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Mount Lambie on the Honeysuckle Range

Mount Lambie - John Lambie

The locality we now know as Mt Lambie, some 20km west of Lithgow on the Great Western Highway, has been known in the past as Mt Lambi, and Mt Lambey, Thorpe's Pinch and Warrawang.



Presbyterian Church, Mt Lambie



Former Victoria Inn, Rydal- Mitchell's Line of Road

It was named Mt Lambie after Surveyor John Lambie, who was an overseer and surveyor on the construction of Victoria Pass and the Great Western Road. Thorpes Pinch Road at Mt Lambie is part of the original alignment of the Mitchell's line of road from Sydney to Bathurst. John Lambie was born in Ayrshire, Scotland in 1793 to John Lambie and Elizabeth. John Lambie Snr was an engineer from Saltcoats, Ayrshire, born in 1833, coming from a railway background. His father had been Traffic Manager of the Wishaw and Coltness Railway until 1848 when it became the Caledonian Railway. John Snr became Locomotive Superintendent of the Caledonian Railway in 1891. He died in 1895, two years after John Jnr was born. He improved conditions for enginemen by fitting cab doors, better handrails and footsteps to locomotives.

John Jnr came to Australia in 1828, some years after his father's death, and worked as a surveyor in the Survey Department in Sydney. He was appointed as a civil officer, an Assistant Surveyor, in the Department of Roads and Bridges on 4 June 1829, when he received a salary of 150 pounds per year. In 1830 he became licensed and an additional allowance of 2/6 per day for his horse. In December of that year he was transferred to the Department of the Surveyor General where his salary rose to 200 pounds per year. He also received rations when in the field.

In 1828 Major Thomas Livingstone Mitchell became the Surveyor-General, replacing John Oxley, recently deceased. He assumed control for the Survey Department, and carried out considerable changes on the roads between Sydney & Parramatta, and out to Liverpool. He turned his attention almost immediately to the improvement of the Great Western Road. He surveyed a route running north west from Hartley via Mt Walker to Meadow Flat, crossing the Honeysuckle Range at the top of Mt Lambie, then running in an almost straight line westward via Browns Hill to Kelso, to meet the pre-existing road. Mt Lambie is located to the south of the current highway alignment.

Edmund Lockyer was in the process of building a new pass down from Mt York, a route suggested by Pierce Collits, a settler of Hartley, when Mitchell ordered a cessation of work, claiming that he had a more suitable route. He established a new descent from the Blue Mountains towards Bathurst in 1830 down what we now know as Victoria Pass, which was completed by 1837, through Rydal (Solitary Creek), over Mt Lambie, and through Yetholme, where it became a main road to Bathurst and the main route for mail.

In 1830 his road was commenced, descending Mt Victoria, crossing the River Lett below Hartley, and above Glenroy. Glenroy had been the site of a military station (stockade) at the confluence of the Cox's River and the River Lett, and took on the name as a rural property in about 1837.

By November work was being carried out on Victoria Pass, where road gangs numbering over 110 men were under the care of Supervisor Elliott. Thorpe was another overseer or ganger on the construction of the road through this area, under Thomas Mitchell. His military camp (stockade) was established at Honeysuckle Hill from 1832-1839.

Discipline was challenging. In 1830 Assistant-Surveyor John Lambie had been in charge of the road parties at Argyle. In January 1831 John Lambie took over as Supervisor from Elliot at the Pass. The pace of work picked up after this, although discipline was still difficult. In 1836 both Lambie and Mitchell were signatories to a submission to the Governor in regard to their exclusion from the Commission of the Peace.

In August 1830 the Campbelltown Assizes heard a matter relating to two prisoners being apprehended for forgery, Jean Herman Maas and Thomas McGibbon. To the Chief Justice, John Lambie swore that he was the Assistant Surveyor of Roads in the Liverpool district and it was his duty to make up the ledgers of the road gangs under his direction, including road gang No. 38, and send them to the Commissariat Office at Liverpool. The ledgers included the names of the men, the number of days each had worked, and the provisions furnished for them. Lambie's signature had been forged on papers, and monies stolen. These two convicts were accused of the forgery. They were tried and Maas found guilty, McGibbon not guilty. Later they were both again placed at the bar, and further witnesses called. The jury returned a verdict of guilty for both, and passed the sentence of death for both prisoners.

Maas in particular had had a colourful past. He was a Dutch-Sinhalese convict from Ceylon, who was sent to Mauritius as an assigned servant to political prisoners in 1818. In 1924 he was sentenced for 7 years for forgery. He was not put on a road gang like most Indian convicts, due to his literacy and his European parentage, but was attached as a personal assistant to the head of the department of roads and bridges, William Staveley. It was considered that he was not of a class accustomed to hard labour, and that he be apprenticed to some trade. Within a year he had been arrested again for trying to spend a forged coin, being caught with forged coins and coinage equipment. He was tried and sentenced to transportation for 15 years to NSW in 1828 on the ship *Celia*, being age 20 years and of coloured complexion. His privileged background meant he was attached to the Liverpool Commissariat's office as a clerk. Despite being transported twice, he stole the contractor's payments, was tried and found guilty. He was executed with Thomas McGibbon in 1930, they being the last persons hanged for forgery in NSW.



Lambie reported that in February 1832 there were 216 convicts employed in irons and 60 out of irons on Victoria Pass, 21 in irons and 39 out of irons on Honeysuckle Range (Mt Lambie), 43 in irons and 15 out of irons at Stoney Range, and a bridge party of 62 in irons and 33 out of irons was stationed at Mt Victoria. In July 1832 Surveyor John Nicholson replaced Lambie.



Convict stockade at Cox's River crossing near Hartley: artist unknown

Victoria Pass opened in October 1832, and in April 1834 Mitchell visited his new line of road to Bathurst, nearly completed. It was said to be preferable to the former line. With the object of making the western road one of his greatest achievements in the colony, Mitchell urged Nicholson & his successor Dulhunty to proceed expeditiously with the work. The result was that at the close of 1836 the new road to Bathurst was ready for traffic, although ironed gangs were retained in subsequent years to make necessary alterations and repairs.



Convict gangs on Major Mitchell's Pass 1832: unknown artist

Surveyor Thomas Mitchell went on to complete the survey of the town of Cooma in 1849. Lambie also moved to the Monaro region in about 1837, following along Mitchell's work, and became a prominent road builder in his own right. He was subsequently appointed the first Commissioner of Crown Lands for the Monaro (formerly known as Maneroo) District of NSW. The Maneroo extended from Michelago Creek to Ninety Mile Beach, and from the Snowy Mountains to the coast.

He became the first public official in the Maneroo and was the first magistrate to adjudicate in Cooma. When a court of petty sessions was established in 1847 he was appointed Chief Magistrate. For several years he administered all civil work in the district, and was a signatory to a request for a survey for a town at Braidwood.

His returns for livestock, livestock slaughtered, and private schools, were sent to the Commissioner of Crown Lands at Panbula (Pambula). Upon his request, musters for "ticket of leave" men were held each year for many years.

He lived and worked in this district from 1837 to 1852. He lived in Yass and then Braidwood, before settling at Back Creek, that being the original name for Cooma from 1849. In 1848 he acquired a property of 1,280 acres in the vicinity of the village of Cooma, his home and the Commissioner's Office being in the vicinity of Kirwan's Inn. This would have been a part of James Kirwan's "Cooma Run", where the old lock-up and a boarding school were located, in an area called Lambie's paddock. The paddock now contains a large part of what is now the Cooma Showground.

James Kirwan was the principal early settler of the Monaro region, who settled there from 1836, and owned in excess of 50,000 acres in the vicinity of Cooma township. He was killed in 1852, being shot by his groom/gardener, John McSpadden, whilst being the inn keeper at Kirwan's Inn. The matter was reported on numerous occasions in the press, as McSpadden absconded, only to surrender to police in Liverpool. He was tried and sentenced to 15 years on the roads in 1854.

Lambie's position as the Crown Lands Commissioner was terminated in 1856, and John Lambie appeared to retire from all public duties from 1858.



Early Cooma



John Lambie is buried at Cooma

He died in 1862 and is buried at Christ Church Anglican Cemetery, Cooma. Christ Church (built in 1845) is the earliest official cemetery on the Monaro and is the last resting place of many of the districts pioneers and the forebears of many local families. Lambie Street and Commissioner Street led to his home at the southern end of Lambie Street, which was named for Lambie in the original town plan.

Patsy Moppett

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Food for thought Editor's note

The Bicycle goes to war

Most of us have more than one hobby, a number of interests, which can be quite varied. When you receive an opportunity to combine two or more in the one exercise, you grab the opportunity. Recently, after reading a thought provoking article in "Cycling Australia" by Michael Hartman (March-April 2015), it gave me the chance to combine my love of cycling with my historical interests, in particular that of war history.

In this the year of the centenary of Gallipoli, and also the 75th anniversary of the end of World War II, spare a thought for the part that bicycle technology played in the battlefields of France and Belgium and elsewhere across the world. Michael tells us about his uncles from northern NSW, and the part they played, when the ANZAC Cyclist Battalion was established by "hot, bored and eager" Australian soldiers in Egypt in 1915. He poses the idea of how incredible it might be to consider the bicycle as a serious weapon of war. He quotes the British Cycling Magazine in 1914:

"The reasons of the success of the soldier-cyclist are not far to seek. In the first place it must be realised that his mount, unlike that of the cavalry man, is silent in progress. This gives him an enormous advantage over his noisy foe, whose horse betrays his presence even when galloping over grassland. In short, the cyclist can hear and not be heard. He can approach speedily and noiselessly, and without warning can attack the enemy, who, all unconscious of his presence, often falls an easy prey".

Bicycles were a relatively new invention. No carbon fibre frames or lycra outfits! The AIF had cycling units during many of the early major battles, deployed to the front line as well as undertaking cable burying, traffic control and reconnaissance work. They carried water bottles and rifles, a kitbag with kit and rations, a toolkit and a bedroll on the handlebars. They wore their heavy army issue clothing, although sometimes knee breeches replaced the baggy army trousers. All units had colour patches and badges, square with a white background and a superimposed red middle square. Bicycles were fine over firm hard dry ground, but struggled in the muddy conditions and often rubble strewn roads of the Western Front. Even in 2008 in East Timor bicycles were used to improve field patrols.

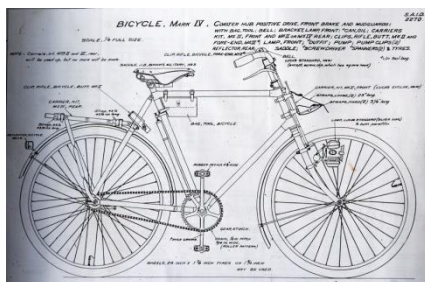


Bicycle infantry was utilised in the late 19th century by Britain, Europe and the USA. They lessened the need for horses, fuel and vehicle maintenance. They could carry more equipment and travel longer distances than foot soldiers, and could substitute for horses as messengers and scouts. With an ease of economy, simplicity of training, relative silence, ease of support, and being lightweight could be carried over obstructions, they became a logical alternative.

The first known use of the bicycle in combat was during the Jameson Raid, where cyclists carried messages. Even tandem bicycles were used, patrolling railway lines on specially constructed machines fixed to the rails, in the Second Boer War. France and Britain developed a folding bicycle which could be collapsed and carried across the rider's shoulders. A bicycle ambulance carried a stretcher between three bicycles, one in front and two behind.



The USA, France, Italy, Poland, Finland, Switzerland, Denmark, Belgium, the Netherlands, Germany, Japan and Russia all developed a cycling infantry. Cycle-mounted infantry was utilised in both World Wars, with the USA even dropping bicycles from aeroplanes to reach troops behind enemy lines.



During WWI Britain used three types of bicycles – military folding bicycle, military roadster and civilian roadsters. The principle manufacturers were Raleigh, BSA, Royal Enfield,

Rudge-Whitworth, Bianchi and Columbia. AIF bikes were issued from England and manufactured by Birmingham Small Arms Company (BSA). Soldiers usually had a standard military issue machine, with standard tyres with little or no grip.

CYCLISTS! YOUR KING & COUNTRY NEED YOU!

New cyclists battalions to be raised at once

Who will ride in the ranks of the famous Essex regiment?

Unique opportunities for keen, fit wheelmen

How and where to join...

Manpower initially comprised cycling enthusiasts, and they proved their worth. Athletic and cycling clubs were prime candidates for enlistment. The trenches however forced the reassignment of many cyclists from their cycling units to infantry units.

The humble bicycle.....!

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Coxs River: a “new” name, two centuries on?

The Coxs River rises near Wolgan Gap, about 22 kilometres north-north-west of Lithgow, and flows southward and eastward to eventually join the Wollondilly River in Lake Burragorang. Rather controversially, it provides an official boundary to the Blue Mountains. (Macqueen 2012)

Governor Macquarie named the river two hundred years ago when he reached it at Glenroy on Saturday April 29 1815, after descending Mount York. (Macquarie 1815) Macquarie assigned many placenames along his journey to Bathurst. None of these was an Aboriginal name, which is not surprising. The act of applying European names was an essential part of taking possession and rendering the alien familiar. Besides, he had no meaningful encounters with Aboriginal people except at Bathurst.

Fortunately, when Major Thomas Mitchell became surveyor general he directed his men to ascertain traditional placenames wherever possible, with the result that many such names are now officially recognised, albeit their relevance and phonetics may be spurious or doubtful. A number of names relevant to the Gundungurra country of the southern Blue Mountains were so-recorded around 1830, but until now no name for the Coxs River has emerged from that era.

As late as 1896 Gundungurra elder Billy Lynch was reported as saying that the Gundungurra group who had lived in the Megalong-Kanimba area were the “Therabulat”, and that was also their name for the Coxs River. In presenting this information, historian Jim Smith stated that the name meant “two hills”, and suggested that the hills concerned might be Mount Blaxland and the combined Wentworths and Lawsons Sugarloaves. He considered the hills might have constituted some sort of boundary or site of significance. Perhaps complicating matters, and as Smith pointed out, another source gave the name “Tarrapalatt” for the Lett River. (Smith 1990). Recently, Gundungurra language historian Jim Barrett came to the view that the appropriate spelling of “Therabulat” would be “Dhurrabulat”, which means “two rivers”. He concluded that the two rivers referred to would be Coxs River and River Lett, and that the name properly applied to the Coxs River at, and locally below, the junction. He also concluded that there was no Aboriginal name for the whole river. (Barrett 2015)

I do not have a view on the above interpretations. However, I do wish to put forward a Cox's River name recorded back in the Major Mitchell era.

I have been studying the tragic story of Mitchell's assistant surveyor Peter Grant Ogilvie (c1806-1841). In the course of his work Ogilvie recorded the supposed traditional names of many features. At one stage I noticed that one of his maps indicated that the Aboriginal name "Wollangambe" applied to Mount Irvine rather than to the river which now carries the name. (Macqueen 2014)

NEW SOUTH WALES.

MONTHLY REPORT of the Progress of the Surveying Party under
between the 1st and 31st Day of *March* 1829

	Measured Miles of Distance.			Square Miles Surveyed.			Report of the Country Surveyed.
	Boundaries of Lands.	Traces of Rivers.	Traces of Bridges or Roads.	In Measurement of Lands.	In marking Section Lines.	General Survey of Hills and Rivers.	
From 1 st to 7 th inclusive		21				21	<i>Rocky forest hills and occasionally white scrub.</i>
8 th to 14 th inclusive		9				9	
15 th to 31 st inclusive							
Total							

Remarks on the progress during this Period.

This small distance of journey would have been completed in a much shorter time had it not been for the broken state of the Country about the Banks and the heavy rain for the most part in the bottom of a deep Ravine it was with quite difficulty that I could have made it all.

F. Ogilvie

Native Names of Places to be in all cases inserted when they can be ascertained.

Native name of Coxes River is Duivan

Soil.—Whether alluvial, or Forest Land, or Rocky and Barren.

Hills.—Whether Rocky and Broken or undulating and of easy Access.

Rivers.—Their breadth, fords, the nature of their bed, and quality of the Water.

Woods.—The description of Timber, and whether they are thick, and impenetrable, or partially covering the Country.

Figure 1: Peter Ogilvie's monthly report of March 1829

Recently I was studying his monthly report for March 1829. (Ogilvie 1829a)(Figure 1) Under the printed heading "Native Names of Places to be in all cases inserted when they can be ascertained", Ogilvie wrote "Native name of Coxes River is [X]". When I first saw this on the microfilm at State Records I could not interpret the word [X], and I also suspected that the film had not captured all the page. I discussed the matter with Senior Archivist Gail Davis, with the result that the original material was helpfully brought out for examination. The film had indeed captured all the page, the bottom of which has been cut or torn off, but recourse to the original gave a clearer view of what does appear to be the entire word. (Figure 2)

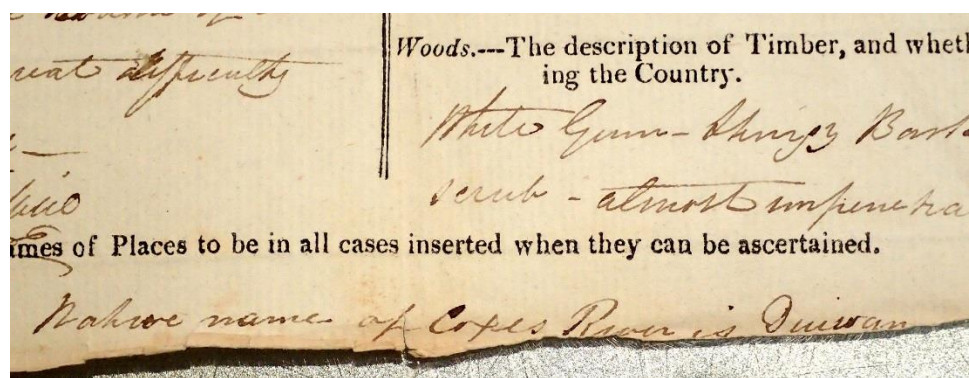


Figure 2: Enlarged detail of the March report

After comparing the word [X] with the handwriting in Ogilvie's many other reports and letters, with the assistance of advice from Gail Davis and her colleagues, I have concluded that Ogilvie first wrote "Duivan" but corrected it (by over-writing) to make it "Duiwan".

It might also be noted that the first letter is almost exactly matched by many of Ogilvie's upper-case "D"s, so any temptation to designate it as a "Q" should probably be avoided. I understand that the consonants "q" and "v" were not used in the Gundundurra language. (Barrett 2015)

Exactly what the Scottish Ogilvie heard could be a matter for conjecture. Barratt believes the word would have been "du-wi-wan", Ogilvie not having picked up the soft sound of the first "w". However, I wish to place on record the historical context of Ogilvie's little note. Given that different parts of the river may have had different names, the most important question is: what part of the river did the name apply to?

In the latter half of February 1829 Ogilvie travelled from Sydney to the Coxs River. (Ogilvie 1829a) He was carrying the following instruction from Major Mitchell, dated 3 February:

1—You will hold yourself in readiness to accompany Mr Bowen when he arrives at Bathurst, in the meantime I wish to employ you to unite several unconnected portions of Cox's River and the Fish River, as you proceed to the westward.

2—You will therefore halt near the Pulpit Hill in the Blue Mountains and turning to the left you will find your way to Mr Norton's Grant on Cox's River – and from the Eastern boundary of that land you will trace Cox's river downwards until you make twelve miles of direct distance from where you have commenced.

3—You will next proceed from Mr Norton's farm by the most convenient road to where the Mount Blaxland Road crosses Cox's river from which point you will trace that river upwards to its source near Mount Walker.

4—You will advance towards Bathurst by the Mount Blaxland road, until you reach the Fish River when you will again halt your party and turning to the left trace the Fish River upwards as high as you can get.

5—You will transmit the plans of these different portions of rivers as soon as you shall completed the trace of each, with a Report on the nature of the country on their Banks etc.

6—But in the event of Mr Bowen joining you before you can complete this duty it may stand over until you are returning from the Bathurst Country. ... (Mitchell 1829)

Are we to believe that Ogilvie completed all the above? No. Aside from the impossibility that Ogilvie ventured down Blacks Ladder from Pulpit Hill with his men and pack animals, the clumsy arrangement whereby Ogilvie was to take orders from Land Commissioner George Bowen, rather than directly from Mitchell, almost certainly interfered. The arrangement was a matter of much annoyance to Mitchell, and accounts for the poor record that we now have of Ogilvie's precise movements and achievements in the following months. Fortunately however we do have some critical monthly reports and maps to go on.

The only surviving report that apparently alludes to work on the Coxs River is that of March 1829, in which Ogilvie indicated he surveyed 30 miles of river, 20 miles of which was in granite country, and most of which was "in the hollow of a deep ravine". (Figure 1) He did not say where the river was. Then, after a two-week break "attending to Mr Bowen", we find him in April surveying just three miles of a river somewhere, and 35 miles evidently of the Great Dividing Range. By June he was in the Cudgegong country. (Ogilvie 1829a,d)

While most of the maps produced by Mitchell's surveyors survive in State Records, no map in connection with Coxs River has been attributed to Ogilvie. However, on examining two unattributed, undated and adjoining Coxs River maps I discovered they are certainly Ogilvie's work. The faint magnetic-north arrows are in his style and are accompanied by the equally-faint but unmistakable initials "PO".

The first of these maps (Ogilvie 1829b)(Figure 3) covers the part of the river from Glenroy (at the River Lett junction) up to a point just north of Mount Walker, west of Lithgow, and is a fairly accurate representation. The distance along the river is about 25.5 kilometres or 16 miles.

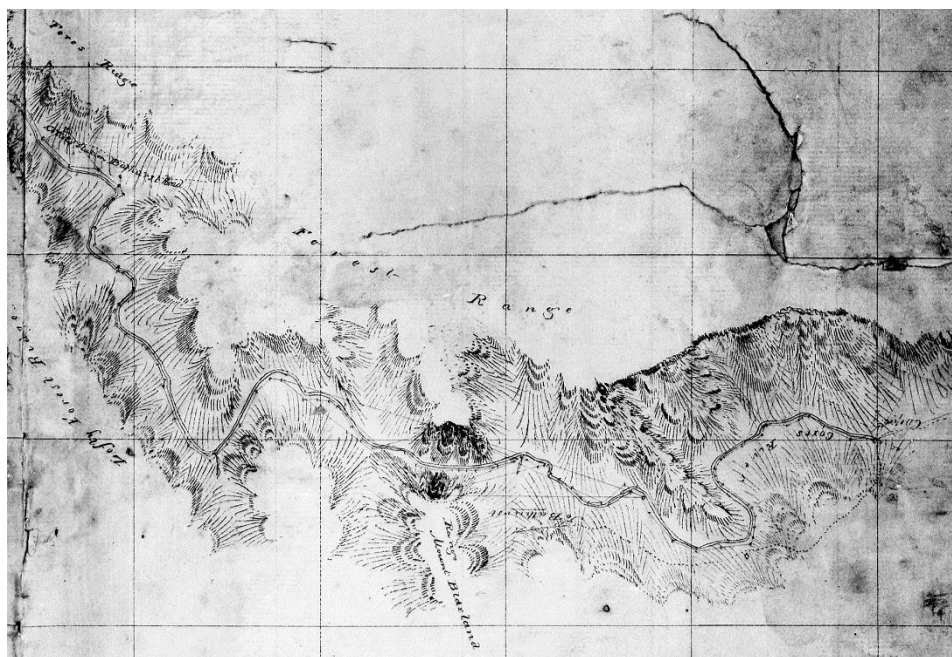


Figure 3: Portion of Ogilvie's first map

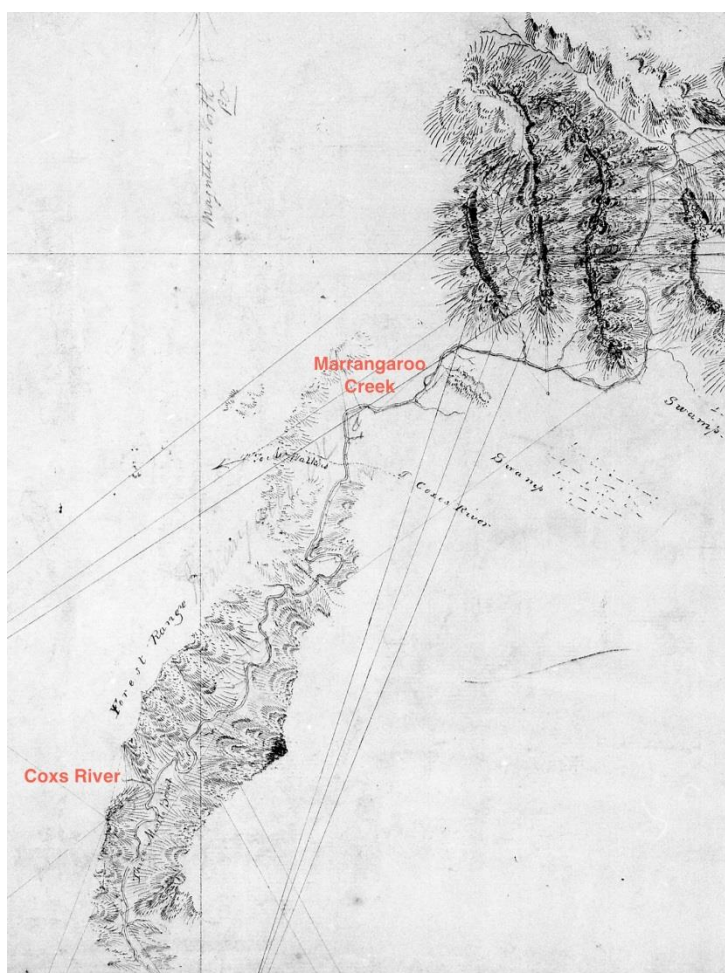


Figure 4: Portion of Ogilvie's second map

The second map (Ogilvie 1829c)(Figure 4) continues upstream, but on reaching the Marrangaroo Creek junction it heads on up that creek to its headwaters north of Lithgow instead of following what we now know as the Coxs. The entry of the latter is indicated but

unlabelled. Moreover, the part of the map in the junction area is quite inaccurate: it appears that Ogilvie did not bother with proper survey there. He was apparently put off by the rough nature of the river which included the “thick mirtle scrub” which he labelled on the map. Marrangaroo Creek and Coks River are similar in size at their junction. It appears that Ogilvie made a mistake and took the wrong branch, but was set straight before he drew his map. The evidence for this, firstly, is that he did not place any name on the Marrangaroo Creek portion of his work, while clearly labelling Coks River on the first map. Secondly, the map shows a track crossing Marrangaroo Creek near where today’s Great Western Highway crosses, labelling it “To Mr Walkers” to the west and “To Coxes River” to the south east. It would be strange to put the latter label at a watercourse he considered to be part of Coks River.

The length of watercourse on the second map is around 24 kilometres or 15 miles, so the total over the two maps is about 31 miles. This is consistent with the river distance that Ogilvie said he surveyed in his March report, being 30 miles. It is also consistent with his 20 miles of “granite country”, if we take granite as being rock other than sandstone. It appears then, that in doing the work in March he was fulfilling Paragraph 3 of Mitchell’s instructions—except that part of the work was on the wrong watercourse.

What about Paragraph 2? The Norton grant to which Mitchell referred was in the Kanimbla Valley, and ran from Grants Creek down to just below Norton’s Creek (Dixon 1837). Mitchell presumably meant the “Southern” rather than “Western” boundary when he asked Ogilvie to survey from there down to a point a direct distance of 12 miles (19 kilometres) away. That point would be almost at the Kanangra Creek junction (which is the point below which William Govett roughly mapped in 1833), and would have involved a survey distance of over 20 miles (32 kilometres). Aside from the problem of accessing the Megalong Valley by the route that Mitchell specified, there is simply no space in Ogilvie’s time schedule or reported survey distances for him to have surveyed that section in addition to the abovementioned parts upstream. Having said that, I have to acknowledge that I have yet to discover just who did survey the part from Glenroy down to Kanangra Creek, and for that matter the part from Wolgan Gap down to the Marrangaroo junction. Someone did, for the whole river is shown on Mitchell’s classic 1834 map. (Mitchell 1834) Andrews (1992) indicates it may have been White or Hoddle. It assuredly wasn’t Ogilvie.

So, to return to the question: what part of the river might the name Duiwan have applied to? If we assume that by the time Ogilvie wrote his March report, probably some time in April 1829, he had a clear view as to what was the Coks River and what wasn’t, then in writing that Duiwan was the name for the Coks River his understanding was presumably that it applied *at the very least* to the part of that river which he had surveyed and where he had presumably met his informant. That is, the part of Coks River from Glenroy up to around Mount Walker.

That would conveniently fit Barrett’s interpretation that the name Dhurrabulat could apply to the part *downstream* from Glenroy. Indeed, Barrett has suggested that Duiwan applied to *all* of the river upstream from Glenroy. (Barrett 2015)

Very likely, as Jim Barrett believes, there never was an Aboriginal name for the whole of Coks River.

Andy Macqueen

Acknowledgements

I thank Senior Archivist Gail Davis at NSW State Records for assistance in interpreting Ogilvie’s handwriting, and for granting permission to publish Mitchell’s letter and the documents at Figures 1-4. I owe special thanks to Jim Barrett for the thoughtful advice and opinions he has provided. His new book “Gandangurra: The Language of the Mountain People - and Beyond” is expected to be released late in 2015.

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Lapstone – Arthur Hand

Lapstone is a small village on the eastern escarpment of the Blue Mountains.

The name "Lapstone Hill" was in use from at least the 1820s and derives from the shape of numerous water worn stones in the area which were once a part of the bed of the ancient Nepean River. To road workers and travellers they resembled the lap stones used by cobblers. In 1822 Mrs Elizabeth Hawkins, on her way to Bathurst, wrote: "We now began our ascent up the first Lapstone Hill, so called from all the stones being like a cobbler's lapstone."

Lapstone the village did not come into being until being developed from 1954. The land was originally bought and developed by Mr Arthur J Hand, an Alderman of the Blue Mountains City Council. In 1954, Mr Hand, at age 70, retired to Blackheath from the Sutherland shire where he had been mayor. In October of that year he signed a contract to purchase 116 acres of timbered, but vacant land, in the Lower Mountains known as Stephen's Paddock. He immediately started to subdivide, at up to 20 acres at a time, the area which is now Lapstone.



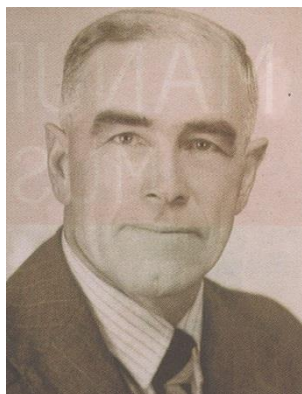
Lapstone steam



Lapstone Railway Station 2015

Lapstone railway station, which recently celebrated 50 years, was privately funded by Hand, after guaranteeing buyers of the estate he subdivided, that the blocks would have a railway. The station, and much of Lapstone itself, was built by Mr Hand in 1963-64.

It took several years for the Department of Railways to give consent for the construction of Lapstone Railway Station. Negotiations with the railways were finally successful, with the agreement that Hand finance the building of the station. Lapstone station was constructed by Ron McGraw with curb and guttering brickwork by Frank Davis. Mr Hand offered both men their choice of land as a sign of appreciation.



Arthur Hand



Over time the station ownership reverted to the State. The railway played a major role helping the new residential area to Glenbrook's east forge its own identity.

A plaque is being organised to commemorate the 50th anniversary of Lapstone station. Once it is finished, the local community will be invited to attend an event to mark the plaque's unveiling. Mr Hand will be mentioned on the plaque.

Lapstone today is a residential village. The school remains, along with a sporting complex, including a netball centre, a bushfire shed and the station.

Patsy Moppett

References

Blue Mountains Gazette, December 2014

Wikipedia

www.bmcc.nsw.gov.au

Tremain's Flour Mill, Bathurst

The former Tremain's Flour Mill at Bathurst has recently been sold. The site dates back to 1857 and includes a four storey industrial building, grain silos and associated structures, in-situ machinery and buildings including the Victoria stores and what is now Bedwell's Feed barn. Together with the nearby Crago Mill (1850), these two businesses were major employers in the town, two of five mills in Bathurst by 1883, being located in an area of Bathurst known as Mill Town, where many nearby dwellings were constructed for mill workers.



Tremain's Mill & silos



There was a mill on the site from about 1857, probably built by Chapman Brothers. Chapmans sold to Brown, who leased the site to HS Hayes in 1862. In 1868 the mill manager was Minehan. The Smith brothers ran the mill in 1868, and William Tremain purchased the site in 1874. It was by then known as the Victoria Mills. Tremain had first operated mills at O'Connell, and at "Rainham" at Orton Park. He let these go and moved to operate the Havannah/Keppel Street site. Tremain renamed the mill the Victoria Roller Flour Mill in 1887 when new machinery was installed. A separate rail line was constructed to the site in the 1890s. William Tremain died in 1898 aged 67. He had also been an alderman in Bathurst from 1882 to 1898.

He left the mill to his sons Reuben, John and Edwin. In 1901 the mill burnt down, but was rebuilt. The Tremains had to relocate their business to another mill in town, the Britannia, during the reconstruction. The ownership became Tremain Bros P/L from 1926. Electricity was introduced to the mill in 1953, no longer relying on steam. In 1972 the chimney was demolished, and in 1980 the company sold to George Fielders & Co, who closed the mill later that year. It had been the last operating mill in Bathurst.

Although the mill officially ceased operation in 1980, parts of the site are still in use, accommodating a number of small businesses. The possibilities for the site include adaptive reuse and tourism opportunities. A working group has been established which would seek to have a conservation management plan and a master plan drawn up, to maintain and protect the historical integrity of the site. Any proposals would be in the same vein as the conserved Crago Mill in Bathurst, which remained vacant for many years before being restored and conserved for alternate uses in recent times.

Patsy Moppett

References:

The Story of Bathurst, B Greaves 1976

The History of Bathurst 1818-1915, CW Sloman 1994

www.heritagebathurst.com

Western Advocate, April 2015

More on Flowers

Further to the fascinating history of flower shows in NSW provided by Shirley Evans in the previous issue of Heritage, the following list of exhibits of the most popular species is provided by Shirley. Ranging from flowers, vegetables and fruit through to manufactured products, we can see even that the average agricultural shows and markets of today still carry a range of these most popular products for exhibition and competition.

EXHIBITS AT FLOWER SHOWS IN THE 1840S

FLOWERS		VEGETABLES	FRUIT	COLONIAL MANUFACTURES
Clianthus	Cyclamen	Cauliflower	Mandarin orange	Silkworms
Cork bark	Saxifraga	Broccoli	Naval (sic) orange	Silk
Azalea	Bellis perennis	Peas	Apple	Beeswax
Tropelion peregrinum	Thunbergia	Salad	Pineapple	Preserved beef
Pansies	Leptospermum	Cabbage (various types)	Bananas	Glue
Auriculus	Zinnias	Cucumber	Loquat	Neatsfoot oil
Primulas	Sunflower	Asparagus	Strawberries	Bone manure
Polyanthus	Sweet William	Leek	Lemons	Preserved lambskins
Daisies	Convolvulus	Radish	Guavas	Marmalade

Ranunculus	Balsams	Horse radish	Pears	Wines
Anemones	Dahlias	Red and white beet	Grapes	Spirits
Tulips	Hibiscus	Potatoes	Plums	Preserved fruits
Narcissus	Aster	Celery	Rock melons	Dried fruits
Sparaxis	Wisteria	Spinach	Medlars	Rose water
Babianas	Petunia	Turnips	Pomegranates	Gelatine
Ixias	Cheiranthus	Carrots	Quinces	Stearin
Magnolias	Mesembryanthemum	Parsnips (2 kinds)	Peaches	Tallow
Camellias	Ceres	Lettuce (various)	Water Melon	Salt
Ericas	Bouvardias	Rhubarb	Walnuts	Tobacco
Vethelionia	Salvia	Herbs (all kinds)	Shaddocks	Almonds
Geraniums	Lobelia	Spring onions	Citrons	Soap
Polygala cordifolia	Marigolds	Water cress		Hops
Fuchsia	Amaryllis	Parsley		Dressed flax
Pelargonium	Tradescantia	Salsify		Sauces and catsups (sic)
Pittosporum	Haemanthus	Beans		
Japonicum	Cockscombs	Pumpkin		
Peonia	Yucca	Sea kale		
Diplacium	Dianthus	Broad beans		
Wallflower	Begonia	Red celery		
Calceolarias		Potato onions		
Cowslips		Garlic		
Cerceous		Endive		
Cactus		Marrow		
Stock (gillyflower)		Squash		
Roses		Capsicum		
Leucacoryne		Chilli		
Gladiolus		Green shallots		
Mimulus		Egg plants		
Tritonia		Silver beet		
Euphorbia		Mangold-wurtzel		
Verbena		Onions		

In coming issues Shirley hopes to regale us with the history of wild flower shows from the past.

Shirley Evans



Dahlia



Medlar



Silkworm & cocoon



Mangel-wurzel

The Technical Side

Local government heritage conservation and management

Across the State local government areas hold a wide range of heritage features. The history of the districts include aspects of early exploration, agriculture and mining, closer settlement in the towns and villages themselves, together with the influences of the technological revolution which led to the decline of many regional communities.

There remain many fine rural and urban homesteads, on agricultural properties both operational and not. Each urban centre holds some fine public buildings and significant homes, many of which have undergone a range of adaptive reuses to come through the history of the region unscathed.



Mining relics, Quartz Ridge

Remnants of mining remain in some areas, and other industrial heritage abounds in railway infrastructure, large industrial complexes and much moveable heritage (industrial and agricultural) as is displayed within numerous museums.

Each local government area has items listed as locally significant in a Schedule of their local environmental plan, and a scattering of items on the State Heritage Register.

Heritage Conservation Areas are located in many urban areas, and some properties are also listed on the National Trust Register.

The NSW Department of Environment and Heritage, through the NSW Heritage Office, operate a heritage program with a range of resources, funding opportunities and other services to assist the community with heritage conservation. The major elements of the program for local government include the heritage advisory service and the local heritage assistance fund. Each council provides regular feedback to councilors and the community on the results of the program operations in their area.

Heritage Advisory Service

Originally in the 1990s councils took part in heritage week activities, with some State funding, and undertook surveys to establish the first lists of shire/municipal heritage items, undertook numerous history research inquiries, and followed up on significant heritage issues and projects.

Nowadays most councils have a nominated heritage advisor in place, employed by the council (together with funding from the NSW Heritage Office) to advise on new development or redevelopment of existing heritage properties and precincts, among other things. An agreement is usually signed by both council and the consultant, which sets down the terms for the program.



Homestead, Millthorpe

The original agreements required the advisor to visit Council one day every month, although this arrangement can vary from council to council depending upon the funding resources available and the scheduled work load. The standard day for a heritage advisor is often 8 hours.

The major tasks undertaken by the heritage advisor might include:

- Reviewing applications under the Local Heritage Assistance Fund.
- Commenting on development applications.
- Providing heritage advice outside of development applications at pre-DA stage.
- Input upon request into processes such as any landuse strategies, LEP reviews (to make adjustments to the heritage items schedule), community based heritage studies, preparation of development control plans and input into planning proposals.

Local Heritage Assistance Fund

Many local heritage funds were set up in the 1990s. Prior to this, projects received funding via the NSW Heritage Assistance Program, run by the NSW Dept of Planning. Eventually the scheme moved over to utilise the program in the form as we know it today.

In each financial year council budgets for a local heritage fund, with the expectation in the program's early years of grant funding (2:1) from the NSW Heritage Office program. After three years the funding moves over to 3:1. The program results in a range of projects being funded and successfully completed in the local area, including matters such as exterior and interior painting and roof restoration, restoration and maintenance of buildings, stormwater stabilization, fence and window restoration, historic signage renewal, emergency works, and painting of main street commercial premises.



Emergency works – stone wall, Carcoar

The Heritage Office provides a Guideline to the operation of the service, which is available from their website. Each council then has a guideline or policy as to how the program operates in their local government area.

Resources & initiatives

The Heritage Office offers a wide range of publications to assist property owners and heritage professionals in the operation of heritage conservation, which are all available on their website.

There are many levels of heritage management which can be undertaken by local government, with the support of the Heritage Office. Many of these could be undertaken in-house, staff resources permitting, or at least in co-ordination with the heritage advisor position. External funding resources should also be investigated.

Initiatives might include:

- Commence an interpretive signage program and/or heritage trails for urban and rural areas and/or its villages.
- Compilation of a consultants, suppliers and tradesmen directory.
- Establishment of heritage committees under S355 of the Local Government Act 1993.
- Produce a heritage newsletter – perhaps quarterly. Updates are sometimes placed in community newsletters.
- Compile a collection and/or list of history resources available locally.
- Provide listing and best practice information through flyers/ brochures/fact sheets.
- Publicize the local heritage fund and the heritage advisory service through brochures/flyers/fact sheets, web sites and the local media.
- Schedule the operation of the heritage fund to enable effective use of staff resources and time.
- Commence heritage awards program and publicize heritage success stories.
- Compile Council's heritage assets register (a schedule of council owned heritage properties).

- Promote staff training to raise awareness of heritage issues.
- Review and update the council's heritage inventory, seeking to have the information updated in NSW Heritage Office records accordingly.
- Initiate and seek funding for main street studies.
- Compile advisory information in regard to wider heritage funding opportunities.
- Review all current heritage studies and act on the recommendations.
- Offer periodic heritage review reports to councilors.
- Initiate and maintain a cemetery register – private and public – funding is often available for cataloging cemetery records.
- Hold heritage seminars/workshops for community education.

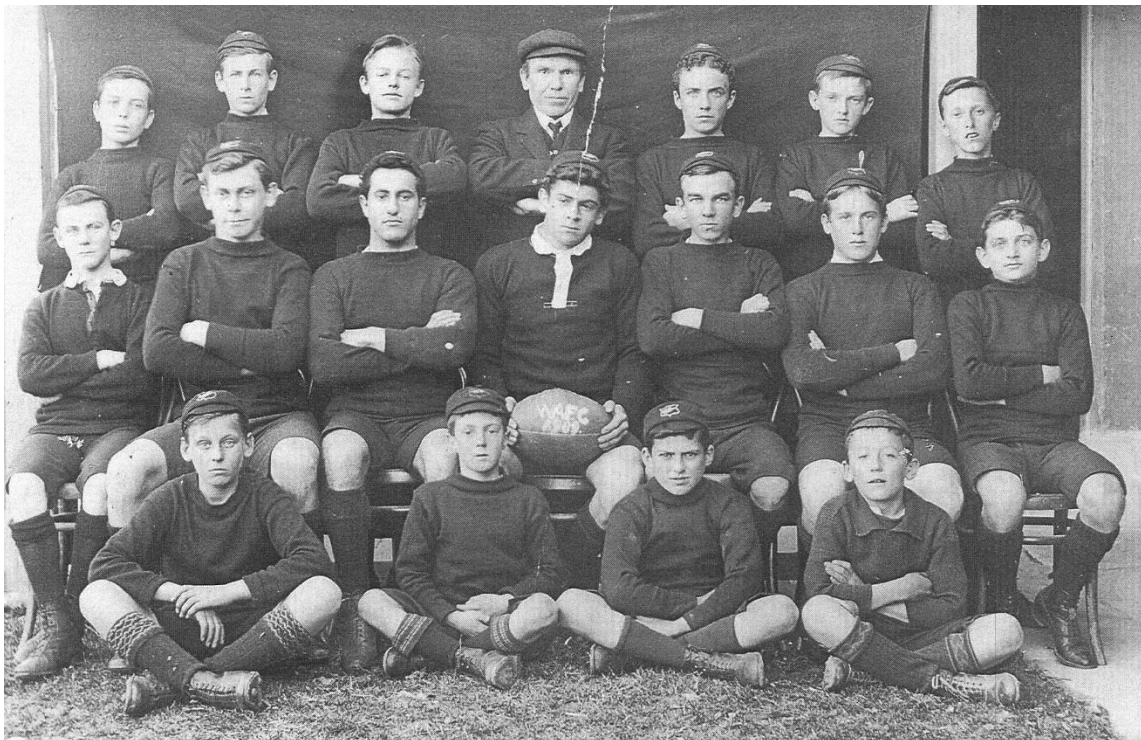
Patsy Moppett

Community events & updates

1909 Woodford Academy Football Team

The Woodford Academy Management Committee is very proud to announce that the Academy has received a 2015 National Trust award for the 'Events & Exhibitions - Community & Individuals' for the 'Make Your Mark In History' interpretive exhibit produced by the WAMC that is currently on display in the museum.

'The interpretive exhibit features the war and medical records of 12 of the 17 boys who are depicted in the 1909 Woodford Academy Football team photo with their teacher, John McManamey. The historic photo from the property's collection is a powerful visual metaphor for the significant proportion of boys that enlisted from this small school, linking names and war experiences to what were previously anonymous, young, innocent faces. An original musical score composed by WAMC volunteer Noel Burgess, provides a memorable & contemplative mood for visitors to also consider what details the sparse, factual information of the war and medical records do not reveal.'



The research and production of this exhibit involved a number of Woodford Academy volunteers generously donating a wide range of expertise including history, research, education, technology, design & musical composition. In 2012 former WAMC volunteer

Michael Pyne successfully applied for an application for a 'NSW Veteran Affairs ANZAC Community Grant Program' to undertake research on the former Woodford Academy students involved in World War 1. WAMC volunteers Ian & Deidre Harman, Ken Goodlet and Rae Clapshaw undertook the extensive research on these boys. The 'Make Your Mark in History' audio/visual interpretive exhibit was initiated by Noel & Elizabeth Burgess (2000Hz music + audio & 2000ft Design) to present the results of some of this extensive research to museum visitors as a respectful, engaging and contemplative commemoration of the Centenary of World War 1. '

The WAMC dedicate this award to the 54 former Woodford Academy students who served in World War 1, whose courage and sacrifice has inspired this tribute. The award is a wonderful acknowledgement of the positive outcomes that are being achieved with the good will, dedication and skills of the Woodford Academy volunteer community. *Elizabeth Burgess*

2015 Royal Australian Historical Society Conference

The 2015 RAHS Conference will be held on 24-25 October at Bankstown Sports Club. There will also be the customary pre-conference get together on the Friday evening. The Conference will showcase the fascinating and diverse historical and cultural heritage of the Bankstown area.



Opening of Railway 1909, Bankstown



St Felix Cemetery, Bankstown



Water Reservoir, Bankstown

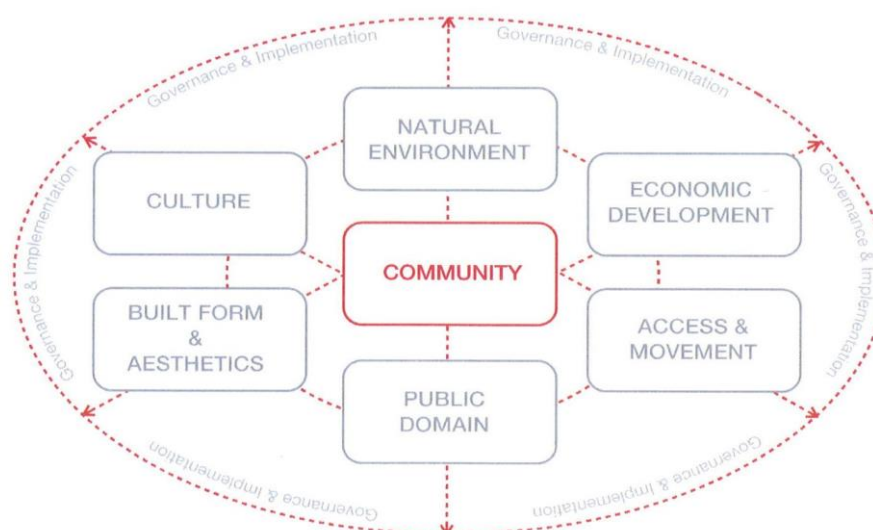
The program will be issued in coming months. **SAVE THE DATE!**

Springwood Town Centre Master Plan

Blue Mountains City Council is to review and update the Springwood Town Centre Master Plan, originally adopted in 1995. The Master Plan will guide the future development of the Springwood town centre, playing an important part in setting a suitable planning framework for the look, feel, vitality, viability, sustainability and accessibility of towns and villages in the town.



PLACE VITALITY CRITERIA



The aim of a master plan is to guide the future development of a centre, the management of Council assets and facilities in the public domain, and inform of major projects and initiatives. Under the Plan Council recognises the role Springwood has as a vital district centre providing commercial and community services for the Lower Mountains.

The focus will be to ensure the Springwood town centre remains a vibrant village centre with convenient local services, mixed uses and meeting places, now and into the future.

Blue Mountains City Council has appointed a specialist consultancy service, McGregor Coxall, to review the Springwood Town Centre Master Plan.

Opportunities for community engagement in the Springwood Town Centre Master Plan will be promoted widely.

The Council proposes rigorous community engagement for this strategic process. The Master Plan is proposed for completion towards the end of 2015, and the community should stay in touch with Council updates on this process.

Patsy Moppett

www.bluemountains.nsw.gov.au

www.bluemountainshaveyoursay.com.au

www.bluemts.com.au

Waves of Immigration Seminar

The Blue Mountains Family History Society is presenting a seminar on 15 August 2015. The seminar is entitled "Our Heritage", Waves of Immigration – 1830-2000 Building a Nation of Families.



Migrant House, Liverpool



Dutch Migrants 1954

The presentation will be held at the Springwood Presbyterian Church Hall, Macquarie Road, Springwood from 9am to 3.30pm. Speakers will include:

- Ray Thorburn (Kiama Family History Centre): Post Irish famine and industrial revolution migrants.
- Gail Davis (Senior Archivist, State Records): Free Immigration 1845-1868, 1850-1900.
- Fiona Burn (National Archives): Immigration 1922-1960s.
- Lorraine Turtle (Turtle Consolidated Services: Researching immigration records.

Morning tea and lunch are included in the cost of \$40.00 per person. Bookings close Friday 8 August 2015, and should be made to PO Box 97 Springwood 2777, pay at a General Meeting, or at the Springwood Library.

Inquiries should be directed to xploretree@yahoo.com.au

William Cox Historical Festival Celebrates bicentenary trilogy on 19 July

This year's William Cox Historical Festival and Open Day at the Arms of Australia Inn Museum, Emu Plains, on Sunday July 19 marks the final chapter in the bicentenary trilogy of the colony's early years.



At 11am on the day, Fiona Scott, Federal MP for Lindsay will unveil a plaque at the museum to commemorate the three bicentenaries, the crossing of the Blue Mountains by Blaxland, Wentworth and Lawson in 1813; the building of the road across the mountains by William Cox in 1814; and Governor Macquarie's trip over the new road to the settlement on the western plains, which he named Bathurst.

Music by Tall Timbre Country and Western Band, with guests Roger Corbett and Clare O'Meara from the Bushwackers, and the Penrith City Band, will entertain visitors. To make sure all goes smoothly, the NSW Corps of Marines will keep order.

As in previous years, the festival will have a host of activities for young and old - including wagon rides, animals and pony rides, the old fashioned school room, merry-go-round and jumping castle, plus plenty of stalls and food.

The William Cox Festival and Open Day is to be at the Arms of Australia Inn Museum on the corner of the Great Western Highway and Gardenia Avenue, Emu Plains from 9am to 3pm. Admission is free.

For more information contact:

*Rosemary Weaver 4751 6975 or 0408 416 735
or the museum on opening days 4735 4394*

Mount Victoria Road Safety Upgrades

Tenders are now being reviewed for the pending safety upgrading works at Mount Victoria, set to commence later in 2015. The works are part of major highway upgrading by the State government currently underway between Katoomba and Lithgow. The Blue Mountains Gazette reported on 13 May 2015 that the Great Western Highway operates as a key road transport link between Sydney and the Central West, serving numerous regional communities in the west of the State. Works are currently being finalised at Bullaburra. The upgrade at Mount Victoria will include intersections, improvements to road curves and shoulders, pavement surfaces and retaining walls. Tenders closed on 27 May 2015.

On 27 May the Mount Victoria Community Association reported to the Gazette that they welcomed the news that work will soon commence on these safety upgrades. They feel that the works will provide safer conditions for both local residents and tourists alike, whilst still retaining the historical character and social amenity of the village, and having a positive effect on the wider Blue Mountains.

Whilst they said they may not agree with every aspect of the safety upgrade, they believe the Association has worked alongside local residents and business owners, councillors and local members of parliament towards the best outcome for the village. *Patsy Moppett*

Blue Mountains Lithgow & Oberon Tourism (BMLOT)

Blue Mountains Lithgow & Oberon Tourism (BMLOT) is about to be wound up after coming to an agreement with Destination NSW to settle its outstanding debts.

Blue Mountains Tourism Limited, trading as Blue Mountains Lithgow and Oberon Tourism (BMLOT) was the Regional Tourism Organisation responsible for strategic development and overall destination promotion of the region. Businesses were encouraged to become members of BMLOT to play their part in the overall promotion of the destination. Blue Mountains, Lithgow and Oberon Tourism covered the local government areas of Blue Mountains, Lithgow and Oberon. Industry led and membership based, it has strategically marketed the destination since October 1998 as a not-for-profit organisation.

The best of tourism and hospitality businesses in the Blue Mountains, Lithgow and Oberon regions were often revealed at annual Blue Mountains, Lithgow & Oberon Tourism (BMLOT) Awards. These official regional tourism awards recognised and promoted product and service quality in the regional tourism and hospitality industry. The BMLOT regional tourism awards fed into the NSW Tourism Awards and the Qantas Australian Tourism Awards.

In 2013 Blue Mountains Lithgow and Oberon Tourism (BMLOT) completed a major restructure by upgrading the role of its administrative head and appointing a chief executive officer, as the culmination of a four year process of reform, beginning with an independent strategic review commissioned by BMLOT and a board commitment to restructure the organisation, which included an international search for a CEO.



Hartley Valley from Berghoffer's Pass

An industry summit is to decide the shape of a replacement organisation which may see the region reject Lithgow and Oberon and embrace Penrith and Hawkesbury. The chairman Jason Cronshaw advised the Blue Mountains Gazette recently that there would be a major change in the region's tourism promotion and marketing. The boundaries of the region would be adjusted, and the participant areas were yet to be decided. He was confident that the old organisation would be closing with no debts, due to assistance from Blue Mountains City Council and others. The community forum will involve the Council, the industry and Destination NSW, to find "a model that protects and grows this vital and massive part of our local economy".

Patsy Moppett

Blue Mountains Gazette 3 June 2015.

BLUE MOUNTAINS ASSOCIATION OF CULTURAL HERITAGE ORGANISATIONS INC.

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Website: www.bluemountainsheritage.com.au **ABN:** 53 994 839 952

The organisation: Blue Mountains Association of Cultural & Heritage Organisations Inc. (BMACHO) was established in April 2006 after local historical and heritage societies and individuals recognised the need for the creation of a cultural heritage strategy for the local government area (LGA) of Blue Mountains City Council. The constituency now embraces but is not limited to, the LGAs of Blue Mountains, Lithgow, Hawkesbury, Penrith and Mudgee. BMACHO membership includes historical and heritage groups, museums, commercial enterprises with an historical or heritage component in its core business, local government (local studies units, library collections) and a limited number of individual members by invitation such as but not necessarily academics. The objectives of the organisation are:

1. To raise public consciousness of the value of cultural heritage
2. To encourage and assist cultural heritage
3. To initiate and support cultural heritage activities not already covered by member organisations.

One of the aims of BMACHO is to bring the various bodies into closer contact to encourage them to work more closely together and to provide a combined voice on matters of importance within the heritage sector.

Affiliations: BMACHO is a member of the Royal Australian Historical Society and is affiliated with the Better Planning Network.

Publications: BMACHO's official newsletter *Heritage* is edited by Patsy Moppett. The annual refereed *Blue Mountains History Journal* is edited by Dr Peter Rickwood and occasional papers are published from time to time.

Membership: The following organisations are members of BMACHO: Blue Mountains Botanic Garden, Mt Tomah; Blue Mountains City Library; Blue Mountains Cultural Heritage Centre; Blue Mountain Education & Research Trust; Blue Mountains Family History Society Inc; Blue Mountains World Heritage Institute; Bygone Beautys Treasured Teapot Museum and Tearooms.

Eskbank Rail Heritage Centre; Everglades Historic House & Gardens; Norman Lindsay Gallery; Glenbrook & District Historical Society Inc; Hartley Valley District Progress Association; Hawkesbury Historical Society Inc; Kurrajong-Comleroy Historical Society Inc; Lithgow & District Family History Society Inc; Lithgow Mining Museum Inc; Lithgow Regional Library – Local Studies; Lithgow Small Arms Factory Museum Inc; Mt Victoria & District Historical Society Inc; Mt Wilson & Mt Irvine Historical Society Inc (including Turkish Bath Museum); National Trust of Australia (NSW) – Blue Mountains Branch; National Trust of Australia (NSW) – Lithgow Branch; Nepean District Historical Society Inc; Paragon Cafe, Katoomba; Scenic World Blue Mountains Limited; Springwood & District Historical Society Inc; Springwood Historians Inc; Transport Signal Communication Museum Inc; The Darnell Collection P/L; Valley Heights Locomotive Depot and Museum, Woodford Academy Management Committee, Zig Zag Railway Co-op Ltd; The following are individual members: Fiona Burn, Ray Christison, Associate Professor Ian Jack, Joan Kent, John Low OAM, Ian Milliss, Patsy Moppett, Professor Barrie Reynolds, Dr Peter Rickwood and Dr Peter Stanbury OAM.

Committee: The management committee for 2015-2016 (from April 2015) is: Patsy Moppett (President and *Heritage* Newsletter Editor), Ian Jack (Vice President), Jan Koperberg (Secretary), Philip Hammon (Treasurer), Roy Bennett (Grants Application Officer), Scott Pollock and Wendy Hawkes (web site), Dick Morony (Public Officer/Membership Secretary/ Calendar Editor), Suzanne Smith and Louise Vining (Events and Venue Co-ordinators).

Disclaimer: views and opinions expressed in *Heritage* originate from many sources and contributors. Every effort is taken to ensure accuracy of material. Content does not necessarily represent or reflect the views and opinions of BMACHO, its committee or its members. If errors are found feedback is most welcome.