

Heritage

*Newsletter of the Blue Mountains Association of Cultural
Heritage Organisations Inc*

November-December 2020

ISSUE 71

ISSN 2203-4366

Acknowledgement of Country

BMACHO acknowledges and pays respect to the past, present and future Traditional Custodians and Elders of this nation and the continuation of cultural, spiritual and educational practices of Aboriginal and Torres Strait Islander peoples.

The Devonshire Street Cemetery

The Devonshire Street Cemetery (sometimes known as the Brickfield Cemetery or Sandhills Cemetery) was located between Eddy Avenue and Elizabeth Street, and between Chalmers and Devonshire Streets, at Brickfield Hill, in Sydney.



A brick wall was erected around the boundary before any interments took place to enclose its 4 acres (1.6 hectares). It was consecrated in 1820 as ordered by Governor Macquarie. Within a four-year period the cemetery was expanded by the addition of 7 acres (2.8 hectares). At this time the site was on the edge of the new colonial town. Areas were allocated to the various religious communities over the next 12 years or so, but in the growing colony the burial ground quickly became overcrowded.

A larger burial ground was needed by the 1840s, but religious disorder meant that no one wanted to use the ecumenical cemetery set aside on Moore Park. Eventually the Church of



1842 town plan – cemetery in centre

England established their own private cemetery at Camperdown in 1849 but the other denominations continued to use Devonshire Street. Ineffective management resulted in allegations of shallow burials, and poorly kept records, and graves faced both east and west in an effort to fit everyone in. When the Devonshire Street cemetery was closed to new burials, the Rookwood Necropolis was opened, and burials could only take place at Devonshire Street if there was an existing family vault. After this, Devonshire Street was largely ignored by the growing city.

By 1860 it was full, and the Sydney Burial Grounds Act (NSW) of 1866, prohibited burials *within the city of Sydney from 1 January 1867, with the exception that persons with exclusive rights of burial at that date could still be buried on application to the Colonial Secretary who needed to be satisfied that 'the exercise of such right will not be injurious to health'.*



The cemetery in 1902



Extreme overcrowding

Even in James Waugh's *Stranger's Guide to Sydney of 1861*, although his walks take one past the cemetery, it is not mentioned as a feature to be noted.

Resources say it was generally closed in 1867, but NSW State Archives indicate this finally may have been 1888, which would have accommodated later burials in family vaults. During and beyond this time, with minimal use, it became a concern within the town. One writer expressed his opinion: *"The health of the living demands the removal of the dead"*, which

reflected the thoughts of some sectors of the community as regards drainage of the site and the health risks involved, as well as the unsightly nature of the place. Requests to relocate the burials and turn the remainder of the site into a park once the railway works were completed, were common.

In 1901, the cemetery land was resumed to allow for the development of the new Central Railway Station as we know it, the third such station at the site. The original was erected in 1855, and an upgraded station had been built in the 1870's. Representatives of people buried in the cemetery were given only two months to arrange for exhumation and removal of remains, and all reasonable costs were borne by the NSW Government. Remains that were claimed were transferred to a number of different cemeteries across Sydney and in some country areas, depending upon family requirements. The remains that were unclaimed were hurriedly relocated to the purpose-built Bunnerong facility, next to the Botany Cemetery. Bunnerong Cemetery, south of the city, had a tram line constructed to make the removal of re-casketed remains as simple as possible. Even after reclamation, by 1906 there were still some 30,000 dead to be exhumed for relocation to Bunnerong by the Public Works Department, along with about 2,800 memorials. In the early 1970s Bunnerong was absorbed by Botany Cemetery to create the Eastern Suburbs Memorial Park.

Some images of the Devonshire Street site (glass plate negatives held by the Mitchell Library) were donated by Mr Arthur & Mrs Ethel Foster (inaugural members of the Royal Australian Historical Society), who undertook to photograph and record hundreds of headstones in 1901 before they were lost to time.



Mr & Mrs Foster at work



The old gates at Camperdown

One visitor's thoughts were more romantic and caught the atmosphere which still lingered over the old cemetery: *through this quiet little "garden of sleep", where so many of the makers of our city were once laid to rest, the great new railway is to pass.... It was a dull, grey Saturday afternoon, quite in keeping with the solemn scene. The sky had a heavy leaden look, and rain clouds hung near the earth. The place was lifeless and deserted, except for a few stragglers here and there. I wandered silently about in the gloomy old place – neglected and uncared for it looked as though year after year had gone by, and no loving hand had been at work among the beds. I raised my eyes to the scene without. The life and turmoil of the city seemed to belong to another world. I was in the land of "yesterday" and walked about as one in a dream, but feeling the silent hush of death.*

The first to be buried in the original cemetery at Devonshire Street was quartermaster Hugh McDonald in 1820. He was followed by first fletcher James Squire, who started Sydney's first hop plant and brewery. Others included Mary Reiby, that remarkable businesswoman who died in 1855, her daughter Celia Wills, and William Lewin, coroner, colonial artist and naturalist, who died in 1819.

Others included Isaac and Barnet Levey, and Isaac Nichols, as mentioned in previous issues of the *Heritage Newsletter*, as well as:

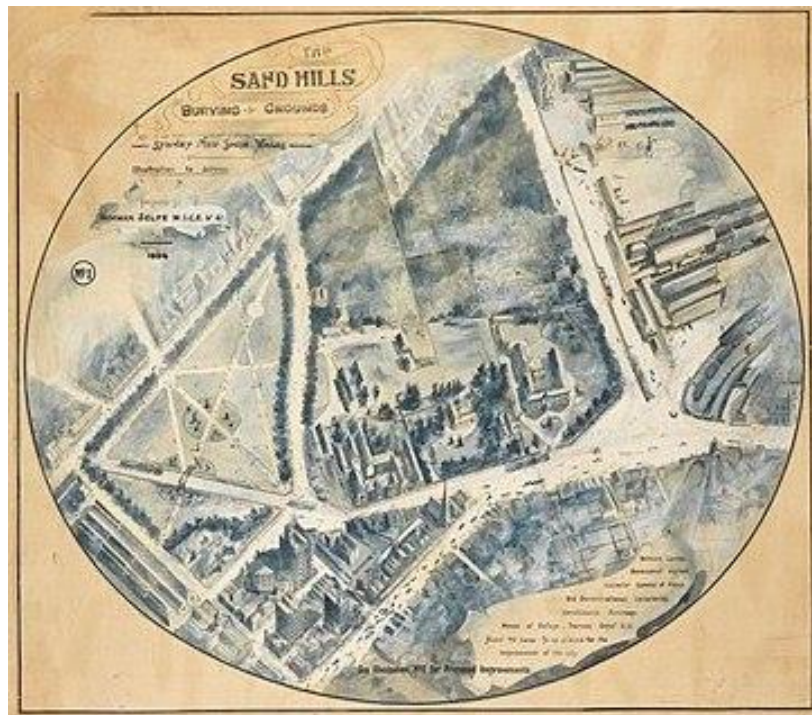
- Robert Cooper, businessman
- William Cowper, Anglican archdeacon

- Allan Cunningham, botanist and explorer
- John Dunn, bushranger
- Michael Dwyer, Irish convict and leader of the Irish Rebellion of 1798
- George Howe, printer of The Sydney Gazette and the New South Wales Advertiser
- James Hume, architect
- Robert Wardell, barrister and co-founder of The Australian newspaper
- Colonial Surveyor, James Meehan

The cemetery extended under the current station and railway lines from Elizabeth Street in the east to Pitt Street in the west, ending under the Devonshire Street pedestrian tunnel. It was so crowded that every inch of the site had to be excavated. Remains were even found under paths, or only just below the surface. By the time the hurried exhumations began, the cemetery was abandoned and overgrown, looking more like a rubbish tip than a graveyard. The reason for the rush was that Melbourne had started work on their Central equivalent, Flinders Street Station, that same year. Sydney was determined to beat Melbourne, as Flinders Street's predecessor, the Melbourne Terminus, had been Australia's first city railway station back in 1854, ahead of Sydney by a year.

The Devonshire Cemetery site had been completely cleared by 1902, and stage one of Central's construction which aimed to have the station operational, was completed in 1906. In the Camperdown Memorial Rest Park, the gate posts from Devonshire Street were installed in 1946, many years after their removal from Devonshire Street.

The exhumation process was so rushed that many burials were left in the ground, and more recently, construction works for the new Sydney Metro have unearthed some startling remains. Archaeological excavations at the site directed by Dr Iain Stuart, RAHS Councilor, have so far discovered 62 grave "cuts" and 5 burial vaults, with some human remains still inside. One set of remains has been identified as belonging to Joseph Thompson, a draper, congregational church elder, and father of 14 children. Others remain unidentified as excavations at the site continue.



1894 depiction

State Archives have published an online index listing all the names from the Devonshire Street Cemetery Re-interment Register, which can be viewed at:

<https://www.records.nsw.gov.au/archives/collections-and-research/guides-and-indexes/node/11041646/browse>

State Archives advises: *The Devonshire Street Cemetery Re-interment Register covers details of remains, and in some cases monuments, from Devonshire Street Cemetery following its resumption to make way for the development of Central Railway Station. Our index contains the following fields: surname, first name, date of death, cemetery where reinterred, number, and citation.*

However details provided in the original register include: number, name of deceased, date of death, cemetery where reinterred, (with division, section, and number), name and address of person to whom exhumation permit issued, and remarks (with the names of others the deceased were reinterred with).

Patsy Moppett

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Food for thought Editor's note

An inviting variety of information is provided for the reader this issue and given that it is the Christmas Newsletter (already!), we hope it is able to entertain over the festive season. We commence with a look back at a long gone cemetery which takes us to our colonial roots. The Devonshire Street (or Sandhills) Cemetery was not the original burial ground in colonial Sydney. During the early years of the colony, no official records were kept of deaths nor was land set aside for burying the dead until 1792, therefore the locations of all burial sites cannot be established with 100% accuracy. It is known that at least four sites were used during the colony's first four years, two at The Rocks and one at Dawes Point, and the Sydney burial ground. The Sandhills Cemetery was the fifth! It is hoped to examine some of these other sites in future issues of the *Heritage Newsletter*.

Then we cover some fascinating Blue Mountains history in the form of the disappeared township of Gladstone and its associated coal mine near Leura/Wentworth Falls. This is followed up by investigating the unsung stonemason who created the beautiful walks and gardens of the Hydro Majestic, Murdo McLennan.

There are some wonderful books on the shelves at present which may also provide some holiday reading. Grace Karskens and Jim Smith have been busy and their works as always come highly recommended.

And a bit of family history – are you of Border Reiver descent? Who were these tough and rugged mountain people from the border between Scotland and England?

Updates are also provided on museums and on the Convict Trail Project, the Woodford footbridge, and the funding expended on the Mt Wilson War Memorial.

Please keep the information flowing as the community slowly opens up again following COVID19. BMACHO is keen to spread the word, as is the government in providing funding to help businesses get back on their feet.

A safe and healthy Christmas and happy New Year to all! It is to be hoped that 2021 holds a much more positive outlook for member groups, and the wider Blue Mountains region.

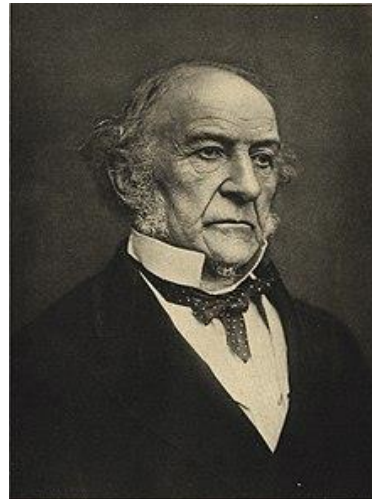
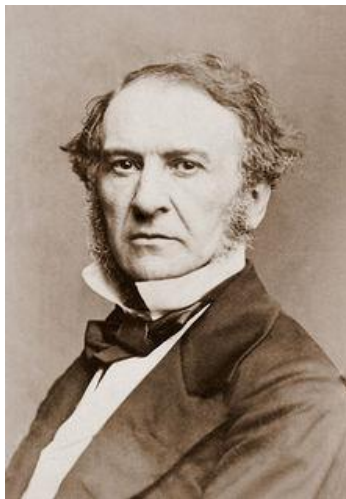
The Blue Mountains Township of Gladstone

Back in the BMACHO Heritage Newsletter No. 53, November-December 2017, we investigated the Village of Brasfort at Wentworth Falls, a subdivision whose name has disappeared into the annals of history, drawn into the town of Wentworth Falls.

Recently a real estate poster presented by Brian Fox to Phil Hammon, details another village between Wentworth Falls and Leura and to the west of Brasfort, the township of Gladstone. Gladstone, however, did not eventuate, due to a variety of reasons, but its beginnings back in 1885, were a confident sign of development of the locality based on the establishment of the Gladstone coal mine.

William Ewart Gladstone

The mine was named for the British Prime Minister, William Ewart Gladstone. Gladstone was born 1809 in Liverpool, England, the son of a prosperous merchant, Sir John Gladstone and his second wife Elizabeth. He was educated at Eton and Oxford University and was elected to parliament in 1832. He married in 1839 to Catherine Glynne.



William Ewart Gladstone

He became the prime minister of Great Britain on four separate occasions, was one of the dominant political figures of the Victorian era and a passionate campaigner on a huge variety of issues, including home rule for Ireland. He first became prime minister in 1868. In 1869 he disestablished the Irish Protestant church and passed an Irish Land Act to rein-in unfair landlords. In 1880, Gladstone became prime minister for the second time, a third time in 1886 and a fourth time in 1892. However, he found himself increasingly at odds with his

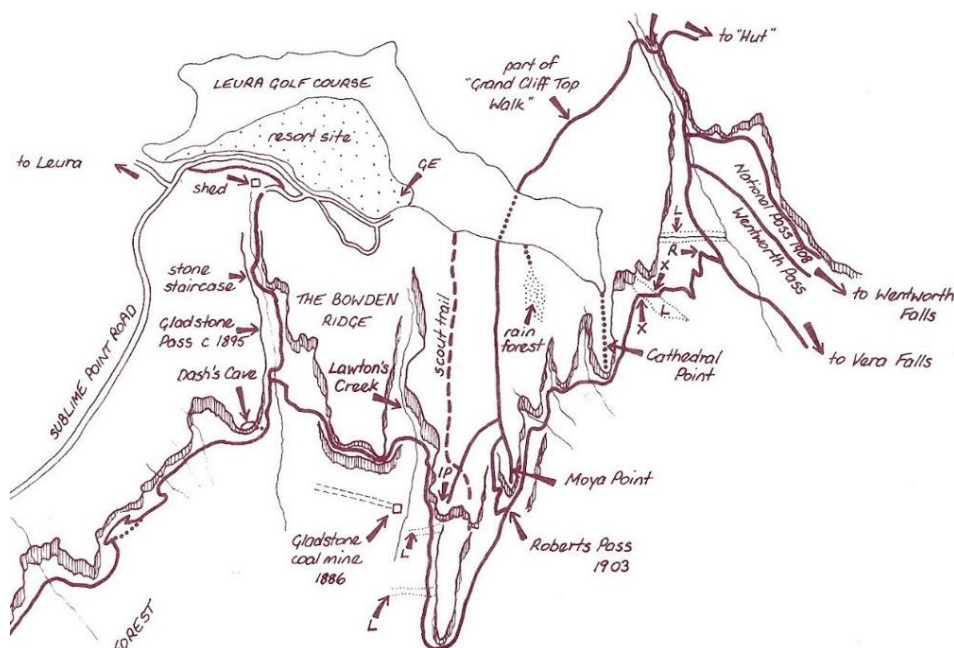
cabinet and he resigned in 1894, aged 84, as both the oldest person to serve as Prime Minister and the only Prime Minister to have served four terms.

Gladstone was known affectionately by his supporters as "The People's William" or the "G.O.M." ("Grand Old Man", or, to political rivals "God's Only Mistake"). Historians often call him one of Britain's greatest leaders. William Gladstone died of cancer in 1898 at his home at Hawarden in Wales and was buried in Westminster Abbey.

Gladstone Coal Mine

The Gladstone Coal Company Limited was established in November 1883. In 1884 a deputation approached the Acting Minister for Works to ask that *a railway siding for goods traffic might be constructed at a place two miles from Katoomba where such accommodation was badly wanted.*

Gladstone coal mine lay deep in the gully under Inspiration Point, accessible now by the Gladstone Pass. Although some of the footings associated with the aerial ropeway from Leura are still visible on Leura golf course and form part of its heritage significance, the mine and almost all of the miners' access track lie within Blue Mountains National Park.



Extract of locality map by Jim Smith (artwork by S Pope) 1985
Gladstone mine indicated lower centre of the map

The Gladstone Colliery opened on 11th July 1885. The formal opening was attended by some 200-300 people who travelled by train to Katoomba from Redfern, *who had been asked by the directorate to make merry on the occasion.* Rail tickets were available from the Auctioneers Cohen & Mackenzie in Sydney. An extravagant luncheon was held, catered for by Mr PG Whittall of the Mt Victoria Hotel, and afterwards the crowd inspected the works *or went fern gathering at their own sweet will.*.....

In deference to those destined after lunch to undertake a stiff mountaineering climb to the mine, toastmaking was made extremely short and practical.

The Vice Chairman*prognosticated the speedy rise of a prosperous township thereabouts.*

While the walk was in progress auctioneers Messrs Cohen and Mackenzie conducted a land sale of allotments in the new coal township of "Gladstone" recently subdivided near the mine.

Although the mine at this stage was not properly developed, it featured an aerial tramway, a relatively new innovation in coal mining. The drive was located about 1.5 miles from the railway, and about 1500 feet below the level of the railway, with a deep gorge between which could not be traversed via the usual means of road or rail.

Workers at the mine walked to work via parts of the current day *Nature Trail*, *Caroline Pool*, *Miners access track* and *Gladstone Pass*, and for much of the route they were under or near the aerial ropeway from the mine up to the Gladstone siding (this siding was in place before the mine setup, and was known locally as the “Gladstone” siding during the life of the mine and for a time afterwards). On the Gladstone Pass wooden ladders were used to negotiate some sections, along with the stone staircase.



Gladstone coal mine adit

By September 1885 the *Nepean Times* noted that the mine had not as yet commenced operations. New seams had been found but the quality of the coal had not been tested. The mine closed in 1886, and a definite reason for this is not clear, although a high ash content of the coal is a possibility. The shareholders voted to wind up the Company in July 1887. The stone staircase was advertised for tourism as soon as 1889, after the mine closure.

It is noted that a major shareholder was one Louis Cohen; L Cohen was also one of the auctioneers - was there a vested interest with the land agents? In addition, Cohen was a subscriber to the original Gladstone Coal Company Limited in 1883.

The real estate poster

When the company was formed the proposed project included the construction of miners' houses in the vicinity of the present day Fairmont Resort, and the establishment of a township of some 110 allotments, to be called Gladstone, near today's Rosebery Street at Wentworth Falls.



The Real Estate Poster 1885

The agents had issued a real estate poster some time before the day but the sale of the company's township allotments as held by auctioneers Messrs Cohen & Mackenzie was not particularly successful *but owners' and bidders' ideas of the value of the land were slightly at variance, and consequently only a few blocks were sold.*

Perhaps potential buyers were busy partaking of the walk/climb down to the mine and were in no condition to undertake real estate purchases upon their return!!

The sale was advertised in Sydney and Lord Carington [sic] appears to have been a patron. The poster read:

New Coal Township, Gladstone, was some 63 miles from Sydney, and in close proximity to the celebrated Wentworth Falls for sale by auction on the ground, Saturday 2nd May 1885, Cohen & Mackenzie Auctioneers, 20 Barrack St, Sydney.

TERMS 10 per cent deposit, balance by 9 equal quarterly payments of 10 per cent, each bearing 6 per cent interest, Or, 25% deposit. Balance remain for 2 years At 6 per cent. Or, 2 ½ discount for cash.

The subdivision was to take place across the northern section of Portions 67, 68 & 69 Parish of Jamison, County of Cook, fronting the Great Western Highway between Wentworth Falls and Leura, a total of 110ac 3 roods. The land was opposite what we know today as Kedumba Park, and just to the west of the village of Brasfort, as previously mentioned.

The streets listed in the subdivision were Chauncy, Edwards, Victoria, Bate, Rosebery and Alfred, as well as lots fronting the Highway.

It is noted that of the "leading spirits" of the Company, only Mr C Bate was recognized in the naming of a street, along with the surveyor, Mr HS Chauncy (of course!).

Lots sold in Roseberry Street, the highway frontage and in Bate Street, and are occupied today. Alfred Street became what we know as West Street. No other streets were formed or lots sold thereon.

The real estate poster shows a number of interesting features:

- A steam sawmill and spring water tanks were located in Bate Street.
- The track from the coal mine to the rail siding is indicated adjacent to Lot 31 Section 2 in Victoria Parade.
- Rosebery Street does not now connect with the highway.
- South of the subdivision was noted as Gladstone Park.
- The "Gladstone" rail crossing and siding on the Great Western Line just north of Chauncy Street, which served the mine.

Gladstone township

Even before the mine was operational and the land auction held, many miners' huts had already been built in the vicinity above the mine. In November 1884 it was reported in the Australian Town and Country Journal that the number of miners' huts already erected assumed the appearance of a small village. It was said that the land at the top of the ridge had a park-like appearance, and had been named Stephens' Meadows, after the Lieutenant Governor of the time.

Although the anticipated township did not materialize, the locality became known as Gladstone for a time. The coal mine closed in 1886 but the press and indeed local people still acknowledged a locality called Gladstone over 20 years later:

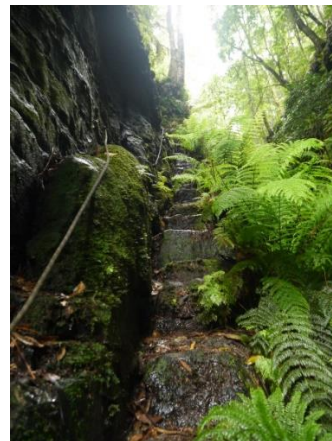
- In August 1886 a house occupied by Mr Roberts of Gladstone, about three miles from Katoomba, was burnt to the ground. Mrs Roberts and her children had gone to deliver Mr Robert's dinner to him some distance away, when the house caught fire. Nothing was able to be saved.
- A racecourse was being considered for the Gladstone Estate land in 1889, once the use of the land for residential development became superfluous.
- Some miners' cottages that had been built were being vandalized in May 1889, and a reward was offered for information that would lead to apprehension of the culprits.
- In 1892 an observer walking through the location noted a number of substantial miners' houses which had been built, which were by then abandoned.

- A fatal railway accident occurred in February 1902 at Gladstone, about a mile west of Wentworth Falls Station. There was an unauthorized but frequently used railway crossing at the site, and an elderly partially deaf man, Mr Holt, was seen trying to cross the line. The train hit him, but no shock was felt by the driver, and the man died soon after at the scene. The inquest found it was an accident.
- In June 1907 a highway robbery occurred on the Bathurst Road between the Gladstone-hill *[sic]* subway and the Leura railway station.

The name lives on

William Ewart Gladstone was immortalized in this part of the Blue Mountains, in line with Australia's recognition as being part of the Imperial realm. The name Gladstone lives on generally in the vicinity of the Gladstone coal mine:

- Gladstone Lookout - located at Wentworth Falls overlooking the Jamison Valley, on the western side of Inspiration Point.
- Gladstone Point – is located near the southern end of Lone Pine Avenue at Leura.
- Gladstone Pass - is a natural pass in the escarpment behind and below the Fairmont Resort at Leura. It is a link down to Lindeman's Pass.
- Gladstone Road – is at Leura, and goes in a southerly direction from Railway Parade down to Cliff View Road,
- Gladstone Street – is located within what would have been the Gladstone township, south of Bate Street, off Rosebery Street.



Gladstone Pass & stone steps

- Gladstone station and level crossing – no railway station as such was built but a siding was constructed prior to 1885. The siding was a short loop siding with a safety spur on the main line, located near Kedumba Park, and was in use between 1885 and 1887 by the Gladstone coal mine.
- Gladstone-hill subway – may have been in the vicinity of the siding near Kedumba Park.

While there is much in-depth discussion to be had relating to the Gladstone mine itself and its unusual and innovative solution to mining access in this rugged landscape, I have concentrated this article on the proposed township, and on the legacy which it and the mine left behind. The technicalities of the mine establishment and operation, along with the politics of the time, I will leave for others to examine!

Patsy Moppett

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Murdo Murchison McLennan – track builder and stone mason

Murdo McLennan (1842-1930) was a talented stoneworker and landscape gardener/architect, born in Strathcarron, Scotland, to Finlay and Elizabeth McLennan. He first began working at Medlow Bath when employed by William Henry Hargraves, being engaged as a caretaker and gardener at the Hargraves Estate. The Estate had been established by Edward Hargraves (1816-1891), who was associated with the gold discovery at Ophir in 1851, although not being the actual discoverer. Following the discovery by Lister and Tom, Edward Hargraves subsequently received a government reward of some £10,000 for his "efforts", some of which he invested in the land at Medlow Bath. The property was inherited by his son William (1839-1925), who used it as a country retreat.

Due to the absence of early maps or records it is not possible to say in which order the escarpment tracks were developed by Hargraves, although the uniform quality and style of work over the complex suggest the first set of tracks dated from the period 1893 to 1902. Hargraves built his home *Tullumbar*, on portion 56, Parish of Kanimbla, at Medlow in about mid 1893. His caretaker and gardener, as listed in the 1892-93 and 1894 electoral rolls was Murdo McLennan. By late 1894 there were said to be *upwards of six miles of paths, zig zag in shape, with steps here and there*, in accordance with Hargraves' own plan. McLennan constructed the dense network of garden and walking terraces to the south and south west of the hotel and is known to have also constructed at least three stone houses in Medlow around 1900.



William Hargraves (seated) with Murdo McLennan

Over time, many miles of private walking tracks were built for Hargraves by McLennan, along and down the escarpment to and past several caves, where McLennan showed his talent as a master stonemason and dry stone waller.

The various allotments, buildings and elaborate gardens in the precinct were then bought by Mark Foy between 1901 and 1903, who continued to employ McLennan. Foy then engaged McLennan to construct an additional 5km of tracks down and around the escarpment.

Overall, the work contained some of the most intricate stone walls in Australia, in constructions such as the Wonderland track and the Coliseum in 1894, the church cave and Mark's Tomb cave, Glen Rosa, the Lovers' Walk (1904) and the Point Pilcher track, Maxine's Bower, the Sunbath and the track to the Grand Canyon. The Lovers' Walk was to be so constructed as to allow a couple to be able to walk arm in arm along it without the lady's ankle length dress being soiled.

The bushland escarpment area contains a wide variety of vegetation types, on soils derived from both sandstone and granite, including heathlands, closed forest, open forests and sedgeland. The works of McLennan utilized natural materials of wood and stone to blend in with this landscape and remain even now largely in a natural condition.

The date of 1912 for the end of the Foy era of track development is speculative. It seems quite likely that McLennan was still employed by Foy while the Pt Pilcher track was being made in 1907. McLennan's wife's health limited his ability to remain continually employed by 1909, and at this point McLennan himself would have been some 67 years old.



Stone steps on the Coliseum track



Mark's Tomb cave



Coliseum stonework

Access to McLennan's work is variable, and a landslide in 2016 has affected access to the Coliseum. Much of the work is becoming lost in the bush and overgrown. The integrity of the Hydro Majestic tracks has also been threatened by the breakup of the Foy estate, which has led to the track system being divided among a number of landowners.

Exploring the escarpment has meant invaluable and romantic experiences for many bushwalkers for over 120 years, walks made possible by the endeavours of the track builder, Murdo McLennan.

Little is recorded about the private life of McLennan. Blue Mountain Echo reported in May 1909 that Mrs McLennan, wife of Murdo McLennan, “*one of the oldest and most respected residents*”, was experiencing severe ill health, and that they were planning a trip to Moree, putting in the winter at the mineral springs there. Later in August the Echo reported that they had returned from their trip to Moree, and that her health was much improved. It would appear as though Mark Foy’s hydropathic establishment had run its course by then! Murdo McLennan died in March 1930, at 56 Graham Street, Auburn, aged 88. His wife Madeline died at the same address only a few months later in September after her long illness, aged 87.

Sadly, and despite the many varied and elaborate names that Hargraves and Foy gave to the tracks and features about and below the escarpment, the name of Murdo McLennan has not been recognized amongst them.

Patsy Moppett

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Are you of “Border Reiver” descent?

The Border Reivers were raiders along the English/Scottish Border dating back to the later 13th Century until about the 17th Century. They were a combination of English and Scots, and their raiding made no delineation between nationalities. As times were hard, and they could depend on neither England or Scotland to protect them or provide for them, and when distant monarchies and the law were so far away, some people around the Borderland took things into their own hands for survival.

Those who lived along the Borders, did not cultivate their land. After centuries of raids from the north and the south as the English Monarchs attacked north and then the Scots Monarchs attacked south, the Borderland was constantly laid waste by war.

The Reivers’ system of land inheritance meant that many families did not have enough land with which to survive, as the farm was divided amongst the sons upon the death of the father. So the Borderlands were no longer suitable for cropping but fine for grazing, and stock became the common landuse. But stock was subject to theft, along with household valuables and sometimes prisoners were taken, along with feuding, murder and arson.

The respective governments did not police the Borderlands, letting the raiders have the run of the mountains, as they found they provided a protective barrier to invasion from further across the Border, north or south. However, innocent landowners along the Borders lived in constant fear of the Reivers. Reiving was simply a way of earning a living, doing anything

they could to survive. The Border people on both sides of the line were hard and obdurate and did not lie down in adversity.



The Border region and the family names

The Reivers came from every social class from labourer to lord, were skilled horsemen and fine guerrilla soldiers. Scottish Reivers were just as likely to raid other Scots as to raid across the English Border. Scots and English would even join forces to raid on either side of the Border, and the victims of reiving could be anyone from outside the immediate family. The Reiver would typically wear a steel helmet and a quilted jacket of stout leather sewn with plates of metal or horn to protect his body. Although the Reiver carried a variety of weapons including sword, dagger and axe, his preferred weapon was the *lang spear* or Border lance.



Quilted jacket



Border Reivers at Gilnockie Tower, Dumfries and Galloway

Bishop Leslie wrote: *They sally out of their own Borders in the night in troops, through unfrequented byways and many intricate windings. All the daytime they refresh themselves and their horses in lurking places they have pitched upon before, till they arrive in the dark at those places they have a design upon. As soon as they have seized upon the booty, they in like manner, return home in the night through blind ways, fetching many a compass. The more skilful any captain is to pass through those wild deserts, crooked turnings, and deep*

precipices, in the thickest mists and darkness, his reputation is the greater and he is looked upon as a man of excellent head.

The Borders were the second last part of Britain other than the Scottish Highlands to be brought under the rule of law. James I issued a proclamation against *all rebels and disorderly persons*. In March 1596 one particular *Day of Truce* was held near Kershopefoot on the Border of England and Scotland. A Day of Truce was purportedly to be held at monthly intervals in each of the East, Middle and West Marches of both countries, a day when felons were brought to the very Border Line to answer for their crimes in an open-air venue. James I decreed that the Borderlands be renamed the *Middle Shires* and he established a commission to bring law and order to the region. In the first year of the commission's existence many were executed.

William Armstrong of Kinmont (Kinmont Willie), a Scottish Border Reiver, was notorious for his raids into England. He lived at the Tower of Sark, close to the Border between Scotland and England, north of the centre of the Border line. The tower was built for his father Sandy Armstrong and is now demolished. He was captured by the English in March 1596 contrary to the Border Law, immediately after the Truce, and imprisoned in Carlisle Castle. After much political wrangling, the Armstrong and Graham families combined to rescue him one stormy night. He fled and lived out his days reiving. He is remembered mainly because of a traditional Border ballad which records this episode.



Carlisle Castle



Brackenhill, home of the Grahams



The capture of Kinmont Willie



His resting place at Sark Churchyard

Many Reivers were encouraged to leave Britain and serve as mercenaries in the armies of Europe. However, many of the Armstrongs and the Grahams were singled out for special treatment following their rescue of Willie and were banished to Fermanagh in Ireland. Some continued as outlaws and became known as *mosstroopers*, patrolling the Border. The Union of the Crowns in 1603 largely brought about an end to Border Reiving activity, though *mosstroopers* and horse thieves were still active in the Borders throughout the seventeenth century. It did not help that thieving activities were sometimes supported by the very men

who were supposed to be keeping the Border Reivers under control. By the early 1620's peace had arrived in the Borders, possibly for the first time ever.

The legacy of the Reivers remains in the fortified dwellings called pele towers, their ballads and their words now common in the English language such as "*bereave*" and "*blackmail*" eg. greenmail or whitemail was the proper rent you paid; blackmail was "protection money"! The term "*red-handed*" literally meant being caught with blood on your hands from killing of stock.

Some of the family names which might claim Reiver heritage include: Beattie, Bell, Burn, Nixon, Halliday, Hume, Scot, Robson, Tait & Wilson. The surnames of the Border Reivers on both sides of the Border appear more English or Anglo-Saxon in style. Unlike most of the famous clans of the Scottish Highlands, they all lack that Celtic element "mac", (the Gaelic word meaning *son of*). See above map of the Border region.

The Border Reivers way of life does bear remarkable similarities with both the early Celtic inhabitants of Britain and the Anglo-Saxon and Norse warriors who later settled here from their homelands in northern Germany and Denmark in the 6th century A.D. Perhaps the most striking similarity was the Border Reiver's capacity, despite his violent nature, to produce the famous Border ballads which, like the old Anglo-Saxon warrior poems, tended to glorify a life of war, raiding and revenge, but sometimes were romantic and/or mournful. Many of the Border Ballads still survive today, due to the avid collecting of the renowned poet, Sir Walter Scott (1771-1832), himself the descendant of a famous Border clan.

Patsy Moppett

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Border Reivers - Kinmont Willie Armstrong: www.scotclans.com

Border Reivers - Kinmont Willie Armstrong: Tom Moss www.englishhistoryauthors.blogspot.com

Kinmont Willie Armstrong: Wikipedia

The Border Reivers: www.englandsnortheast.co.uk

The History of the Border Reivers: www.historic-uk.com

William Armstrong of Kinmont: www.undiscoveredscotland.co.uk

Border Reivers: Clothing, Types of Weaponry, and Armour, by [Linda Bruce Caron](#)

[Border Reivers - What were their names?](#)

https://www.electricscotland.com/history/other/border_reivers3.htm

Book Review: The life & loves of Mark Foy: Creator of the Hydro Majestic Hotel

By Jim Smith

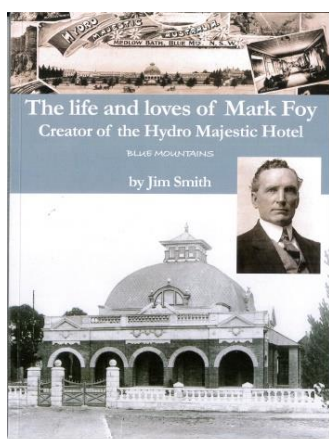
This latest book by Jim Smith is an excellent read, and exciting from beginning to end, reflecting the life of the subject of the story. Quoted from the rear cover of the book:

The eccentric entrepreneur Mark Foy made his fortune in the Victorian era, with the profits from Sydney's Mark Foy's department store. Always a hypochondriac, he came to believe that all diseases could be cured by bathing in cold water. In 1904, he put most of his money into building a hydropathic treatment centre in Medlow Bath. Referred to as "Foy's Folly", it became known as the Hydro Majestic hotel. Described as "A Palace in the Wilderness", the Hydro became known as a place where guests (like Mark Foy himself) engaged in adulterous affairs. Here, people felt safe to "let their hair down", disguising themselves in masks and opposite-sex clothing, while acting out their fantasies during elaborate fancy-dress balls, guest and staff role-reversal nights and "mad hatters" contests.

During the Edwardian era Mark Foy experienced a "midlife crisis" and wanted to sell up everything he owned and live in Algiers. He had a ten-year relationship with the Hydro Majestic's entertainer, with whom he had an illegitimate daughter.

Mark Foy spent the rest of his life in restless travels, regularly avoiding his wife Elizabeth and their four children. His finances were often in a crisis and he embarked on many unsuccessful business ventures including land subdivisions, mining, cotton growing in

America, horse breeding and patenting inventions.



Mark Foy may not have succeeded in his search for happiness, but the enduring monument to his life is the Hydro Majestic hotel, a place where millions of guests, over the last 116 years, have enjoyed escapes from their everyday lives.

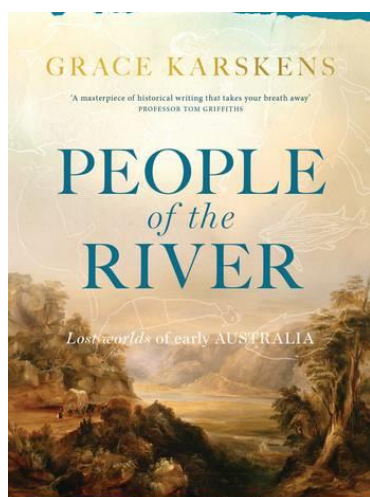
The book is available from the Hydro Majestic and also from leading books shops throughout the Blue Mountains.

Book Review: People of the River

By Grace Karskens

Once again, Grace is looking at the establishment and impacts of white settlement in early New South Wales. Following on from *The Colony*, we now look at how the infiltration of white settler into the wonders of the Hawkesbury-Nepean landscape, and how they functioned both with and against the traditional owners of the land, and how both coped with that mighty river and its moods. The white man was learning the hard way and quickly, whereas the Aboriginal people had been familiar with the river for centuries.

Dyarubbin, the Hawkesbury-Nepean River, is where the two early Australians - ancient and modern - first collided. People of the River journeys into the lost worlds of the Aboriginal people and the settlers of Dyarubbin, both complex worlds with ancient roots.



Painting of the Hawkesbury by WC Piquenit 1881

The settlers who took land on the river from the mid-1790s were there because of an extraordinary experiment devised half a world away. Modern Australia was not founded as a gaol, as we usually suppose, but as a colony. Britain's felons, transported to the other side of the world, were meant to become settlers in the new colony. They made history on the river:

it was the first successful white farming frontier, a community that nurtured the earliest expressions of patriotism, and it became the last bastion of eighteenth-century ways of life. The Aboriginal people had occupied Dyarubbin for at least 50,000 years. Their history, culture and spirituality were inseparable from this river Country. Colonisation kicked off a slow and cumulative process of violence, theft of Aboriginal children and ongoing annexation of the river lands. Yet despite that sorry history, Dyarubbin's Aboriginal people managed to remain on their Country, and they still live on the river today.

Grace Karskens is author of The Colony, winner of the 2010 Prime Minister's Non-fiction Award, and of The Rocks, winner of the 1998 NSW Premier's History Award. She is Professor of History at the University of New South Wales and a Fellow of the Australian Academy of the Humanities.

Another thorough and fascinating look at the past!

Available from all good bookstores in the Blue Mountains.

Mt Wilson, Mt Irvine and Bell Soldiers War Memorial

Introduction

This year, 2020, marks 101 years since the building of a War Memorial, known as the Mt Wilson, Mt Irvine and Bell Soldiers' War Memorial. The War Memorial is located on The Avenue, the main road through the village of Mt Wilson. It is surrounded by a small park. It records the names of local people, from these three communities, who actively served in World War I (27 service men), World War II (9) and Vietnam (1).

Part One - A Brief History

Planning for the War Memorial began soon after the end of WWI in 1918. It was erected during the following year. Flora Mann had three sons who served in WWI, one of whom, Alfred, was killed. She donated a piece of land, then part of *Dennarque*, in 1919 for the express purpose of establishing a local memorial. The area of land was later added to through a gift by Sir John Austen in about 1953. This additional land was also formerly part of *Dennarque*. (Reynolds).

A number of trees were planted at the time: three for those who were killed, and several others added by the Mann family.

Organisation of the War Memorial at Mt Wilson was led by Helen Gregson (daughter of Jesse Gregson of *Yengo*). Her brother, Willie, died on the Western Front in 1916. The £90 required to finance the structure came wholly from donations given by the local community. There were 34 subscribers who raised over £102.

The basalt foundation-stone came from Taihoa Creek in nearby Mt Irvine and was brought to this place on The Avenue in Mt Wilson using a horse team driven by Charley P Scrivener, son of Charles Robert (CR) Scrivener. Sam and Ellis Hall of Bell constructed the foundations and surrounds. The granite block on which the inscriptions have been carved was ordered by CR Scrivener. It came separately by train from the Gunning district.

On 29 November 1919 the official unveiling ceremony of the Mt Wilson War Memorial took place, apparently in very poor weather. Near to the War Memorial is a small stone pillar, carved with the initials W.H.G. 1877 – 1916. It is in honour of Willie Gregson, and it did cause some discussion among the community. The then chairman of the Memorial committee, CR Scrivener, wrote to Miss Gregson who was responsible for this small memorial saying:

The public memorial is ample, its purpose to indicate the public appreciation of the patriotism & courage of the men whose names are recorded. (Reynolds/Smart)

His final comment was *The memorial is a place of pride and has nothing to do with sorrow.*

There was considerable debate over whether to appoint trustees or to place the Memorial in the care of the Blue Mountains Shire Council at Lawson, the local authority at the time. A decisive vote of subscribers to the Memorial strongly favoured trustees and those appointed were: Albert Kirk (he replaced CR Scrivener who resigned due to ill health), Helen Gregson and Esme Burfitt (the eldest daughter of Flora Mann). From 1955 to 1961 the Memorial was



Old memorial 1919

under the care of the Mt Wilson Sites Reserve Trust. This group of locals maintained the area, the Trust's minutes note burning to clear it and the placing of rubbish bins. It was also fenced, originally with a post and rail fence around the first piece of land, and later with a post and wire fence, to keep out stock.

In 1989 the War Memorial site came under the care of Blue Mountains City Council. The memorial itself is owned by the community.

A matching piece of granite was fixed to the memorial stone after WWII to carry the names of the WWII service men and women. (Two women served but this was only discovered after some research as on the memorial there are only family names plus initials for each person.) There was room at the end of this additional piece of stone for the one service man who went to Vietnam.

Part Two – Additions, Repairs and Corrections

As with any structure over 100 years old and out in all weathers the War Memorial has needed care and maintenance. Much of this has been carried out by local people and with the help of various generous grants.

The names of those who served in WW1 were re-gilded in 2001-2. It seems that this was the first repair to the memorial since 1919. It was recorded:

It is pleasing to see that the lettering on the War Memorial in Mt Wilson is now restored. The restoration occurred as a result of the Historical Society sharing a letter it had received from the Veterans' Affairs with the Mt Wilson Progress Association (MWPA). The Federal Grant was given to the Blue Mountains City Council for this work, as the Council is the body responsible for the War Memorial. A special Remembrance Day Ceremony was held on 11th November 2001 at the War Memorial.

There are also two plants growing in the gravel: a rosemary, for remembrance, (unfortunately it is not the original plant) and a kalmia.

The two errors on the War Memorial discovered during research for the 11 November 2015 talk have been corrected. These were the making of Wynne, 'C' into an 'O' for Owen, and the gilding of the asterisk for Colin Smith to show that he had died during the war. This engraved mark was very hard to see but was evident to the touch. The work was done by stone mason Lee Blaker from Wallerawang.

Peter Raines recollected early repairs to the flagpole at the War Memorial:

The flagpole is hinged, we (dad, Bill Smart, Rob and I) redid it in the 1990s when the original base had rotted out and the top cap had rotted off. The weather was starting to get into the top and the paint had been weathered off it. We took it down and put it on Bill's truck, took it back to Merry Garth, cleaned, sanded some patches and repairs (done by dad) then repainted it (probably by mum). A new top cap was constructed out of redwood. We cut a

new base post with Bill from down the mill and set it and cut it to suit, then reset the flagpole and pulled it up to vertical again. (Raines)

A new flag made of wool in Western Australia was bought in 1993. It is raised on 25 April and 11 November each year.

In 2019, Alison Halliday, as President of the MWPA, applied for a grant at the suggestion of Susan Templeman, our Federal member, to carry out some repairs on the War Memorial site. The application was made, never an easy or brief process as many of you would know. On 25 February 2020 Susan Templeman told us that the MWPA had been awarded a grant of \$4,000 by the Department of Veteran Affairs to re-gild the letters for the names of WWII and the Vietnam War veterans on the War Memorial and to re-build the fence at the back. Lee Blaker was asked to do the re-gilding.

As part of the rejuvenation of the War Memorial site Tim Gow and Bruce Knott (formerly of the Old Post Office) constructed a post and rail fence out of treated pine posts and hardwood rails which matches the fence in front of the School House precinct. It replaces an old wire fence which was destroyed in a windstorm some years ago. This site used to be entirely fenced off to prevent the local cattle from using the War Memorial as a rubbing post and now cars are prevented from parking there by a series of timber bollards. It was once one of the sites and reserves which were originally cared for by a local group, before they reverted to the BMCC. The history of the sites and reserves is told in documents under the Historical Society section on the local web site (www.mtwilson.com.au). The Memorial itself is owned by the community.



Memorial with new fence, from street



Memorial with new fence, from behind

A handsome seat was added to the Memorial site a few years ago, courtesy of a business grant from Toyota organised by a local resident.

A booklet updating the history of the War Memorial was published by the MWPA in 2014 and is available from that organisation.

Alison Halliday

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Raines, Peter: email to President of MWPA 7 August 2020

Reynolds, Mary (ed): The Mt Wilson and Mt Irvine Historical Society Newsletter, March 2002, draft History of Mt Wilson (unpublished) 2013

Reynolds, Mary and Smart, Florence: History of the Mt Wilson, Mt Irvine and Bell Soldiers War Memorial MWPA 2002, updated 2004

Sites Reserve Minute book: held by The Mt Wilson and Mt Irvine Historic Society, 22/1/1955 - 6/5/1961

Community events & updates

PLEASE NOTE THE CLOSING DATE FOR ARTICLES AND NOTIFICATIONS TO THE EDITOR FOR THE JANUARY-FEBRUARY 2021 ISSUE OF *HERITAGE* IS 24th DECEMBER 2020

Convict Trail Project (CTP) 2020

The Convict Trail Project is a volunteer organisation focused on protecting, preserving and promoting the remains of the incredible engineering efforts of nearly 200 years ago along the Great North Road (1826-1836). Soon after the Great North Road was constructed it quickly fell into disuse because of the introduction of reliable steam-powered ships which operated between Sydney and the Hunter Valley. The Great North Road was later the route taken by the original telegraph line connecting Sydney to Newcastle in 1859-60.

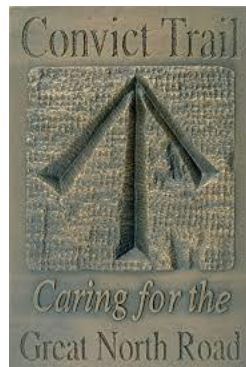
The spectacular stone cutting and finishing of the Road infrastructure was all done by hand using unskilled and often forced convict labour. The road gangs usually lived close to the worksites in very basic conditions and were encouraged to grow vegetables to supplement their basic rations.



Along with most heritage sites and organisations the CTP Project has also been affected by COVID19. Access to various parts of the Road were also restricted due the impact of the bushfires. However, things are rolling again now and although visitation was stopped for some weeks, a number of positives came of the virus situation.

At first many activities of the CTP were severely impacted, with public events that were planned for the cooler autumn and winter seasons being cancelled, where the health and safety of all Project members and visitors to the road were a primary concern. The visiting of some historic sites was not permitted, and the community were advised not to visit historic sites on the Great North Road (GNR). Naturally many parts are busy modern public roads and these locations were not restricted except for examining historic features.

In May 2020 the war against the virus saw the group achieve some important wins so all sections of the road which were previously closed were then officially opened for day visits only. It was possible to visit every part of the road, although going to areas away from the road in the Dharug and Yengo National Parks is still deemed too dangerous due to bushfire damage and the risk of falling trees.



By July 2020 there were no longer any restrictions on visits to the Great North Road and the use of campgrounds for overnight stays and most trails was reinstated.

The lack of visitation enabled CTP to undertake investigation, weed control and maintenance of many sites. New discoveries have been made during these activities including caves, walls and other sandstone features.

Dotted along many parts of the GNR are signs identifying important features. These precinct signs were originally installed over 20 years ago and have served the needs of visitors well since then. Most of these signs have suffered from vandalism and the effects of the elements and are due for renewal. Funds have now been made available for this renewal thanks to the generosity of the NSW Government and Community Heritage Grants. The sign replacement is progressing well and is due to be completed by Christmas 2020.

An exciting new addition to the CTP database includes numerous historical records to identify which convicts worked on the GNR. They have so far identified 1,352 men who worked on the road, and the database includes the details of their arrival in Australia and which working party they participated in.

To replace the physical visits to the engineering marvels of the Great North Road CTP have been conducting virtual tours and webinars. Their website Facebook page can still be accessed for more information on these upcoming online events www.convictrail.com.au As restrictions on travel and assemblies are further lifted CTP will post information on new events and trips.

Patsy Moppett

References:

Convict Trail Project, Newsletters January-September 2020

Woodford Memorial Footbridge

The news has come through at last. Woodford may be set to lose the footbridge across the railway line from the Woodford Memorial Park to Railway Parade and to one of the tracks into Wilson's Glen.

Sydney Trains originally notified Blue Mountains City Council in 2013 that it planned to remove the bridge after it had upgraded the Park Road bridge to make it pedestrian-friendly, although residents pointed out that removing it would add more than a kilometre to residents' walking routes. They also argued that it formed an important historic pedestrian link from the train station and village centre to the start of the historic Wilson's Glen track.

Sydney Trains contacted residents in May 2019 advising that they had engaged a company to undertake a risk assessment, a review of environmental factors and a statement of heritage impact.



Readers are referred to BMACHO's presentation of an article in the Special Edition #2 of its *Heritage Newsletter* in March 2016, which gave detail about the history of the site and the management of the bridge and park over time.

It is noted that final reports for the site have now been completed, and conclusions are summarized as follows:

Statement of Heritage Impact: June 2020

- The site falls partly within the curtilages of two other heritage listed sites – Wilsons Glen and the Memorial Park and some archaeological evidence exists with regard to the approaches to the bridge.
- The footbridge meets four of the seven criteria of heritage significance and is assessed as having a high level of significance.
- The footbridge removal is not supported on heritage grounds, as it would result in the entire loss of the footbridge from this location which is a major direct impact to its heritage. It would also have a major direct impact to the heritage significance of Memorial Park. It would have a minor impact to the Gypsy Pool and Wilson Glen precinct.
- However *The proposed development is supported [by the heritage consultant] on the basis of achieving Sydney Trains objective of operating a safe and efficient public rail system. It is understood that the preferred option was selected based on a weighted multicriteria analysis of options, considering functionality, heritage impact, technical complexity, environmental impact, safety, and capital cost. This analysis determined that the preferred option scored as the most appropriate option in line with the aforementioned criteria and Sydney Train's wider objectives.*
- Mitigation measures include archival recording of the footbridge prior to demolition, and interpretive signage be installed in Memorial Park in consultation with BMCC.

Review of Environmental Factors

- The condition assessment identified that the existing steel trestles and girders on the footbridge do not have the capacity to withstand collision loads as required by Australian Standards, and the current footbridge does not meet overall safety standards. To meet these standards, the footbridge would require significant refurbishment and/or renewal to provide a structure that is compliant.
- The footbridge has a low pedestrian patronage with alternate access already available.
- The assessment has demonstrated that the overall potential impacts as a result of the proposed works would be minor or low. The removal of the footbridge would impact the connectivity between local heritage items that would result in a major impact on a heritage item of local significance.
- Overall, the benefits of the [demolition] works are considered to outweigh the potential for adverse impacts. The REF has considered that these impacts are unlikely to be significant and therefore an environmental impact statement and approval under Part 5, Division 5.3 of the EP&A Act is not required.

It is to be hoped that the community has viewed these documents in full, as available <https://woodford.consultation.ai> at the online consultation room.

Comments were to be lodged before 13th October 2020.

The results of further consultation will be provided by BMACHO via email once received.

Patsy Moppett

References:

Second chance for Woodford Bridge: Blue Mountains Gazette, 31 May 2019

Statement of Heritage Impact, Woodford Footbridge: Advisian, 30 June 2020

Review of Environmental Factors, Woodford Footbridge Removal: AECOM, July 2020

Memorial Park Footbridge, Woodford: Heritage Newsletter Special Edition #2, BMACHO, March 2016

Museums Update

Gay Hendriksen, Museums Advisor to Blue Mountains City Council, provides some museums updates.

Museums Meet

There is a Museum Meet planned for 13th November 2020, to meet in the Blue Mountains City Council Chambers at 9:30am for 10am, and finish with lunch about 1pm, COVID permitting. Council will share current information about what they are doing in relation to Blue Mountains heritage, including Heritage Plan storage and display opportunity for local museums which requires you to estimate the storage space you would need, Statements of Significance for your key objects, and collections you would consider storing with the facility. These are also necessary for your Disaster Management Planning. Gay hopes that all Disaster Management Plans and Statements of Significance are well under way, and she offers her assistance at any time.

At the Museums Meet she would like to discuss how the year has been for each group and what assistance/workshops you would like to see for next year and in what form: face-to-face (COVID dependent), online, video link on museum advisor page etc

Please RSVP to Gay by 5th November if you wish to attend: rowantree.hc@gmail.com

Funding

- **Local Heritage Assistance Fund:** Blue Mountains City Council and the NSW Government jointly fund the Blue Mountains Local Heritage Assistance Fund 2019–2021. The Fund provides dollar for dollar grant funding of up to \$2,000 to support minor conservation works to heritage properties in the Blue Mountains Local Government Area.
This funding opportunity closed on 21 October, so it is hoped members were able to take advantage.
- **Museums & Galleries:** M&G NSW has notified recently that new funding is available for small organisations to offset some of the costs of restarting/opening museums. There are some 300 grants of \$5,000.00 per organisation in the current round. The Rescue and Restart package will be delivered in two stages:
 - Immediate funding available to offset the impacts of temporary closure to comply with Public Health Orders, and
 - Funding available in the coming months to enable organisations to restart operations when public health requirements permit.Funding will be available to NSW not-for-profit arts and cultural organisations across the State on a case by case basis.
The Rescue and Restart package is designed to assist NSW arts and cultural organisations now, and so they are in a position to restart operations when health guidelines permit.
If you would like to know more about this process, please contact them via email in the first instance on sector.support@create.nsw.gov.au

Glenbrook & District Historical Society Inc

ANNUAL GENERAL MEETING - 16th September 2020

Election of Office Bearers for the period September 2020 to September 2021

Management Committee:

- President: Denis Bainbridge
- Vice Presidents: Doug Knowles, Elizabeth Saxton
- Secretary: Joan Peard
- Treasurer: Anton von Schulenburg
- Ordinary Members: Pam Thompson, Ian Dingwall, Kevin Frappell
- Publicity Officer: Mary Knowles
- Catering Officers: Anne Peters, Pam Thompson
- Social/Activities Officer: Vacant
- Research Officer: Vacant

- Librarian: Joan Peard
- Chief Historian: Tim Miers
- Museum Co-ordinator: Doug Knowles
- New Membership and Publications Officer: Mary Knowles
- Public Officer: Kevin Frappell

Blue Mountains History Conference Update

BMACHO has rescheduled the BM History Conference, which was to be held in May this year, but was cancelled due to COVID19.

Save the Date – Saturday 8th May 2021!

The theme *Industrial Heritage* and speakers are expected to be much the same as originally scheduled and as reported in *Heritage* Newsletter No. 66 January-February 2020, and *Heritage* Newsletter No. 67 March-April 2020.

Further information will be available closer to the date, having regard for the COVID19 situation and confirmation of details.

Greater Blue Mountains Heritage Trail Update

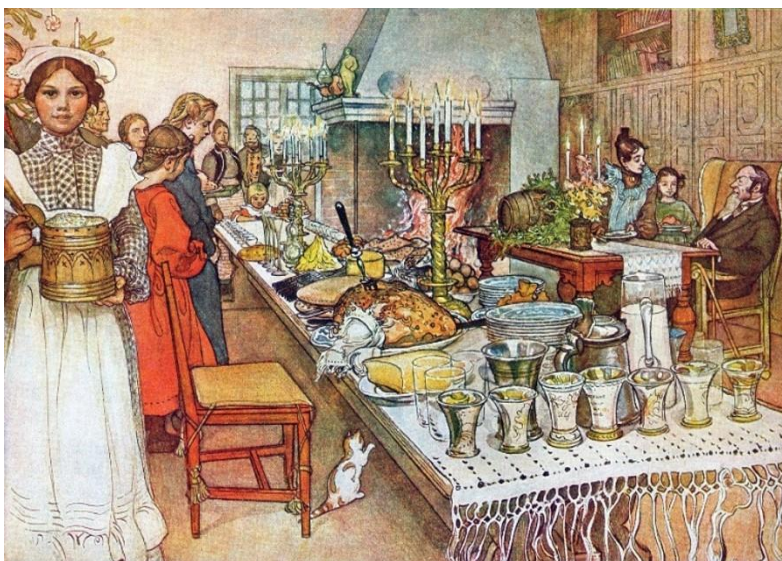
BMACHO continues to promote the Greater Blue Mountains Heritage Trail and members' upcoming events. At present participation in the Trail is partially on hold due to the corona virus situation, and activities are of course limited. The Trail is normally an ideal activity for the kids and grandkids, be it in the school holidays or any weekend! The 2019 trail brochures can still be collected at participating venues and Visitor Information Centres which have remained open. The Trail brochure is currently being reviewed and is due for reissue in late 2021 or 2022.



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

Merry Christmas and good cheer to all!



BLUE MOUNTAINS ASSOCIATION OF CULTURAL HERITAGE ORGANISATIONS INC.

Registered office: 1/19 Stypanra 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 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; 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, Rae Clapshaw, Philip Hammon, Dr Wayne Hanley, Ian Milliss, Patsy Moppett, Keith Painter, Dr Peter Rickwood, and Dr Robert Strange.

Committee: The management committee for 2020-2021 (from March 2020) is: Rod Stowe (President); Patsy Moppett (Vice 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, Kate O'Neill, Roy Bennett.

Greater Blue Mountains Heritage Trail sub-committee: Fiona Burn, Jan Koperberg, Suzanne Smith, Kate O'Neill.

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

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