p.2.

⁴⁴ *Armidale Express*, 5 October 1962, p.6.

overcome the dust problem. By June 1965, council was using the abandoned gravel quarry in Kirkwood Street near Rugby League Park for the storage of road building materials. Council then announced its intention that month to partly fill the quarry from the western side and develop it into home sites. The quarry was subdivided and sold as nine residential blocks in 1970; the sale realised \$6892 and the funds were paid into council's general revenue.

Lamb's Quarry

By September 1871 stone was being carted from Lamb's quarry. Stone was being used to replace wooden culverts. The correspondent in the *Armidale Express*, 10 August 1877 congratulated council for the numerous improvements 'effected in the streets of the town, especially in the way of kerbing and guttering with basalt from Lamb's Quarry and putting a fresh layer of gravel on streets'. At the council meeting on 19 June 1883, there was a further reference to Lamb's quarry.

Markham Street Quarry.

In January 1913 the *Armidale Express*, felt there was 'the need for a properly-installed quarry for the production of metal for the streets'.⁴⁵ Council announced its intention in July to locate the stone crusher on the hill at the back of the late Archdeacon's residence where there is an unlimited supply of basalt suitable for metalling streets. A special lease was granted to council at the north western corner of present day Drummond park on 28 October 1914.

By April 1915 council had taken action to purchase a road making plant costing £1000 but there was concern between aldermen about the financial burden and whether work was available for the plant. Despite the concerns council announced its intention in April to construct a tram line from a new quarry site upon section 126 to a point near the south east corner of section 107 and that an application be made for a special lease. The district surveyor asked council to forward a plan showing the nearest practicable route for the new quarry site in July 1916. That September the council called tenders for the erection of a stone crushing plant at the site including an engine shed and construction of roads and cuttings. The *Armidale Chronicle*, 4 April 1917 reported that a permanent quarry was established at the top of Markham Street near Erskine Street on the border with the Dumaresq Shire. Council called tenders for the sale of the old stone crushing plant in August 1917.

By 1926 a blue metal quarry had been established by council at the northern end of Markham street. Much of the equipment was brought from the Puddledock water dam construction site and a number of improvements were carried out at the quarry in 1926. By January 1927 the bins were altered to allow 'carts being filled without backing into the former dangerous cul-de-sac' whilst metal could 'be brought from the quarry face to the crusher by means of steel rails and trucks'.⁴⁶ In his annual report in December 1933, Mayor M.H. O'Connor

⁴⁵ *Armidale Express*, 24 January 1913, p.4.

⁴⁶ *Armidale Chronicle*, 22 January 1927, p.5.

recommended the remodelling of the crushing plant at the quarry. An engineer of the B.H.P. Company visited Armidale in May 1934 and reviewed the condition of the machinery at the municipal quarry.

Council took action in April 1936 to apply to the Lands Department for portion of the land adjoining the quarry to be made available for council's use and B.O. Stace surrendered his lease in May to this land. In May improvements were commenced to the blue metal quarry involving alteration of the position of the engine house, bins, working the quarry from a lower level, a new method of crusher feeding and grading of the product. By February 1937 the crusher plant at the quarry was working two or three days per week whilst the plant was still incomplete.

The district surveyor drew council's attention to the special lease for the quarry and the fact that 'the area should have been fenced not later than February 26, 1938'.⁴⁷ Council promised to fence the lease.

In January 1950 the Department of Lands advised that council had been granted permissive occupancy of quarry land at a rental of £1 per annum. Council objected in March 1953 'to the withdrawal of its permissive occupancy of four acres of land adjoining Drummond Park, held for the purposes of quarrying'.⁴⁸ Dumaresq Shire offered metal for roads in January 1955 and at that stage Armidale still worked the quarry part time. In 1958 the quarry was purchased by G.T. Cochrane Pty Ltd from the council. The crushing plant was later purchased by a Coffs Harbour ready-mix company in March 1970 and then demolished. At that stage the Cochrane company was operating a plant in Barney Street.

Marsh Street Quarry

A plan of subdivision map dated 29 January 1891 indicated a proposed reserve east of Marsh Street between Erskine and Newton Streets. In October 1902 council allocated £5 for the fencing of the gravel pit off Marsh Street. Council offered no objection in August 1923 to a proposal by the district surveyor to the land being revoked, with a view to submitting the land for auction. The old quarry was situated at the top of Marsh Street and council had been ordered to discontinue carting from it.

North Armidale Quarry

By February 1873 gravel was being taken from the rear of Sion House on north hill and from the gaol hill in Faulkner Street.

In January 1955 the Dumaresq Shire offered metal for roads and at that stage Armidale City Council still worked the north hill quarry part time.

Norton's Quarry.

⁴⁷ *Armidale Express*, 6 July 1938, p.2.

⁴⁸ *Armidale Express*, 25 March 1953, p.7.

In June 1921 council called tenders for the supply of 1000 yards of stone from Norton's quarry in South Armidale. At the same time, applications were made to the Dumaresq Shire Council for the hire of a portable crusher.

Perrott's Pit.

The 1984 council annual report indicated that Perrott's Pit was proving to be an extensive supply of good quality gravel.

Portion 189.

In February 1866 the town clerk applied to the Minister for Lands requesting that part of portion 189 which contains a stone quarry be vested in council for improvement of the town. Council again applied in June to the Secretary for Lands 'urging the propriety of having the stone quarry vested for the benefit of the municipality'.⁴⁹ Council urged an immediate reply in September and November and finally council was informed in December that the minister had approved the application and a grant would be issued for thirty acres of land.

Portion 960.

In August 1954 the town planning committee recommended that portion 960, a reserve of 20 acres should be retained as a gravel reserve.

Proudfoot's Quarry.

David Proudfoot was the contractor for the Uralla to Glen Innes extension of the railway line. He established a railway camp and quarry on the southern side of the railway line in the vicinity of the present day cemetery.

Council meeting 15 July 1884. Considerable trouble with this quarry. Encroaching on and damaging streets. Meeting 16 September. Encroaching on street. Council meeting 23 September 1884. Business of Mr Proudfoot submitted for arbitration on advice of solicitor Kearney.

Stone was still being obtained from the quarry in September 1891 and in October Ald. Wilson reported council 'could purchase the whole quarry paddock for £360 or 16 acres for £250'.⁵⁰ A committee consisting of Aldermen Wilson, Lonsdale, Butler and Craigie was appointed to investigate the possible purchase of the quarry paddock.

Section 73

In April 1891 council made an application for allotments 6 and 7 of section 73 for a stone quarry. The council meeting on 28 April was informed the quarry land was to be sold on 6 May. The mayor informed council he would interview Mr Gordon to see what could be done.

⁴⁹ *Armidale Express*, 9 June 1866, p.2.

⁵⁰ *Armidale Express*, 30 October 1891, p.7.

South Armidale Cemetery Quarry

The *Armidale Express*, 4 July 1857 referred to the stone quarries near the new cemetery. The area was to the north of the present cemetery between the New England Highway and the railway line. In April 1888 the town clerk was instructed to write to the district surveyor asking that all the suitable unsold land on both sides of the road leading to the graveyard be reserved for council for gravel pits. Reserve no 6792 was set aside for a gravel pit on 21 July. The area of 153/4 acres was placed under the temporary control of the borough council by the Department of Land on 2 January 1889.

This area was mined for gravel for many years. The council ganger C. Scarborough announced in June 1928 Selby and Jack have been in the cemetery quarry getting gravel but the quarry near the cemetery was worked out by December.

Special Gravel Leases.

At various times reserves were notified as gravel pits. Reserve No. 23583 was notified for a gravel pit on 22 January 1896; Reserve No. 39418 on 8 July 1905; Reserve No. 52415 was set aside for gravel on 14 September 1917 and Reserve No. 77927 was reserved for a gravel pit and notified on 12 September 1955. In January 1905 council determined to apply for twenty acres of Reserve No. 16677 to be set aside as a gravel reserve. In June 1921 the district surveyor was informed that council had no objection to the cancellation of part of the reserve for a gravel pit at the Alexandra Park plumpton.

The district surveyor drew council's attention in October 1924 'to the fact that conditions of special lease no 27-4, Armidale had not been compiled with'.⁵¹ Council had approved fencing and in November the works committee invited tenders for a five foot fence on the Longswamp Road gravel lease. The Armidale Land Board considered council's application for special lease no. 27-4 on 13 May 1927. At the time the land was leased by Bridgetta Morton and she was charging council 2s a load for gravel.⁵² In July 1928 Mrs Morton was given notice of 'Council's intention under Section 199 of the Crown Lands (Consolidation) Act 1913, to fence in its gravel lease, No 1927-4 and of her liability to pay half of the cost'.⁵³

Council had no objection to the proposal in October 1934 to grant a grazing lease to E.R. Dawson for leases 20/7 and 21/8 of about six acres, formerly held by Mrs B. Morton provided council had access to gravel.

The Lands Board considered application of special lease No. 36/20, Armidale portion 965 of 7 acres 2 roods 31 perches which was land required for addition to

⁵¹ *Armidale Chronicle*, 24 October 1924, p.8.

⁵² *Armidale Chronicle*, 11 May 1927, p.6.

⁵³ *Armidale Chronicle*, 1 August 1928, p.3.

council's quarry. The *Armidale Express*, 18 December 1936 reported the board recommended that the land be obtained for 14 years at an annual rent of £1.

Parking.

The town planning committee recommended in March 1955 that council acquire as soon as possible 'the lands necessary to provide the roads of access in Section A (bounded by Beardy, Faulkner, Rusden and Marsh Streets'.⁵⁴

In September 1963, the city engineer, P.G. Agnew revealed a plan for proposed lanes south of Beardy Street between Dangar and Jessie Streets and north of Beardy Street between Faulkner and Marsh Streets. Details of two plans for two lanes behind Beardy Street were provided in October. The Dangar to Jessie lane ran from beside the travel centre to near the Olympic Hall. The Faulkner to Marsh Street lane ran beside the Woodward and Purkiss garage and joined Faulkner Street near Moore Street. It also ran through to Dumaresq Street.

A plan to provide off-street parking behind the *Armidale Express* building in Faulkner Street was presented to council's development committee in April 1965. The proposal included the provision of a lane from Faulkner to Marsh Streets. The city engineer K.O. Gentle presented plans for lane proposals in February 1966 to provide parking for 211 cars. The three proposals included: (a) Beardy, Marsh and Dumaresq and Faulkner Streets for 64 cars; (b) Beardy, Dangar, Rusden and Jessie Streets for 78 cars and (c) Beardy, Marsh, Rusden and Faulkner Streets for initially 32 cars and eventually 69 cars. He also reported 'a development scheme for Moore Street parking would provide space for 250 cars-100 more than the present maximum'.⁵⁵ Most landholders in the block bounded by Beardy, Jessie, Rusden and Dangar Streets agreed to a proposal for an L shaped inner lane in March.

In February 1967 council announced its intention 'to resume land in the block bounded by Beardy, Jessie, Rusden and Dangar Streets and develop inner lanes'.⁵⁶ The land in question was owned by Mrs E.C. Mitchell and Minto Investments. Council announced its intention in April 'to retain for municipal purposes the land at the rear of the building soon to be vacated by the Dumaresq Shire in Faulkner Street'.⁵⁷ The land in question was crown land. The *Armidale Express*, 4 September 1968 announced an agreement had been reached between council and the Board of Fire Commissioners for the tennis courts behind the fire station to be added to the Cinders Lane parking area. By May 1969, Cinders Lane was under construction, and parking for some seventy cars was to be made available there.

⁵⁴ *Armidale Express*, 9 March 1955, p.8.

⁵⁵ *Armidale Express*, 7 February 1966, p.2.

⁵⁶ *Armidale Express*, 22 February 1967, p.1.

⁵⁷ *Armidale Express*, 26 April 1967, p.2.

Council announced plans in May 1967 for the parking of seventy eight cars behind Beardy Street in the yards of the block bounded by Faulkner, Rusden and Marsh Streets. The proposal was met with a mixed reception by Armidale businesses but in June council served resumption notices on five land holders in the block. More than twenty storekeepers in Beardy and Faulkner Streets petitioned council in May 1968 to implement an inner city from Faulkner to Marsh Streets.

In May 1969 the Armidale Chamber of Commerce suggested a double-decker parking station in Moore Street.

Following a recommendations from the parking advisory committee, council announced its decision in August 1969 to begin legal proceedings for the resumption of a laneway leading from Rusden Street to the rear of the premises of the Australian Newspaper Co. Ltd.

In February 1970 the Chamber of Commerce decided to ask council to take action to resume land bounded by Marsh, Beardy, Faulkner and Rusden Streets for a car park. A petition was to be forwarded by the chamber to Mr Morton the Minister. By September parking was available in car parks behind Woolworths, in Cinders Lane and Moore Street. Construction of the section 4 parking area bounded by Faulkner, Rudsdn, Marsh and Beardy Streets was completed in 1971. However no work was completed during that year on section 3 north of Beardy Street because of delays in land acquisition.

In December 1972 the Chamber of Commerce asked council to expedite an additional car park on the north side of Beardy Street between Marsh and Faulkner Streets.

Council approved a new eighty space decked car park in the Moore Street car park. The £300 000 car park was to be built by Mefusu Pty. Ltd. and was a prerequisite for a proposed major commercial development at the National Bank site nearby. A Chamber of Commerce sub-committee was formed in April to meet with council and discuss the need for better parking facilities in the city's east end business area. The chamber hoped council would purchase the former ambulance station in Rusden Street.

Street History.⁵⁸

The name to be allocated to a street, lane or avenue could have been proposed by individuals, developers or council officers. Following the proposal, council then advertised the name and the proposed name change was forwarded to the Post Master-General's Department and Department of Lands. Once accepted by the government departments and community, the name was gazetted by council.

⁵⁸ The street history is also based on Ian M. Johnstone and Michael A. Johnstone, 'Armidale Street Name Origins', *Armidale and District Historical Society Journal*, No. 29, 1986, pp.99-117.

Abbott Street.

Named after the Hon. Joseph Palmer Abbott who was a member of the House of Representatives for New England, 1940-1949. Foundation member of the Advisory Council of the New England University College, and a member of the first council of the University of New England.

Alahna Drive (see Evangelene Crescent).

Council agreed to the name proposed by building contractors Owen and Fiveash in the new subdivision and the name was advertised by council on 16 December 1987.

Alexander Street.

Council advertised this name for a new road in August 1971.

Allingham street.

In January 1932 the Department of Lands informed council the Minister for Lands approved the purchase of portion of Allingham Street by the New England Rugby Football League. The department also determined it would not dedicate other Armidale streets until improvements had been carried out.

In May 1949 council adopted a motion 'that council have the land in Allingham Street known as O'Brien's estate developed into a playground'.⁵⁹ Named after the first mayor, George Allingham (1863-1864)

Ampol Street.

This street was formerly known as Total Street and in April 1986, council considered a request by Ampol Ltd. for a change of name because all Total service stations in the district had been renamed Ampol.

Anton Close.

The name was taken from the memorial fountain in Central Park. The name was authorised by council on 13 August and gazetted on 19 October 1990.

A.V. Green Street.

Named after Bishop Arthur Vincent Green, Anglican Bishop of Armidale and Grafton, 1894-1900.

Apple Tree Drive.

Council advertised the name change from Apple Tree Road in August 1971. There was an Apple Tree Hill Farm named after the native rough-barked Argyle apple trees (*angophoras*) growing there.

Archibald Street.

Named after Frank Archibald, an Aboriginal who owned a house in the area.

⁵⁹ *Armidale Express*, 11 May 1949, p.4.

Arundel Drive.

Named after Phillip Arundel Wright, a prominent grazier and the first chancellor of the University of New England.

Ash Tree Drive.

The continuation of the existing street was adopted by council on 28 April 1986.

Athertyon Street.

Named by the subdividers.

Bailey Crescent.

The Bailey family lived in the area.

Bain Crescent.

Ken Bain was a former alderman and plumber.

Baird Place.

The name was taken from the memorial fountain in Central Park. The name was authorised by council on 13 August and gazetted on 19 October 1990.

Baker Place.

The cul de sac off Thompson Street (Baker's subdivision) became Baker Place. The name was advertised on 11 January 1965. Named after Jack Baker, a jockey.

Baldwyn Street.

Named after the property developers, the Baldwyn Company.

Balgownie Drive.

Named after the property there.

Barclay Street.

Named by the subdividing company.

Barney Street.

Dead trees were removed and replaced with flowering trees in August 1939. Named after Colonel George Barney who was Surveyor-General of New South Wales from 1855 to 1859.

Barry Street.

Council advertised this name change for the section of road from Crescent to Niagara Street in August 1971. The Barry family lived on the corner of Barry and Mann Streets.

Beardy Street.

Named after two bearded stockmen, John Duval a convict and servant of William Dumaresq and William Chandler. Experienced bushmen, they acted as guides for

squatters and travellers heading north. Glen Innes is referred to as 'The Land of the Beardies'.

Concern was expressed about the amount of filth coming from the Wellington Inn into Beardy street in July 1874 and in August, a petition was received about the condition of the street from the Wellington Inn to Dangar Street. Concern was expressed about the 'offensive smell' and £25 was allocated for completing kerbing and guttering of the north side of Beardy Street from Mr Howell's property to Marsh Street. In October the town clerk was instructed to write to Bathurst, Newcastle and Maitland councils to enquire about their drainage systems. Two weeks later, costs were compared and Ald. Fitzgerald complained that the 'blocking up drains'⁶⁰ motion had not been implemented and the improvement committee deserved censure.

A major scheme for the drawing off water from Jessie to Allingham Streets at a cost of £50 was proposed in May 1881. Council met on the site on 20 May to inspect the plan and action was taken to engage a civil engineer to advise on the scheme. Engineer Sanderson reported to council in June. Fifty pounds was allocated to drain the street from Mark's Hotel in July but Sanderson's plan was rejected. Undeterred by the decision, Sanderson informed council it was absolutely necessary to have permanent levels of all streets.

Because of the dust nuisance in the street, £25 was allocated for the purchase of a water cart in April 1882. A water rate of 6d in the £ on all rateable land from Jessie to Taylor Streets was also determined that month to allow watering of the street. At the same time a motion to macadamise the street was lost. This special water rate was approved in June under section 165 of the 1867 Municipal Act. Tenders were called in September for a man with horses to water the street for six months with the new watering cart.

In March 1883 Beardy Street was referred to as a 'Suez Canal' and in June tenders were called for the laying of pipes in the street. John Bonner's tender of £41 15s for the laying of pipes from Beardy Street to the creek was accepted in June.

Major reconstruction of the street from Faulkner to Dangar Streets at a cost of £450 was announced in April 1888. By August new levels were being determined and the plan was to be advertised and remain open for fourteen days. Kerbing on the northern side was to be completed if all property owners agreed.

Following the introduction of thirty minute parking in Beardy Street, the *Armidale Chronicle*, 9 February 1924 asked council to rescind the move on the grounds that it was harsh and unnecessary. The action was rescinded early in March.

⁶⁰ Council minutes, 26 October 1874.

Following the introduction of one way traffic in Beardy Street, a petition of 129 residents was submitted to council in March 1928. The police were asked to report at the end of three months. Three months later the *Armidale Chronicle*, 9 May 1928 reported 'as promised to petitioners, the Police Department (would) be asked to furnish a report on the working of the one-way traffic in Beardy-street for the past three months'. The regulation remained and in the following year, the *Armidale Chronicle*, 29 February 1929 announced 'the Armidale City Council will shortly be petitioned to take steps to bring about the abolition of the one-way traffic system in Beardy-street'. There was to be a further trial period of three months with the matter to be determined by the police. Council again attempted to revert to a two way traffic in 1930 but police rejected the application. For several years the Chamber of Commerce had agitated to abolish one way traffic and in November 1932 the chamber again urged council to rescind the one-way traffic in Beardy-street'. However council did agree to the rescission that year.

The N.R.M.A. made a request on behalf a Beardy Street businessman in January 1934 but the police were not prepared to revert to a one way system. A reversion move for one way traffic again failed in April 1935. Following prolonged discussion and the tabling of a petition from eighty two ratepayers, council resolved 'to request the police to abolish forthwith the regulation governing one-way traffic in Beardy-street'.⁶¹ The *Armidale Express* did not support the position of council but did comment 'if the Council really wants to revert to the one-way system, it should initiate a campaign to insist upon the abolition of the verandah posts, 'and order the substitution of the cantilever type of verandah'.⁶²

The health inspector, L. Brown expressed concern about the 'patchwork of styles among'⁶³ the various awnings used to enclose the verandahs. He presented a report in April and council decided to act upon offending premises. The inspector served notices on occupiers and owners of premises to remove all partitions, walls and railings more than four feet high but by the end of May only one owner, the Page Brothers had carried out instructions. At the same time, the city engineer L.G. Botham issued 48 hours notice to the D.B. McDonald's shoe store to demolish a balcony and verandah but this was later amended to allow repairs.

The motion concerning a reversion to two-way traffic was rescinded in November 1935 and an attempt to abolish one-way traffic in Beardy Street was abandoned in February 1936. Action was taken by council in April 1937 to secure two-way traffic in Beardy Street between Dangar and Marsh Streets. The Local Government Department notified council in June that two way traffic was to be restored in the street. Concerned at the decision, the *Armidale Express*, 9 June 1937 commented: 'we maintain that, in the interests of safety, the one-way system

⁶¹ *Armidale Express*, 30 October 1935, p.8.

⁶² *Armidale Express*, 8 November 1935, p.4.

⁶³ *Armidale Express*, 17 March 1937, p.3.

is the system for Armidale with its narrow streets, but the minister had made his decision on representations from the council, and we must accept the verdict'.

In February 1938 the issue of petrol bowlers in Beardy Street was debated at length. Eventually council 'granted a license for the installation of three additional pumps ... and then decided that no further applications would be granted'.⁶⁴ In February 1946 the Chamber of Commerce asked council to open the lanes running parallel to Beardy Street to alleviate traffic congestion in Beardy Street. In May council said it was unable to resume land on each side of the street and in June invited owners to co-operate voluntarily.

In April 1949 a deputation of businessmen met council to discuss a revision of the new parking regulations in Beardy Street. At that stage council intended to enforce no parking in business hours. In reply the mayor outlined the development of parking regulations in the street since 1920. From 1920 to 1928 there was a parking limit of 30 minutes; one way traffic was introduced in 1928 and in 1932 there was a reversion to two way traffic.⁶⁵

The *Armidale Express*, 14 March 1951 announced the removal of the horse trough situated outside the court house when council workers widened the street. The trough was a memorial to Dr William Murray. At the time the town clerk Quin said that 'the memorial is to be restored on nearly the same site'.

Mayor Davis Hughes used his two votes to induce council to press on with plans for concreting, widening and levelling Beardy Street in July 1954.

Council adopted a recommendation in March 1955 that it purchase the commercial buildings in Beardy Street to develop an arcade from Moore Street. Council then took action in April to resume land on the northern side of Beardy Street between Marsh and Faulkner Streets for the purpose of providing access by a laneway to all properties facing Beardy Street. Further plans were announced in September 1959 of proposal for lanes as a continuation of Cinders Lane and from Faulkner to Marsh Streets.

A proposal emerged in May 1968 for a one way traffic system in the street and although the council considered the proposal the decision was made in June 'not to proceed any further with the proposed one way traffic system'⁶⁶ because the Police Department did not agree with the proposal.

Some 200 people attended a public meeting called by the mayor in February 1969 to discuss parking in Beardy Street. Discussion took place over the provision of

⁶⁴ *Armidale Express*, 16 February 1938, p.7.

⁶⁵ *Armidale Express*, 29 April 1949, p.6.

⁶⁶ Armidale City Council Files, 54E, Town Planning T1, Prior to 1969. Letter from Armidale City Council to the Divisional Engineer, North West Division, Tamworth, 30 June 1968.

rear street parking and Mr J. Hanna, an Armidale businessman referred to the need for multi-storey parking. The city engineer K.O. Gentle reported 'there was space for 250 cars in Beardy Street, 250 cars in Moore Street parking area and 137 cars in Woolworth's parking area'.⁶⁷

The Mall.

In June 1960 Ald. A.R. Monley outlined a proposal for Beardy Street to eventually become a city square for use by pedestrians only. Three years later in June 1963, Ald. G.B. Nehl brought an unique plan to council to roof the central section of Beardy Street, so that it became 'an indoor shopping plaza with lawns, shrubs and a fountain'.⁶⁸ The idea was strongly supported by the town beautification committee but opposed by Beardy Street businessmen.

The Reverend Dean E.W. Wetherell presented a plan to the Armidale I.B.C. to close Beardy Street in July 1966. The committee debated the issue over the next months and a sub-committee presented an interim report in November which outlined development of Beardy Street as a shopping mall in three stages: provision of car parking facilities; provision of rear access lanes and closing of Beardy Street to traffic.

Council adopted a mayoral minute in May 1969 to consider closing sections of Beardy Street and establishing a mall. The idea of closing sections of the street had been advocated by interested citizens and organizations since 1963. In June council called for a report on the problems and many aspects of the law involved in prohibiting motor traffic from the main street. The opinion of business houses in Armidale was sought in July. The report prepared by P.A. Management Consultants of Sydney presented the report to council in September 1970. Costing nearly \$2500 the report predicted Beardy Street will decline as a shopping centre if not converted into a pedestrian mall. The report concluded that present and planned off-street parking is sufficient to cater for Armidale's traffic for at least ten years.

Council appointed a committee of four: Aldermen I.P. Callcott, K. Jones, R.F. Chappel and Beryl Holmes to examine proposals on the mall. Not all aldermen supported the concept of a mall at that time and former mayor Ald. L.S. Piddington said in November 1970: 'Armidale should wait until it has a population of 70,000 before it develops Beardy Street as a mall'.⁶⁹ At the same time, Professor Butland, Professor of Geography at the University of New England, appealed to council not to delay introduction of the mall.

Council decided to make a formal application to the Minister for Lands in May 1971 to permanently close the three blocks in Beardy Street. A commissioned

⁶⁷ *Armidale Express*, 21 February 1969, p.23.

⁶⁸ *Armidale Express*, 5 June 1963, p.8.

⁶⁹ *Armidale Express*, 9 November 1970, p.1.

model was financed for a \$500 donation towards the mall by J. Richardson and Co. but there was no provision for a mall in the 1971 budget. By August the police were prepared to support the proposal; the Lands Department called for objections and council agreed to conduct another survey of businessmen in the three blocks.

The name, 'The Mall' was selected by council in November 1973. Originally the management consultants recommended closing of two blocks but council decided to close only one. The Armidale mall was commenced by the turning of the first sod in September 1974 and a mall carnival was held on Saturday 9 November to celebrate handing of the mall over to the public. It was officially opened on Thursday evening 13 December by the Mayor Ald. Doug Hewitt. It was the second mall developed in Australia after Martin Place, Sydney.

Redevelopment of the mall as an Australian Bicentennial project included the laying of brick paving as well as the provision of a street stall, arbor, pergolas, street furniture, playground equipment, landscaping and gas lamps. The cost of the project was \$310 000 including funding by the N.S.W. Bicentennial Council (\$46 000 and the City Council (\$264 000). The mall re-development was officially opened by the member for Northern Tablelands, Mr R. Chappel, on 8 October 1988.

The new fountain designed by Kris Soderston, one of the project architects, was officially opened in May 1991. The fountain replaced the one dedicated to Dr. John Failes that was removed when the mall was renovated. The original fountain completed in December 1973 was modelled on the Bushby Fountain in Hyde Park, designed by honorary architect R. Magoffin and completed by voluntary labour. Towards the end of 1991, work was started on the East End of the mall but stopped owing to requests from traders. It recommenced early in 1992 and was completed at Easter.

Belinda Place.

Named after Belinda Stewart, a daughter of the developer and surveyor Terry Stewart.

Belle Avenue.

Miss G. Price suggested a lane between Mann and Mossman Streets be called Belle Avenue in January 1941. The name was approved by council. One meaning is the French word for beautiful.

Bellevue Road.

This road is located in the subdivision by Cecil G. Halliday which is part of the suburb of Bellevue.

Bishop Crescent.

Part of the Bishops court subdivision. 'Bishops court' was the residence of Anglican Bishops of Armidale until the sale of the property in 1975.

Blake Street.

Council advertised that the section of Newton Street between Ohio and Markham Streets would be renamed in August 1971. Named after Roy Leslie Blake, editor of the *Armidale Express*. He was awarded an honorary doctorate by the University of New England in 1963 and made a Freeman of the City in 1966.

Bonnar Street.

Council announced that the name of the agent, Mayor James Phillips Bonnar (1907) would be given to a street between the New England Highway and Rockvale Road in February 1964. The name was advertised by council on 11 January 1965.

Bona Vista Road.

In February 1964, the road from Kelly's Plains Road was called after the nearby homestead 'Bona Vista' built by the Tindal family. The name means 'good view'. At that stage the road linking the New England Highway and Kelly's Plains Road was given three names; Bona Vista, Kearney Street and Kurrawatha Avenue. The name was advertised on 11 January 1965.

Bower Place.

The name of W. Bower appears on the plaque on the northern side of the Band Rotunda in Central Park. The plaque commemorates the 'members of the Australian Commonwealth Horse enrolled at Armidale for active service in South Africa 1902'.

Bowman Avenue.

In October 1967, Mr Lincoln Edward Bowman, O'Dell Street, Armidale applied for the subdivision of six acres bounded by Kelly's Plains, O'Dell Street and Murray Avenue for residential purposes. One of the streets of this subdivision became Bowman Avenue. He suggested Power Place and Dorothy Avenue after Dorothy Power.

Bracken Street.

The name of J.E. Bracken appears on the plaque on the northern side of the Band Rotunda in Central Park. The plaque commemorates the 'members of the Australian Commonwealth Horse enrolled at Armidale for active service in South Africa 1902'.

Braebank Avenue.

Named after a home there.

Braund Street.

The Braund family was a prominent family of storekeepers in Armidale. Braunds's store was burnt down twice. G.F. Braund represented the tablelands in State Parliament from 1913 to 1915 and he was killed at Gallipoli on 4 May 1915 under tragic circumstances when one of his own sentries shot him.

Brewery Lane.

An early brewery was built in the vicinity and worker's cottages were also built in the lane.

Brickfield Place.

The name identifies the suburb of brickfield as well as the location of the Armidale brick pit and yards.

Brogan Street.

Named after a market gardener.

Brown Street.

In March 1890 council set aside £25 for the opening up of the street and construction of a culvert for the convenience of East End residents.

Council agreed to meet representatives of The Armidale School Board in December 1945 to discuss the resumption and purchase of the section of the street running through the school grounds. The meeting took place in March and at the same time a petition had been received from the East Armidale Progress Association against the application. On the casting vote of the Mayor Ald. D.D.H. Fayle in May 1946, council upheld a recommendation from the works committee not to close the street between the school and the main cricket and football fields.

The Bishop of Armidale, Dr J.S. Moyes asked council in November 1950 to agree to a temporary closure of parts of Brown and Kennedy Streets. The Armidale School had purchased land to the east of the school oval and wished to gain control of the land between the sports oval but council refused the request. Representatives of the school again met council in September 1953 to have further parts of Kennedy, Barney and Brown Streets closed but council decided not to accede to the request.

Ten years later in April 1963, the school again applied to have sections of Brown and Kennedy Streets closed to allow for expansion. These sections ran between the school and the playing fields at the rear. Council met with a delegation from the school on Monday 22 April and the East Armidale Progress Association again objected strongly to the proposal. Once again the proposal was rejected in July.

On the casting vote of Mayor J.W. Failes, council again rejected the request to have part of Brown and Kennedy Streets closed in June 1969. Two years later in May 1971 council decided to close Brown Street between Chapel and Douglas and Kennedy Street between Brown and Mann Streets at the request of the school. The decision came after the school agreed to pay the \$16 000 involved in relocation of the various services in the streets.

Bundarra Road.

Council advertised the name change of Mossman Street from Crescent to Niagara Streets in August 1971. The Aboriginal word for Bundarra is 'big kangaroo'.

Burgess Street.

Named after the Burgess family who lived in the area.

Burrow's place.

The name of Corporal R.W.P. Burrow, Citizen's Bush Contingent appears on the plaque on the northern side of the Band Rotunda in Central Park. The plaque commemorates the 'members of the Australian Commonwealth Horse enrolled at Armidale for active service in South Africa 1902'.

Butler Avenue.

This name change from Butler Lane was authorised by council on 12 February 1962.

Butler Street.

The flow of water from the railway station was referred to the railway district engineer in September 1888. By May 1898 concern was again expressed by aldermen about the problem of drainage in the street. Aldermen agreed to meet on site and investigate the matter. The problem of water drainage persisted and in December 1930 council allocated £600 for drainage to be spent on the estimates for 1931. The works and finance committee reported to council in October 1933 it could not recommend a drain in the street because of the cost involved. When the question of drainage and railway again arose, the Commissioner of Railways was not prepared to contribute to the cost of kerbing and guttering in May 1934.

Forty residents of Butler Street forwarded a petition to council in January 1935 seeking construction of a drain to prevent floodwater damage to properties, streets and footpaths. In 1935 council applied to the railway to provide one half of the cost of providing concrete drains and culverts along the street to Dumaresq Creek. In reply the Commissioner reminded council that £750 was provided in October 1895 'on the distinct understanding that payment ... constituted a full discharge of any further obligation on the Department'.⁷⁰ In May 1937 council declared it was not in a position to raise £5000, its share of the proposed Butler Street drainage scheme.

The Armidale and District Progress Association urged council in April 1944 to plant trees in the street from the railway to Faulkner Street.

By December 1962, work was underway on the Butler Street drainage scheme which included the excavation and laying of twin 48 inch diameter pipelines from the rear of the Technical College grounds to Rusden Street and then to the south west corner of Markham and Rusden Streets.

⁷⁰ *Armidale Express*, 3 April 1935, p.3.

In February 1971 council announced that an application would be made to the Commissioner of Railways to replace the Butler Street crossing with a bridge. Such an action was never approved but the crossing was closed when the Markham Street crossing was opened.

The Butler family farmed land along Dumaresq Street and Margaret owned land adjacent to Butler Street. William Butler, an agricultural implement maker was mayor in 1888.

Campion Parade.

Named after the Newcastle surveyor who subdivided the land owned by the Presbyterian Ladies' College.

Canambe Street.

Council rejected a proposal by the Armidale P.A. and H. Association to close portion of the street adjoining the showground in September 1950.

Carey Avenue.

The new road within the Department of Lands subdivision connecting O'Dell and Jeffrey Streets was authorised by council in November 1969 and gazetted in January 1970. Cyril Carey, a lecturer at Armidale Teacher's College, was mayor in 1957 and 1962.

Caroline Crescent.

The road situated in Mr Stace's subdivision between Burgess and Perrott Street, became Caroline Crescent in December 1965. It was named after Caroline Stace, wife of the developer.

Castledoyle Road.

According to the Dangar family, Doyle was a shepherd on 'Gostwyck Station'. His hut built out of corrugated iron became known as Doyle's Castle, hence Castledoyle.

Catherine Street.

Named after the wife of the developer James Joseph Maguire.

Centennial Close.

This was part of the council's subdivision named in July 1985 to mark the history of Armidale being a city for 100 years.

Centura Crescent.

Named by the developer Ralph Cotsell.

Chapel Street.

The question of closing Chapel Street to allow the Armidale P.A. and H. Association to use an enlarged showground came before the Armidale Land

Board in October 1892. The application was strongly supported by a petition from local residents.

Named after the first Roman Catholic Chapel built in 1848. The building was on part of the road surveyed by Surveyor Galloway in 1849 between Kirkwood and Dumaresq Streets.

Chestnut Avenue.

Following a request by the Ben Venue Progress Association, council announced in March 1962 that the sealing of Chestnut Avenue (from Rockvale Road to the Mountain View subdivision) would be considered in the appropriate loan programme.

Chisholm Close.

The name of H.A. Chisholm appears on the plaque on the northern side of the Band Rotunda in Central Park. The plaque commemorates the 'members of the Australian Commonwealth Horse enrolled at Armidale for active service in South Africa 1902'.

Cinders Lane.

In July 1874 council considered placing two water tables in Faulkner and Dangar Streets at a cost not exceeding £20 to open the lane. The council meeting 13 July 1875 received a report on the land and petition from Mr Emblin, and Wellington and New England Hotels to improve the lane. Council was not prepared to take such action as it was not for general public use.

Reshaping and sealing of the lane commenced in June 1939. In February 1967 Ald. S. Pike suggested one way traffic in Cinders Lane because of the dangers of back entrances.

Council announced a proposal for the Board of Fire Commissioners to surrender a strip of land at the bottom of the tennis court to widen the lane. By September 1968 an agreement was reached between the City Council and the Board of Fire Commissioners to allow the tennis court at the rear of the station to be added to the Cinders Lane parking area.

Clark's Road.

The Clark family lived there.

Claverie Street.

David Phillip Claverie, a solicitor was mayor of Armidale in 1900 to 1901 and 1905.

Cluny Road.

The road leads to the property 'Cluny'.

Coastal Road.

The Nambucca and Dumaresq Shires met with Armidale City Council in Armidale on Tuesday 4 March 1947 to discuss a direct route from the coast at Nambucca to Armidale. Agreement was reached on the scheme and officers decided to place the proposal 'before a joint meeting of the Northern Regional Development Committee'.⁷¹ In November 1961 council agreed to join a conference of local government authorities being organised by Guyra Shire Council to consider sealing of the roads from Guyra and Armidale to the coast. Following a request by Guyra Council, Armidale City Council agreed in January 1962 to attend a conference of councils at Bellingen to discuss the road through Dorrigo to the coast. Guyra felt that the Ebor Dorrigo road should be re-classified to replace the Glen Innes Grafton highway route.

College Avenue.

E.C. Cripps of Armidale requested council affix a name to the lane off Faulkner Street opposite the Teacher's College in February 1932. He suggested the name 'Pearl Avenue' but council selected the name 'College Avenue'.

Coningdale Crescent. (See Kilcoy Close and Pointsfield Place)

The developer Alec Finlayson wrote to council with a history of various names in July 1987 and this name was approved on 18 January 1988. The Finlayson family migrated to New England in the 1850s and settled at Coningdale east of Armidale. The brother of Alec Finlayson's great great grandfather settled at a property named Pointsfield.

Cooks Road.

Named after Robert Cooke who lived at 'Junction View' in the 1880s. The spelling has now been altered to Cooke.

Cotswold Lane.

The name was authorised by resolution of council in May 1959 and advertised in June. It was taken from 'Cotswold' the name of the family home of the Curtis family built in Marsh Street by W. Curtis in the early 1900s. The Cotswolds are a range of Hills in England.

Cotterell Place.

Trooper E.G. Cotterell's name appears on the band rotunda in Central Park built to honour those who served in the South African Boer War.

Coughlin Avenue.

The name of H. Coughlin appears on the plaque on the northern side of the Band Rotunda in Central Park. The plaque commemorates the 'members of the Australian Commonwealth Horse enrolled at Armidale for active service in South Africa 1902'.

Crescent Street.

⁷¹ *Armidale Express*, 5 March 1947, p.10.

In January 1938 the general purposes committee recommended that the name of the Great Northern Road from Butler Street to the railway station be named Jubilee Avenue. At that stage the Department of Lands was in the process of transferring the land and road opposite for hospital purposes. Ald. Wilson's recommendation that the road be renamed Crescent Street was adopted by council in April. The Minister for Works and Local Government approved the name of Crescent Street on 2 November 1938.

The Department of Lands notified council of the closing of the Great Northern Road fronting the Armidale Hospital in June 1938. Council sought 'an undertaking from the Hospital Board that access would be assured'⁷² to council's gas and water mains under the closed road and the hospital gave this undertaking in July.

By March 1940, Crescent Street had been fenced between Butler and O'Dell Streets. Council applied for a grant of £1000 to reconstruct the main entrance at the Armidale and New England Hospital but the Minister for Works and Local Government L.O. Martin advised council in June the work was not suitable for the relief of unemployment at present.

Curtis Street.

Council announced that the name of businessman, Mayor William Curtis (1910, 1916-1917 and 1920) would be given to a street between the New England Highway and Rockvale Road in February 1964. The name was advertised by council on 11 January 1965. Curtis park is also named after him.

Cynthia Crescent.

Named by the developers Ted and Rob Perrott.

Dale Crescent.

H.J. Dale's name appears on the band rotunda in Central Park built to honour those who served in the South African Boer War. He was an owner of the Armidale tannery.

Dangar Street.

In April 1952 the North Armidale Progress Association asked council for permission to plant trees in Dangar Street between Donnelly and Jeffrey Streets, later to be continued to Newton Street. The association prepared the street for the planting of thirty seven trees in July.

Named after the surveyor Henry Dangar who settled with his brother William at 'Gostwyck Station'.

Dangarsleigh Road.

⁷² *Armidale Express*, 22 June 1938, p.7.

Council advertised the section of Kennedy Street from Mann Street to the boundary of the city in August 1971. Dangarsleigh Road commemorates the Dangar family.

Dawson Avenue.

In August 1951 council advertised the proposed name, authorised by resolution of council on 30 July 1951. Leonard E. Dawson, a railway engine driver was mayor in 1943-1944 and 1949-1950.

Donnelly Street.

John Donnelly cultivated land along Dumaresq Street in 1848 near Donnelly Street.

Doris Place.

Named after Doris Aurelier McLean who lived there.

Dorothy Avenue.

Developer L.E. Bowman suggested the name Dorothy Avenue in June 1970.

Douglas Street.

The works committee opposed a plan by the city engineer to close Douglas Street adjacent to T.A.S. and incorporate it into Macdonald Park in December 1972.

Drew Street.

Council advertised the name change of Barney Street from Niagara to Martin Streets in August 1971. William Drew, a saddler was mayor from 1891 to 1892.

Drummond Avenue.

In April 1932, Armidale resident K. Cameron asked that the lane between Mossman and Mann Streets be named Drummond Avenue. In considering the request, Ald. Jackson stated the matter of naming such lanes should be dealt with systematically to avoid possible chaos. In May council adopted the suggestion but was not prepared to 'incur any expenses in erecting name boards'⁷³.

It was named after the Hon. David Henry Drummond, MLA 1927-1949; State Minister for Education and Member of the House of Representatives 1949-1964. He was a Deputy Leader of the N.S.W. Country Party 1938-1949 and was made a Freeman of the City in 1964. Drummond Park, Drummond School and Drummond College at the University of New England were named after him.

Dumaresq Street.

The street tree planning committee considered plans for tree planting and construction work between Jessie and Taylor Streets in April 1966. Property owner W.E. Ketley was prepared to contribute to the cost of tree planting in the street.

⁷³ *Armidale Express*, 4 May 1932, p.6.

The street was named after the Dumaresq family. Colonel Henry Dumaresq, an employee of the Australian Agricultural Company took up 'Saumarez Station' in 1935. His brother William, a brother-in-law of Governor Darling took up 'Tilbuster Station', a run north of Armidale in the mid 1830s.

Dunkin Street.

Named after George Dunkin, a dental mechanic.

Duval Street.

Named after the bearded bushman, John Duval a convict and servant of William Dumaresq who acted as a guide for travellers heading north. Mt. Duval, Duval High School, Duval Creek and Duval College at the University of New England are named after him.

Elizabeth Street.

Named after Queen Elizabeth II.

Ella Hickson Avenue.

An Armidale resident recommended in 1951 the naming of this street after the long serving resident and matron of the Armidale and New England Hospital. The general purposes committee recommended the name Jubilee for the street but council selected the name Ella Hickson in September 1951.

Elliott Street.

Council advertised the name for this street in August 1971. The Elliott family included J.T. Elliott, a former alderman of Hillgrove who moved to Armidale from the gold mining town.

Elm Avenue.

In December 1940 the road was known as University Road in the Dumaresq Shire and there was increased traffic with the opening of the University College. The shire engineer estimated the reconstruction of the road involving resumption of land, bitumen surfacing and construction of a bridge would cost nearly £4000. The shire decided to apply to the Department of Education for assistance.

A number of trees were planted in the avenue in September 1955: the Governor General's tree; Lady Slim's tree; Sir Earle Page's tree; the Dumaresq Shire and the City of Armidale trees, two university trees and the University Registrar's tree. The trees were planted to commemorate the installation of Sir Earle Page as the first chancellor and the visit of the Governor-General and Lady Slim on that occasion.

The university announced its intention to install lights from the garden plot just above the entrance to Wright College to Booloominbah in August 1958.

Mayor L.S. Piddington and Dumaresq Shire President, Councillor D. Cameron announced the official opening of funds for the D.H. Drummond Memorial in August 1964. Part of the project was a tree planting projection in Elm Avenue from Handel Street to Dumaresq Creek, to be known as the 'Drummond Memorial Avenue'. This name does not seem to have been adopted officially and in August 1971 council advertised the name change of University Road from Queen Elizabeth Drive to Elm Avenue in August 1971.

In October 1964 council determined to meet university officials concerning the avenue. Elm Avenue once served other areas but because it was closed at 'Trevanna' (now the Vice-Chancellor's residence) aldermen felt the time was 'approaching when Elm Avenue "will have to be taken over by the University"'.⁷⁴

Erskine Street.

Council voted £25 for clearing and forming the boundary street in December 1888.

In August 1950 council announced its intention to form a section of the street between O'Dell and Niagara Streets so that in time of flood university traffic could cross either Stephen's bridge or the Markham Street bridge.

In May 1966 council announced it will construct the road from Marsh Street to Cook's Road with a Commonwealth Aid for Roads Grant. Members of the Armidale Lions Club planted 260 trees from Marsh Street to Cooks Road in September 1967. The trees were eucalyptus nicholi and snow gums. It was planned to be called Lions Avenue in memory of all Lions. In February 1970 council adopted two names for the street: the official name Erskine Street and the unofficial one of Lions Memorial drive.

Eulahbar Crescent.

Developers Owen and Fiveash requested this name in October 1987 as it was the property name of V. Howe who originally owned the property. This name was authorised by council on 18 January 1988.

Evagelene Crescent.

Developers Owen and Fiveash requested this name in their new subdivision and council advertised the name on 16 December 1987.

Farrell Place.

The name of S.J. Farrell appears on the plaque on the northern side of the Band Rotunda in Central Park. The plaque commemorates the 'members of the Australian Commonwealth Horse enrolled at Armidale for active service in South Africa 1902'.

Faulkner Street.

⁷⁴ *Armidale Express*, 7 October 1964, p.4.

This street was often known as Falconer Street until 1938. In September 1865 alderman claimed surveyor Gorman 'had chosen the foot of Falconer street as the best place for a bridge on the main Northern Road, and that the street was named Falconer accordingly'⁷⁵. Falconer was a government settlement to the north of Armidale. The name Faulkner appeared on maps but by August 1938 Falconer appeared 'on a sign post near the park, and on a lamp post near the Masonic Hall'⁷⁶. In September the Under-Secretary for Lands informed council the name is spelt 'Faulkner' in the original survey map of the town.

In August 1918 Ald. Curtis moved that twenty five trees be planted in Faulkner Street in two sections.

Fayle Avenue.

Fayle Road became Fayle Avenue in June 1969. It was named after chemist, Mayor Dalrymple D.H. Fayle (1942 and 1945-1948).

Filtration Plant Road.

The name Filtration Plant Road was adopted in October 1969.

Finlayson Close

The name was adopted by resolution of council on 13 February 1984. Named after the developer's wife, Gwendoline Dawn Doughan, nee Finlayson.

Fittler Road.

Named after the Fittler family, David and Clara who lived ther.

Fitzgerald Street.

The Fitzgerald family included Thomas Bryan Fitzgerald, mayor in 1865 and 1867 to 1868 and John B. Fitzgerald, mayor 1898-1899.

Fletcher Street.

The section parallel with the New England Highway and between Richardson and Johnson Avenue became Fletcher Street in December 1966. The Ben Venue Progress Association had sought a name for the road in October 1966 which was previously known as the Glen Innes road. The name was adopted by resolution of council on 16 January 1967. A. Horner Fletcher, an optometrist and jeweller, was mayor of Armidale in 1928.

Florence Crescent.

Named after the wife of the subdivider, J.S.H. Hunter.

Freeman Crescent.

⁷⁵ *Armidale Express*, 16 September 1865, p.2.

⁷⁶ *Armidale Express*, 17 August 1938, p.7.

Named after the Roman Catholic Bishop James Darcy Freeman who became Freeman of the City in 1971.

Galloway Street.

The name was advertised by council and given to Niagara Street from the New England Highway to Galloway Street in August 1971. The portion between Long Swamp Road and Taylor Street was named Galloway Street (East) at the council meeting on 27 October 1986 and determined on 12 January 1987. The original Galloway Street was named after John James Galloway, the government surveyor who planned the streets of Armidale in 1849.

Garibaldi Street.

Named after the Italian patriot Giuseppe Garibaldi (1807-1882).

Glass Street.

Council advertised the name change from Trim Street in August 1971. James Alexander Glass, a conveyancer and hospital superintendent for forty years was named by council 'Nomine Sint Perpetuo' in 1949. He was mayor in 1912.

Glenelg Road.

Glenelg is a suburb of Adelaide. Lord Glenelg was the Secretary of State for the Colonies in the 1830s.

Glover Lane.

Sergeant P.J. Glover's name appears on the band rotunda in Central Park built to honour those who served in the South African Boer War.

Golf Links Road.

In October 1969 the Department of Main Roads informed council the road to the golf club was not eligible for a tourist road grant. Council decided 'to seek alternative means of financing the sealing of the road'⁷⁷. This road was prepared for priming and sealing in May 1970. Council advertised that the former part of Beardy Street would be given a name change for this section of road between Golf Links Road and Shambrook Avenue in August 1971.

Golgotha Street.

An early map shows a cemetery reserve west of Golgotha Street between Beardy Street and Queen Elizabeth Drive. It means 'place of skulls'.

Gordon Street.

The name of this street bounded by the Filtration Plant Road and the New England Highway was selected in March 1961. Named after Hugh Hungerford Gordon, a stock and station agent.

Gostwyck Road.

⁷⁷ *Armidale Express*, 13 October 1969, p.4.

Named after 'Gostwyck Station', named by Edward Gostwyck who established the run on Salisbury Waters, east of Uralla.

Grafton Road.

At the April 1934 meeting, members of the Armidale sub-branch of the R.S. and S.I.L.A. adopted the proposal of D. Little to plant a memorial avenue on the eastern side of Armidale. R. Hazlewood of Hazlewood Bros., Epping visited the site that month and suggested the planting of oak and poplar trees alternatively. Permission was granted by Dumaresq Shire in May and arrangements were undertaken to plant 250 trees. Each of the 120 units of the A.I.F. was to have a tree and the remainder were to be dedicated to individual men by friends and relatives. A public appeal was launched and the initial decision was taken to plant Lombardy poplars and scarlet oaks alternatively.

Because the section was confined to the Hillgrove Road just outside the municipality, the city council stated its general interest in the project in June 1934 and offered its co-operation. The A.I.F. Memorial Avenue on the Hillgrove Road was dedicated on Wednesday 11 July by Captain Chaplain C.E. Hulley. The Armidale City Band lead the procession of forty returned soldiers, with Captain F.A. Antill in command and members of the Junior Red Cross also marched from the Post Office to the town boundary. By the end of July all trees were planted, the name plates completed and the fund closed Saturday 28 July with donations totalling £157 12s.

In July 1941 council planted one monolifera poplar, two limes, one pink flowering hawthorn, one flowering cherry and one non-suckering Canadian elm. By July 1946, sixty trees in the memorial avenue need replacing. Council supplied twenty seven trees whilst T.G. Monckton supplied the rest. The Dumaresq Shire Council was now to be asked by the Armidale sub-branch of the R.S.L. 'to apply to the Main Roads Board to obtain a subsidy to help maintain the avenue'.⁷⁸

A letter to the editor, published in the *Armidale Express*, 12 January 1962 appealed to council to rename part of Grafton Road now within the new boundaries of the city, 'Memorial Avenue'. Grafton was named after Augustus Henry Fitzroy, Third Duke of Grafton and Prime Minister Of England 1767-1770.

Grantham Place.

Named after the Grantham family who lived there.

Great Northern Road.

The *Government Gazette*, 21 July 1885 notified the intention to alter the design of Armidale in three calendar months by closing part of the Great Northern Road

⁷⁸ *Armidale Express*, 9 August 1946, p.5.

(G.N.R.) The effect was 'to resume that portion of the G.N.R. which has, since the construction of the railway, become useless for traffic'.⁷⁹

The Main Roads Board informed council in July 1925 that it wished the act to be implemented: that is, 'each main road marked by a sign board, and also cross roads and the name of the place to which they lead'.⁸⁰ The board indicated it was prepared to consider the provision of funds for the erection of the signs.

In January 1936 the Armidale and New England Hospital recommended the removal of the large pine trees along the Great Northern Road. But by March 1937 no action had been taken over the triangular piece of land in front of the hospital. The Department of Lands notified council of the closing of the Great Northern Road fronting the Armidale Hospital in June 1938. Council sought 'an undertaking from the Hospital Board that access would be assured'⁸¹ to council's gas and water mains under the closed road and the hospital gave this undertaking in July. Council applied for a grant of £1000 to reconstruct the main entrance at the Armidale and New England Hospital but the Minister for Works and Local Government L.O. Martin advised council 'the work was not suitable for the relief of unemployment at present'.⁸²

In January 1938 the general purposes committee recommended that the name of the Great Northern Road from Butler Street to the railway station be named Jubilee Avenue. At that stage the Department of Lands was in the process of transferring the land and road opposite for hospital purposes. Ald. Wilson's recommendation that the road be renamed Crescent Street was adopted by council in April. The Minister for Works and Local Government approved the name on 2 November. By March 1940, Crescent Street had been fenced between Butler and O'Dell Streets.

Green Lane.

Council advertised the proposed name in August 1971. Named after Bishop Green's sister, Florence Emily Green who started the New England Girl's School in 1895.

Grills Place.

This name was authorised by resolution of council on 6 March 1989 and gazetted on 19 October 1990. Armidale developers C.R. and J.J. Burgess requested the name as it was the family name of J.J. Burgess. The family had been associated with the New England district since the 1840s.

Hamilton Crescent.

⁷⁹ *Armidale Express*, 31 July 1885, p.4.

⁸⁰ *Armidale Chronicle*, 8 July 1925, p.3.

⁸¹ *Armidale Express*, 22 June 1938, p.7.

⁸² *Armidale Express*, 3 July 1940, p.8.

Named after Hamilton Shaw who owned the land before it was subdivided.

Handel Street.

The street was presumably named after the 18th century composer, George Frederick Handel (1685-1759). The Bellevue Progress Association and Armidale I.B.C. announced plans in June 1958 to plant deciduous trees on the northern side of Handel Street and to plant trees in the centre of streets leading off Handel Street. In March 1963 the Armidale I.B.C. asked permission of council to plant a row of trees along the street as a centenary year project. The 220 liquidambar trees were planted and the work was completed in August. The committee raised approximately £250 to plant the trees but by December a number had died because of the conditions. Council announced a plan in May 1964 to replace the dead liquidambar trees.

Hargrave Street.

Named after Richard Hargrave who was one of the two members representing this district in the N.S.W. Legislative Assembly 1856-1857. He was a pastoralist on 'Hillgrove Station'.

Hawke Street.

Council announced in February 1964 that the name of the stock and station agent, Mayor Walter J. Hawke (1909) would be given to a street between the New England Highway and Rockvale Road. The name was advertised by council on 11 January 1965.

Hawthorne Close.

A property in the area was surrounded by Hawthorne Hedge.

Herbert Lane.

In August 1971 council advertised the name for a new street off Taylor Street between Newton and Jeffrey Streets (section 178). The name was later given to a street off Niagara Street near Erskine Street. Herbert William Lane was mayor from 1914 to 1915.

Hiddens Street.

Named after Lucy Ivy Poggioli, the wife of Peter Poggioli, a real estate agent and mayor of Armidale 1975-1977.

High Street.

The name was authorised in February 1966 by council for the subdivision road running eastward between Erskine and Newton Streets. It was suggested by solicitor Frederick Thomas Johnstone, who was the subdivider.

Higinbotham Avenue.

William Cyril Higinbotham, a grazier and businessman was mayor in 1904.

Hilda Avenue.

Named by Cecil Harold Worrell, owner of the land after a friend.

Hillview Road.

Named after a property there.

Holmes Avenue.

Named after George Holmes, a saddler and mayor in 1887.

Holloway Street.

Council advertised this name in August 1971. Named after the Holloway family who lived at Dangarsleigh.

Howard Place.

Named by the Catholic Bishop.

Hughes Place.

The approval for this cul-de-sac in the region of the quarry was approved in principle in March 1967 and became Hughes Place in July 1969. It was named after Mayor William Davis Hughes (1954-1956). He was a member of the N.S.W. Legislative Assembly 1950-1952 and 1957-1973; Minister for Public Works and High Commissioner for N.S.W. in London. He became a Freeman of the City in 1972.

Hunt Avenue.

The name was approved in July 1985 and formally adopted at the council meeting on 12 August 1985.

Jackes Street.

Named after businessman and orchardist Gordon Franklin Jackes, an alderman in 1863.

James Avenue.

The name was selected by Mr and Mrs L. Reynolds to perpetuate the name of James Reynolds, who died from an illness suffered whilst a P.O.W. with the Japanese. The name was advertised by council in June 1960 and a further extension of this avenue was advertised on 11 January 1965.

Jayne Close (See Sarah Place).

Jayne Close was named after one of the daughters of John Owen the owner and subdivider of the new cul-de-sac off White Avenue.

Jeffrey Street.

Alderman Curtis was granted permission by council to plant camphor laurel trees for a length of four chains at his own expense in July 1927. The Armidale North Progress Association commenced planting of the Silver birch and nyssa sylvatica trees between Faulkner and Dangar Streets in September 1951. Ald. Ryan officially opened the tree planting scheme by planting the first of an avenue of

trees to extend from Faulkner Street to the Drummond Park Lookout. The association planted another thirty seven trees in July 1952.

Jessie Street.

By July 1946, forty nine holes had been dug and prepared and trees guards made for the planting of liquid ambers by the Armidale I.B.C. The committee also sought permission of Armidale Municipal and Dumaresq Shire to permit residents to donate towards the cost of trees. The North Armidale Progress Association completed the avenue from Faulkner Street to Drummond Park Lookout in September 1952.

Named after the ship '*Jessie*' in which Henry Dangar travelled from England. It arrived in Australia on 2 April 1821.

Jewell Avenue.

Named after Ernest Jewell, an employee of the *Armidale Express* and an Armidale representative of the *Sydney Morning Herald* and the *Daily Telegraph*.

Johnson Avenue.

Council advertised its intention to name this road running from S.H. 9 east to Lot 13 D.P. 31399 on 11 January 1965. Named after a previous owner of the land.

Jones Avenue.

Council decided in February 1964 to name this street in a Housing Commission subdivision after James Jones, auctioneer and mayor of Armidale in 1906. The name was advertised on 11 January 1965.

J.S. Whan Memorial Drive.

The name J.S. Whan Memorial Drive was selected by council in memory of a benefactor of Drummond Park.

Jubilee Road.

In August 1927 the Dumaresq shire engineer estimated that cost of roads in the subdivision would be £858 and the developers were asked to meet the costs. The vendors J. Champion and Son, offered the Jubilee Estate for sale in October. Champion Street became part of the estate. Named after the Jubilee Estate, developed by subdivider Mr Lockwood.

Judith Street.

Council advertised its intention to rename O'Dell Street between Galloway Street and the southern boundary in August 1971.

Kathleen Crescent.

Named after the wife of the developer Sam Kelly.

Kearney Street.

This was part of the road linking the New England Highway and the Kelly's Plains Road. The previously unmade middle section was named Kearney Street after solicitor, Mayor Sydney John Kearney (1913) by council in February 1964. The name was advertised on 11 January 1965. He was also a member of the Legislative Assembly, 1903-1907.

Kelly Avenue.

The proposed name was advertised by council in February and adopted in May 1959. Armidale resident, John Kelly after whom the street was named died, aged 87 on 5 August 1959.

Kelly's Plain Road.

In February 1964 council announced that this road where it formed the southern boundary of the city was to be renamed Lynches Road east of Jessie Street. Formerly Russell Street and in Dumaresq Shire, this name was adopted and advertised by council on 11 January 1965. In August 1971 council advertised that the name would be applied to the section of road from Perrott Street to the southern boundary.

Kenalmac Avenue.

Developers Max Schaefer and Ken Marshall suggested the name Kenalmac Avenue to council in May 1970; a composite name.

Kennedy Street. (See Brown Street)

The Armidale School formally sought the consent of council to enclose and sell 'portion of Kennedy-street, between the school and the property "Wakefield" in Barney Street, in return for which the school would give council sufficient land to round-off the corner of Mann and Douglas streets'⁸³ in December 1925. Two years later, the Lands Department informed council it was not 'legally entitled to the proceeds'.⁸⁴ Council decided to meet with the Minister for Local Government to discuss the matter with the Hon. M.F. Bruxner when he arrived in Armidale for the opening of the Marsh Street bridge. However no money had been received by council concerning sale of the street to school by May 1928 and council urged the government to secure the whole or part of the purchase money.

Lombardy poplars were planted in the avenue between Mann and Galloway Streets in August 1952. Named after the Kennedy family. Patrick Kennedy cultivated land along Dumaresq Creek in 1848 and later owned land near Kennedy Street.

Kent Avenue.

In April 1959, Mrs Fittler of Newtown Avenue suggested to council that this avenue be named Kent or Clare Avenue. The name Kent was selected by resolution of council in May 1959 and advertised in June. Named after Dr. E.M.

⁸³ *Armidale Chronicle*, 16 December 1925, p.3.

⁸⁴ *Armidale Express*, 9 December 1927, p.9.

Kent Hughes who was an alderman for many years. She was granted freedom of the city in 1975.

Kentucky Street.

The Department of Education applied for the closing of Kentucky Street (a travelling stock route), between Dangar and Faulkner Streets and a council special sub-committee recommended the closure. A resolution passed on 28 January 1930 agreed to the closure of the street but no action was taken. The Pastures Protection Board appealed against the decision because the closure would interfere with the movement of stock. D.H Drummond approached council in June 1934 on the possibility of closing Kentucky Street behind the Teachers' College to carry out beautification to the lower grounds and sports area. A month later, the Department of Education withdrew its request and announced its intention to plant trees along the line of the footpath with the trees to be protected by a low brick wall. Council then rescinded its January 1930 decision to close the street between Dangar and Faulkner Streets.

In January 1931 the Main Roads Board announced that tenders would be called within the next few weeks for the work of reconstructing portion of the road for the new State Highway through Armidale. Council tarred the deviation to Kentucky Street along the Dangar, Barney and Marsh Streets in March 1932 with grants from the Main Roads Board. In that same month, the Main Roads board which had taken responsibility for the new deviation in Kentucky Street announced its intention to have the new road tarred.⁸⁵

Principal of the Teacher's College, C.B. Newling suggested a scheme to plant trees along the highway section of Kentucky Street. D. Little, a member of the Armidale and District Horticultural Society, sponsored the scheme and released details of a proposal to plant an avenue of trees along the Kentucky Street Highway in June 1932 to the society. He called for a public donation of money and trees to assist the campaign to plant 250 trees. The society decided in July to undertake the tree-planting project and two public meetings presided over by the mayor, unanimously accepted poplars as the suggested trees for planting. A large gathering of citizens and a school children attended the official opening of the poplar avenue on Wednesday 3 August. To that stage, 225 trees had been planted. F. Seaborn, engineer of the Dumaresq Shire did all the survey work and supervised the pegging. Eventually thirty organisations including the Teachers' College planted trees.

During 1934, Kentucky Street south of the Armidale High School and leading to the Dangar Street overhead bridge was opened. This street provided another outlet to the city. Trees were planted in July 1934 to replace the dead ones and the section from the overhead bridge and the Dangarsleigh Road was completed in 1935. All dead trees planted along the highway were removed and replaced with flowering trees in August 1939. In November 1940 the president of the

⁸⁵ *Armidale Express*, 9 March 1932, p.8.

Horticultural Society, C.K. Stewart criticised council for the lack of care leading to the loss of poplar trees. Fifty poplars were planted in the highway referred to as Uralla Road, in July 1941 and another fifty trees mostly replacements were planted in June 1946.

Based on the recommendation of the council beautification committee, council decided to remove the western end of the poplar avenue between Butler and Allingham Streets in May 1962 because of their interference with sewer pipes and other installations. In October the Horticultural Society protested against the recent destruction of trees in the avenue but all the poplar trees on the southern side of the street were removed in November 1964 to allow for drainage.

A further move to close the eastern section of the street to allow expansion of the Armidale College of Advanced Education was made and approved by council in September 1974. However the newly elected council rescinded the decision in October because it was an election issue. A month later council agreed to meet with the railways and discuss another route for the street.

Kentucky, Niagara and Ohio Streets shows the American influence on names. 'Kentucky' and 'Ohio' are also property names in New England.

Kilcoy Close.

This name was authorised by resolution of council on 14 November 1988 and gazetted on 19 October 1990. This road was in the second stage of the subdivision west of Martin Street and the name was requested by the developer Alec Finlayson. As with Coningdale and Pointsfield it was part of the area where the original Finlayson family settled with other Scottish families. Some of the Finlayson family are buried in the Kilcoy graveyard.

Kirkwood Street.

Council decided to plant trees along the southern side of Kirkwood Street between Marsh and Dangar Streets in June 1936. The Armidale I.B.C. recommended in February 1947 'that sycamore trees from Council's nursery be planted between Dangar and Jessie streets'.⁸⁶ Council adopted the recommendation and planted trees on both sides of the street.

In July 1961 the residents petitioned council about dust and mud nuisance. The street tree planning committee considered plans for tree planting and construction work in April 1966.

In January 1965 council advertised the road between portions 1-5 and 6-9 generally accepted as Kirkwood Street or Old Cooks Road would be named Kirkwood Street. Named after the Kirkwood family which owned a flour mill and land near to Kirkwood Street. Robert Kirkwood erected a flour mill in 1846.

⁸⁶ *Armidale Express*, 10 February 1947, p.6.

Kurunda Avenue.

The name was authorised by resolution of council in May 1959 and advertised in June. A further extension of the avenue was advertised on 11 January 1965. It is an Aboriginal word for plant.

Kurrawatha Avenue.

This road from the New England Highway retained its present name in February 1964. It was named after a property at Castledoyle.

Lambs Avenue.

A police proposal to make Lamb's Avenue one way leading to the cemetery was considered by Dumaresq Shire in September 1959 because the southern part was in their area. The proposal was supported by Armidale City Council and the Dumaresq Shire agreed in October.

The show ground committee suggested that F.K. Lamb's name be perpetuated within the showground.⁸⁷ This avenue was named after Thomas Lamb, the town clerk of Armidale.

Lombardy poplars were planted in the avenue between Butler and Allingham Streets in 1950. Fifty trees had been planted by August 1950 but a number had to be replaced in 1953.

Lane Place.

Council decided in February 1964 to name this cul de-sac in a new housing estate after Herbert William Lane, the mayor of Armidale in 1914 and 1915. An Armidale businessman, he conducted an auction and furniture room. He represented Armidale in the N.S.W. Legislative Assembly from 1916 to 1920.

Lawrence Avenue.

In July 1951 council determined to approach residents and seek to obtain ten feet to widen the avenue. Named after Jeremy Lawrence, deputy town clerk of Armidale for many years.

Letters Place.

Residents living in Letters Place, Richardson Avenue and Freeman Avenue sent a petition to council in November 1976 urging council to develop and maintain parkland in the area. Francis J. Letters was a foundation lecturer in Classics and English at the University College.

Link Road.

The name Link Road was advertised by council in August 1971 to apply to the western section of Cluny Road. It links Cluny Road with the New England Highway.

⁸⁷ *Armidale Express*, 15 September 1959, p.8.

Lonsdale Street.

Named after Edmund Lonsdale, member of the N.S.W. Legislative Assembly for New England and Armidale, 1895-1898, 1901-1903 and 1907-1913. He was a member of the Federal House of Representatives for New England 1903-1906 and an alderman of Armidale, 1881-1883 and 1888-1894.

Lynches Road.

Kellys Plains Road where it formed the southern boundary of the city was renamed Lynches Road east of Jessie Street in February 1964 and advertised by council on 11 January 1965. At this stage, the continuation of this road where it met the Dangarsleigh Road was called Lynches Road and it crossed the railway line at Lynche's gate. The council meeting on 1 September 1969 adopted the name for the section continuing onto Kelly's Plains Road.

Named after Dean Lynch of Maitland who built the first Roman Catholic Chapel in Armidale in 1848.

McBean Avenue.

McBean Road became McBean Avenue in June 1969. William Henry McBean, a dentist was mayor from 1938 to 1942. McBean House at Presbyterian Ladies College was named after him.

McDonald Drive.

The name was approved by council in July 1985 and formally adopted by council on 12 August.

McKeon Avenue.

The family owned a dairy there.

McLean Avenue.

The council advertised the proposed name on 6 October 1961. Named after James McLean, a storekeeper and miller who was mayor in 1869.

McLennan Street.

McLennan Street situated between Niagara and Barney Streets under the railway subway was gazetted in December 1965.

McShane Avenue.

Named after the McShane family who loved there. Allan McShane was a builder.

Madgwick Avenue, Cluny Road and Erskine Street.

This major access road to the university was commenced in December 1971 and completed in 1972 at a cost of \$106 000. It involved the excavation of 47 750 cubic acres of soil. The unnamed street from Elm Avenue to Cluny Road was advertised by council in August 1971 as Madgwick Avenue.

Sir Robert Bowden Madgwick was the second warden of the University College in 1947 and first Vice-Chancellor of the University of New England when autonomy was granted in 1954. He was made a Freeman of the City in 1966.

Mann Street.

Named after G. Mann, the Government Surveyor in 1863.

Markham Street.

Named after auctioneer and stock inspector George Markham, a member of the N.S.W. Legislative Assembly 1860-1862.

Marree Street.

In July 1971 the developers suggested names of streets for the subdivision: Maree was the aboriginal name for 'the place of possums'. Council advertised the name in August.

Marsh Street.

Named after the early settler Mathew Henry Marsh, who occupied 'Salisbury Court' and 'Boorolong Stations'.

Marshall Street.

Named after Ken Marshall.

Martin Street.

In October 1967 Hasell Street Impregnation Pty.Ltd. applied for development of ten acres of land in Martin Street next to the railway. The N.S.W. Minister for Decentralisation and Development J.B. Fuller. M.L.C. opened the \$300 000 treatment plant in June 1968. A major spillage of creosote from the plant 'damaged pasture and polluted a creek normally used to water cattle and sheep'⁸⁸ in May 1969. Following a break-in at the premises in December 1976, thousands of gallons of poison were poured in the Martin's Gully Creek from the plant. The company planned to build a bund wall around the tanks and pumps in an attempt to prevent a recurrence.

Maude Street.

Named after the bell called Maude in St. Peter's Cathedral presented by A.A. Dangar in 1870.

Mayfield Avenue.

This road ran through section 107 and was a name selected by council from four supplied by Armidale resident Mrs E.A. Killick in March 1961. Formerly it was part of Wade Avenue.

Meredith Road.

⁸⁸ *Armidale Express*, 23 May 1969, pp.3-4 .

Named after Ben Meredith, Master of Robb College, University of New England, 1960-1966.

Merinda Place.

Residents, supported by the Ben Venue Progress Association formed in 1961, applied to council in November to have the two streets bounding the drainage reserve between Rockvale Road and Taylor Street named Merinda Place in Hanna's subdivision. The association claimed Merinda was an aboriginal word for beautiful or pretty woman. Originally council selected the name Richardson but agreed to the change in December. This name was authorised by council on 12 February 1962 and the name was gazetted in February. At the same time, the association sponsored a tree planting scheme and by July 1965 about fifty trees had been planted in a large rectangular park.

Miller Street.

This name was advertised by council to be applied to Niagara Street between the New England Highway and McLennan Street in August 1971. Formerly part of Niagara Street, it was named after George Miller who lived on the corner of Bundarra Road and Niagara Streets.

Millie Street.

Council approved the Kiola Subdivision by Thomas G. Monckton in October 1951. This road ran from Kirkwood to Donnelly Streets and in January 1954 it was announced the road was to be called Millie Road, after the name of Millie (nee Evans) who married Thomas Monckton.

Monckton Avenue.

The previously unnamed laneway between Claverie and Barney Streets was called Monckton Avenue in January 1968 after Mayor Thomas George Monckton (1952). He was proprietor of the swimming pool from 1926 to 1955 when it was purchased by the Armidale City Council. The name of the avenue was adopted by resolution of council on 4 December 1976.

Moore Street.

A member of the first council, John Moore an Armidale trader was mayor in 1866, 1873-1875 and 1882-1885.

Moore Park Road.

This road leads to Moore Park, the residence of John Moore now a motel.

Morson Avenue.

The name of H. Morson appears on the plaque on the northern side of the Band Rotunda in Central Park. The plaque commemorates the 'members of the Australian Commonwealth Horse enrolled at Armidale for active service in South Africa 1902'.

Mossman Street.

Named after pastoralist Archibald Mosman who owned land on South Hill bounded by Allingham, Mann and Mossman Streets. The Sydney suburb of Mosman is named after him.

Mott Street.

Council advertised to alter the name from Martin Street between Bundarra Road and the railway in August 1971. Named after Charles Mott, a grazier of 'Springmount Station' who donated a generous gift to the New England College appeal.

Moyes Street.

Council asked Hutchinson, Sewell and Associates in August 1971 to consider this name as part of the Bishop Court Subdivision. It was named after the Right Reverend Bishop John Stoward Moyes, Anglican Bishop of Armidale 1931-1964. He was made Freeman of the City in 1954.

Murray Avenue.

William Murray, a solicitor was mayor of Armidale in 1893. The subdivision in which this street is located was approved in October 1962 and action was taken by council in February 1970 to have the street officially named.

Murtagh Close.

Trooper A.P. Murtagh's name appears on the band rotunda in Central Park built to honour those who served in the South African Boer War.

Napier Court.

The council meeting on 23 February 1987 received a request from the developers of the subdivision. Mr and Mrs Harry Napier were active in sporting, social and cultural life of Armidale from 1940 to 1970.

Nathaniel Pidgeon Drive.

This road was part of the Bona Vista subdivision by Harry Pidgeon and was authorised by Council resolution on 9 May 1988. Nathaniel Pidgeon was the first of the Pidgeon family to arrive in Australia in 1840. He was a Wesleyan lay minister, an original founder of the Sydney City Mission and a prominent Sydney churchman.

Naughten Avenue.

This name was authorised by council on 12 February 1962. Bernard Naughten, a wheelwright was mayor in 1870 and 1872.

Newbury Drive.

Named after his family by the subdivider.

New England Highway and By-Pass.

Following grants from the Main Roads Board, council announced its intention in March 1932 to tar surface the highway from the deviation to Kentucky Street

along Dangar, Barney and Streets. Fifty poplars were planted by council in the highway (Uralla Road) in July 1941.

In September 1948 the Department of Main Roads advised council that there were no plans for any alteration of the route of the New England Highway apart from improvements to the overhead bridge crossing at the railway line.

The Dumaresq planning committee asked the Dumaresq Shire in March 1956 'to consider re-routing the New England Highway to relieve the City of Armidale of heavy traffic, and to provide a shorter and more convenient route for the long series of curves and corners that now make up the Highway'.⁸⁹ The shire approved in principle the diversion of the highway to a new route on the western side of the city. Shire president W.B. Fooks said that the route 'should be zoned now ... that would ensure that the cost of the resumption of the necessary land would be the minimum'.⁹⁰ The Department of Main Roads informed council in April that the need for reconstruction of the highway is recognised and investigations, are now being made on their behalf.

In February 1957 Dumaresq Shire Council announced plans for diversion of the New England Highway. Various routes were proposed and the town planning committee 'decided to submit the proposal to the Department of Main Roads for report'.⁹¹ In October the City Council was asked to convene a joint conference with Dumaresq Shire, Department of Main Roads and the town planning committees to re-route the New England Highway. By April 1959 five proposals for alternative routes were being considered by the Department of Main Roads.

Council approached the Department of Main Roads in January 1961 for top level talks about the highway. Further conferences and meetings took place and in May a detailed plan was published to provide bridges or crossings at the railway line, Dumaresq Creek, Bundarra Road and Handel Streets. By July the department had proposed a route between the city and the university whilst the council proposed a route on the south and east of the town. Council considered the proposed motor way with the Divisional Engineer, C. Linton and Dumaresq Shire in July. That month, Armidale Golf Club expressed concern in July about the possible destruction of the course and council called a public meeting in August which called for consideration of alternative routes.

Council received further advice from the Department of Main Roads concerning the diversion of the highway in January 1962. Three schemes had been forwarded by council to the Department: one route to the east; one route to the west and one along Kentucky Street in preference to Marsh Street. 'The department replied that a by-pass west of the city would be the best means of

⁸⁹ *Armidale Express*, 19 March 1956, p.1.

⁹⁰ *Armidale Express*, 13 April 1956, p.8.

⁹¹ *Armidale Express*, 1 March 1957, p.8.

diverting through traffic away from the business area'.⁹² The Council of the University of New England informed council in April the new route of the New England Highway should preferably be west of the University boundaries. The Department of Main Roads informed council in October of plans to build a diversion of the highway through Armidale from Martin's Gully to the top of North Hill.

In May 1963 further plans for the by-pass were released and a map of the route was published in the *Armidale Express*, 29 May 1963. The deviation was to leave the existing highway near the foot of Moore Park hill, cross Bundarra Road, go under the railway line, go over Handel Street and re-join the existing highway just north of the city boundary. In October the route was moved further west away from the golf course and the saleyards.

Council received information in July 1970 that a model of the alternate highway route was being prepared by the Main Roads Department. The Department was hoping to shortly begin planning of additional access roads to be constructed by council to the University of New England.

A start was delayed in January 1976 on reconstruction of the highway from Erskine Street to just north of Gordon Street. The D.M.R. was to take responsibility for the climbing lane.

Newling Avenue.

The name was approved in July 1985 and formally adopted at the council meeting on 12 August. C.B. Newling was the first principal of the Armidale Teacher's College opened in 1928.

Newton Street.

Named after Frank Newton, founder of the *Armidale Telegraph* in 1865.

Niagara Street.

The council meeting on 21 February 1882 received a petition from B.A. Moses and others about a crossing over the railway at Niagara Street and council decided to take up the matter with Mr Hoyle, the Government railway engineer. In April the town clerk and mayor were instructed to meet Mr Hoyle concerning roads in the vicinity of the railway and asked for: a crossing at Niagara Street; a good road to be made along Barney Streets to join the Great Northern Road and Butler Street to be properly formed from the railway gates to Rusden Street. That July council was informed the chief engineer could not grant a crossing at Niagara Street and the town clerk was instructed to write to Mr Proctor MLA to discuss the matters with the Minister for Works about this. Consequently the Department of Public Works informed council in August 1882 that the crossing had been granted. Council allocated £70 for forming and gravelling of the street between

⁹² *Armidale Express*, 2 February 1962, p.8.

Inverell Road and Tancredi Street in June 1890. The street was metalled and gravelled by September.

In August 1902 the Railway Department recommended closing the Niagara Street crossing and putting in a causeway a few chains to the west but council stood the matters of the Niagara and Dangar Street railway crossings over. Following complaints by Armidale residents, a council deputation met the Railway Commissioners on their annual visit to Armidale in May 1917. The Mayor Ald. W. Curtis asked that a subway be constructed to replace the crossing. Commissioner J. Fraser acknowledged that 'it was at least 25 years since the question of replacing the crossing ... was first broached'⁹³ but because of the war effort, such work could not be undertaken.

It was not until 1919 that the Dumaresq Shire put forward a proposal for a new road and a subway which would enable the railway crossing to be closed in Niagara Street. Council declared its intention to co-operate with the shire in October and formed a special committee in November to investigate the dangerous crossing. In 1929 some residents advocated an overhead railway bridge at the railway but 'the proposed site had been inspected by engineers ... and the estimated cost was given as £9,000'.⁹⁴ Consequently the proposal was rejected. The Railway Department informed council in May 1920 that the subway had been approved but papers were now with the engineer-in-chief for survey information.

It was not until February 1921 that the necessary land was purchased from Messrs Charles Thorpe and Owen McDermott. Executive approval was received for the proposal to close the gates in June 1922 but by February 1923 some controversy had arisen between council and the shire.

The street was prepared for the planting of trees in June 1947. Meetings took place in May 1956 between the Dumaresq Shire and City Council on the reconstruction of the boundary street.

North Street.

Named because of its northern location.

Northcott Street.

Council advertised the name to apply to Ohio Street from Dumaresq Creek past Erskine Street in August 1971. Named after General Sir John Northcott, Governor of New South Wales who was made a Freeman of the City in 1963.

Northey Avenue

The developers of the Northey Estate in Erskine Street requested the name in July 1985. Mr Northey was the the owner and developer of the estate.

⁹³ *Armidale Express*, 11 May 1917, p.3.

⁹⁴ *Armidale Express*, 13 January 1930, p.4.

G.F. Nott Place.

This road was part of the Bona Vista subdivision by Harry Pidgeon and was authorised by council resolution on 9 May 1988. The developer suggested Castledean but council suggested this name to commemorate George Frederick (1865-1940), an Armidale businessman and district builder.

O'Connor Place.

The laneway between Rusden Street and Cinders Lane was named O'Connor Place in April 1967 after a carpenter, Moses H. O'Connor, mayor from 1933 to 1937.

O'Connor Road.

The Armidale I.B.C. sponsored the planting of liquid amber trees on the western boundary of the cemetery in July 1946. This road leading to St. Patrick's Home, formerly known as Jessie Street South was re-named O'Connor Road in July 1967 after the Most Rev. P.J. O'Connor, D.D., Bishop of Armidale from 1904-1932. The proposal came from the Mother Superior of the home and she also suggested Macauley Road after the leading figure in the religious order which founded the home. The section known as Jessie Street from the highway to Kellys Plains Road was advertised by council in August 1971 as O'Connor Street. The road was fully constructed in 1975 to allow subdivision of part of South Armidale.

Leading to St. Patrick's Orphanage, it was named after Bishop O'Connor, the third Catholic Bishop of Armidale, 1904-1932. O'Connor High School is also named after him.

O'Dell Street.

Abraham O'Dell and members of his family occupied land along Dumaresq Creek in 1847.

Old Inverell Road.

In April 1944 the Armidale and District Progress Association decided to ask the Dumaresq Shire to plant trees along the Old Inverell Road from Niagara Street to link up with present Elm Avenue near the University. It was the early road to Inverell.

Oliver Avenue.

In November 1961 council proposed a name change from Taylor Lane to Oliver Avenue and the name was authorised by council on 12 February 1962. Thomas John Oliver was mayor of Armidale in 1870.

Orchardview Road.

Named after the Parson's family who owned the property 'Orchardview'.

Patricia Close.

The developers of the Northey Estate in Erskine Street requested the name in July 1985. Patricia was the wife of Mr Northey, the owner and developer of the estate.

Penfold Place.

Named after Cecil Harold Worrell's grandfather.

Perrott Street.

Perrott Street, bounded by Mossman, Mann Street and the Armidale High School grounds was changed to Stephens Street in June 1966. It was named after the Perrott family at 'Haroldston', Kelly's Plains.

Peters Place.

The name was adopted by resolution of council on 13 February 1984. Named after Mrs A. Peters who lived there for twenty five years from 1942.

P.G. Love Avenue.

Percy G. Love, a proprietor of a second hand furniture shop was mayor from 1958 to 1961.

Philip Street.

Named after Prince Philip, husband of Queen Elizabeth II.

Phyllis Crescent.

Named by John Owen and Roy Fiveash.

Pipe Avenue.

The name of Corporal H.A. Pipe appears on the plaque on the northern side of the Band Rotunda in Central Park. The plaque commemorates the 'members of the Australian Commonwealth Horse enrolled at Armidale for active service in South Africa 1902'.

Pointsfield Place. (See Kilcoy Close)

This name was approved by council on 18 January 1988.

Proctor Street

William Consett Proctor was mayor from 1877 to 1879. He was a solicitor and a member of the N.S.W. Legislative Assembly from 1880 to 1887.

Purkiss Street.

This street was part of a Housing Commission subdivision between Handel and Claude Street. It was named after proprietor of the *Armidale Express*, Mayor Alfred Purkiss (1917-1918) and (1921-1922) by council resolution.

Queen Elizabeth Drive

Dr. P.A. Wright, Chancellor of the University of New England recommended to council that the Royal Visit to Armidale in April 1970 be commemorated by re-

naming Handel Street between Niagara Street and University Road. This section became Queen Elizabeth Drive.

Quin Avenue.

The name Quin was adopted in R. Hamilton's subdivision in April 1955 to recognise the fifteen year's service of William Harold Quin as the former deputy and town clerk (1950-1955). The avenue was named in February 1956.

Railway Parade.

Runs alongside the railway line.

Reginald Avenue.

On the recommendation of the Armidale I.B.C., council staff commenced the planting of some thirty four trees in the avenue in August 1959. The trees were a species of flowering plum, Prunus Nigra and a species of flowering laburnum, Labarnus anagyroides.

Richardson Avenue.

Originally council selected the name Richardson in November 1961 for the street now called Merinda Place. Following resident's complaints, council changed the name in December and applied it to the road leading from Rockvale Road to the New England Highway. Named after Mayor Alexander Richardson (1880-1881), the name was authorised by council on 12 February 1962.

Ring Road.

The northern section of the ring road around the University.

Robina Crescent.

Named after Mrs Perrott, mother of the developers Ted and Rob Perrott.

Roper Avenue.

In April 1990 G.R. and J.A. Burgess asked council to name a lane off Mann Street after Bruce Roper who ran a business in that area for many years. This was advertised by council on 1 August and gazetted in October 1990.

Roseneath Lane.

Named after the property 'Roseneath' built by an early Armidale solicitor.

Roslyn Avenue.

Council accepted the request by the chairman of the Sandon Estates to name a street Roslyn Avenue instead of Drew Avenue in September 1962. It was named after a daughter of the subdivider Alan Gentle.

Ross Street.

Council advertised the proposal to name the road in August 1971. Named after the butcher, Frederick A. Ross.

Rusden Street

Dumaresq Shire objected in May 1957 to the proposed widening of Rusden Street. Following a request by the town beautification committee, council instructed the city engineer to prepare a report in July 1961 on the provision of pistacia trees on the section between Dangar and Marsh Streets.

In August 1963 council announced its intention for aldermen to plant trees on the northern side of Rusden Street in front of the council chambers and town hall to mark the Armidale Centenary of Local Government. Aldermen were to pay for the trees themselves. These trees were planted in the council chambers block to commemorate the centenary in September.

Named after pastoralist and auctioneer, Thomas George Rusden who represented this district with Richard Hargrave in the N.S.W. Legislative Assembly, 1856-1857.

Ryan Avenue.

Ryan Road became Ryan Avenue in June 1969. William P. Ryan, a cordial manufacturer was mayor in 1950 and 1953.

St. Andrew's Avenue.

The roadway in the subdivision of the former Presbyterian Ladies College in Brown Street between Faulkner and Marsh Streets was named St. Andrew's in October 1967. The name was suggested by the trustees of the Presbyterian Church in view of the long association of this particular land with the church and was to continue if the new manse was erected on one of the blocks.

St. John's Avenue.

Named after St. John's Theological College designed by John Horbury Hunt and constructed in 1898. It later became St. John's Hostel and is now part of the New England Girl's School. Council advertised the proposed name on 6 October 1961. see 3 July 1961.

Salmon Avenue.

Named after Mayor James Edward Salmon (1876) and authorised by council on 12 February 1962.

Samuelson Crescent.

Captain G.S. Samuelson's name appears on the band rotunda in Central Park built to honour those who served in the South African Boer War.

Sarah Place.

In December 1984, John Owen the owner and subdivider of the new cul-de-sac off White Avenue, requested the name after his youngest daughter.

Sattler's Road.

Named after the early Sattler family who live there.

Schultz Avenue.

They owned a saw mill there.

Seaton Street.

Council advertised the proposed name in August 1971.

See Avenue.

The name of F. See appears on the plaque on the northern side of the Band Rotunda in Central Park. The plaque commemorates the 'members of the Australian Commonwealth Horse enrolled at Armidale for active service in South Africa 1902'.

Selmar Street.

Council advertised the unnamed street as Selmar Street in August 1971. Named at the request of residents after Selma Stock, the wife of Alex Stock, Professor of Zoology at the University of New England.

Sewell Crescent.

The name of T. Sewell appears on the plaque on the northern side of the Band Rotunda in Central Park. The plaque commemorates the 'members of the Australian Commonwealth Horse enrolled at Armidale for active service in South Africa 1902'.

Shambrook Avenue.

In June 1945 Mr B.E. Shambrook commenced the planting of poplars along the Golf Links road on his property. He planned to complete the next section to the city boundary next year. Following his request, the Dumaresq Shire renamed the portion of the golf links road along which poplars had been planted by Mr Shambrook, Shambrook Avenue in March 1947.

Short Street.

Peter Short was an early market gardener.

Simmons Street.

Council advertised the name change of Beardy Street from Canambe Street to the eastern boundary of the municipality in August 1971. Named after Charles Simmons, who was a cordial manufacturer and councillor of Dumaresq Shire. Simmons Road at Dangarsleigh is also named after the family.

Simpson Avenue.

The road leading from Chestnut Avenue to the New England Highway became Simpson Avenue and authorised by council on 12 February 1962. Named after Albert Whitby Simpson, mayor in 1886 and founder of the firm A.W. Simpson and Company.

Smith Street.

Named after Walter Smith who lived in the area.

Solomons Avenue.

In February 1964, council decided to name this lane way running from West Armidale Park to a dead-end beyond Niagara Street after photographer, Mayor Walter David Solomons (1911-1912). The name was advertised by council on 11 January 1965.

Soudan Place.

Following a submission from residents in Judith Street the northern end of Judith Street was renamed Soudan Terrace after the nearby house named Soudan and built by Armidale businessman Joseph Scholes. It was authorised by council in May 1990 and gazetted in July.

Speare Avenue.

Named after Mayor Peter Speare (1871), the name was authorised by council on 12 February 1962. A butcher, he built the present home of the St. Ursuline's Order.

Stace Street.

Named after the Stace family who owned a dairy in the area.

Stephens Street.

Formerly part of Perrott Street, the change of name was authorised by resolution of council in March 1966. Council advertised the name change in August 1971 to Mossman Street from Stephens Street to Crescent Streets. A printer, Morgan Stephens was mayor of Armidale from 1923 to 1927. Before moving to Armidale, he also was a printer and mayor of Hillgrove. Stephen's Bridge crossing Dumaresq Creek in Marsh Street is named after him.

Stewart Crescent.

Named after Terry Stewart, a surveyor.

St. Andrews Avenue.

Named after the patron saint of Scotland. The land in the vicinity was owned by the Presbyterian Church and the Manse now stands on the corner of St. Andrew's Avenue and Faulkner Street.

St. Cuthberts Avenue.

Named after Bishop James Francis Turner's first residence called St. Cuthberts on the corner of Mossman and Dangar Streets.

St. John's Avenue.

Named after the building that was used as St. John's Theological College. It became St. John's Hostel and now is part of the New England Girl's School.

Sunset Avenue.

Named by the subdividers.

Sutherland Avenue.

Named after John Sutherland, Dumaresq shire engineer. This avenue was formerly known as Bartlett Avenue.

Sylvia Crescent.

Named after the daughter of the subdivider, Cecil Harold Worrell.

Tamar Place.

Named after Cecil Harold Worrell's grandmother.

Taylor Street.

R. Taylor cultivated land along Dumaresq Creek in 1848 and Richard and George Taylor owned land in and around Armidale.

The Boulevard.

The developers of St. Patricks Estate requested the name St. Patricks be used in each street name of the estate in October 1985 but this request was refused because of possible confusion. The developers suggested the names The Boulevard and The Avenue in November and these were accepted by council. Following further discussions the developers submitted further names: Kilkenny Close (a typical Irish name); Carlow Close; Cunningham Court as a tribute to the landscape and parks designer; Winifred Place to commemorate a Sister of Mercy at the home; Merino Terrace as a tribute to the wool industry; Kildare Court, Roscommon Close and Donegal Terrace as well known as Irish Counties.

Thompson Street.

Named after Victor Charles Thompson, Federal Member for New England, 1922-1940.

Tingcombe Street.

The street was named after the Rev. Henry Tingcombe (1810-1874), the first Anglican vicar and resident clergyman of Armidale, 1846-1854.

In November 1873 Armidale Bishop Dr. Turner sought permission from council to add twenty two feet to the northern side of St. Peter's Cathedral property near Tingcombe Street. Council refused the request but voted £15 to improve the street.

In August 1927 an ornate brick fence partly surrounded St. Peter's Cathedral but its alignment almost touched the southern side of the cathedral. The honorary secretary of the cathedral council wrote to council seeking 'the granting of a strip of land 6 ft. wide in Tingcombe St., running the whole length of the southern side of the Cathedral property'.⁹⁵ At that stage the street was seldom used and the

⁹⁵ *Armidale Express*, 19 August 1827, p.2.

footpath was unformed. Council advised the church to apply directly to the Department of Lands and the application would be supported 'on the understanding that the net proceeds of such sale be paid to the Council'.⁹⁶ Fifteen months later in November 1928, Reverend Best made a renewed application on behalf of St. Peters Cathedral Council. The Corporate Trustees of the Diocese of Armidale purchased part of Tingcombe Street for £60 in November 1930 and council received the sum under the provision of section 276 of the Local Government Act.

Commemorative trees to commemorate the centenary of responsible government in New South Wales were planted in Tingcombe Street on Saturday 26 May 1956. Representatives at the function which attracted little public interest included the City Council, Dumaresq Shire Council, Armidale I.B.C., St. Peter's Cathedral Council, Apex and Rotary Clubs, the town planning committee and press. The Armidale mayor planted the first tree at the western end of the avenue; the shire president then planted the second tree in the name of the Dumaresq Shire whilst the Dean of Armidale, the Very Reverend M.K. Jones planted a tree to commemorate the work for the community of the Simpson family. Forty five trees were planted. Earlier that month, council had approved the planting of a memorial tree at the end of the avenue nearest St. Peters's Cathedral in memory of Mrs R.N. Hickson,⁹⁷ the wife of the Armidale architect.

In May 1959 council considered a proposal to widen the street and to provide more adequate facilities for parking and moving traffic. At the same time, a request from the cathedral council for a pedestrian footpath kerb along the street of the major scheme was considered. The Armidale I.B.C. strongly opposed a proposal in September 1960 to replant the small trees planted to commemorate the centenary of responsible government.⁹⁸

The *Armidale Express*, 16 May 1962 announced the cost of the drinking fountain erected as a memorial to Mrs J. Savage was £54 1s. At the same time, council's beautification committee announced considering erecting a similar structure in Tingcombe Street as part of the Centenary of Responsible Government. It was decided to dedicate a plaque adjacent to the street and His Excellency Sir Eric Woodward, Governor of New South Wales unveiled a plaque on 16 November 1963 to commemorate the centenary.

Tombs Road.

The previously unnamed road was named in August 1971 after the Tombs family which conducted a dairy on a property in the street.

Trevanna Road.

⁹⁶ *Armidale Chronicle*, 31 August 1927, p.3.

⁹⁷ *Armidale Express*, 16 May 1956, p.13.

⁹⁸ *Armidale Express*, 14 September 1960, p.14.

Named after Trevanna, now the residence of the University Vice-Chancellor. The property was designed by John Horbury Hunt for Mrs Eliza James Wright.

Trim Street.

Council advertised the name change of Jeffrey Street from Markham Street to Dumaresq Creek in August 1971. John Trim was mayor in 1889 and was a member of council from 1864 until his death in 1892.

Turner Street.

Named after Bishop James Francis Turner, the first Anglican Bishop of Grafton and Armidale.

Tysoe Crescent.

Named after James Tysoe, an alderman in the first council in 1863. He was a proprietor of the Freemasons Hotel and treasurer of the Armidale Masonic Lodge.

Uralla Road.

The Aboriginal road for Uralla is 'in a little while' or 'big hill'.

Verna Close.

Council accepted the name at the council meeting on 24 February 1986. Verna was the christian name of Mrs Stewart who had been involved with Armidale Quota Club for many years.

Virginia Close.

Developer Mrs H. Elliott suggested the name Virginia Close between Murray Avenue and Kelly's Plains Road.

Wade Avenue.

Council approved the name in March 1941. Named after Dr. Wade.

Watson Avenue.

William Henry Watson, a butcher was mayor in 1903 and 1929-1932. Watson Park is also named after him.

Wells Avenue.

Council advertised its intention to name the road Wells Lane in August 1971.

Wendo Street.

Council advertised the name for the previously unnamed road in August 1971. It is an Aboriginal word for white gum tree.

Werrina Crescent.

Named after a property called 'Werrina' by Douglas Gordon, son of an early Armidale Clerk of Petty Sessions- Lambart Skene Gordon.

White Road.

Council advertised the name for the road from Queen Elizabeth Drive to the railway in August 1971. Named after Colonel Harold F. White, pastoralist and foundation member of the council of the University of New England College.

Wigan Avenue.

Council decided in February 1964 to name the laneway linking Niagara and Ohio Streets between Kirkwood and Dumaresq Streets Wigan Avenue. It was to become an extension of the already named Wigan Avenue and the name was advertised on 11 January 1965. George Wigan, a doctor was the mayor of Armidale in 1896.

Wilson Avenue.

Mountain View Estate was opened up in 1961 and in 1964 residents of the street began planning beautification of the area under the auspices of the Ben Venue Progress Association. Individuals and the association donated trees and residents built swings, see-saws and slippery dips in the corner of the park. The residents of the street had planted the green strip along the centre and protested to council when plans were announced early in 1967 to remove the grass strip. In April there was a compromise by developing three short islands of grass. Charles Grahame Wilson was mayor in 1890, 1894-1895, 1897, 1901-1902 and 1908. He was a member of the N.S.W. Legislative Assembly 1898-1901.

Worrell Place.

Named after Cecil Harold Worrell who owned the land before it was subdivided.

Wright Place.

Named after Cliff Wright, of Cliff Wright Motors.

Wyevale Place.

The name from the subdivided property was selected by council in April 1985 and was named after the house 'Wyevale'.

Yallabee Avenue.

Mrs E.D. Allingham proposed the name Yallabee Avenue in her subdivision running East from Curtis Street. It was the name of the Allingham homestead and was gazetted in June 1969. It is an Aboriginal word for 'live at' or 'stay'.

Yarrowyck Road.

The road to Yarrowyck, now referred to as Bundarra Road.