Hadley Park, Castlereagh

The Heritage Council of NSW considers nominations for listing on the State Heritage Register based on an assessment of heritage significance and taking into account any submissions received from the public. Section 33 (3) of the NSW Heritage Act 1977 requires that the Heritage Council must be of the view that the item is of State heritage significance before it makes a recommendation to the Minister.

Upon receipt of a recommendation for listing from the Heritage Council of NSW it is the Minister for Heritage who has to consider that recommendation and decide whether or not to direct the listing of the item on the State Heritage Register under Section 32 (1) of the Heritage Act.

Hadley Park, Castereagh

One such item currently under consideration is Hadley Park, Castlereagh. Castlereagh was one of the five Macquarie towns proclaimed by Governor Lachlan Macquarie in 1810. Hadley Park was the earliest known European settlement in this location at the time. Charles Hadley acquired land at Castlereagh and his home, possibly the small adjacent weatherboard cottage, was erected in about 1806. The main house may have been built nearer to 1801 and still stands today.

Hadley Park is located on one of the 31 grants given out by Governor King in the Castlereagh (Mulgrave Place) area. Most of the grants had river frontages, and had a regular north-south orientation. They ranged from 70 to 160 acres, and the size reflected

social status and family size. The 89 acre block was originally granted to Martin Mentz (Mintz/Mince) in 1803. He cleared and cultivated the land, living on the property.

Charles Hadley was a convict, who arrived on the *Matilda* in the Third Fleet in 1791. He obtained his pardon, and returned to England, arriving back in 1806. In 1806 Mentz leased 30 acres to Charles Hadley.

In 1812 Hadley married Sarah Phillips, with whom he already had a son (Charles Jnr). By 1812 they had seven more children. Hadley had developed his farm, and was supplying meat to the depot at Emu Plains. He had a publican's licence as early as 1817, for his premises "The First and Last" (location unknown).

By 1821 he had accumulated 300 acres, and he became involved in the local community. In 1827 Sarah left him for a neighbour, John Griffiths, leaving Charles with 9 children. Charles died the following year. He left Hadley Park to his son Charles, who maintained the property until his death in 1891.

The property withstood numerous floods during the 19th century, including one in 1864, and the notorious 1867 event, which washed away all Charles Jnr's furniture and household goods.

Early main dwelling

Contemporary deterioration

Charles Jnr died in 1891 and his wife died a few days later, both of influenza. The property then passed to their son-in-law, William Alvan Hadley Childs, the husband of their daughter Louisa Matilda Hadley. In 1892 the property was noted as having a brick house of seven rooms, a barn, stable and outbuildings, all in a dilapidated condition.

William and Louisa's son William Charles was the owner in 1898. A number of lots had been sold off by Charles Hadley under his will, and young William set about purchasing them back, bringing the property back to 80 acres. He then ran the property as a successful dairy farm.

Upon his death in 1950, his son William George inherited the southern part, and his daughters, Elsa and Hannah, the northern part (44 acres) which included the main house. Between 1940 and 1961 a few improvements were made including a hay shed and orchards. The orchards were removed by 1978.

Elsa and Hannah owned Hadley Park until 1972, when it was sold to a sand and gravel quarry company, who quarried the western sector.

Hadley Park's ownership was passed down through the generations of descendants of the Hadley and Hadley Childs families for over 150 years.

Jacqueline Flower, a sixth-generation descendant of Charles Hadley, was the last person to live in the property in 2008. She lived in a cottage on the site from 1996.

The Penrith Lakes Development Corporation took ownership in 1998, and commenced sand mining, The dwelling and farm buildings have since remained unoccupied.

Today it comprises a farm house, several farm buildings and a garden, within a rural landscape, which includes the lakes scheme on the Nepean River floodplain. The main features are located on the original 1803 lot, and the eastern section was quarried and then flooded as part of Lake Burralow. The western section slopes down to Cranebrook Creek.

In 2010-2011 the Penrith Lakes Development Corporation (PLDC) undertook extensive works to stabilise the premises, under the direction of reputable heritage practitioners, with the support of the NSW Heritage Office.

A significant rural landscape

In 2013 a Conservation Management Plan was drawn up by Godden Mackay Logan, on behalf of the PLDC.

Today the property is not listed on Schedule 5 of the Penrith Local Environmental Plan.

The site was opened to the public in early 2018, and many people were able to view the site and its remarkable collection of intact buildings.

Recently the State Government has started a process to list the Hadley Park precinct on the State Heritage Register. Penrith State Liberal MP Stuart Ayres urged the community to make submissions in support of the listing to the NSW Heritage Council.

"Anyone with an interest in our history and in preserving this important property is encouraged to make their submission before the cut off," he said.

Submissions closed on Monday, 5 March 2018, and the community awaits the results of the State government's deliberations.

References:
Wikipedia: Castlereagh, NSW
Hadley Park open for rare tours, Daily Telegraph, 7 March 2018
Hadley Park (under consideration), Office of Environment & Heritage 2017
Conservation Management Plan, Godden Mackey Logan 2013

Index

Food for thought .... Editor's note

We have been able to present plenty of "food for thought" in this issue! From the historic home of Charles Hadley at Castlereagh, to catering on the early railways in NSW, travelling to Jenolan Caves in the early 1900s, and looking at the preservation of moveable (movable?) heritage, we hope we have your interests covered.

And because it is autumn, a wide range of events are being held to commemorate our history and heritage. Only a few are listed here due to space constraints!

In particular, the subject of moveable heritage is covered in a broad fashion, but the matter is a very involved and emotive one. We have touched briefly on the legal aspects of the preservation process, but every community organisation or individual should be aware of the implications of NOT getting it right. It is a shame that heritage ownership must be subjected to the intense interpretation and investigation that can occur, where past owners and land managers have not accurately recorded, or been aware of, the details around lease and purchase of property and building contents, and accessioning activities.

We can only learn from current experiences, and know that history should be shared in a way that is accessible to the whole community, without encumbrances which might necessitate removal of objects from their contexts, or total destruction of objects or collections.

It is to be hoped that the collectors of this world, be it individuals or groups, continue to accurately collate (as far as possible) information about singular items and collections, together with associated provenance, conveying the significance of those artifacts and their stories through to future generations.

We encourage BMACHO members to regularly review the documentation of their items and collections, utilizing formal auditing processes where funding permits, and ensure that all bases and scenarios are covered as much as possible.

Getting a Bite to Eat on NSW Rail
Overview

If the description by John Rae, Commissioner for the New South Wales Government Railways (NSWGR) in 1871 is anything to go by, early railway food services were most unsatisfactory …. *"the keepers of what are facetiously termed refreshment rooms on our Railways are little more than apple stall holders and vendors of lollypops and stale pastry, serving out junks of sandwiches and messes of tea and coffee to their customers without any regard to their accommodation or comfort"*.

Obviously the only way was up.

The NSWGR had fallen behind the railway systems of other colonies in the provision of refreshments for passengers. Inspired by the facilities he had seen in Britain and Europe, Commissioner Rae decided to improve the situation and succeeded. The first station restaurants were leased to private operators and opened at Mittagong and Mt Victoria in 1873, followed by Central Station in 1874. The operators were licensed to provide hot beverages, hot and cold meals, and take-away baskets for consumption during the journey. Temperance Societies were alarmed at the suggestion that alcohol may be available, which they asserted had caused many railway accidents in Britain. They successfully petitioned Parliament on the subject for a time.

Casino Railway Refreshment Room in 1947
Source: NSW State Archives

Following considerable pressure over decades to improve the standards of catering, a Railway Refreshment Room (RRR) service was established in 1916. The NSWGR took control from private operators and all the outlets were linked to a network of operations. Local businesses were initially upset as provisions once purchased from the neighbouring township were frequently brought in from Sydney.

Passengers had to wait another ten years before they were able to experience on-board train dining with a service which commenced on limited lines from 1926.

Eventually there would be a total of 52 'ref' rooms across New South Wales, serving hot grills, soup, sandwiches, cold meats and salads, a range of beverages and the ubiquitous railway pies.

Already, from 1906, the thousands of people who passed through Central Station had a range of options. They could ascend the grand staircase to the elegant Dining Room to enjoy high class silver service or enter The Grill Room downstairs, which later became the cafeteria.

Milk shakes, hot aerated milk, fountain drinks and aerated waters were available from milk bars and kiosks on the Main Assembly Platform and on the Eddy Avenue concourse.

Passengers short of time could order food hampers ahead of their journey and collect them for a small fee, which included a deposit for the crockery and cutlery – no sign of plastic.

For last-minute decisions, there were Basket Boys carrying large cane containers over their shoulders, walking the platforms selling snacks, sandwiches, sweets and ice creams amongst the cacophony of whistles, hissing steam and milling crowds.

From the early 20th century, platform buffet trolleys usually staffed by women were laden with urns serving piping hot tea and coffee plus fresh sandwiches, cakes and confectionery. Today, these are gone and all food outlets at Central are run by the private sector. Automatic vending machines and 'fast food' outlets have replaced the 'basket boys', platform kiosks and buffet trolleys.

Quenching the thirst

In the first days of rail travel in NSW from 1855, passengers carried their own supplies of water or waited until their train stopped at a station where they could fill containers from water tanks. Subsequently, water was carried in canvas bags suspended on the outside of carriages and kept cool through the transfer of heat during evaporation. However, this 'facility' wasn't popular as much of the water was lost through spillage, it tasted of dust and

5

grime, and the contents had to be shared amongst fellow passengers. It wasn't until 1914 that contractors were appointed to supply large blocks of ice for the station railway water tanks so that the water for refilling the bottles could be kept cool.

The first glass water bottles and tumblers were introduced into passenger compartments in 1892. They were filled at Central Station and replenished by staff at country stations along mail and mainline routes. Still, it must have been a nightmare for public health authorities trying to stop the spread of disease.

Prior to this in 1883, despite the vigorous campaigns of the Temperance Movement, the sale of alcohol to bona fide railway travellers stopping at Refreshment Rooms with liquor licenses was introduced. The range of wines, beers and spirits was extensive, each carefully measured out by bar staff into a range of specially marked glassware to restrict hurried over-imbibing and ensure fair value.

Railway Refreshment Rooms

A common factor among RRRs was steaming teapots, filled from heated urns, to keep up the supply to thirsty passengers. In on-board sleeping cars, an early morning 'cuppa' was delivered to passengers by the Conductor or Car Attendant.

There were fewer coffee drinkers than today and they had little choice but tentatively sipping on scalding milk coffee frequently flavoured with liquid chicory essence.

Mt Victoria RRR Museum Display
Source: Mt Victoria & District Historical Society Museum

Wynyard Buffet style RRR 1936
Source: NSW State Archives

Five different categories of RRRs offered combinations of liquor bar, counter service and full dining room meals depending on the size of the station and the volume of travelling public. The RRRs at larger stations even had their own poultry yards.

The menu choices of hearty home-style fare were standard across the State. It was all very traditional English-style with no suggestion of any Asian-style or Mediterranean influences. For breakfast, a set table meal included porridge, ham and eggs, grills or cutlets, fish, toast with preserves or marmalade with tea, coffee or a glass of milk.

Counter lunches included pork sausages and mashed potatoes, haricot chops, steak and kidney pies and vegetables, salads with tea, coffee or milk. Sandwiches, scones, meat pies, cakes, pastries and beverages could be purchased over the counter.

Dinner patrons enjoyed hot soup, a choice of fish, poultry or a hot roast joint of meat, followed by pudding and pastry. An extensive range of cigarettes and cigars, which could be smoked on board in designated carriages, could also be purchased.

The last RRR to open was at Wynyard Station in 1932, distinguished by an elegant Art Deco interior, air-conditioning and kitchens where meals could be prepared in full view of the public.

A plethora of choice

Railway Refreshment Rooms (RRR) were often located where the engines had to take on coal and water or change or add locomotives. Serving three-course meals to a trainload of hungry passengers whose eating time was determined by timetables and trains which could not wait for the last diners to finish their meal, was challenging.

6

At the smaller stations, trains might stop for 8-10 minutes, with a flurry of activity for staff. At larger stations, staff had 30 minutes to serve a room full of diners with 3 course meals or light refreshments at the counter bar.

I travelled back from a trip to the Snowy Mountains in winter as a teenager in the Scouts by the night mail train from Cooma to Sydney when the refreshment room staff were overwhelmed with numbers and sold us cold pies to munch as we huddled in the FS car for a long tedious steam journey to Goulburn and then diesel to Central. The cold pies made it seem much longer.

Meanwhile, a bell would be rung in the Railway Refreshment Rooms 10 minutes before the train departed - then it was time to wash-up and set tables before the next train would arrive. Staff would be informed by telegraph wire in advance of the numbers on board the next train to ensure they had enough meals ready to be served.

Despite the hustle and bustle, the dining room tables were often elegantly set with white linen and silver plated cutlery and tea sets. The refreshment rooms generally had a welcoming, sedate, homely atmosphere between the rushes with vases of fresh flowers and bowls of fruit on the tables and side boards. However, at Moss Vale Station the Governor had a large ornate private dining room.

Nevertheless, the kitchens were a hive of activity from pre-dawn until the departure of the last train for the evening. A busy RRR might have a complement of chef, second cook, pastry, pudding or sweets cook, pie-maker or roll-baker, third or relief cook, second pastry cook, grill or stove cook, fish cook and a vegetable cook; assisted by stewards and waiters, and kitchen hands, scullery staff and young 'usefuls' for odd jobs. In the absence of today's high standards of food training, skills were acquired through apprenticeship and on-the-job training.

RRR kitchen staff were complemented by service workers, many of whom were women. There was a manager, head and assistant head girls, barmaids, dining room waitresses, pantry maids, counter hands, housemaids and buffet girls.

Conditions for the women, many of whom worked in partnership with spouses or other family members, were unsatisfactory. Not only did most earn only half the wage of their male equivalent, they had almost no job security and were forced to work part-time on broken shifts, and sometimes with as little as three hours off a day. They were often the first to be retrenched.

As far as staff dress, late 19th century RRR cooks and waitresses wore caps and serge tunics reminiscent of nursing uniforms. From the 1920s, the uniforms were inspired by 'diner' styles as seen in American magazines and movies featuring subdued colours and jaunty caps and headpieces.

In the austere war years of the 1940s and rationing, green cotton 'wrap' style dresses were introduced for easy care and wear.

From the 1950s, the benchmark for women's uniforms were set by airline hostess styles, with mix and match combinations for a corporate, sometimes almost military look, in a range of bright colours.

This style of uniform was worn by the female crew when Buffet Dining Cars were introduced in 1950 on the new eight-car air conditioned Riverina Express. The following year the same service was added to the Northern Tablelands Expresses.

The role of RRRs had been gradually changing after the War as it had become increasingly difficult to recruit suitable staff. Table service was replaced by counter service and set menus were encouraged in response to tighter timetabling. Modern kiosks were introduced at a number of suburban stations.

However, by the mid-fifties with the rapid uptake of dieselisation, several RRRs were closed, others were modified to exclude table accommodation, and some were leased to private enterprise as they had originally started in the 1870s. Eventually all cost-inefficient rooms and catering services on board trains were closed.

In 1962 the women's uniforms changed again. Dorothy Darke from the Australian Women's Weekly designed bright new turquoise blue cotton shirtmaker dresses, worn with

7

monogrammed forage style caps. Ten years later, she updated the look with a vibrant jade uniform featuring gold buttons and embroidered with the initials for the new Trading and Catering Services.

It was an era of constant name and image changes in the Railways. So, the 'new' uniforms were soon replaced with grey and blue uniforms to match the Public Transport Commission's livery for trains, buses and ferries and the job title changed from waitress to stewardess.

In 1980, the look changed again with the uniforms streamlined and coloured maroon and cream to match the new 'candy' livery of orange, dark red and white for State Rail.

No matter what the style, a strict dress code was enforced. Nail polish, high heeled shoes and non-regulation hair styles were strictly forbidden and jewellery restricted to watches and wedding rings.

There was a distinct military air, with a small badge worn to identify the job title. Seniority was denoted by bars on shoulder epaulettes. Trousers were not introduced as a uniform option for women until the 1980s.

Male uniforms in the Catering Division usually reflected the standard on-board train crew styles of the eras.

The service crew on board trains had few opportunities to prepare individual meals for à la carte dining owing to limited space for food storage and preparation. Time was short too, with set dining shift times allocated to passengers so menus offered only a small selection within each course.

Monogramed RRR cutlery and crockery display
Source: Mt Victoria & District Historical Society Museum

Wynyard Subway RRR
Source: State Archives

Made to last

Early railway china was manufactured locally at first, and then imported from large potteries in England, which produced tough, hard-wearing glazed earthenware and ironstone ceramics.

While monogrammed china, silverware and cutlery in Railway Refreshment Rooms added an air of distinction to the dining experience the logo was more likely intended as a security measure. Each piece was marked with a transfer printed monogram, incorporating a crown, with the letters RRR within a belted garter inscribed NSWGR.

This insignia was updated in 1962 when the abbreviation for RRR was replaced by TCS (for Trading and Catering Services).

A thoroughly modern look which departed from the use of a monogram, was chosen for the china for the all first class Southern Aurora, introduced in 1962 and the Indian Pacific in 1970. Some items were designed to reduce spillage during travel over bumpy sections of track, like the bowl shaped tea cup. On other routes, drivers would reduce speed to avoid the soup from being spilt during service.

Railway Kitchens

The heart of the railway food operation for the NSWGR was underneath Central Station. Here, deliveries of fresh produce would be made from Eddy Avenue and taken on trolleys to

the enormous industrial kitchens where a range of savoury and sweet food was prepared by an army of cooks and pastry cooks. From there it would be packed in large baskets and loaded onto trains for delivery to refreshment rooms across the State and to the railway workshops at Chullora where staff would be fed each day.

The scale of the operation was enormous. In 1942, 2,316,000 meat pies, 700 tons of meat, 100 tons of sausages, 42 tons of ham, 30 tons of bacon, 454 tons of potatoes, 92 tons of butter, 300,000 loaves of bread, 37,000lbs of tea, 36,000 lbs of coffee and 250,000 gallons of milk were distributed from Central.

Kitchen stove at Blayney Railway Station 2018
Source: Patsy Moppett

Railway kitchens across the State were equipped with huge coal-fired stoves for cooking and heating the water for the boilers. Large blocks of ice for keeping fresh meat, fish, vegetables, butter and milk cold would be sent regularly from Sydney, packed in sawdust and potato or wheat bags for insulation. Later, gas refrigeration was provided to keep food cool.

To improve productivity and efficiency, Railway Refreshment Rooms were phased out from the 1950s and replaced with on-board dining facilities on country routes. BS-class carriages built in the 1930s were converted and fitted with a food preparation area at one end, complete with gas refrigerator, ice cream cooler, hot water urns, a stainless-steel sink, pie warmer and shelves for crockery and cutlery. Passengers could dine in the wide servery space which was fitted with a curved counter and fixed stools or take food back to their seats. The Canberra Railway Museum had such a converted car in its fleet.

Catering during World War 2
During World War 2, all aspects of railway catering were under enormous continuous pressure for six years. Just the troop trains, which usually ran at night, carried 5,609,000 personnel. In one 36-hour period, 27 special troop trains arrived and departed Sydney for Brisbane and Melbourne during which time 26,850 meals were served.

After the War, in 1947, the NSWGR reported serving over 8,500,000 meals and light refreshments in its 52 Railway Refreshment Rooms. Another 1,500,000 meals were provided at country stations across the State by railway and volunteer staff - a total of over 10 million meals!

Mobile Buffet Trolley
Mobile buffet trolleys were introduced for the convenience of passengers to provide cool drinks, hot tea and coffee, sandwiches and sweets on the platform. They were also trialled at some country stations, including Albury and Moss Vale, to assist women travelling with young children and those who did not wish to leave the train to purchase food and drink.

9

A mobile tea and light refreshment buffet was introduced on to the steam platforms at Central Railway Station in 1948. Buffet dining cars were inaugurated in 1950 when they were added to the new eight-car Riverina Express.

Central Station RRR Milk Bar in 1946, and Central station mobile buffet service 1948 with staff still wearing wartime wraps uniforms
Source: State Archives

In the Post-War period, the role of the Refreshment Rooms gradually changed. Table service was replaced by counter service, set menus were encouraged for time economies and in the mid to late 1950s, some rooms closed and others were leased to private enterprise.

The demise of the overnight mail train services, an increase in road and air travel and cost-cutting reviews eventually spelt the end for the RRRs. They were progressively closed from the mid-1950s, with Junee and Dubbo being the last to survive into the 1990s. It also meant the end of the hotel accommodation associated with RRRs at major junctions and interchanges. The first of these had opened at Junee and Werris Creek in 1885, followed by others at Newcastle, Wollongong, Moss Vale, Muswellbrook, Wellington and Yass Junction. By the mid-1980s, they had all closed.   *Garry Reynolds*

A portion of this research has been based on the Food-to-Go Exhibition held at Central Railway Station in 2012.

The first car to reach Jenolan Caves?

I decided to write this article after reading Robyne Ridge's article "On the road to Jenolan Caves" in the *Blue Mountains Review* issue of 14 February 2018. The article included a reproduction of a postcard by Charles Kerry, showing an early model car outside the western entrance to the Grand Arch. This photo is one of the most commonly reproduced images connected with Jenolan Caves. There is no date on the photo, and it has been published with various dates estimated between 1903 and 1909. It has been claimed to be a photo of the first car to reach Jenolan Caves. None of the captions accompanying reproductions of this photo have ever named all the people in the picture.

The car in the photo [below] was probably imported by Mark Foy in early February 1903. Foy arrived back in Sydney, after a nine months overseas tour, on the "Friederich der Grosse" on 8 February 1903. The *Sydney Morning Herald* reported: "Mr Foy is importing three motor cars of the De Dion make. Two of these he will use in his business, and the other will be reserved for pleasure. The cars are of eight horse-power, which Mr Foy considers sufficient for the roads in Australia."

1909 GRAND ARCH . WEST SIDE
JENOLAN
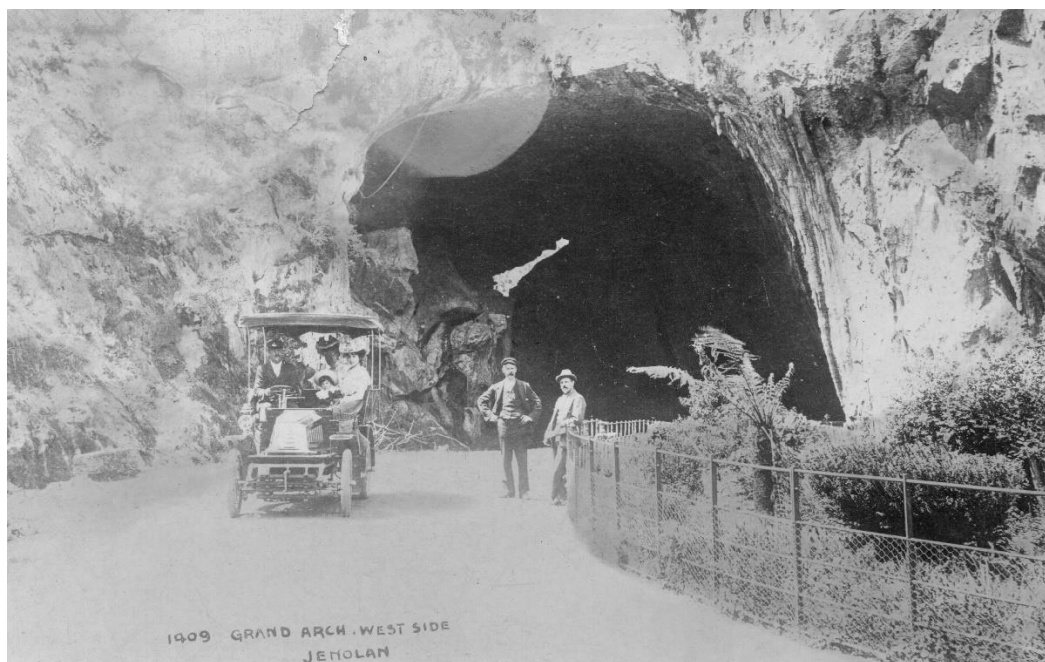
For many years the only reference to the earliest known car trip to Jenolan was the article by Ward Havard, "The Romance of Jenolan Caves", first published in 1933. Havard states:
"Early in June 1903, Mr Mark Foy conducted a party in two motor cars from Blackheath. After delay occasioned by boggy roads and a mechanical defect in one car, the first car - an eight horse-power single cylinder De Dion, driven Mr B. Beckman - reached the Caves at 8 p.m., having left Blackheath at 11 a.m."

The only contemporary accounts of this trip I have found on Trove are from the *Lithgow Mercury* of Friday, 12 June 1903. These are reproduced below.

Jenolan Caves. A Motor Trip.

From our own Correspondent.

"Mr Mark Foy conducted a party of nine persons in two motor cars from Blackheath to Jenolan Caves, arriving here about 9 o'clock on Wednesday night. The trip was merely a trial one, and, considering the bad state of the roads at present, it was a decided success. The party left again the following morning for Blackheath, where they expected to arrive early in the afternoon. Although Mr Foy was quite satisfied with his run out, he is of opinion that motors of a little more power would be required to comfortably negotiate the steep pinches along the road between Mount Victoria and the Caves. Along the road in various places during yesterday's trip Mr Foy said that the wheels were buried to a depth of from 6 in. to 8 in. in the mud, so that the task can better be imagined than described."

Mount Victoria.

"Two motor-cars passed through on Wednesday from the Ivanhoe hotel for the Jenolan Caves, intending to return the same night to dinner at Blackheath. They contained in all some seven passengers."

A later article appeared in the *Lithgow Mercury* issue of 23 June 1903.

The Recent Motor Trip.

"To the Editor.

Sir - Re the experiment of a motor trip to the Jenolan Caves, you say in your journal that it was a very successful trip. I should like you to allow me space to flatly contradict that statement, as it was a complete failure, as the cars left Blackheath about 9 a.m. and reached the Caves about 9:30 p.m., the road being strewn with bushes in different parts to help progress. On the return journey one completely broke down, and remained at the Half-way House [at Hampton] for the fowls to roost on. As your report is likely to do me harm in my business, I would like you to do me the favour to insert what I have written to you - yours, etc.,

G.H. Cooper." June 18.

George Hubbard Cooper took tourists in horse-drawn coaches from his Grand Hotel at Mount Victoria to Jenolan Caves. Although motor cars did eventually "harm" his business, because the early cars were more expensive and less reliable than the coach trips, he was able to continue in business until his death in 1917.

Havard's article and the *Lithgow Mercury* articles have differences in such details as the departure and arrival times, and the newspaper articles do not mention the name of the driver or the makes of the cars. It is likely that Havard obtained information about the trip directly from Beckman, who was working as a guide at Jenolan Caves at the same time as him.

Summarising the information in these articles suggests that two cars left the Ivanhoe hotel at Blackheath at some time between 9 and 11 am, on Wednesday, 10 June, intending to return the same day to Blackheath, and arrived at the Caves at some time between 8 and 9.30 pm. The cars left the Caves the next morning, with only one making it back to Blackheath.

This well-known photograph has often been claimed to show the first car to reach Jenolan Caves. It should be noted that none of the articles quoted above claim that this journey by Mark Foy was the first car trip to the Caves, although Mark Foy was quoted as saying that it was "merely a trial".

Many readers will recall the exhibition entitled "The Air Up There. Vintage Tourism in the Blue Mountains" at the Blue Mountains Cultural Centre, which opened in December 2013. There was a gigantic reproduction of this photo, several metres tall, in the exhibition, beside a restored 1902 de Dion Bouton car loaned by Kevin Boardman. I was told by Boardman that the car in the photo and his restored model were of the same vintage.

On 7 September 1910 Mark Foy auctioned 15 cars, as he was intending to live overseas for some years. Car number 11 in the sale was:

"The Old Blue De Dion, "Old Bluey" as she was called, but she is now a new Bluey, being, you might say, a new Car.

Gentlemen, this Car was originally imported for a parcel delivery car by Mark Foy a great many years ago - but was never used for such. She was fitted with a body to carry 6 persons, and was absolutely the first motor car to run from the Blue Mountains to the Caves, and this Car did this work for years. The body is still to be had if wanted for any passenger service, and will be sold separately after the Car is sold; also her original parcel delivery body.

What an advertisement for Messrs De Dion Bouton this Car has been in Australia, and she pulls like a bulldog."

The car sold for £50.

Many years later, in July 1936, an article appeared in the *Lithgow Mercury* and *Katoomba Daily* with details about early motoring in the Blue Mountains. After a claim that Mr John Durie was the first to cross the Blue Mountains by car, the article concluded: "… Mr Mark Foy had cars running from Medlow Bath to the Caves at the time. Mr Bert Beckman, one of the guides at the Caves was the first man to drive a car down to Jenolan."

I copied the back of Mark Foy's own copy of this photo, owned by his granddaughter Mary Shaw, which had these words on the back, in his handwriting (reproduced in the original spelling):

"Lizzie, Mark junr 3 yrs and Sue Baxter. I think Roderiguz in car at Grand Arch Cave Jenolan. This was a very nice car. I called her the firefly she was some unknown make - not a de Dion."

Some years later, in a more shaky hand, Foy added the following comments: "about 3rd or 4th car in Australia. Lovely Car - I don't know what happened to it. Mr Roderigo leaning on fence, he was from Blackheath."

Most historians would think that you couldn't get a better primary source than the written words of someone who was actually on the trip. Unfortunately, there are mistakes in Foy's memories. Mark Foy Jr was born in January 1898, making him 5½ years old in mid-1903. Thomas Rodriguez is not in the photo. The car is definitely a 1902 model de Dion.

At this point, it will be of interest to identify the people in the picture.

The driver of the car is indeed "Bert" Beckman, as there are a number of other photos of him driving Foy's cars. He was Axel Burnett Beckman (1881-1951), who married Rebecca Haslop in 1907 while still employed by Foy, and later became a guide at Jenolan Caves. Also in the front seat is Susan Baxter. Mary Shaw described her as an actress, but I could only find one record of her on Trove, in an amateur performance in Burwood in 1905. She may be the Susan J. Baxter born in Carcoar in 1877. Between them is Mark Francis Foy Jr (1898-1961). He was born out of wedlock in England while Mark Foy senior was still married to his first wife Annie née Davey. At the time of his son's birth, Mark was waiting for approval from the Pope for an annulment of his first marriage on the grounds of non-consummation. When this, and his civil divorce, came through, he married 'Lizzie' in 1900. It is interesting that Mark Foy estimated his son's age in the picture as three. If it was taken in 1903, it was actually three years since his marriage to Elizabeth, but over five years since Mark junior's birth. It is possible that Mark and Elizabeth concealed the true year of their son's birth to avoid scandal. Elizabeth, née Tweedie (1863-1940) is seated in the rear, wearing her customary large hat. Beside her, in the shadows, is another unidentified woman.

Standing on the road are two cave guides, James Carvosso ("Voss") Wiburd (1866-1942), and John ("Jack") Edwards (1866-1908), who is leaning on the fence. Both started working at Jenolan in 1885. Wiburd is wearing his official uniform, but Edwards is in casual clothing, and probably came to see the novel sight of the car.

If in fact this photo is of Mark Foy's party's return to Blackheath on Thursday 11 June 1903, it is a posed recreation of the arrival late at night on the day before, as it is taken on the west side of the Grand Arch, with the car facing west. It may have been just luck that there was a photographer at Jenolan that morning. Although Charles Kerry visited the Caves regularly, there is no indication that Mark Foy gave warning of his arrival to Kerry or one of his photographers.

Only three weeks after Foy's trip on 10 June, it was announced that Rodriguez had "obtained a licence for a motor car to run between Blackheath and the Caves. He has already made several trips, and accomplished the run in four hours." Rodriguez' "Mountain Motor-car Company" was officially opened in late September 1903. It had two x 9 horsepower De Dions, each with seating for six people. The return fare between Blackheath and Jenolan Caves was 30 shillings. When accommodation and meals at the Caves, and cave inspection fees were added, a trip to Jenolan Caves was not affordable for working class people. At that time, a workman's wage was about 42 shillings per week. George Cooper at Mt Victoria took a different approach, offering a five-day package tour. This included the return train fare from Sydney, return horse-drawn coach fares, two nights at the Grand Hotel, two overnight stays at Jenolan Caves House and three cave inspections for £3.12 shillings (i.e. 72 shillings). A more expensive option added a half day trip from Mount Victoria to Govett's Leap, Katoomba and Wentworth Falls, with lunch at Toll's Hotel, for a total of 84 shillings. Rodriguez must have decided to go "head-to-head" with Cooper and, in 1905, offered a similar package including car travel (with only one night at Jenolan) for a little under 74 shillings.

Early Ivanhoe Hotel

Early Hydro Majestic

Rodriguez' business was initially successful, and he ordered two new 20 horsepower cars from England. In mid-1904 Mark Foy offered him the job of manager at the Hydro Majestic. Rodriguez was probably overcommitted in trying to run the Hydro, his own Ivanhoe Hotel and the car transport businesses of both hotels. There was an obvious conflict of interests, with Rodriguez expected to manage Mark Foy's own fleet of cars commuting to Jenolan Caves as well as his own cars based at the Ivanhoe competing with them. Rodriguez' car transport business folded in about 1906.

Does the photo on the postcard actually show the first motor car to reach Jenolan Caves? None of the contemporary newspaper articles claimed that the car trip on 10 June 1903 was the first. It is interesting that Mark Foy did not claim this in his annotation on the back of the postcard. His statement about "Old Bluey" in 1910, that it "was absolutely the first Motor Car to run from the Blue Mountains to the Caves" is ambiguous. It may have been the first car to run a regular scheduled service from the Blue Mountains, but not necessarily the first car to ever reach the Caves.

It does seem a coincidence that there was a photographer at Jenolan Caves when he arrived on 10 June 1903, especially as Charles Kerry's branch studio did not open at the Caves until 1904. The souvenir booklet, detailing the products available from the studio, and published by Kerry in 1904 features the photo of Foy's car on the cover. Elery Hamilton-Smith, the expert on the history of photography at Jenolan Caves, puts the date of publication of the postcard at 1905, as it has a 'divided back' (a line separating correspondence and the address) which was only allowed by the postal authorities from 1905. Of course, the photo could have been taken earlier than this.

Until a contemporary article listing the passengers on the 10-11 June 1903 trip is located, it cannot be assumed that the photo on the postcard was taken on this day. Look at how lightly clad the passengers are in the open cabin. If it was winter they would be wearing overcoats and scarves. Would Mark Foy have taken his wife and young son and two other women on the very first car trip to Jenolan Caves? There is no definitive evidence that the car shown was the first to reach Jenolan Caves. Although Mark Foy's memory was muddled by the time he wrote on the back of the postcard, it is possible that the first car to reach the Caves was his "Firefly", not a De Dion. The photo could have been taken during one of the "several" trial runs by Rodriguez in the three weeks after 10 June, or at any time before the opening of his motor transport company in September. Alternatively, the photo could have been taken in the spring of 1904, when regular services were arriving from the Hydro Majestic and there was more likelihood of a Kerry company photographer being on site.   *Jim Smith*

The Technical Side

Moveable (Movable) Heritage

Of late, and in conjunction with the matter of archiving, comes consideration and concern for the preservation and conservation of moveable heritage. But what is moveable heritage? This can be used to define any natural or manufactured object of heritage significance. It is portable, therefore easily sold off, relocated or thrown away. Moveable heritage items may not be valued by the next generation or another culture so it is vulnerable to loss, damage or destruction, theft and disposal.

It may include jewelry, china, furniture, correspondences, photographs, vehicles, museum collections and objects, industrial, agricultural and commercial machinery, but does not include archaeological relics found under water or underground.

The critical thing for collection managers and owners is firstly to recognize whether an object or collection has significance. This can be a very subjective and emotional exercise. Although every object cannot be preserved, an item's significance should first be assessed

within its context, and with regard to its importance to associated people and places. Once an item is removed from its context its significance is markedly reduced. However, sometimes it is necessary to remove an object from its location to undertake preservation, such as where threatened by eg. demolition or by coastal wave activity.

| *Abercrombie House* | *Ben Chifley Home* | *Millthorpe Museum* |

Therefore, whether the item or collection is to be removed or not, it is imperative to document the particulars of the object or collection, such as location, arrangement, details of manufacture, ownership and use. We need to document how and where the object was used, who owned it and any stories relating to its use and/or operation. This assists in retaining the history of both the object and the location. The provenance of the item is just as important as the object itself.

Methods which can assist in this include:

- Photographing the item and its location/context.
- Make up an inventory of the items in a collection, recording their relationships to people and places.
- Undertake oral histories with reference to the item and its context.
- Research the local history and historical changes in the locality.
- Examine and document the condition of the object.

Finally, based on the above, make an assessment of significance of the object or collection and prepare a conservation management plan (CMP).

Until such time as funding is available to undertake both the CMP and its recommendations, ensure that the object or collection is secure from pests and the elements, retained in context where possible. This is a matter which has arisen at both Mt Wilson and Woodford in recent months, and those communities have sought to undertake suitable measures to protect their paper collections. Where adaptive reuse is proposed to a building or place, some articles, architectural features etc may need to be removed and appropriately stored, in conjunction with advice from a suitable conservator and or museum. In addition, the role of private individuals and community custodians in caring for moveable heritage should also be recognized. The documentation of moveable items and collections is a critical aspect of the process.

When an item is listed on a heritage schedule, be it local, State or National, the accompanying inventory sheet should be clear and concise as to what is significant about the object and what is not. Inadequate descriptions on an inventory sheet will threaten the ability of authorities and legal entities to afford the item or collection appropriate protection. As well, during the processes of property transfer/lease or museum accessioning, it is critical to clearly detail each stakeholders rights and expectations. Otherwise, misconceptions and significant costs and angst will arise for all parties during the resolution process to establish each stakeholder's rights, such as is currently occurring in relation to the Paragon Café at Katoomba.

Faulconbridge

Lawson

Paragon interior

Education of the community is a key principle to protecting moveable heritage, as both the community and individuals play a significant part in managing and interpreting all cultural heritage. Community access and interpretation should be encouraged wherever possible, to pass on the significance of an item or collection from one generation or culture to the next.

In NSW, legislative protection can be achieved under various legislations, including the *Environmental Planning & Assessment Act 1979,* the *NSW Heritage Amendment Act 1998*, and the *Protection of Moveable Cultural Heritage Act 1986.*

In addition, grant funding programs are available at all levels of government for both groups and individuals, but will vary according to the criteria, available budgeting allocations, and listing status. *Patsy Moppett*

References:
Movable Heritage Principles, NSW Heritage Office 2000
Objects in their place, NSW Heritage Office 1999
What is moveable heritage and why is it important? Office of Environment & Heritage 2016
www.migrationheritage.nsw.gov.au

Community events & updates

Book Launch : Blue Mountains Geographical Encyclopaedia

As flagged in the March-April edition of the BMACHO Newsletter, the launch of this book took place at Hobbys Reach, Wentworth Falls, on Monday 26 March 2018.

Peter Rickwood attended, and provides this account:

"At 8.30am Alan Foster opened up the premises and at 8.40am the authors arrived with vast quantities of their books, (one sold to a walk-in customer only 5 minutes after we arrived) - yes plural as they also had the intent of marketing their series on The Gardens of Stone National Park and Beyond. I arrived at 8.55am to find tables already set up in the area outside of the lecture room with John Fox and Michael Keats about to unpack books from numerous boxes. Brian was inside working with Alan on the electronic equipment. Also, inside the building were Jenny Keats and Jenny Fox who had the kitchen tasks well under control and were about to set up tables and plates of cakes etc. So all seemed under control and there was still an hour to go ! But there was a cold wind so we were a bit concerned about those who were to man the tables outside.

It was not long before droves of Fox relatives arrived to increase the work force and almost all did - the exception being the 92 year-old father of Brian and John Fox.

Tea and coffee was being served long before the appointed hour of 10.00am and by then some persons had occupied seats in the lecture room and others had marked where they intended to sit. Proceedings were commenced promptly at 10.30am by which time the hall was almost full - a wonderful response for a Monday. And most of the people therein were clutching newly purchased copies of the *Blue Mountains Geographical Encyclopaedia*.
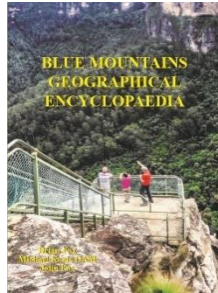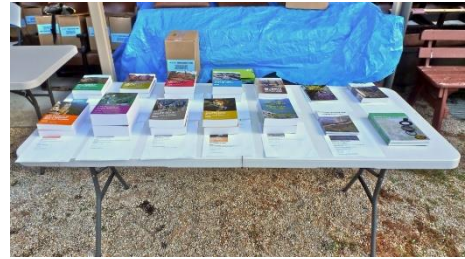
| The buyers | The book | The enticements |

My introduction was short - as had been directed - and then Brian Fox took over. Towards the end of his "talk" he asked each of his co-authors "Dorothy Dix" questions to get them to participate. Not satisfied with quizzing his colleagues he then posed questions to the audience, mostly about names of places in the Blue Mountains, and rewarded responders with small gifts which were thrown in the right direction but did not always reach the respondent. It was an amusing episode and informative too.

I closed the session at 11.10am and thereafter sales continued under the control of family members as Brian, Michael and John were engaged in discussions with various attendees for another hour or so.

I cannot comment about the success of the sales but money seemed to be being handed over continually before and after the formal presentation so I guess it went well. Indeed, each of the authors commented later about their satisfaction with the way things had gone. But to the book *Blue Mountains Geographical Encyclopaedia*. No, it is not a 'good read', and was never intended to be, but it is an incredibly useful resource into which to dip from time to time. During a visit to Spatial Services in Bathurst earlier in the month the leader of the Geographical Names Board commented that he was waiting to get a copy, so what better endorsement do you want?"   *Peter Rickwood*

The new book is on sale for $50.00, and Brian asks to be contacted if you require more information. If you would like to purchase a copy, this can be organised by an email or phone call.

Authors: Fox, B., Keats, M. and. Fox. J. (2018) Blue Mountains Geographical Encyclopaedia. Keats Holdings Pty. Ltd. 544pp.

Brian Fox
Ph: 6332 2590   Mob: 0407 067 081
Email: brianandelaine@aapt.net.au

Tour - Passion: Francis Greenway's Windsor & Liverpool

On Saturday 5th May 2018 Hawkesbury Historical Society is holding a car-tour, being a tour of features of Francis Greenway's Windsor and Liverpool. The tour will be led by historians and authors Jan Barkley-Jack and Ian Jack.

Thompson's Square

Although Francis Greenway came to NSW as a convicted forger and died in obscurity, he brought distinction to Australian colonial architecture. Windsor and Liverpool are the two of Macquarie's country towns which retain rare public works designed by Greenway.

The tour includes the site of the large wharf in Thompson Square redesigned by Greenway after the 1817 floods, and detailed inspections of St Matthew's Anglican Church Windsor, the Rectory and Stables, Windsor Courthouse, St Luke's Anglican Church, Liverpool and externally, old Liverpool Hospital.

| St Matthew's | Windsor Court House | St Luke's |

The tour will begin at 9.45am in Thompson Square, George Street, Windsor and end at 4.00pm at the Burial Ground, Liverpool.
Book individually: $25 per person (we can arrange transport), or by car group: $50 per car (no more than 5 people). Bookings are essential. Buy/bring own food.

Bookings are online via EVENTBRITE: https://www.eventbrite.com.au
OR by cheque to PO Box 293, Windsor 2756

Inquiries: secretaryhawkesburyhistory@gmail.com
OR phone the Treasurer: (02) 9659 4103

FAHS - last minute reprieve

The Federation of Australian Historical Societies was established in 1977 to communicate with governments and public officials to inform them about issues affecting historical societies and museums, and to advocate the interests of historical societies and museums. It provides members with access to a variety of guides and training materials to assist their operations historical societies, including guides to heritage identification and protection, heritage tourism, cultural landscapes, writing and publishing local history, disaster planning and recovery, local history and schools' curriculums. In addition, the FAHS publishes an E-Bulletin, and a Newsletter.
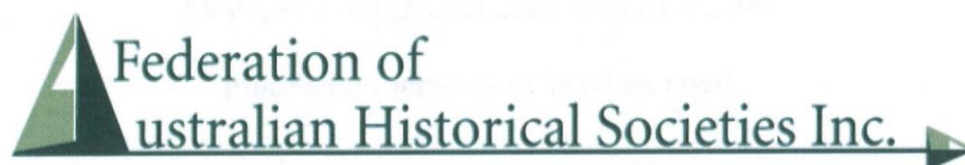
Recently the Commonwealth government announced that they would no longer support the FAHS or any other forms of voluntary community heritage. The implications for staffing, publications, training, conservation and research for FAHS were going to be significant.
A cry for help was issued to the community to lend support to the plea for ongoing funding. However, a last minute reprieve was found and Minister Frydenberg announced an amount of $80,000 would be allocated to the group. Timing and outlay is not as yet clear, and updates will be provided on the FAHS website.
For those people already preparing submissions of support, the FAHS has asked that they be held over for now.   *Patsy Moppett*

www.history.org.au

Moyne Cemetery Conservation, Hartley

The historic Moyne Farm cemetery at Little Hartley near Lithgow will be preserved and made accessible to the public with help from a grant of $80,000 from the NSW Government's Heritage Near Me Program.

Member for Bathurst Paul Toole said the project would enhance public appreciation of the historic cemetery.

A painting of the historic Moyne Farm by Yvonne Jenkins, courtesy of Francis Owens

"Moyne Farm was believed to be the first farm house built over the mountains and the cemetery contains several graves dating from the 1830s," Mr Toole said.

"This project will see the cemetery undergoing work including monument repairs, fencing, development of a conservation management strategy and, in conjunction with the Lithgow Branch of the National Trust, a plan for ongoing public access and interpretation of the cemetery.

"The project will also use ground penetrating radar to determine the number of burials onsite."

Mr Toole said this funding is from the Heritage Near Me program's Local Heritage Strategic Project grants, which aims to support local communities to enhance and protect their local heritage assets.

The grants are awarded to owners and managers of local heritage items and community groups.

For more information on the Heritage Near Me Program, including available grants visit www.environment.nsw.gov.au/heritage-near-me.

Tour: Land & Property Information, Bathurst

As previously publicised, BMACHO undertook a tour of Spatial Services at Bathurst on Thursday 15th March 2018.

Much has changed since BMACHO last toured in 2010. The innovation, advances in technology and projects which have been undertaken right across the organisation dazzled attendees.

In depth explanations   *The tour group*
Photographs courtesy of Keith Ward, Valley Heights

Spatial Services implements and monitors standards for the survey industry in NSW, and is the official source of land information for NSW, maintaining a digital cadastre map and a digital topographical map of the State. It also provides aerial photography, satellite imagery, addressing information, touring maps and a unique customised mapping service that tailors spatial information to meet specific needs.

The group arrived at 10am to receive morning tea, and then a welcome from senior staff. A tour was conducted of each section beginning with Survey Services, Cadastral Spatial Programs, Geographical Names Board, and Digital Services. After lunch the group were shown through Environmental Spatial Data Programs, Administrative Spatial DATA Programs, and Service Delivery. A Q&A session finished the day at 3.30pm.

The tour was an eye opener for most visitors, and we viewed fascinating old charts and survey equipment, learnt about historical parish map interpretation, geographical place naming, the scanning and digital recording of colonial manuscripts and title documents, the use of drones in modern land surveying and interpretation, printing services, plan/document /book restoration, as well as the administrative side of it all.

We came to realise the enormity of what goes on in the unimposing building on Panorama Avenue, and the vast number of people beavering away in there, to produce documents we find on line and take for granted in our research projects.

We also came to realise how passionate the speaker from each section was about their own particular area of expertise, and how the combined passion of the sections goes to making Spatial Services the valuable community service it is.

We were encouraged to visit again, so we envisage that BMACHO will repeat this excursion.
Patsy Moppett

Lithgow Blast Furnace Heritage Park – OFFICIAL OPENING

To mark the completion of the upgrade works and the re-opening of this iconic heritage site for public use, an event is being held on the site on Saturday 12th May 2018. The opening coincides with the first night of the LithGlow Heritage Festival Light Show that will showcase the Blast Furnace by night.

The event will be opened by Ray Christison, President of the City of Greater Lithgow Mining Museum, and a historical archaeologist.

The upgrading works commenced in 2014/2015 and involved two stages:

- Stage 1: Repair and remediation works to remaining brick ruins
- Stage 2: Masterplan works, to provide safe and accessible visitor access, together with a new interpretive strategy.

20

The event will commence at 4pm with a welcome and site inspection. The official opening and speeches will be at 4.30pm, and entertainment by *Celtic Heart* will delight attendees. The Light Show is scheduled for 5.30pm to 10pm on the night.   *Matthew Johnson*
RSVP by 4th May 2018 to:
*matthew.johnson@lithogow.nsw.gov.au*
The site is located on Inch Street, Lithgow. Parking for official attendees will be available on site.

BMACHO Conference 2018: Heritage Landscapes

Book in now for the 2018 Conference, *"Heritage Landscapes"*. The Conference will be held on Saturday 12th May 2018, at Mount Victoria Manor, 11 Montgomery Street, Mount Victoria. The cost will be $70 for registrations from 13th March to 30th April 2018. This registration fee covers individual attendance at the conference, morning tea, lunch and afternoon tea. Speakers have been confirmed, and the topics to be covered on the day include:

- Keynote Speaker – Stuart Read, Office of Environment & Heritage: "Landscape and garden-themed trails as Blue Mountains lure".
- Colleen Morris: Heritage consultant: "Sorensen Gardens".
- Associate Professor Ian Jack, Senior Fellow and Archivist, St Andrew's College, University of Sydney: "Eurama and the nearby Parkes property at Faulconbridge".
- Kate O'Neill: Woodford Academy Management Committee: "Woodford Reserve 1830-2018: as good as the most capricious taste could desire".
- Mary Reynolds: Mount Wilson & Mount Irvine Historical Society: "Mount Wilson Gardens".
- Aunty Sharyn Halls: Gundungurra elder and member of the Gundungurra Aboriginal Heritage Association: "The Gully & Gundungurra Country".
- Bruce Cameron, historian & author: "The Blue Labyrinth".
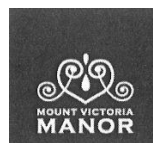
The Conference is Proudly sponsored by Scenic World Shared

Registration is from 8.45am and the Conference concludes at 4.30pm.

Accommodation is available within Mount Victoria and at the Manor, and train access takes you to within walking distance of the venue. Trade tables will be available.

Full costs, program and booking details can be found on the BMACHO website.

Greater Blue Mountains Heritage Trail Update
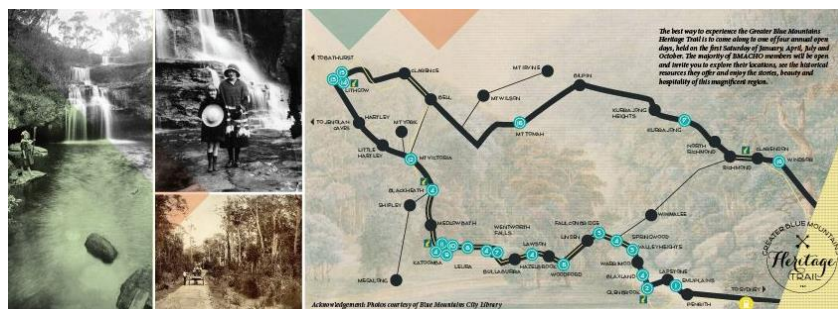
BMACHO continues to promote the Greater Blue Mountains Heritage Trail and members' upcoming events. BMACHO have reprinted the Heritage Trail brochure which has now been distributed to visitors' centres across the region.

Heritage with Altitude!!

The Trail is an ideal activity for the kids and grandkids, be it in the school holidays or any weekend! Collect the Greater Blue Mountains Heritage Trail brochure at participating venues and Visitor Information Centres.

If you are a member and you would like further information, or if you would like to become a member, please email the BMACHO Secretary at committee@bluemountainsheritage.com.au
For general information about BMACHO and the Trail, see heritagedrive.com.au or www.facebook.com/GBMHeritageTrail
To find out more about BMACHO visit www.bluemountainsheritage.com.au

BMACHO Committee 2018-2019

BMACHO presents your Committee for the coming twelve months as follows:

- President: Patsy Moppett (Individual Member)
- Vice-President: Ian Jack (Individual Member, and President of Hawkesbury Historical Society)
- Treasurer: Philip Hammon (Individual Member)
- Secretary: Fiona Burn (Individual Member)

Elected to the Committee were Roy Bennett, Rae Clapshaw, Summar Hipworth, Jan Koperberg, Dick Morony and Suzanne Smith.

Note 1: The tasks of the secretarial role will be carried out through Fiona, she being the minute secretary, with Jan Koperberg being the correspondence secretary and webmaster.
Note 2: Subcommittee memberships are set down on the last page of this Newsletter.

BLUE MOUNTAINS ASSOCIATION OF CULTURAL HERITAGE ORGANISATIONS INC.

Registered office: 1/19 Stypandra Place, Springwood 2777. (02) 4751 5834
Email: committee@bluemountainsheritage.com.au or j.koperberg@bigpond.com
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 and Penrith. 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.

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 Historical Society; Bygone Beautys Treasured Teapot Museum and Tearooms; City of Lithgow Mining Museum Inc; Colo Shire Family History Group; Eskbank Rail Heritage Centre; Everglades Historic House & Gardens; Glenbrook & District Historical Society Inc; Hartley Valley District Progress Association; Hawkesbury Historical Society Inc; Kurrajong-Comleroy Historical Society Inc; Leuralla NSW Toy & Railway Museum; Lithgow & District Family History Society Inc; Lithgow – Eskbank House Museum and Lithgow Regional Library – Local Studies; 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; Norman Lindsay Gallery and Museum; Paragon Cafe, Katoomba; Scenic World Blue Mountains Limited; Springwood Historical Society Inc; Springwood Historians Inc; Transport Signal Communication Museum Inc; Valley Heights Locomotive Depot Heritage Museum, Woodford Academy Management Committee, Zig Zag Railway Co-op Ltd.
The following are individual members: Wendy Blaxland, Fiona Burn, Ray Christison, Dr Wayne Hanley, Associate Professor Ian Jack, Ian Milliss, Patsy Moppett, Keith Painter, and Dr Peter Rickwood.

Committee: The management committee for 2017-2018 (from March 2017) is: Patsy Moppett (President and *Heritage* Newsletter Editor), Ian Jack (Vice President), Fiona Burn (Secretary), Philip Hammon (Treasurer), Dick Morony (Public Officer/Membership Secretary/ Calendar Editor), Suzanne Smith (Events and Venue Co-ordinator),Jan Koperberg, Summar Hipworth, Rae Clapshaw and Roy Bennett.
Greater Blue Mountains Heritage Trail sub-committee: Fiona Burn, Jan Koperberg, Rae Clapshaw and Suzanne Smith, with guest member Gay Hendrickson.
Blue Mountains History Conference 2018 sub-committee: Summar Hipworth, Ian Jack, Jan Koperberg and Patsy Moppett.

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.