

# Heritage

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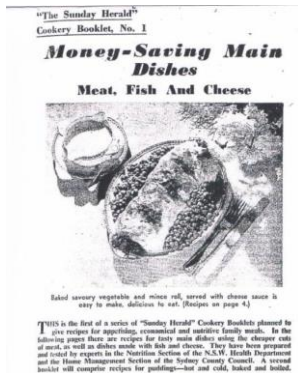
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## Cookery in Crisis

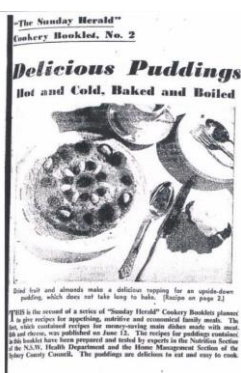
In June 1949 The Sunday Herald (NSW) undertook a series of Cookery Booklets. They were especially prepared to meet the requirements of housewives who had *to cook meals during hours restricted for the use of gas and electricity, over primus or other spirit stoves, or on backyard makeshifts.*

Instructions were given for making a fireless cooker and a kerosene-tin cooker. Experts in the Home Management Sections of the Sydney County Council, the Australian Gas Light Company, and Overseas Corporation (Aust.) Ltd, prepared menus and recipes *to help the housewife provide appetising and nutritive meals for family in this emergency.*

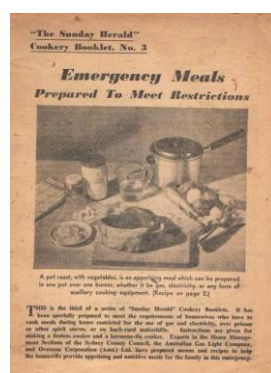
In July of that year the Herald offered to pay £10 for the best menu with recipes for a meal which could be cooked under emergency conditions, and £1/1/0 would be paid for every other menu of this type which was published. Hints for saving time and power or fuel in preparing meals would also be paid for if considered worthy of publication.



Booklet No. 1



Booklet No. 2



Booklet No. 3



Booklet No. 4

Within Booklet No. 3 details set down included general hints on emergency meals; how to make a *haybox* or fireless cooking box; making a kerosene-tin cooker; fireless cooker time-table for cooking; menus for cooking over just one element, or for two elements; one pot and pressure cooker meals.

Coal has been used for centuries as a source of energy, but while it can make us warm and cosy, it is also capable of a different type of heat. For generations the coalfields had been one of the bastions of working-class radicalism in Australia. The relatively good wages the workers are paid now are a direct result of their willingness to stand up then and have a go. But they have had to fight every single step of the way.

### ***The coal strike***

An emergency situation in Australia in 1949 was triggered by a major coal strike. The strike by 23,000 coal miners lasted for seven weeks, from 27<sup>th</sup> June to 15<sup>th</sup> August, with troops being sent in by the Ben Chifley Federal Labor government to the open cut coal mines in NSW on 28<sup>th</sup> July, with the workers returning to work in defeat two weeks later. This was the first time that Australian military forces were used during peacetime to break a trade union strike.



*Strike action at Minmi*



*PM Ben Chifley*



*Miners see the strike out*

The mine owners claimed the miners were the *most pampered employees anywhere in the world*. The miners' demands had been lodged over the preceding two years and had included a 35-hour week, a 30-shilling increase in wages, and the inclusion of long service leave as a normal condition of employment. The coal miners also had genuine industrial concerns regarding safety, as about 25 miners were being killed at work every year. It was possibly influenced by other industrial strikes in Qld and by the communist party at the time. Proposals submitted by the mining unions were rejected and the strike was called. It would bring much of the country to a standstill and push Chifley into taking extreme steps to end the strike and to punish its ringleaders. In the run-up to what seemed to be an inevitable strike, the Chifley Labor government introduced a raft of anti-union legislation, freezing union funds and putting troops to work in the open cut mines to break the strike.

Chifley's actions damaged his reputation and led to a rout at the subsequent election, when Robert Menzies stepped in.



One of the great arguments advanced in all the available propaganda was that the strike of the mineworkers was completely unnecessary because the Coal Industry Tribunal was alleged to be ready to grant the demands of the mineworkers. Consequently, the miners were charged with coming out on strike solely because of malice and with the object of wrecking the economy of the country.

The events preceding the strike suggested that Prime Minister Ben Chifley and the daily press had lied to the public in regard to the reasons for the strike, these being to smash the

Communist Party and to break the back of the militant trade unions and in particular the Miners Federation.

The strike had its roots in World War II. While young men were being sent to fight overseas, coal miners, along with other workers, were urged to go into battle to meet increased wartime production targets. There was a sense that those who made sacrifices would be rewarded after the war ended. The catchcry became: "*We give our lives, they take the profits*" - from a cartoon published at the time, directed at mine owners.

By the time the miners went out on strike shortages were already being felt and they subsequently became much worse. Electricity was rationed, so electric trains and trams could only run intermittent services, which affected industries that depended on commuters turning up on time.

On their side, the miners had the power that comes from stopping supplies in a society dependent on coal, so industry ground to a halt. Shipping was affected by wharves being unable to make it to the docks because of disruptions to transport. Heavy industries reliant on coal also came to a standstill.

### ***Impacts on the community***

Chifley continued to see the strike as the work of communists and ignored some of the hardships he had inflicted on the ALP's support base, by insisting on maintaining rationing. Many supported the strike, seeing a return to the days of the Great Depression if miners' conditions remained the same.

*You are suffering hardships: your gas and electricity is interrupted, maybe your husband, like mine, is out of work. Don't blame the miners for that – blame the coal owners and all who support them.* This statement was issued on a poster on behalf the coal miners' wives. But many others did not support the extreme measures which resulted as a chain reaction to the strike.

So how did the average family and the housewife cope during these times? If you wanted a cooked breakfast after 8am in Queensland, you had to risk breaking a government regulation on power restrictions to get your bacon and eggs. And you could look forward to a lunch only of salad or sandwiches.

The nation was in the grip of the coal strike, which meant use of electricity and gas was limited by decree:

- Domestic front: breakfast cooking allowed for half-an-hour between 6 and 8am.
- Lunch: heating beverages only allowed between 11.30am and 1.30pm.
- Dinner: cooking for one hour between 4.30 and 6.30pm.
- Two house lights, not exceeding 150 watts, until 9pm and one until 11pm.
- Radio stations were allowed on air only 6.45 to 9am with a news bulletin from 12.30 to 12.50pm and the evening programs limited to 6.30-10pm. Those limits were more severe in Queensland and the radio stations here argued, unsuccessfully, that more hours were needed to broadcast information about the strike and its effects.
- There would be skeleton bus services on tram routes after the evening peak until 11pm.
- Use of radiators, air-conditioning, and heating for bath or sink water was forbidden.
- There was a weekly limit of two hours' use for irons, laundry boilers and washing machines.

The good news was that special buses would run to Doomben racecourse for the Ten Thousand (but with no radio broadcast)!

The bad news was that *a brewery industry spokesman said production and delivery of beer had ceased . . . hotels would be out of stock by the weekend!*

Hence the issue of the Cookery Booklets and much other information to assist the community to cope with the emergency. The handling of the situation by families meant an adjustment of priorities and lifestyle, putting a strain on relationships, household budgets, and medical and social services.

It could be said that having just survived the Second World War the community was primed to cope with the shortages, but it had come from an unexpected quarter, their own home

front, and following the War it was a situation which the housewife and her family simply did not need.

*Patsy Moppett*

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**Food for thought ..... Editor's note**

**Regional fire impacts**

Once again, our thoughts and prayers are with the victims of the bushfires, which have eased thanks to extensive rains.

In addition, we thank the fire fighters, volunteers and residents who have fought the fires, putting their lives at risk to save life and property.

Several BMACHO member organisations within the Greater Blue Mountains BMACHO region were previously threatened. At the end of December 2019, Jan Koperberg, BMACHO correspondence secretary, issued an email detailing three properties in particular who were directly affected by the fires. Calls for assistance remain.

- Lithgow State Mine Heritage Park, State Mine Gully Road, Lithgow: Help and donations are still needed for the fire cleanup at the Lithgow State Mine Museum and would be very welcome.

Despite the threat to the Museum site, the Bath House was made available to the storage of veterinarians' medical supplies for the treatment of injured native wildlife. The blaze came almost to the door of the Museum, and several buildings escaped the fires, thanks to the enormous efforts of volunteers and the RFS. The fire came to the rear wall of the workshop building where many window panes were shattered.



Many records were relocated off site, and coal dumps caught fire. Much of the work relates to creek rehabilitation tree removal to restore vegetation, drainage and generally make the site more fire resistant for the future.



*Rear of workshop*



*Tree hazard removal*

- Zig Zag Railway, Chifley Road, Clarence: Advanced warning allowed them to move most carriages into safer positions. All locos and carriages in this location survived. Damage was mainly limited to infrastructure eg. water pipes, electricity cables and an estimated 1500+ sleepers, but they also lost a couple of containers of spare parts. Unfortunately, they have also lost four passenger carriages parked at Edgcombe siding, one of these BV270 was once the oldest running passenger carriage in Australia. These carriages had been heavily vandalised so could not be moved to safety. They lost a small shed at Top Points, with everything else there coming through unscathed. Donations can be made on the Zig Zag Railway website [www.zigzagrailway.com.au](http://www.zigzagrailway.com.au) or via cheque to PO Box 1, Lithgow, 2790. All donations over \$2 are tax deductible.



*Zig Zag outbuilding*



*Clarence station platform*



*Blue Mountains Botanic Gardens*



- Blue Mountains Botanic Garden, Mount Tomah, Bells Line of Road, Mount Tomah: The Blue Mountains Botanic Garden remained closed to visitors until 13<sup>th</sup> January 2020 due to the bushfire activity in the area. The impact on some parts of the garden appears to be significant. Thankfully, most of the Garden's Living Collection along

with the main buildings were safe. Any help with the cleanup would be very much appreciated.

- In addition, a number of sites were not directly affected but were threatened by ember attack and so on. These venues relocated material offsite for the duration of the fires and may require assistance to return objects. These include Scenic World, Eskbank House, Everglades, and Norman Lindsay Gallery.

With the exception of Zig Zag, all sites declare they are open for business and encourage visitation, having suffered understandably from lack of visitors over the last few months.

*Patsy Moppett*

## **BMACHO AGM 2020 REMINDER – See article page 20**

### **Vale Jim Barrett**

It is with great sadness that BMACHO has been informed of the death of writer and historian Jim Barrett on Sunday, 12<sup>th</sup> January 2020. His funeral was held on Friday, 17<sup>th</sup> January at St Finbar's Catholic Church, Levy Street, Glenbrook.

Jim Barrett was a prolific author, writing about the history of the Blue Mountains, the Indigenous peoples of the Mountains and the Catholic Bushwalking Club.

He published his 15<sup>th</sup> book in 2016, on the Indigenous people of the region: *Gandanguurra: The Language of the Mountain People and Beyond*. Mr Barrett started bushwalking in that country almost 70 years ago. Warragamba Dam, which caused the tragic flooding of the amazing Burratorang Valley, wasn't even on the drawing boards then.

*In more recent times, (the 1990s) I began writing books about the history of the Blue Mountains including the Burratorang Valley. Two very important books (in 1994 and 1995) were "Life in the Burratorang" and "Place Names of the Blue Mountains and Burratorang Valley". During the two years of writing these two books I began to realise that in the 1800s another significant group also had formed a strong presence in the Burratorang, namely descendants of the Gandanguurra people. - Jim Barrett, author.*

All his books have a connection to bushwalking, or the local area, and he called his recent efforts a *wonderful interest* that he hoped would *honour the traditional owners*.

Details of Mr Barrett's books may be obtained from the Blue Mountain Education and Research Trust, which are also available from local books shops. *Allan Walsh*

*Allan Walsh, Secretary, Blue Mountain Education and Research Trust*  
[www.bmert.org](http://www.bmert.org) or [secretary@bmert.org](mailto:secretary@bmert.org)

### **Explorers' Rocks Memorial**

Designed by Norman Rodd of Mt Tomah and constructed from local basalt, the Explorers' Rocks monument to the early explorers, George Caley, Archibald Bell, Robert Hoddle and Allan Cunningham, is situated above Bell's Line of Road near the approach to Mt Tomah Botanic Gardens. The imposing arrangement of basalt rocks on Mt Tomah is primarily naturalistic, save for one rock, which evokes the impression of a natural obelisk. This draws the attention of the viewer to a lower rock, inscribed with the names of these early important explorers of the Mt Tomah area.

On 17 November 1973 the Explorers Rocks monument was unveiled by the mayor of the Blue Mountains City Council, Alderman I D Dash. Present at the unveiling were Dr Barbara Briggs and Warwick Watson of the Royal Botanical Gardens, Dr Neville Hoddle and members of the Bell family, ten Ventura scouts who had followed Caley's route, and pupils of Bilpin Public School. The opening ceremony had a speech about the explorers by Dr Briggs and concluded with the school song by the Bilpin Public School children.





*Drawing by Pam Lowe*



*Photo by Tony Rodd*

The monument celebrated the explorers, Caley in 1804, Bell in 1823, Hoddle (the surveyor) also in 1823 and Allan Cunningham, attributed to c. 1823 (he was actually on Mount Tomah in November-December 1823). The monument commemorated the 150th anniversary of the achievements of these explorers, their records making a valuable contribution to our knowledge of the Mountains.

The project was the brainchild of the Mount Tomah Society in 1973, which had formed in 1970. The Society was a result of a meeting of a group of residents of Mount Tomah and the nearby district who were interested in conservation and improvement of the mountain. Under the guidance of Norman Rodd, the President, and Rita Barnes the secretary-treasurer, the Society began studies of the flora, fauna and history of the area as the basis for conservation. Norman Rodd designed the monument, and the basalt boulders from which it was constructed were brought from La Mancha, the nearby home of a committee member, Keith Ingram. The actual manhandling of the large stones was done by workmen from the Department of Main Roads and from the Blue Mountains City Council, along with members of the Society.

Constructed on a rise, an integral part of the monument's aesthetic appeal is the contrast between its massed forms in a clearing surrounded by natural bushland. Overhead power lines preclude the planting of any trees close to the monument, although they would detract from the visual effect of the monument.

*Patsy Moppett*

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## ***National Roads and Motorists' Association (NRMA) Centenary***

### ***The legend of the Patrol***

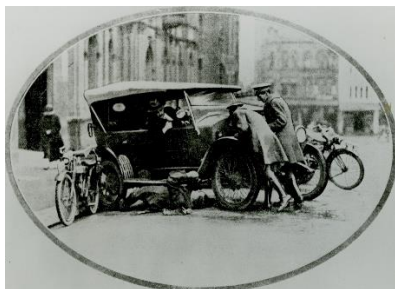
In 1920 the horse and cart were still a predominant means of transport. Many roads were not fit for cars, and ferries were often a preferred means of transport where available. From helping Australians transition from horse and cart to automobiles and navigating the challenges that have come with the changes in transportation, the NRMA has always championed the needs of motorists and kept people moving. The early patrols wore uniforms, rode motorbikes and were always there to help, looking for ways to improve road conditions. Back then the roads were a disaster. When it rained a car could almost disappear into a pothole, and when it was dry motorists choked on dust.

Only about 1/5 of the roads in NSW were sealed. The government struggled with war time recovery in attending to infrastructure and needed to find employment for returned soldiers. The NRMA made it a policy to employ returned servicemen, many as patrolmen, who were recovering from war injuries.



On patrol in the bush

An article in the March 1924 *Good Roads* magazine set the record straight: *Whenever you see a spruce young man in double-breasted khaki uniform .... and wearing a brown leather cap, you will know that he is a National Roads and Motorists' Association official guide. If you notice a motor-cycle carrying a triangular shaped light blue flag with a badge on the handlebars standing rider-less anywhere, you will know that there is a capable mechanic, with an encyclopaedia of knowledge of roads and traffic regulations, not very far off .... They are all ex-servicemen, and amongst them are "diggers" who carry quite a rainbow effect of medal ribbons on their breast ..... But it is might hard to get these young fellows .....to talk about their exploits. Ask them, however, about a point involving engine trouble, and some mechanical mishap, and they get their noses down to business, like hounds on a hot scent.*



Earliest known photo 1920



Bad weather rescues

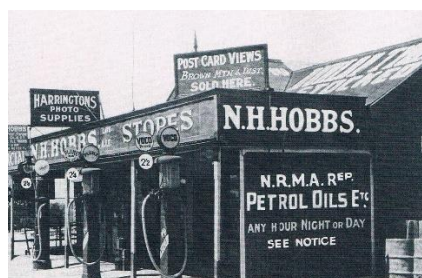


Always there to assist

The first Guide, AW Scott, set out on his Douglas motorcycle at 6pm on 16<sup>th</sup> February 1924. More motorcycles joined him in time, and they all had a small blue NRMA flag on the handlebars and a kit of tools strapped at the back. One of their strictest rules was never to accept a tip, as a point of honour. Their original duties were to assist members to park their cars in the CBD, find motel accommodation when required, provide mechanical services when necessary, and generally be at the members' convenience. The fleet of Douglas machines was eventually phased out and replaced with Harley-Davidsons, which had a side car where tools were kept. Guides were also trained for first aid. They had their own fair share of motor accidents, but their slogan became *Never Refuse Motorists Assistance*, and they also became a regular sight in regional areas and the ACT.



WW2 initiatives



Regional depots



Tow truck assisting tractor



## **Origins**

The National Roads and Motorists' Association (NRMA) began as an Australian organization offering roadside assistance, motoring advice, car servicing, International Driving Permits, travel, and other services in New South Wales and the Australian Capital Territory. It was a member-owned mutual organization.

The organization historically also offered insurance. That segment was eventually spun out as NRMA Insurance and is now a brand and operating unit of Insurance Australia Group (IAG). The NRMA and NRMA Insurance are independent companies and are both in agreement to use the same brand and name.

The National Roads Association (NRA), which would become the NRMA, was launched in 1920. Its original aim was not to provide road service or insurance, but to obtain *reasonable and just legislation* to fund and improve roads. The principal objectives of the Good Roads movement were:

1. To unite all road users.
2. To urge the Federal and State Governments to declare and maintain National Highways.
3. To urge the Commonwealth to contribute its proportion of the upkeep of State Highways.
4. To conduct an educational propaganda campaign throughout Australia.
5. To urge that the proceeds of road taxation and motor registration be allocated entirely for road development.

Until this time the planning and financing of main roads had fallen into chaos following the defeat of the Main Roads Bill in 1911. Subsequent attempts to create a board to oversee main roads and distribute funding had also failed. The 1919 Local Government Act left all decisions to local councils, where decisions were made *from the point of view of local utility*. John Christian Watson became NRMA President in 1920 and remained until his death in 1941. The NRA restructured as the National Roads and Motorists' Association at the beginning of 1924, and the Patrol service began.

The aims of the NRMA were to *cover everything necessary for the advancement and protection of motorists in all circumstances*. This positioned the NRMA as a competitor as much as collaborator, particularly when it began to employ its own road service guides. These returned servicemen *of exemplary character* patrolled specific areas, including the popular beaches of Coogee, Bondi Beach and Bronte, or were based at congested spots on the roads out of the city where they could receive messages by phone or relayed by other motorists.

## **Growth and policy**

By 1925, the NRMA had 7,637 members, nearly double on the previous year. In that year NRMA formed NRMA Insurance, which also became a sub-agency of Lloyd's of London and offered household policies in addition to motoring insurance.

The NRMA generally sought to lobby parliament about laws and issues affecting motorists, and in 1931 initiated a school road safety program. The following year the NRMA led the transport section in the opening procession of the Sydney Harbour Bridge and immediately began lobbying to ban horse-drawn vehicles because they were holding up traffic.

Road service became available 24 hours a day from 1933.

During the Second World War the Women's Auxiliary Transport Corps was founded, where women were trained to maintain and drive heavy vehicles to help the war effort, and during the war some road patrols used bicycles in the CBD to save on petrol.

Particular NRMA concerns included the need for a special traffic court, and a change to the amount of danger signs that were appearing in the streets, accompanied by *frequently incomprehensible signals of police* at intersections.



*In the CBD*



*Van service*



*Roadside assistance*

The 1950s heralded the beginning of a huge surge in the number of cars on Australian roads, and NRMA membership increased. It hit one million members in the 1970s, and by the late 1980s that number had doubled. To ensure the fleet of NRMA patrols could find their members they adopted new technologies at the time like the two-way radio and the latest Holden panel vans.

In 1982, they worked with the NSW Government to improve road safety by introducing random breath testing, and in 2001, fought hard to have the fuel excise capped – saving motorists about 10 cents per litre today.

In 1994-1995 the NRMA expanded interstate, into Victoria, and Queensland.

Other achievements include:

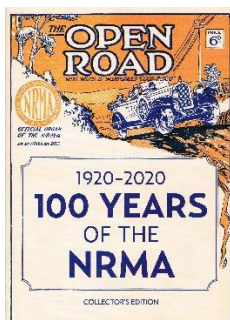
- More equitable licensing
- Making the demerit system fairer
- Making school zones safer
- Maintaining road funding at record levels
- Carefully scrutinizing every petrol price increase

In July 2000 the NRMA demutualized, and even now as independent organisations, NRMA Insurance and NRMA Motoring & Services, work closely together.

In 2002 the NRMA Insurance Group Limited became Insurance Australia Group Limited (IAG).

### ***The Open Road magazine***

*The Open Road* magazine was launched more than 90 years ago to inform its members about its activities, including campaigning governments for improved roads, road rules & safety, and general information. It was launched in 1921 under the name *Good Roads* and was renamed *The Open Road* in 1927. *The Open Road* continues to inform NRMA members about all things motoring. It also includes content reflecting NRMA's other services for members such as travel, Safer Driving School, special member deals and roadside service.



*Centenary of the National Road Motorists' Association*



In 2020 the NRMA has released a Centenary issue of *The Open Road* which documents the history of the organization from 1920, talking through the early years, the Depression and war years, servicing modern motoring, addressing change, and relating how they continue to honour their founding values.

*We will never forget that it's our patrols who have won the hearts and minds of members since our formation.*

*Patsy Moppett*

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*The Open Road Collector's addition January/February 2020*

## **Cooerwull House, Lithgow – Open Day**

**History:** Commenced in 1824, Cooerwull is one of Australia's most unique collection of farm buildings. Adding the fact that the property is still lived in by descendants of the original owner, may well make it the oldest farm in Australia of that class. With Andrew Brown's original cottage still forming the west wing of the extensive home and farm building complex, the seven buildings, variously built of stone and brick, give a stunning insight into the wealth that was accrued by an astute grazier prepared to operate beyond the limits of settlement in the years prior to the discovery of gold in the colony.



*Cooerwull House 1880s*

Andrew Brown came to the colony of New South Wales in 1822 from his family home in Perthshire, Scotland. He was accompanying another free Scot, James Walker who was both a mentor and friend. Both settled just west of the Blue Mountains, Walker building his grazing empire at Wallerawang west of Lithgow, whilst Andrew Brown settled on 200 acres granted to him on Cooerwull Brook, now Farmers Creek, in Bowenfels, on the west edge of what is today, Lithgow.

Andrew enjoyed a remarkable and long life, dying at Cooerwull on 4<sup>th</sup> April 1894, by which time his family's holdings up on the Castlereagh River near Gulargambone exceeded 100,000 acres. In his early years, Brown acted as overseer for James Walker but within only a couple of years was actively building his own interests as well. In 1837 he built a flour mill adjacent to his home, powered by an overshot water wheel drawing water from a weir further up the meandering Cooerwull Brook. It was connected to the mill by a mill race that cut across the front lawn of the homestead. In later years, Brown built a bathing pavilion over the mill race, creating a place for cool refreshment in the garden. He also built a heated glass conservatory, utilising coal from his nearby Methven mine to fire the boiler that provided heat to maintain the exotics plants he was able to grow in this otherwise unforgiving climate.



Cooerwull itself remains a remarkable set of buildings, named for the Wiradjuri word for the little blue flowers *Wahlenbergia Stricta* that dot the pastures of his 1824 grant.

The buildings are testament to Andrew Brown's great vision. Still roofed in shingles, overlaid with corrugated iron in late Victorian times, the seven buildings that make up the complex stand much as they did when Andrew Brown died. His original cottage, completed in 1824, makes up one wing of the twice extended main house. The building of the kitchen that encloses the stone flagged courtyard at the rear of the house, was reputedly overseen by Christina Brown after she came from Scotland as Brown's new bride in 1841. Behind the main house, the coachman's cottage is conjoined to stabling, covered stalls, a killing room, an equipment shed, and together with the shearing shed, complete the complex that lay at the centre of Brown's pastoral empire. All executed in local sandstone, the keystone over the stable door is dated 1848.



The shearing shed is now in ruins after being damaged by fire many years ago. The flagged area of yarding that was used to hold sheep awaiting shearing remains, as does the wool press saved from the shed fire.

Each year Brown brought his sheep down from *Caigan*, *Tonderburine* and his other runs on the Castlereagh, some 350 kilometres, to shear them at Cooerwull. It was easier to walk the sheep down for shearing rather than to shear in the north west and transport the wool down by dray. This arrangement continued until 1852 when Brown noted in his diary the need to shear at *Caigan* because of the disruption to labour supply caused by the goldrush.

**Open Day:** The 2020 Australian Heritage Festival will provide a rare opportunity to inspect Brown's Cooerwull Estate and to hear a number of historians speaking on Brown's extraordinary lifetime achievements, including Jan Barkly-Jack and Ray Christison.

On Sunday 3<sup>rd</sup> May, the Lithgow Branch of the National Trust, in conjunction with Brown's great, great, grandchildren, the Trevor-Jones family, will be holding an Open Day to celebrate the life and achievements of Andrew Brown. There will be entertainment, speakers, craft displays and the opportunity to inspect the building complex; lunch and refreshments will be available, provided by the Hartley bush fire brigade.

All attendees will receive a commemorative booklet giving an insight into Andrew Brown's life as a grazier businessman and philanthropist.

Gates will open at 10am, and with limited numbers, booking is essential. To book your attendance go to [www.trybooking.com](http://www.trybooking.com) and search against the keyword *Cooerwull*.

Admission is \$25 per person with accompanying children under 15 free. Further detail later in this Newsletter – page 17.

To quote the late Emeritus Professor Ian Jack, who spent a lifetime researching the Andrew Brown story: *Access to this set of extraordinary buildings provides an inspiring heritage experience.*

*Ramsay Moodie*

## ***The Technical Side***

### ***Origins of the Navvie***

We read about the history of the railways through the Blue Mountains being built by gangs of navvies, and of the camps that were set up to accommodate them. It is an unusual word, the "navvie" and one wonders about its origins.

The navvie (or navvy) was a shortening of the word navigator or navigational engineer. These manual labourers worked on civil engineering projects not just in Australia but across the UK, Europe and the Americas. The term derived from Great Britain in the 1700s when canals were being built, which were sometimes known as navigations or eternal navigations, being assumed they would last forever.

Once the canals were superseded by the railway in Britain in about 1830, the navvies moved across to the construction of rail lines, tunnels, embankments and cuttings. Most were English or Irish. At one stage during the 19<sup>th</sup> century, one in every 100 persons who worked in the UK was a navvie.

The work of the navvies could be considered crucial. The bulk of railway building had to be done by hand. The thousands of miles of rail lines that were laid by the navvies was done without the use of machinery, with the standard tools being picks, shovels and a wheelbarrow.



*Navvies in Sweden 1900*



*Hawkesbury line*



*Parramatta line*

From the late 1840's there emerged a strong demand for the building of railways in Australia, and in the decades that followed the opening of the railway line, a large number of the present mountain townships emerged and took shape around the new railway platforms, and invariably an inn. Many took shape with origins in the location of navvie camps.

In Australia, the term "navvie" is still applied to railway workers. Some areas of the country, particularly towns and cities along the sugarcane belt of the state of Queensland, still employ teams of navvies on a permanent basis to lay and maintain the state's narrow-gauge cane-train tracks.



*Camp on the Illawarra line*



*Camp at Waterfall*

The drinking of the navvies was well known and many towns feared the arrival of the navvies to their region. Navvies worked hard and they drank hard, and when work on the rail line stopped for the day people in towns would fear for their safety. Only tavern owners were happy about the high spending on alcohol!

The navvies were paid daily and much of their pay reputedly went on alcohol, leaving little for food.

Many of the navvies employed to build the railways in England during the early part of the 19th century lived in squalid temporary accommodations referred to as "shanty towns." Due in part to construction through rural areas, and, in part, the navvies negative reputation, two-thirds of the railway construction sites had housing erected specifically for the navvie.

Navvies built roads, railways, dams and canals; much of their work was itinerant and they often stayed in the tent camps, living and working with fellow unskilled workers; navvies had a reputation for size, strength, heavy drinking and rowdiness, but they also gave rise to the saying *to work like a navvie*, meaning to work very hard at manual labour.

The living conditions of these itinerant workers could be primitive and severe - the tents were often made from tree branches and trunks, rope and canvas, with an occasional shed made of corrugated iron, possibly a kitchen or storeroom. Most accounts chronicling the life of a navvie worker have come from local newspapers portraying navvies as drunk and unruly men but fail to provide any mention that navvie camps were also the site for their families. Initially, the housing "huts" were constructed quickly and meant to be temporary. As a result, little thought was given to comfort, let alone sanitation, which was actually a prominent issue for everyone during the Victorian era. Navvie camps were sometimes unhealthy places in which to live, and it was not uncommon for a navvie community to be overtaken by disease. Sometimes navvies shared housing, some even sleeping on floors. Over time, housing arrangements progressed positively, with the structures being built with more care, and even attached land being offered for use so navvies and their families could grow their own food. In addition to their living arrangements, navvies confronted varying degrees of dangerous work environments that depended both on the terrain, and the locals' reception of them. Due to limited safety protocols, navvies were sometimes injured or killed on the job. They were often regarded with suspicion by trained workers, and not covered by the fledgling union movement. The natural tension between locals and outsiders sometimes bred distrust of the navvies.

On the Illawarra line many of the navvies were Italian. Unrest occurred when experienced navvies objected to inexperienced workers coming in through immigration, intended to complement their work on the railways. Occasionally, this strain between the two would result in violence such as riots, or death. In New Zealand they objected to inexperienced English workers being brought in.

In many cases, though, as time passed, the local establishments benefited from navvie business, which strengthened relations, and even forged friendships with an occasional local helping teach reading and writing to some navvies and their families.

It has been suggested that camps for navvies were sometimes placed out of view of residents, since the camp was surrounded by native vegetation, but close to where the men were working on the railway line.



*Glenbrook tunnel crews*

The navvies' clothing was as rough as their surroundings — they wore flannel shirts, dungaree trousers, felt hats and bowyangs (a thong or string worn below the knee, used to hold trousers legs up). They slept in their shirts, and baths and showers were almost unheard of. They worked hard and played harder – but they did the job. It was near-backbreaking work with the added disadvantage of flies, mosquitoes and snakes, wet weather landslips and the weather.

In 1911 it was reported in the press – *when returning from work along the North Coast railway line, a gang of navvies came across a big brown snake on the line near Maitland and quickly dispatched the reptile which measured 6' 4" in length.*



Somehow the navvies sweated to axe the trees, shovel the dirt, lay the sleepers and then the tracking. Their tent camps could have had bore water, but only other bare necessities, including regular fresh food. It was a lonely life and, for many, solace only came at the end of a bottle.

*In 1902 – the navvies working on a portion of the Coonamble railway last week, took possession of Mrs Lehane's Hotel at the ironworks. The conduct of the men was most unruly, and a contemporary states that Mrs Lehane has been so upset that she has been under the doctor ever since.*

The numerous railway navvies and labourers who worked on the Blue Mountains line contributed to the growth and development of the towns along its route. Enterprising locals and businessmen erected accommodation houses which served the railway workers as a hotel, store, butcher's shop and baker's shop. In the 1870's the Springwood area contained a large proportion of railway families whose numbers contributed significantly to the early establishment of a public school in 1878 and, to business growth. A similar stimulus for town development occurred at Glenbrook where a public school was established in 1892 in response to the many children in the work camps during deviation work to replace the old Zig Zag. Glenbrook-Lapstone was again the site of major construction camps during the 1913 deviation.

A navvie camp was no place for the faint hearted. The navvies employed on the railway were hard men who endured primitive living conditions in sometimes wild country. One of the most notorious of these settlements was known as the 22-Mile Camp – located in the vicinity of the present day Heathcote. It numbered over 200 workers and their families, who were regarded as the toughest of the tough, and where "respectable" navvies refused to set foot. A traveller in 1885 witnessed no less than 17 fights before dinner one evening, four going on simultaneously! It was common to see many a navvie going on a drinking spree that would last for days resulting in the loss of their job. They were tough times, that bred tough men and from where legends were born.

Because the camps were built of such a temporary nature, little remains of most camps. Tangible evidence is sparse. However, one significant historic site in NSW is located at the Sydney end of the Woy Woy Tunnel. This site is known as the Woy Woy Tunnel Railway Workers Camp, Mullet Creek railway workers camp. The site contains extensive remains of a temporary workers camp occupied between 1884 and 1889 during the construction of the Main Northern Railway along Mullet Creek and the Woy Woy Tunnel. More than 800 men worked on the construction of the tunnel. During the building of the tunnel a railway camp school for the children of workers was established, opening in August 1884, and closing in March 1888 upon completion of all works. Elements of the site are located within the railway corridor and within Brisbane Waters National Park. The site consists of hearths, quarries, bridle paths, a smith, a butcher shop, dams, drains and three hotels extending over an area of approximately 2km x 1km.



*Archway Tavern 1885*



*Archway Tavern, Navigation Square 2017*

Perhaps more recognition of these sites, whose locations are generally known, should be attempted at least through interpretive signage to preserve the memory of these hardy characters and their brave families.

For instance, a new public space in Archway, London, an area that was historically home to the city's navvies, was named "Navigator Square" in 2017. The Square contains the Archway Tavern which was a lively hostelry, where navvies used to get their wages and where much social life took place.

Patsy Moppett

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*The Main Northern Railway Woy Woy Tunnel Project: Prehistoric and Historic Archaeological Studies*

*A monster snake: Maitland Daily Mercury (NSW : 1894 - 1939), Monday 20 March 1911*

*Naughty Navvies: Mudgee Guardian and North-Western Representative (NSW : 1890 - 1954), Thursday 19 June 1902*

*Navvies: [www.historylearningsite.co.uk](http://www.historylearningsite.co.uk)*

*Warren Fahey's Australian Folklore Unit: [www.warrenfahey.com.au](http://www.warrenfahey.com.au)*

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*Railway History in Illawarra: cc Singleton 1984*

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*The Robust Navvy: The Railway Worker in Northern NSW 1854-1894, Denis Rowe 1980*

*The wild men of the 22 mile camp: Mick Roberts 2013 [www.timegents.com](http://www.timegents.com)*

*Woy Woy Railway Tunnel: Office of Environment and Heritage 2009*

## **Community events & updates**

**PLEASE NOTE THE CLOSING DATE FOR ARTICLES AND NOTIFICATIONS TO THE EDITOR FOR THE MAY-JUNE ISSUE OF HERITAGE IS 24<sup>TH</sup> APRIL 2020**

### **Royal Australian Historical Society Small Grants Program**

This Small Grants Program is administered by the Royal Australian Historical Society (RAHS) on behalf of the New South Wales Government through the Heritage Council of NSW.



*RAHS 's History House 1925-1930*



The Program, which opened on 11<sup>th</sup> February and will close on 1<sup>st</sup> April 2020, provides for local history and archives grants of up to \$5000 support the work undertaken by local historical societies, community organisations and individuals across NSW.

Projects should be relevant to understanding the history of NSW and its people and places, with the main priority areas for the 2020 grant round being migrant history, disaster recovery and conservation of collections due to the NSW bushfires.

The sort of projects to be funded are:

- Heritage and environment: eg. a migrant local heritage study, understanding built or moveable heritage, recording a changing landscape, significant local heritage figure biography, or exhibition research.

- Local archives management and conservation: eg. disaster recovery plans or works, local archive, photographic or digital collection.

The Guidelines cover components of projects that would be considered, accepted methodologies, what will NOT be funded, and eligibility, who is/is not eligible, how to apply, assessment process and criteria.

*The Guidelines and application form can be found on the RAHS website:*

[www.rahs.org.au/grants/nsw-heritage-grants-program/](http://www.rahs.org.au/grants/nsw-heritage-grants-program/)

*For further enquiries please contact Maryanne Byrne, Grants administrator on (02) 9247 8001 or [grants@rahs.org.au](mailto:grants@rahs.org.au)*



### ***Blue Mountains Family History Society Update***

Blue Mountains Family History Society volunteers are back in the Katoomba and Springwood Libraries from February 2020 for those needing help with family history research. Hours are as follows:

Katoomba Library: Volunteer on duty on the 2nd and 4th Tuesday of each month February to November. Free service, but bookings essential. Phone Katoomba Library on 02 4780 5750. NEXT SESSIONS 11 & 25 FEBRUARY 2020.

Springwood Library: Volunteers on duty Tuesday and Thursday from 10.00am to 1.00pm, each week February to November. Free service and no booking required. Just call in to the Family History Section.

BMFHS meetings are held the second Friday of each month, February to November. The second Friday in December is usually the Christmas lunch. Public meetings include a break for morning tea, followed by a guest speaker.

### ***Andrew Brown and Coerwul from 1824***

*Our Heritage for the Future* is the theme of the Australian Heritage Festival from 18<sup>th</sup> April to 19<sup>th</sup> May this year. Open Days in the Heritage Festival give locals in the Greater Lithgow area the chance to become familiar with their heritage and own it, thus preserving it into the future. Open Days also aim to attract out-of-area visitors to enrich their appreciation of the early settlements, traditional owners, and the natural environment west of the Great Divide. The survival and revival of our very earliest homes such as Coerwul and Moyne Farm continue to inspire us.

The **Coerwul Open Day Celebrations** will take place on **Sunday 3<sup>rd</sup> May 2020**, at Coerwul House, 36 Andrew Street, Bowenfels, Lithgow, with the gates open from 10am to 4pm. To access the property, turn off the Great Western Highway at the Caroline Avenue intersection, then turn right into Andrew Street. Coerwul is at the far NW end of the street. The event is to be held with the courtesy the Trevor-Jones family, descendants of Scottish settler Andrew Brown, and organized by the Lithgow Branch of the National Trust (NSW). Guided tours of the house, farm outbuildings & family cemetery will take place, in addition to audio-visual presentations & talks. Events include:

- Historian Jan Barkley-Jack will speak on *Andrew Brown's Life as Pastoralist, Industrialist & Philanthropist*.
- Historian Ray Christison will speak on *The Woollen Mills - Lithgow's Scottish Heritage Experience*.
- Artisans will be seen at work on heritage crafts & machinery.



- Traditional music & song will be performed.
- Lunch & refreshments will be available.



*Coerwull House*

*Tickets: \$25 per person (children under 15 free), includes a free Souvenir Booklet. BOOKING IS ESSENTIAL: Go to [www.trybooking.com](http://www.trybooking.com) & search Coerwull.*

*Enquiries may be directed to the Lithgow Branch of the National Trust (NSW)*

*Ph: (02) 6359 3109 or Mobile: 0438 570 090*

Join the National Trust for an inspiring Coerwull Open Day - a new opportunity to experience, thanks to the descendants in residence the Trevor-Jones family, Bowenfels' earliest pastoral enterprise - the homestead at its heart, created and lived in by Andrew and Christina Brown and family, and the preserved agricultural complex surrounding it. You can contact the event coordinator Ramsay Moodie at [ramsay.moodie@bigpond.com](mailto:ramsay.moodie@bigpond.com) or Ph: 02 6355 2259, or Mobile: 0412 283 800.

Looking forward to meeting you there!

*Celia Ravesi - Publicity (& Events Support)*

***Access to this set of extraordinary buildings makes an inspiring heritage experience  
- the Late Emeritus Professor Ian Jack***

*National Trust of Australia*



### **2020 National Trust (NSW) Awards**

The National Trust (NSW) is calling for submissions for the 2020 Heritage Awards. In recognising and celebrating outstanding heritage projects across NSW, projects completed within the last 12 months which promote and/or protect the built, natural or cultural heritage are eligible.

The Awards are a signature event of the Australian Heritage Festival supported by the NSW Government through the Heritage Council of NSW. The Heritage Awards are highly regarded in the industry and by entering, organisations and individuals have the opportunity to have their work recognised by their peers and the public.

Past entrants for the Awards include councils, community groups, corporations and individuals. The entries include everything from education to research, to the restoration of objects, re-vitalisation, architectural re-invigoration, documentaries, regeneration of the environment and hard working advocacy campaigners.

Particular other categories include:

- Lifetime Achievement
- Heritage Skills

A Judges Choice award, including a National Trust plaque, will be presented to the most outstanding project of the year at the culmination of the Awards ceremony.

Entries close on Thursday 26<sup>th</sup> March 2020, and winners would be announced at the National Trust Heritage Awards Ceremony on Friday 8<sup>th</sup> May at Doltone House in Pyrmont, Sydney.

For more information, key dates, entry criteria, awards categories and the entry process, visit the National Trust Heritage Awards website, or contact Jilly Clark on Ph: 02 9258 0122, Email:

[jclark@nationaltrust.com.au](mailto:jclark@nationaltrust.com.au)

### **Bathurst Heritage Trades Trail 2020**

*Rediscover Heritage Craftsmanship!*

Bathurst Heritage Trades Trail is a Bathurst Regional Council initiative supported by a number of community heritage and history groups including Bathurst District Historical Society, Bathurst Heritage Network, The National Trust, Bathurst Bead & Wire Craft Guild, Bathurst Embroidery Guild and the Bathurst Family History Group. It will take place during Bathurst Heritage Week, on the 28<sup>th</sup> and 29<sup>th</sup> of March 2020, and will feature heritage trades in a number of heritage buildings and precincts around Bathurst.



It is aimed at increasing public awareness of heritage for locals and visitors, and is a not-for-profit community activity, with venues managed and manned by volunteers.

Location of exhibitions includes the Walshall Hall, the Agricultural Research Station, the Uniting Church Hall and the Scout Hall. A map is available online to follow the Trail.

Exhibits will include:

- Glass maker
- Hand paper printing
- Bookbinders
- Lacemaking
- Weaving
- Knitting, crochet and upholstery workshops
- Beading workshop
- Blacksmith team
- Bodgers
- Stonemasons
- Heavy horses
- Antique bikes, shaker box making
- And many, many more.....

The Trail will run from 10.00am to 4.00pm both days. A CWA bush BBQ will be held at the Ag Research Station, supported by Long Point Coffee.

*Sandy Bathgate*

Book online at [www.visitbathurst.com.au](http://www.visitbathurst.com.au), or on the day at Bathurst Visitor Centre, Uniting Church Hall, Walshaw Hall and the Ag Research Station.

Tickets are \$20 each (\$15 early bird) with accompanied under 16s free and cover all venues for both days.

For any queries contact the organisers at [heritagebathurst@gmail.com](mailto:heritagebathurst@gmail.com)  
Facebook and video at [Bathurst Heritage Trades Trail](#)

## **Reminder – BMACHO Annual General Meeting 2020**

A reminder is issued in regard to the BMACHO AGM for 2020 to be held at Hobby's Reach History Centre, Blaxland Road, Wentworth Falls on 21<sup>st</sup> March. It is scheduled for 2pm, to be followed by an address by Fiona Burn – *Barr & Furniss: Discovering Real Estate Treasures*. Afternoon tea would then be served.

Nomination forms for the Committee and for committee members are available from the Secretary and should be returned before 11.00am on Friday 13 March 2020. The forms should be posted to BMACHO, 1/19 Stypanandra Place, Springwood, 2777 or they can be scanned and emailed to [committee@bluemountainsheritage.com.au](mailto:committee@bluemountainsheritage.com.au)



2019 AGM – Professor Ian Jack

Please RSVP for catering purposes. Members and visitors welcome!!

## **BMACHO's Blue Mountains History Conference 2020: Industrial Heritage**

Plans are well under way for the 2020 Blue Mountains History Conference, "*Industrial Heritage*". The Conference will be held on Saturday 16 May 2020, at the Lithgow Workies Club, Lithgow. **SAVE THE DATE!**

Speakers are now confirmed, and the Committee is quite excited about the quality of presentations that are coming together. The keynote address will be by Ray Christison, Chair of Museums & Galleries NSW, who will present the *Ian Jack Address*.

There is a variety of subject matter to be considered under this theme, from a significant centre of industrial heritage at the western end of the Blue Mountains region at Katoomba, Lithgow, Hartley and Mount Victoria. Each of the topics is significant for very different reasons, but all are interwoven to generate the landscapes we see, or don't see, today.

Other speakers include:

- Keith Painter: 1920s Chert Ventures at Mt Victoria.
- Phil Hammon: Searching for the [mining] remains.
- Garry Reynolds: Why Wallerawang [railways].
- David Mort: Thomas Mort's picnic train to Lithgow, & the frozen food trade.
- Bob McKillop: Furnace, Fire & Forge.
- Renzo Benedet: The Lithgow Small Arms Factory.
- Vaughan Bryers: Lithgow's Zig Zag Brewery 1888-1958.
- Naomi Parry: Being in itself probably the most important of all relics: Eskbank House.

A program will be sent out in due course to all attendees, along with information on each speaker and their topic.





Small Arms Factory Museum



The original brewery



Eskbank House

Accommodation is available at the Club and within Lithgow and Mount Victoria, with train access taking you to within walking distance of the venue if needed. Trade tables will be available.

**Cost:** \$70 for the conference - includes all day tea and coffee, morning tea, lunch and afternoon tea.

**Time:** Registration commences at 8.45am and the conference starts at 9.15 am, with an expected close at approximately 4.30pm.

Bookings for the Blue Mountains History Conference 2020 are now open through trybooking <https://www.trybooking.com/BIITC>

If you would prefer to send a cheque, you can forward this and your details to BMACHO, 1/19 Styndra Place, Springwood, 2777.

**Attention: It should be noted that the Conference will be dedicated to Emeritus Professor Dr Ian Jack, who passed away in early September 2019, the President of BMACHO at the time, and who was to be the keynote speaker at this Conference.**

Attendees should avail themselves of the opportunity to also visit the Heritage Expo/Forum at Katoomba on Sunday 17<sup>th</sup> May.

Patsy Moppett

## Greater Blue Mountains Heritage Trail Update



BMACHO continues to promote the Greater Blue Mountains Heritage Trail and members' upcoming events. The Trail, which commenced in 2015, is an ideal activity for the kids and grandkids, be it in the school holidays or any weekend, especially in autumn! Collect the Greater Blue Mountains Heritage Trail brochure at participating venues and Visitor Information Centres.

BMACHO reprinted the Heritage Trail brochure in 2019 and it has been distributed to visitors' centres across the region.

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](mailto:committee@bluemountainsheritage.com.au)

For general information about BMACHO and the Trail, see [heritagedrive.com.au](http://heritagedrive.com.au) or [www.facebook.com/GBMHeritageTrail](https://www.facebook.com/GBMHeritageTrail)

To find out more about BMACHO visit [www.bluemountainsheritage.com.au](http://www.bluemountainsheritage.com.au)

## BLUE MOUNTAINS ASSOCIATION OF CULTURAL HERITAGE ORGANISATIONS INC.

**Registered office:** 1/19 Stypandra Place, Springwood 2777. (02) 4751 5834

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**Website:** [www.bluemountainsheritage.com.au](http://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 Mountain Education & Research Trust; Blue Mountains Botanic Garden, Mt Tomah; Blue Mountains City Library; Blue Mountains Cultural Heritage Centre; 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; Everglades Historic House & Gardens; Friends of the Paragon Inc; Glenbrook & District Historical Society Inc; Hartley 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; Scenic World Blue Mountains Limited; Springwood Historical Society Inc; The Eleanor Dark Foundation Ltd; 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: Fiona Burn, Philip Hammon, Dr Wayne Hanley, Ian Milliss, Patsy Moppett, Keith Painter, Dr Peter Rickwood & Dr Robert Strange.

**Committee:** The management committee for 2019-2020 (from September 2019) is: Patsy Moppett (Acting President and Newsletter Editor, Fiona Burn (Secretary), Philip Hammon (Treasurer), Dick Morony (Public Officer/Membership Secretary/ Calendar Editor), Suzanne Smith (Events and Venue Co-ordinator), Jan Koperberg (Correspondence Secretary), Summar Hipworth, Rae Clapshaw, Roy Bennett, and Rod Stowe (co-opted).

**Greater Blue Mountains Heritage Trail sub-committee:** Fiona Burn, Jan Koperberg, Rae Clapshaw and Suzanne Smith, with guest member Gay Hendrikson.

**Blue Mountains History Conference sub-committee:** Patsy Moppett, Jan Koperberg, Summar Hipworth, Phil Hammon.

**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.