Visiting the 
Stockade

The site of the Stockade is located approximately 11km east of Goulburn on the Hume Highway between Towrang Road and Carrick Road. A parking area is available for motor vehicles and this runs alongside the eastbound left hand lane of the Hume Highway.

Once you arrive at the Stockade, follow the map below. Be sure to visit the sites at the Derick VC Rest Area, which is on the opposite side of the Highway (off the westbound left hand lane of the Hume Highway). Long vehicle parking is available at this Rest Area.

Do not attempt to walk across the Highway. There are vehicle turning areas at Towrang Road and Carrick Road. Please take care at the Towrang Stockade, as it is private property and you enter at your own risk.

This is a self-guided tour which will take approximately one hour.

Discover life in an 1800s Penal Camp at
The HISTORIC 
TOWRANG STOCKADE

For further Information

For further information on The Towrang Stockade contact the Goulburn Visitor Information Centre on 1800 333 646 or visit www.goulburn.com or the Towrang Community website: www.towrang.org.au

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FROM GOUlBURN

To MARL

POWDER MAGAZINE (under bank) "Barricade"

SITE OF THE TOWRANG STOCKADE

PARKING AREA

NARROW INN (Remains)

CULVERTS Shanaw Yann

TOWRANG BRIDGE

IN DERICK VC REST AREA

1
The Stockade

Located on the Sydney side of Goulburn on the Hume Highway, from 1833 to 1843 the Towning Stockade was the Chief Penal Camp in the southern district of the newly founded colony of New South Wales.

Up to 250 convict men were housed here and were engaged in the construction of a section of the Great South Road, from Sydney to Goulburn. These men were divided into two parties, the 7-year men were without irons and were assigned the lighter tasks, while the 4-year men and women were in irons and given hard labour. Dressed in a yellow and black uniform, the convicts slept 10 men to a 12-foot square cell, on bare boards, with one blanket rationed to each man.

A recent archaeological dig has uncovered remains of a bakery and a blacksmith shop. The only remaining structure is the Powder Magazine which is thought to have been used to store the blasting powder for roadwork and for splitting stone for buildings. The upper part of the Powder Magazine entrance passage was restored in 1975, the remainder is in original condition.

The Cemetery

At the base of the slope from the Powder Magazine across Towning Creek and beside Deep Creek are the three remaining headstones. They are the headstones of:

Private John Hunter, W/3 regiment, died 16 November 1936 aged 38 years, his hands are free.

Sacred to the memory of John Moore, Private Soldier Sth Regt., who departed this life November 10th 1838 aged 22 years 22
days servant. Remember me as you pass by as you can in so
cars, lose. I am now as you must be prepared too deal as
to follow me. This stone was erected by his comrades as a token of respect towards a good and deserving soldier.

Elizabeth Watts, died 17th June 1841 aged 33 years.

Mary Brown, died 25th June 1847 aged 34 years. She is believed to be the daughter of Sergeant John Brown who was part of the Towning detachment at Mary’s grave is a lasting reminder of the hardships borne by the families who followed their husbands and fathers to remote parts of Australia. At the time of Mary’s death, there was no assistant surgeon at the Stockade.

The Bridge & Culverts

An interesting relic of the work of the convict gangs at Towning is situated at the rear of the Derrick VC Rest Area. Off the westbound lane of the Hume Highway there are some stone culverts and a stone bridge which crosses Towning Creek on the old Hume Highway.

Stone Culverts built by the convicts about 1839 can still be seen. They are located on a part of the Great South Road that has not been affected by modern day roadworks.

The Great South Road was the name given to the original road that ran from Sydney to Melbourne via Liverpool, Naenalan, Camden, Picton and Berrima to Goulburn. The name of the road was changed to the Hume Highway in 1928. The name was adopted as a tribute to Hamilton Hume, who led the first exploration party overland to Port Phillip in Victoria.

The bridge is thought to have been designed by David Lennox, who was responsible for Prospect Bridge and Lapstone Bridge in the Blue Mountains. Whilst not confirmed, at the date of construction in 1839 there were many experienced Lennoxian stone bridge builders working with road gangs. Unfortunately the parapets have been removed.