

Heritage

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

May-June 2022

ISSUE 80

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 Mountain Murders

This is the story of one of Australia's earliest and most notorious criminals. Frank Butler, aka Harwood and many other names, who was the "Mountain Murderer". This is only a short extract of his dreadful history. It also tells of the people in the Nepean/Blue Mountains area who helped bring him to justice.

On 20th November 1896, a man named Robert Alan Luckham of Sydney, wrote a letter to the Inspector General of Police to inform them that his friend, Captain Lee Weller, was missing. Weller had gone prospecting for gold in the Blue Mountains with a friend named Frank Harwood on 29th October. He had promised to write but had not done so. Luckham was concerned about his friend Weller, because he had been depressed following the recent death of his wife.



Captain Lee Weller



Murder site

The Inspector General asked Penrith Police to investigate. Sergeant Thorndike sent Constables Bressington and Wilson to Glenbrook, where they talked with the Stationmaster,

Lewis Beatty, and the local storekeeper, John Howlett. Both remembered the two men being at Glenbrook and believed they had camped at Glenbrook Lagoon. The Constables went to the Lagoon to look around, and there found several partially destroyed articles with the initials "F.H." or "Lee Weller" on them. Detective Mclean from Sydney was sent out to investigate further. He decided to borrow a boat from William Rowe of Penrith, and local men George Bunyan and Tom Dukes dragged the Lagoon. They did not find anything.

Countrywide newspapers and magazines heard about the case and sent reporters to the area to follow the story. Photos and drawings of the men were obtained and circulated. A young man in Sydney recognized the picture of Butler as that of Frank Harwood, who had taken the young man's friend Arthur Preston to the Mountains as a gold prospecting partner. They had taken a train to Emu Plains and planned to walk to Linden. Preston then also seemed to be missing. The search broadened as far as Linden.

The local newspaper *The Nepean Times*, printed the drawings and interviewed everyone who had seen any of the men involved. There were many claims about Butler. George Bunyan, a butcher's boy from Emu Plains, and Charles Byrnes, a dealer from Penrith, had separately seen the two men at the tent on the morning after their arrival. William Hinwood said that he had seen one of the men crossing the railway line opposite the Lagoon that morning. Arthur Judges, a chemist from Penrith, recognized the photograph of Butler as someone who had bought blood tonic from him recently. John Costin, a barber, claimed to have cut Butler's hair on a number of occasions. Reverend Tarn and George Colless claimed they saw something in the river which might be connected with the missing men. A search of Glenbrook Creek began. Others claimed they had worked with Butler on the Glenbrook railway deviation, where several other men had mysteriously disappeared. Peter Farrell had seen Frank Butler walking from Glenbrook to Emu Plains to catch the train to Sydney. Butler had talked to Farrell and offered him his tent and other equipment if he cared to go back to the Lagoon to get it. He had drawn a map to show him how to get there. Farrell had done so, but the tent was gone. It was believed that this was Butler's attempt to involve someone else in his crime.

Rumours ran rife throughout the district. Many believed there was a murderer stalking the mountains looking for more victims. Local residents began to fear for their safety.

Holidaymakers cancelled bookings to the Mountains. Hundreds of local volunteers flocked to Glenbrook to help police and blacktrackers search the rough bus area. Alderman William Holmes led a group of residents from St Marys. On 3rd December 1896 police found a body at Linden, with evidence that it was Arthur Preston. He had been shot in the back of the head and his body placed in a shallow grave under a rock. The search moved back to Glenbrook and increased intensity.



Captain Lee Weller



Frank Harwood (Butler)

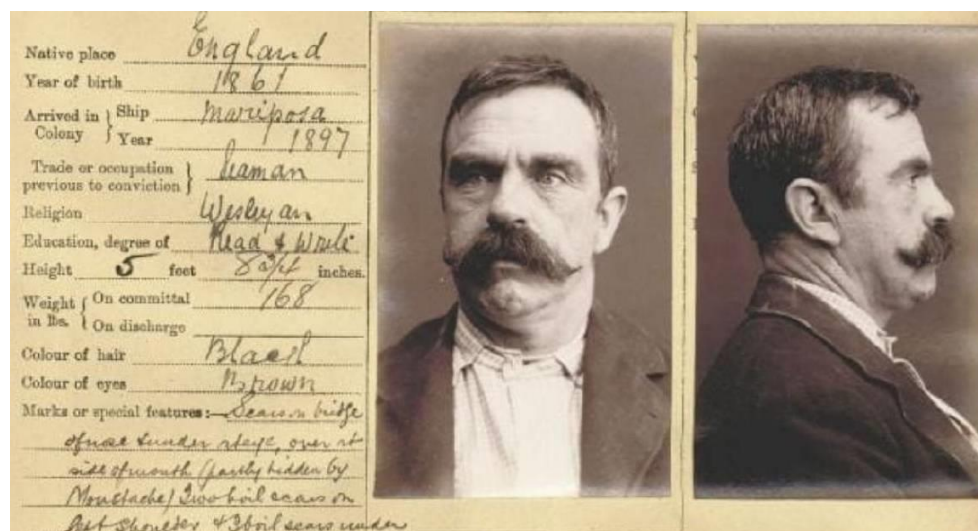


On Sunday 6th December a Glenbrook man, James Wood, who lived on the other side of the railway from the Lagoon, decided to search his own property with his friend, Charlie Champion. They noticed some dead saplings broken off and placed in a heap under an

overhanging rock, similar to the one under which the Linden body had been found. The nearby earth was disturbed. Wood took a stick and dug it into the ground. The smell told the men there was something buried there. They immediately sent for Detective Mclean. Stationmaster Beatty and the newspaper reporters were first on the scene, followed by the Detectives and a number of policemen. Local man Fred Crothers was entrusted with the shovel, and he soon uncovered part of a body. Beatty went back to the railway to notify authorities – they were told to wait until a special train bringing more Senior Police, Medical Superintendents and witnesses who could identify Lee Weller, such as Robert Luckham. While they were waiting, Alderman Holmes of St Marys found a pick a little distance from the grave, and Tom Rooney found a journal with the name Lee Weller on it nearby. The local men were doing a good job.

The news of the body being found spread like wildfire. By mid-afternoon, according to the newspaper report, over 1,000 persons had gathered at the scene to watch the proceedings, although many of them had to leave the scene when the smell became unbearable. The body was lying facedown in the shallow grave. He had been shot in the back of the head. He was wearing suit trousers, a striped shirt, and flannel underwear. His suit coat had been thrown in the grave beside him, and in its pocket were his pipe and a pocket knife given to him by Luckham. It was the body of Captain Lee Weller.

The newspaper illustrator sketched the disinterment scene at Glenbrook and the illustrations can be seen in the Nepean Times dated 12 Dec., pp3-6. The paper also covered the inquests conducted by the Coroner, JK Lethbridge. The verdicts were that both men had died from a bullet wound in the head, feloniously and maliciously fired by Frank Harwood, otherwise known as Butler. The newspaper report praised local men including C and A Gimlet, C Heywood, G Colless, W Hinwood, E Bissland, Rev Tarn, H D Thorndike, James and George Bunyan, Tom Dukes, J Payne, S, G and P Walker, H T Rooney, and T Player, who had searched every day since the facts became known.



Frank Butler

A warrant was issued for Butler's arrest, and this had to be followed by an extradition order, because by then it was known that Butler had left Australia for San Francisco on 23rd November on the steamship *Swanhilda*. He was then using Lee Weller's name and papers. When the ship docked on 2nd February 1897, Australian and US police went on board and Butler was arrested. A horde of spectators was also present at the dock, hoping to catch a glimpse of him. He was world-wide news, and he relished the attention. Newspaper reporters and ordinary citizens lined up to see and interview him. One woman claimed to be his wife, another his girlfriend. He variously claimed to be Lee Weller, innocent of any crime, but also told others that he had murdered 24 people in various countries of the world. Soon every missing person anywhere in the world was deemed to be another victim of the Mountain Murderer.

Butler was chained to the floor of the cabin of the ship *Mariposa*, for his return to Australia. On his arrival, he was taken to Court before Coroner JK Lethbridge, and committed for trial for murder on 14th June 1897. Central Criminal Court was the venue for the hearing. Again, hundreds of persons tried to crowd into the Court. Some climbed trees to catch a glimpse of the prisoner. By the third day of the hearing, Butler refused to co-operate, and had to be forced into the Court. He was found guilty and sentenced to death by hanging. *The Nepean Times* newspaper reported the three day trial in great detail.

On 10 July 1897, the Nepean Times reporter and Dr Barrow of Penrith were amongst the official witnesses at Butler's execution. Every harrowing detail of that event is described in its report dated 17th July 1897, page 6. Frank Butler aka Harwood was buried in Rookwood Cemetery.

A Timeline giving information gained by NSW Police outlining events prior to the Lee Weller murder is provided, as follows:

- 1892: "Richard Ashe" travels from Rio de Janeiro and arrives in Newcastle NSW.
- 1893: He travels to Perth. Convicted of safe breaking and horse theft – 6 months imprisonment.
- 1895: He travels to Coolgardie. Several goldminers disappear.
- 1896: "Frank Harwood Butler" – metallurgist – arrives in Sydney.
- 1896: Captain Lee Weller (retired) answers advertisement to prospect for gold on 29th October 1896. Leaves Sydney.
- 1896 Captain Lee Weller's body discovered 6th December 1896.

Thus was the case of the Mountain Murders closed, although not forgotten. The finder of his victim's burial site, James Wood, built a cairn of stones to mark the spot where Lee Weller's body was found, and marked it with his date and initials on the rock wall. They are still there today, and Glenbrook District Historical Society regularly conducts walks to the grave-site of Captain Lee Weller, whose life was taken by the Mountain Murderer. *Pat Curry*

This account was provided courtesy of Doug Knowles, Glenbrook and District Historical Society Inc

References: The references to this article are listed in a separate document issued with this Newsletter.

****For anyone wishing to visit the site of this gruesome crime, the Historical Society will be holding a walk on 16th July 2022. Details of the walk were provided in the March-April edition of BMACHO's Heritage Newsletter. Contact Doug on 02 4751 3275.***

Index

The Mountain Murders	1
Editorial	5
Education, Charlie Chaplin and the Romance of War	5
The Maddox Line of Road	6
Constable Thomas Madden – a fall in the line of duty in 1867	12
The Engineers Track 1858-1859: Yarramundi to Darling Causeway	14
Vale Marcia Osterberg-Olsen	18
Scenic World – Beyond Skyway	20
The Paragon, Katoomba	20
Annual General Meetings	22
Historic Houses Association: Tour of Mudgee Town & Country	23
GBM Heritage Trail update	24



Food for thought Editor's note

It was flagged in the previous issue that we would look more at exploration, and my own amateur bushwalking experiences now come to the fore. Most bush tracks have a history and as you wander along it is hard to not consider who first walked the track and why. So, I have begun with looking at the Maddox stock route through the Ben Bullen State Forest which took graziers through from Ben Bullen to Bell through Gardiner's Gap, which can still be traversed today.

Another track I stumbled upon was then the Engineers' Track, down from near Bell to the Grose and on to Yarramundi. No, I have not walked the complete line down to the Nepean! This Track has been used by many since its construction, and for a number of purposes, including cattle rustling, but not for the original railway route! It is now only able to be walked safely in places due to landslips etc, although moves are afoot to have restoration work done on parts of the route.

Both tracks highlight one aspect of isolated tracks – community efforts to avoid the colonial tollbars!! And also, with regard to the Maddox track – who was Gardiner? See the next issue of *Heritage* for more!

Together with these accounts in this issue we also look at some human stories, and some fascinating detail comes to light. The Maddox story reveals much about a local Lidsdale family, of convict descent. We consider the loss of a local historian in recent months, and also the loss of a policeman doing his duty in 1867. And not to mention the drama of the Lee Weller murder in 1896!

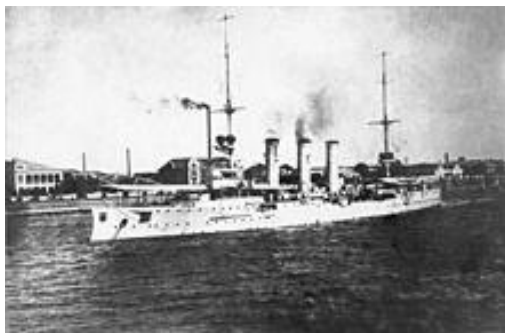
With ANZAC Day recently in our thoughts and the sacrifices made by so many, our thoughts turn to the usual question – how could mankind have allowed this to happen? A search through Trove finds several striking articles about early 19th Century attitudes, and one such article is presented for consideration.

A number of updates are provided here, and our latest calendar as issued in April (see the BMACHO website) reveals activities planned by members for the next few months.

With the rain still falling we hope we have provided some “wet weather” reading in this issue of *Heritage*.

Education, Charlie Chaplin and the Romance of War

In the early 20th Century when war was still a romantic event of heroism and gentlemanly conduct, the Allies sought to convince the public that it was a noble thing to do, to fight for the Empire. In later years we accused the Axis powers of indoctrinating their people and limiting access to information about the true state of the world and the war. But were we really any different?



SMS Emden



Charlie Chaplin

What could these have in common?

The following article was printed in Adelaide in May 1916, and clearly aimed at sensationalizing war, mixing it up with children's matinee films and comedy productions. Even our own war propaganda made the actions out to be simply another piece of theatre ...

World War: *As previously announced a series of sensational war pictures will be exhibited at the Town Hall on Saturday next. The season is a limited one and will commence with a special matinee for children, and we need hardly point out the great educational value to be derived from a view of these films. Every country has been visited where the fighting is taking place, and they have been passed by the various censors of the different nations. They vividly depict the gigantic struggle that is taking place for the supremacy of the world. They show the combined might of our Allies and the organized fighting forces of our enemies on land, sea and in the air. Many stirring and sensational battles are to be seen, and duels in the air showing the destruction of transports and a portion of an army somewhere in Europe. The British Navy is seen in action, and some magnificent pictures have been obtained of our monster Dreadnoughts. A special feature is another picture to be shown entitled "How we fought the Emden". This film was obtained at Cocos island, and gives us an interesting view of the destruction of the Emden by H.M.S. Sydney. All the nations are to be seen preparing for the huge struggle, and many interesting scenes are shown and the various methods used by the different nations in their training and getting ready for the greatest war in the world's history. In addition to the war picture other films of an interesting character will be shown, among them a two-reel Charlie Chaplin.*

Daily Herald (Adelaide, SA: 1910 - 1924), Wednesday 17 May 1916, page 2

Maddox Line of Road

Maddox line of road is generally accepted to be from Cullen Bullen through the Ben Bullen State Forest to the Bells Line of Road. This was a stock route claimed to be shorter than the usual route and which avoided the toll at Blackmans Flat on what is now the Castlereagh Highway down to Wallerawang.

The Bush Explorers' Encyclopaedia describes the route as follows:

This line of road traversed up the spur line on the eastern side of Cullen Bullen along Ben Bullen Range and north east of the Great Dividing Range to Gardiners Gap. From Gardiners Gap the line followed Long Swamp Road south along the Wolgan Road and joined Angus Place Trail where the present Angus Place Mine is located. This route then joined the Beecroft Firetrail to the junction of the Blackfellows Hand Trail. From thence it followed a small section of the present Old Bells of Line Road, changed direction due south on the eastern side of the present motorcycle club at Happy Springs and looped around to the east before once again joining the Old Bells Line of Road. (Note: A section between Bungleboori and Happy Springs, from which the present road deviates, was the source of the water supply for the stock at Paddy's Swamp and the sawmill site). Maddoxs Line then traversed south east through the present sand mining area, went north of the Main Western Railway loop and along the present road on the northern side of the railway line and joined Bells Line of Road about 1km west of Valley View Road, Dargan.

The location of this starting point is near the top of the hill on the Castlereagh Highway near the Cullen Bullen Cemetery. However, any track up the Ben Bullen range spur as walked by the Bush Explorers would be difficult for moving stock.

Gardiner's Gap can be reached via a track from Ben Bullen, also from a track from Cullen Bullen which skirts the spur, and from another track starting just north of Mt Piper Power Station which follows ridges. In terms of moving stock, any of these other three routes make more sense.

Avoiding the toll at Blackman's Flat was a drawcard to using the new route, as well as negotiating the condition and safety of the Mudgee Road itself closer to Lidsdale. A furore was raised around 1901 when the Roads Department had refused to fence the portion of the main Mudgee Road known as Maddox Pinch (Lidsdale Hill), which was very steep and had a

dangerous curve at the time. One buggy had already gone over the edge with luckily no injury to the occupants.



Gardiner's Gap



Trail up to the Gap from the north

It is uncertain then how long the Maddox Line of Road was used, although it can still be accessed today through the Ben Bullen and Newnes State Forests.

Contemporary resources claim the stock route was found and marked by one Thomas Maddox in 1870. However, Thomas Maddox died in 1868, so just what did happen? Who was Thomas Maddox, did he in fact establish the track, and who else could have blazed the trail?

Following land grants to James Walker at Wallerawang in 1824, and the opening up of the countryside to the north of Lithgow, the Wallerawang valley became the main stock route down from Mudgee and beyond, to the Sydney markets.

By 1836 Walker's property, known as *Barton Park*, was located under what is now Lake Wallace at Wallerawang. Walker was assigned convicts to work the property, as were most settler landholders.

Two of Walker's convict servants also eventually took up land in the Lithgow region: Edward Murray who purchased a grant of thirty acres in 1853 on the Coxs River, and the Welshman Thomas Maddox who leased land to the east of *Barton Park* at Lidsdale.

Thomas Maddox was born in 1810 (?) at Monmouth in Wales and convicted at the Monmouth Assizes, being transported. He was one of 136 convicts transported to NSW in the *Royal Charlotte* [sic] on 18th November 1824, arriving in NSW on 29th April 1825.

The 1828 Census lists Maddox as aged 20, a government servant for life, arriving on the *Queen Charlotte* in 1825 as a labourer. He was a protestant, assigned to James Walker out of Bathurst. His age may have not been accurate, and the ship appears to have been the *Queen Charlotte*, rather than the *Royal Charlotte*. Maddox's death certificate and grave marker say he was born in 1810, so he may have only been 14 years old on the ship.

From the ship he was initially assigned directly to James Walker at Wallerawang. As a recidivist (repeat offender) Maddox proved difficult to manage and showed how bumpy the path to respectability could be. In 1828 he was convicted of harbouring bushrangers and sent to a separate penal colony. After serving three years he was reassigned to Walker. In the following months the superintendent on Walker's farm, Andrew Brown, stated that Maddox continued to neglect his duty and encouraged other employees to do the same. In 1836 Maddox was convicted at the Hartley Courthouse and charged with habitual neglect of duty, using threatening language to his overseer and having stolen property in his possession. John Dawson, James Walker's overseer, stated at the time that he had been giving a great deal of abuse and using threatening language. Maddox swore he would nail Dawson and hang for it! Dawson's home was robbed of a bed, a possum cloak, a plaid cloak, wheat and other small articles. Maddox had been on the premises on the day of the robbery, having come in for rations.

Maddox was found guilty and sentenced to be worked in irons for twelve calendar months, to be returned to his assignee at the expiration of the sentence. James Walker must have been a very understanding employer!!

After receiving a ticket-of-leave in 1847, Thomas Maddox purchased 30ac on the Coxs River at Lidsdale in 1853, built a house there in 1850 and established the *Carriers Arms Inn* near where the Mudgee Road crossed the Coxs River, just at the bottom of Maddox Pinch (Lidsdale Hill). Thomas had married Anne Guinea in 1844 and perhaps must have seen the error of his ways – sort of! He held the license to this inn until his sudden death in 1868, some 15 years later.

Due to his sudden death, his wife Anne was caught off guard, and placed an advertisement in the Sydney Morning Herald on Tuesday 14 April 1868 seeking the whereabouts of her son, another Thomas. He had gone away working and she pleaded:

Missing Friend – Thomas Maddox Junior supposed to be on some station between Bourke and Dubbo, your father is dead, and you are requested by your mother to return home to look after the property. Anne Maddox, Liddsdale [sic], Cox's River, Mudgee Road, 20th March 1868.

When Maddox Snr died the inn was on-sold in 1874 to Patrick Farley Brown who re-named the property the *Woodland Inn*, and it still exists today as a residence called *Woodlands*, its address being on the old main road, now called Ian Holt Drive. Brown made it a trading post for Cobb & Co. and advertised the new business in July 1869 as offering a range of different services, including that of the doctor at the kerosine mines at Hartley Vale! He includes cleanliness and civility, his wife's hospitality, stabling and yards. Interestingly he also offered men and horses being available:

...to assist them and shew them the nearest way to Bell's Line of Road to Windsor or the Kurrajong, and where they will not be interfered with by either railway carriages or teamsters, ... being so centrally situated and on the direct road to Bell's Line, and where no tolls are collected until after Windsor is passed

This would suggest the Maddox route was open from at least early 1869.



The building complex

The *Woodlands* site displays a complex of buildings. Brown had his own meathouse and stone dairy (now in ruins), a wooden dairy with surviving bails and wooden stables. The original stone inn was augmented by Brown around 1900 with two sandstone rooms used as living areas. The Lidsdale post office was conducted from *Woodlands* in 1921.



The 1860's inn

Facing west on the site, are the two successive residences. On the south is the stone inn of c. 1860, a single-storied sandstone cottage with high pitched gable roof and hipped front verandah: it has two stone chimneys, a 4-paned front door with highlight. The windows are 4-pane. Adjoining to the north and at right angle is the 1950s residence. Behind this is the sandstone kitchen of c. 1900. A circular well is located just to the north of the residential complex. Behind the 1860 inn is the ruined stone dairy of the 1870s, with a substantial boiler house and chimney on the west end, with additions from the mid 1980s. Further to the east in the large yard are early vertical slab stables, more used as a machinery shed now, a timber cottage with a stone privy to the east and, further to the east again a wooden dairy with surviving cow-bails.



The rear of the complex

Brown's daughter Mary married Richard Henry Bulkeley. In 1948, Richard Parry Bulkeley purchased *Woodlands* from the Perpetual Trustee Co acting for the Estate of Patrick Farley Brown and Richard and Mary Bulkeley.

Maddox Lane in Lidsdale is named for the Maddox family. In the *Lithgow Mercury* on Thursday 2 July 1953, However, one Joseph Cook (!) placed an article:

.... when I was a member of the Blaxland Shire Council in recognition of a pioneering family in this district, the street should be named Maddox-street. This was agreed to. I do not like the name Maddox Lane for two reasons. Firstly, the street is certainly not a lane – it is a wide street. Secondly, Council would never perpetuate the name of a citizen by giving that citizen's name to a laneway. Yours etc, Joseph Cook, Lidsdale.

Thomas Maddox is buried at the Hartley general cemetery. When he died on 9th March 1868 at the *Carriers' Arms Inn*, he was listed as an innkeeper, born in 1810, and was supposedly about 67 years old. However, this makes his date of birth about 1800-1801! His death may have been premature as an inquest found that he died of a *disease brought on by intemperate habits*! His father was listed as Reece Maddox. The informant was Thomas Brown, coroner at the Hartley Courthouse. He was listed as Roman Catholic and had married Anne Guinea in 1844. Some seven children were listed as living at the time, and another five were deceased.

Thomas's wife Anne must have been a patient, formidable and strong woman. She bore him 12 children but outlived him by some 40 years!!!! She was 98 when she died in 1908. Once again, the date of birth is in question. Being 98 in 1908 means she should have been born in 1810, but her headstone lists her as born in 1814. Thomas and Anne's marriage certificate gives no details in regard to their ages.

Her obituary suggested that she was the first white resident (woman?) in the locality. She had been bedridden for some 8 years at the time and was living with her son at Maddox Pinch, as the locality at Lidsdale hill was known. Although the newspapers stated that she had had nine children, Thomas's death certificate listed twelve, and several had died in



Maddox Lane, Lidsdale



Maddox grave at Hartley General Cemetery

infancy. Most of her children had predeceased her:

Mary 1844-1867, Thomas 1845-1909, Anne 1847-...., Henry Reece 1849-1938, Michael 1852-1852, William 1853-1853, Laurence 1855-1929, Margaret 1857-1886, John 1858-1934, Ted 1859-1859, James 1861-1861.



Thomas Jnr



Henry Reece



Laurence

Maddox graves at Blackman's Flat Cemetery

Thomas and Ann's sons forged different paths for themselves, becoming native-born colliery operators:

- Young Thomas was born in 1845 and after working out west, together with his brother Laurence, opened the *Folly Colliery*, a small mine serving the domestic market, in the hillside opposite the *Carriers Arms* in 1893.
- Laurence was born in 1854, and opened the *Queensland Colliery*, near Blackmans Flat. Laurence was also known to be a former detective and tracker for the Queensland government. He apparently blazed the track to Port Darwin and was the last survivor of the New Guinea gold rush. These achievements are such that they are spelt out on his tombstone!
- Henry Reece was born in 1849. He travelled to New Zealand and Queensland, but otherwise his life was spent in Lidsdale. He was a farmer, reputed to be an outstanding ploughman, but also was a local inn keeper. He never married and was held in high esteem by the community.
- John Maddox was born in 1858 and also worked in the mining industry with his brothers. John "Jack" Maddox was buried at Katoomba General Cemetery.

Now to the mystery of who opened the stock route and when.

In his book *Bent Backs* Jim W Brown states that one Patrick (Paddy) Mullins of the *Emu and Kangaroo Inn*, at the junction of View Street and the Mudgee Road just north of Lidsdale:

.....must have pitted his brains against the problems facing drovers bringing their stock from the north west to the Sydney markets. He thought of a way to make money out of helping them avoid the toll gates at Blackman's Flat which once stood near the new Mt Piper Power Station site on the Mudgee Road. Paddy placed the following advertisement in the Town and Country Journal on 26th September 1872 (?) –

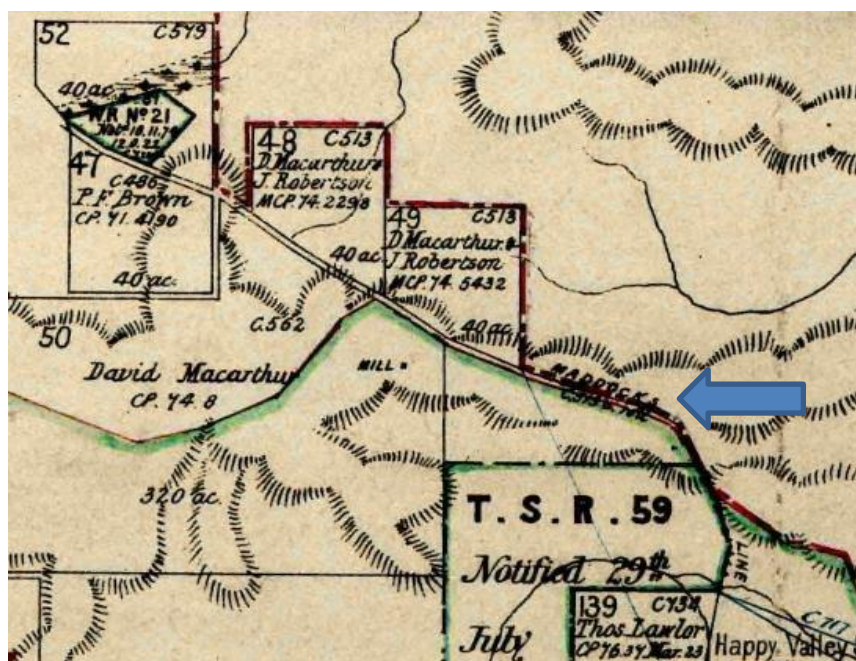
To drovers:

A new track has been discovered by me leaving Ben Bullen which avoids the Toll Gates and crosses no private property.

The whole of the line is marked and anyone travelling with stock will be shown over it by writing to me and I shall meet them at Ben Bullen.

Patrick Mullins, Blackman's Flat, Wallerawang.

Jim Brown goes on to state that the track traversed over Gardiner's Gap from Ben Bullen and went up past the present Angus Place colliery to Bell.



Maddocks [sic] Line of Road, Parish of Marrangaroo 1890

The stock route has always been known as Maddox Line of Road. It is likely therefore that it was the younger Thomas who established the stock route, together with his brothers. With Laurence being associated with the Port Darwin track, his experience would have lent itself to such a scheme, especially to serve the Maddox's farming practices in the locality, in enabling stock to move through the area, avoiding the toll at Blackman's Flat. Parish maps and early surveys show that the route was in existence at least as early as 1873.

The earlier advertisement by Patrick Brown suggests it was in use in 1869.

So where does this leave Paddy Mullins? Jim Brown's reference is unclear as The Australian Town and Country Journal was issued weekly and issued on 21st and 28th September 1872.

There was no issue on 26th September, so Brown's reference cannot be verified.

How does Mullins come to place such an advertisement? Was he in competition with the Maddox family, both owning inns, and after Thomas Snr died, was he claiming "ownership" of the stock route? Was Paddy trying to cash in on the trail blazing done by the Maddox family? Perhaps we will never know.



Patrick Brown, Wallerawang (Piper's Flat) Cemetery



Mullins family plot, Blackman's Flat Cemetery

It appears that there were several tracks through to Gardiner's Gap, and it seems there was certainly money to be made by various locals wishing to show people alternate ways to Windsor, and a loss by the government who were unable to control the diversions and could not collect all the tolls they might have been due.

Don't you love an intriguing tale and a good mystery!!!!

Patsy Moppett

References: The references to this article are listed in a separate document issued with this Newsletter.

Constable Thomas Madden – a fall in the line of duty in 1867

Escorting convicts and prisoners generally from courts to gaols and vice versa was a hazardous business for the colonial police in the 19th century. Apart from the condition of roads, if they existed at all as more than tracks, they risked the weather when they had to camp out; they risked attack by local tribesmen (less Likely); and also sickness, injury and death.

In April 1867 a party of eight policemen were leading a group of 15 supposedly heavily ironed prisoners from Bathurst court to Darlinghurst gaol, including Moran, Kerr, Holmes, Southgate, Rutherford and Smith. Led by Sergeant Walter Casey, they camped at Pulpit Hill, near Katoomba, and the convicts were placed in a lockup there. At his change of shift at about 2am, Constable Madden went to check on the prisoners, as was the usual procedure, before he took a well earned rest. As he opened the door the prisoners rushed him.

Sergeant Casey fired his gun at the prisoners, but in letting off five shots, three hit Madden and he died later that morning. Two prisoners were injured.

An inquest was held and several newspapers reported the story. Madden was buried at Hartley General Cemetery and the ornate gravestone was erected by the police force of the Western Districts.

In the years after the Western Road to Bathurst was opened to traffic in 1815, Pulpit Hill became a recognised resting place for travellers and stock. In the 1830s there appears to have been a stockade in the vicinity and, in 1835, the *Shepherd & His Flock Inn* opened for business. The police lock-up was established there in the early 1860s.

Constable Thomas Madden was a native of County Mayo, Ireland, born there in 1836. He had previously served in the Royal Irish Constabulary. Upon his arrival in Australia he was stationed at Bathurst as a mounted trooper from 1864 until his death in 1867, aged about 30. The Pulpit Hill lockup had been built in 1862 as a resting place for prisoners who were being transported from Bathurst to Sydney, along the Bathurst Road. Sergeant Casey was based in Sofala and had been called in to assist with the transfer of prisoners. The lockup had a prison cell where the convicts were housed, with an attached room where the guards would rest. The prisoners burst out of the cell when the door was opened and seized Madden and the other guard Constable Hitchcox. Casey leapt from his bed and grabbed his gun, shooting at a prisoner called Moran, who had been imprisoned for highway robbery.



Gravestone of Constable Thomas Madden, Hartley General Cemetery

There was chaos as the room had gone dark when a blanket was thrown over the oil lamps and smoke from the first two gunshots filled the now crowded space. Casey kept firing. He aimed and shot at another prisoner Thomas Kerr (sentenced to hard labour on the roads) who was rushing at Madden. Kerr fell. Another prisoner, Southgate, had hold of Madden and when Casey shot at him, he managed to dodge the bullet. After five shots were spent, all but two of the prisoners ran back into the cell, with two escaping. Relief arrived from the nearby barracks in the form of Senior Constables McArthur and McNanamy and others. Then Casey realized that the only gun fired was his own, and that Madden had fallen.

Daniel Murray O'Hara, a duly qualified medical practitioner residing at Hassan's Walls, carried out the autopsy. The inquest was held by the District Coroner, at Hartley, that being the centre of legal proceedings of the day.

Before the establishment of the courthouse at Hartley, there was no secure place between Penrith and Bathurst to house prisoners except military stockades. By 1867 there were few of these remaining as most related to the construction of Mitchell's road in the 1830's. In 1834 a police district was formed and the Hartley Courthouse was constructed in 1837. The six cells were added in 1841. The township of Hartley was gazetted in 1838. Until the advent of the railways, the Courthouse served as a centre for land sales, receiving of quarterly returns for farms, livestock and agriculture, recommendations for licenses; it housed bushrangers and cattle stealers, and represented the link between settlers and authority, and individuals to be rewarded or reprimanded.



Hartley Courthouse 1938



Hartley Courthouse 1950s

The inquest found:

That on the 30th day of April last, at Pulpit Hill, the said Thomas Madden died from pistol shot wounds, fired by Sergeant Casey while in the execution of his duty, and not by any other violent means whatever to the knowledge of the said jurors, did die.

The jury also added that they considered no blame be attached to Sergeant Casey. With his dying breath, Madden forgave Casey, who was overcome with emotion. He passed away later that morning about 10am before the doctor arrived.

The two prisoners who had escaped were Charles Rutherford and James Holmes.

Rutherford was later captured by Constable McNamamy near the Bell's Line of Road, but Holmes was never seen again. The remaining prisoners were then moved to Darlinghurst by train later that day (possibly from the Weatherboard as the railway had been completed to that point in 1867), with the wounded prisoners having been treated earlier by Dr Egan. They were put under the care of Dr Aaron, the gaol surgeon.

The newspaper expressed regret at the whole incident and acknowledged the difficulties faced by the police in dealing with the situation in the darkened room.

It was no comfort to Sergeant Casey, but if he had not acted so promptly and determinedly, all of the prisoners, amongst whom were some notorious robbers, would have escaped, and possibly not one of the escort would have lived to tell the tale. Walter Casey was later promoted to Superintendent in the NSW police force.

Patsy Moppett

References: The references to this article are listed in a separate document issued with this Newsletter.

The Engineers' Track 1858-59: Yarramundi to Darling Causeway

The Royal Engineers were first sent to Australia in 1835 to build military garrisons, convict establishments and public works. The Royal Engineers was a corps of the British Army, providing military engineering and other technical support to the British Armed Forces, headed by the Chief Royal Engineer, and often being assigned to engineering works in the colonies. They trace their origins back to the military engineers brought to England by William the Conqueror and can claim over 900 years of unbroken service to the crown.

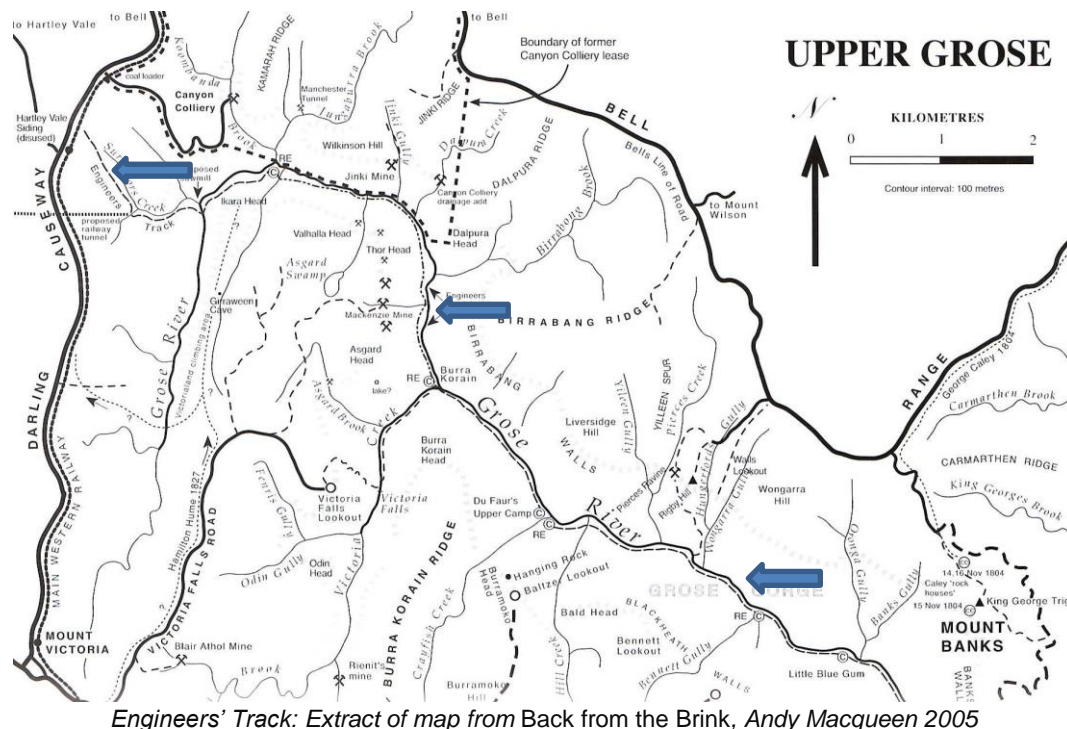
In 1858 the Royal Engineers commenced construction of a track, intended to be one of the options for a line of railway from Sydney to the Western Districts up along the Grose River Gorge from the Nepean River at Yarramundi up to the Darling Causeway. Various alternatives had been considered for the rail line and this particular option included a two mile long tunnel under the Darling Causeway into Hartley Vale.

The railway line from Sydney extended out to Blacktown by 1860 but beyond this point there was a great amount of conjecture and trial surveys to determine the appropriate location for a rail line to the Western Districts. A contingent of the Royal Engineers had been relocated from Tasmania to Parramatta in 1856 and were assigned to survey these rail route options under Captain John Hawkins. Hawkins was then replaced by Sergeant Henry Quodling.

In 1857-59 under the direction of Sergeant Quodling, some 10 surveyors and 49 labourers (and there may have been more workers), this 65km route was surveyed and a bridle track constructed starting at the Nepean end. Given the date of construction it is unlikely that any of the labourers were convicts. The surveyors included John Ashplant, Edwin Fearnside, Alfred Francis, Michael Given, Henry Grierson, Martin Lavelle, Charles Richardson and Alfred Vine. Quodling himself was supervised by Edwin Barton [(Wallerawang), Assistant Engineer in charge of trial surveys.

The survey was commenced in 1957 and progress of the track construction was reported to Parliament in November 1958, when Chief Engineer BH Martindale reported that:

.....the sappers are now again employed in surveying the valley of the Grose (from which they were driven out last winter by floods) and when this is completed it is considered sufficient data will have been procured to enable the further course of the Great Western Railway to be decided on: should the weather prove favourable this information will be obtained within three or four months.



The track to be constructed was to enable the surveyors to complete their survey of the proposed railway route, which included negotiation by their horses.

By the end of 1859 it was almost complete, and Sergeant Quodling reported to the Secretary for Works that:

.... the cutting and forming of the track from the confluence of the rivers Nepean and Grose to Shepard's [sic] tollbar on the Western Road will be completed before the end of the year; also that the surveying and levelling will be completed by about the 14th proximo.....

(Sheppheard's tollbar was at Mt Victoria, adjacent to George Sheppheard's Welcome Inn, and also known as Broughton's Waterhole tollbar.)

He also reported the discovery of a significant coal seam about 23 miles from the Nepean and 19 miles from the Darling Causeway.

The construction was often delayed as the surveyors' skills were frequently diverted to tasks on other lines. The work would have been tiring, with walking to and from base camps, along with their actual construction efforts. Much time was spent camping in the bush, with minimal supplies. Although the project was originally set down to construct a track, once the teams set to work, they found that it was not so simple. The track construction involved excavations, rock quarrying and retaining wall construction, tree felling, log bridges and stone culvert construction. Supervisors Martindale and John Whitton had not actually seen the Grose at this point, and when they finally did in early 1859, they came to realise the enormity of the task and sent a team to commence work down from the Darling Causeway, hoping to meet in the middle, which they did. The harder the work became the more the workers and authorities became uneasy about this being the most viable rail route. However, all the work of the sappers was for naught as the project was then abandoned in favour of the current rail line (after an expenditure of 20,000 pounds!). Steep inclines, sharp bends, landslip, flooding and cost had much to do with this decision. The end result was little more than an elaborate bridle track, which within the first two years became severely damaged by flooding through the gorge.

The survey work was recorded in 1858-9 by a photographer, Robert Hunt, a chemist at the Royal Mint in Sydney. In the beginnings of the art of photography, Hunt lugged his equipment up the gorge to record the terrain and the surveyors as they went about their work.



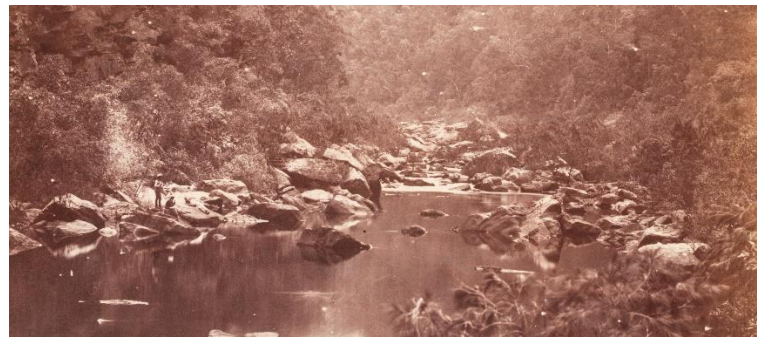
Surveyors' camp 1858



Detail of previous photo showing men on riverbank centre



Grose River 1859



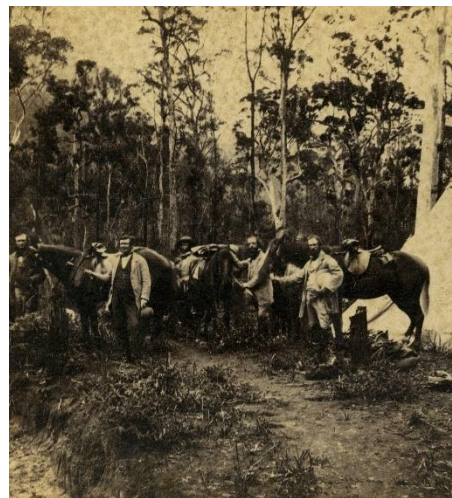
Detail of previous photo showing men on riverbank to left

The above photographs taken by Robert Hunt, photographer 1858-1859

Robert Fellowes Hunt came to Australia in 1854 as part of the Sydney Branch of the Royal Mint. He was a graduate of London's Government School of Mines and Science Applied to the Arts where he had studied chemistry, metallurgy and assaying. His initial appointment to the Sydney Mint was as chemist and first clerk of the Bullion Office. Once in Sydney, Hunt became interested in the new art of wet-plate photography, and with colleagues Professor John Smith and William Jevons, they exhibited together.



Robert Hunt 1860



Survey party 1858

Sadly, Hunt was to also use his camera to capture a fragment of the story of the *Dunbar*, the ship which was wrecked near South Head one night in August 1857, with the loss of 121 lives, including those of his sisters Sarah and Emily.

He married in 1860, in 1870 was transferred to Melbourne, but returned to Sydney in 1877.

Hunt was a member of the Royal Society of New South Wales, serving in several capacities on the committees of the Society, but he is best known today to historians of Australian photography as a talented amateur photographer. His works included a number of views around Sydney. How he came to be involved in the Royal Engineers survey is uncertain. He died in office in 1892.



Cairn near beginning of the Track at Bell



Culvert along track

Subsequently in recent decades the Engineers' Track (sometimes called the Surveyors' Track) became a navigational point for walkers, farmers and explorers. Ben Carver, a cattleman, also used the track in the 1860s, and later bought a lease on the area in 1875, was known to use the Track, although its deterioration prevented him using it for cattle. He built a hut and used the Blue Gum for illegal grazing and land clearing. He was known to do a deal of cattle rustling and may have been the initiator of several tracks, including Pearce's Pass, into the Grose to serve his business, avoiding the tollbar at Mt Victoria at all costs! Others such as Walter Mackenzie (Asgard mine at Mt Victoria), would have used parts of the Track for access. A sawmill site was proposed at the upper end of the gorge just off the Track, where Surveyors' Creek meets the Grose; the Ernest Williamson/ Martin Zobel mine prospecting at Quodling's coal site would also have used the Track for site access. As soon after construction as 1878 Eccleston Du Faur (Mt Wilson) was speaking about the way the track had already fallen into disrepair.

In an application for restoration funding for the Track in Blue Gum Forest NPWS's Conservation Management Plan reported that the original compass and chain survey field books (3) by the Royal Engineers over the full length of the Track can be found in State Records. This survey was apparently remarkably accurate when compared to the modern 1/25,000 CMA maps. The survey records bench marks, construction camp sites and other recoverable features.



Evidence of blasting to create a cutting



Retaining wall along Track

Today a partly obscured cairn marks where the Engineers Track starts below the Darling Causeway. The Track heads down the side of a ridge above Surveyors Creek into a rocky gully, swinging around and crossing a side creek and a fern-filled gully. Fallen trees sometimes block the track and some care should be taken due to slippery gravel and a fairly

steep terrain. Tall cliffs and rocky ledges are all around. Approaching the Grose, Ikara Head looms above and the track vanishes down towards the Grose River crossing.

In many places where the track ran beside the river, it has long since been washed away. In other places, it climbed above the flood level. Here, the hand-made stone embankments are still in place. Below Ikara Head the track is unclear, but a careful scramble along the cliff base will lead to the Grose and a stone ruin.



Spectacular forest landscape on the way down



Survey mark on rock beside track

A map believed to date from the 1930's (Department of Lands) shows a "*trail, negotiable route or doubtful track*" from Yarramundi to Blue Gum Forest.

In Michael Keats' *Day Walks in the Lower Grose River and Tributaries*, the Track is described where accessible from the Nepean up to above Wentworth Cave, so for the keen adventurer the details are available.

The Blue Mountains City Council lists parts of the Track in its 2005 LEP, but no continuity of listing is applied as far as the Darling causeway due to the Track only still being partly intact. There are many features which do remain along its route that are worthy of preservation – stone retaining walls, stone culverts, excavation of blasting to create passes, and survey marks.

The Engineers' Track Heritage Infrastructure Committee was formed in 2006 to look at possible conservation policy and actions, led by Michael Keats. Today the Association of Bell Clarence & Dargan Inc (ABCD) are also seeking ways that the Track for its full length can be recognized. Together with the Colong Foundation and various bushwalking clubs and individual enthusiasts, a wish to see the track preserved at least in parts is a common goal.

Patsy Moppett

References: The references to this article are listed in a separate document issued with this Newsletter.

Vale Marcia Osterberg-Olsen

The community is mourning the death of local Hartley resident and historian Marcia Osterberg-Olsen. Marcia passed away on 7th February 2022 and is survived by her two daughters.

In saying Marcia was a resident and historian of Hartley touches only the tip of the iceberg in terms of what Marcia achieved in her life. Marcia was born in 1929 to parents William James and Myrtle Elizabeth McEwan, growing up on the apple orchard and farm at Little Hartley. She learnt the piano, competed in local gymkhanas and became a cadet journalist for the Lithgow Mercury, then moving on to work for other newspapers.

She toured Italy and France by bicycle and lived in Italy for 3 years, working in the TV and film industries. She travelled to the US and returned home in 1953, marrying Wagner Osterberg-Olsen in 1955.



Women's Weekly 1960



2005 at Forty Bends

Her two daughters led her to write children's books from 1960, and she then moved on to write fiction. Her history interest commenced in the 1970s. By 1980 she was living in *Billesdene Grange* at Little Hartley, which had begun as the *Royal Garter Inn* in 1831. She delved into the building's history and gardens and documented all that she learnt. In 1989 Marcia was admitted to the Bar, working as a defense Barrister, travelling the Local Court circuit around the Central West. This continued into her mid 80s and she retired in 2010. Marcia then served on the Cemeteries Committee and the Lithgow Branch Committee of the National Trust, and the Mount Victoria and District Historical Society. She wrote an updated history of Hartley in 2008, which can be read online.



At Royal Hotel, Hartley



At Moyne Farm, Hartley



At Forty Bends, Hartley

She organized projects such as the restoration of the lone grave of Eliza Rodd at Glenroy completed in 2011, the *Crossing of the Blue Mountains* exhibition at the Mount Victoria Museum in 2013 and more recently preparing a history for the Moyne Farm Cemetery Conservation project in 2018.



*At Farmhouse Restaurant, Little Hartley:
Pat Connell, Marcia, Patsy Moppett 2005*



2022

For many years Marcia had also been negotiating with Transport for NSW about the intended Great Western Highway upgrade which will affect part of the land and setting of her beloved *Billesdene Grange*. She was still lived independently on her farm and was working

on a new book when she was taken ill very suddenly and passed away in Lithgow Hospital on February 7th 2022.

Some have described Marcia as a force of nature, a woman with strong views and opinions, but also as an inspiring mentor with a wonderful personality and a warm heart. She could be both formidable and engaging. Marcia was farewelled by family and friends at a funeral service held at Leura on February 17th 2022.

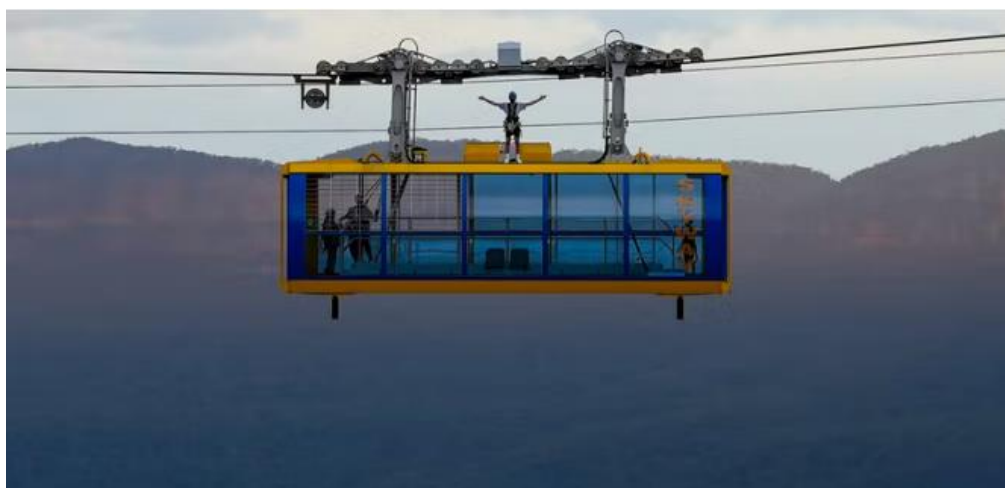
Patsy Moppett

PLEASE NOTE THE CLOSING DATE FOR ARTICLES AND NOTIFICATIONS TO THE EDITOR FOR THE MARCH-APRIL 2022 ISSUE OF *HERITAGE* is Thursday 23rd June 2022

Community events & updates

Scenic World - Beyond Skyway

Looking for a new experience???



It all starts once Scenic World closes to the public for the day!

After being fitted with harnesses, the Beyond Skyway experience takes just four guests at a time out on the iconic Skyway cable car, which parks in the middle of the Jamison Valley, 270m above the rainforest canopy below. Guests then climb the ladder, through the hatch and out onto the roof of the cabin. Once on the roof, with nothing to restrict the 360-degree view, the immersive experience is both exhilarating and completely serene.

After up to 30 minutes on the rooftop, guests return into the Skyway for a glass of champagne on the journey back to the main building.

For further information contact: www.scenicworld.com.au/beyond-skyway

The Paragon, Katoomba

During all this year's wet weather it has been of concern as to what is occurring within and around the former Paragon Café building in Katoomba. Given previous issues relating to storm water and related damage both inside and outside the building, the recent climatic events can only have exacerbated this situation, when it appears that no remediation work has been applied to the premises.

It is understood that in 2019 a development application was lodged with Blue Mountains City Council for remedial works to the building, including kitchen upgrades, stormwater works and internal cladding restoration. However, this application does not appear to have been acted upon.

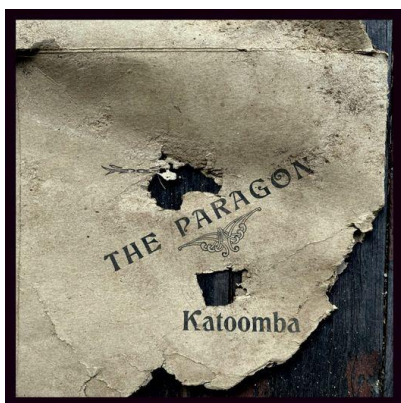
Until its closure, the Paragon was the second oldest operating chocolate manufactory in Australia, having been established in 1916. The interiors of The Paragon have been widely appreciated as a gem of the Art Deco style and its confectionery, made on-site, had been appreciated by generations of locals and visitors.

Friends of The Paragon Inc (FoTP) was formed in 2015 as a not-for-profit Association and is dedicated to the conservation of the cultural heritage of The Paragon, guided by the following aims:

- To strive to protect and promote the architectural, social and industrial legacy of the Simos family as embodied in The Paragon buildings and its history.
- To act as an advocate for that legacy.
- To foster respect for that legacy with owners of the premises and business and to encourage the preservation and sympathetic development of assets that embody that legacy.

When a thing is not cared for, often checked, well kept... when a piece of cardboard is discarded, or a building is unprotected from the ravages of time, it rots. It crumbles. There comes a point when restoration is too difficult, too costly, impossible. Then it's gone. You're left with memories or photographs.

FoTP



From FoTP Facebook page



Zac Simos, who established the premises

Contact with FoTP advises that their long term aim now is to secure the integrity of the upstairs bakery/ chocolate factory complex with its rare and unique industrial items. In the meantime, and with wide community support, they remain engaged in opposition action to the alienation of trade marks and the name "*The Paragon Katoomba*" by another business operator.

More recent legitimate access to the building has shown the kitchen floor was underwater. The bakery above had suffered water damage. Neither were catastrophic but water damage to the banquet hall panelling near the entry (which was suffering before closure) had continued and damage to the north wall of the ballroom continues. The north wall becomes waterlogged to a height of around one metre FFL due to a broken and unmaintained drain at the rear of the former post office building out back, exacerbated by the area being filled and paved above the damp course.

All this would add to the cost of any restoration works. The major concern, however, is the ongoing damage to finishes, especially the joinery and bas-reliefs in the Café, and to photographs, due to dampness, humidity and mould.

It is to be hoped that in maintaining a community awareness of what is occurring on this iconic site will result in some sort of governmental/sponsorship/patron/funding support to encourage the owner of the place to move towards conservation of what remains intact in the café. FoTP have advised BMACHO that they will keep us informed of future activities.

This premises is listed on the State Heritage Register.

Patsy Moppett

References: The above information comes largely from The FoTP website and discussions with FoTP members.

Recent Annual General Meetings include the following:

Annual General Meeting: Blue Mountains Family History Society

Friday 11th February 2022

Held at Springwood

The Management Committee for 2022-2023 was elected as follows:

- President: Ann Krasny
- Vice-President: Ann Devrell
- Treasurer: Ian Kendall
- Secretary: Colin Brest
- Committee: Tanya Kirk, Alison Tissington, Lorraine Austin and Helen Allen.

There are three vacant Committee positions.

Annual General Meeting – BMACHO

Monday 21st March 2022

Held at Hobby's Reach, Blaxland Road, Wentworth Falls

The Management Committee for 2022-2023 was elected as follows:

- President: Rod Stowe
- Vice President: Patsy Moppett
- Secretary: Fiona Burn
- Treasurer: Phil Hammon
- Committee: Jan Koperberg, Roy Bennett, Dick Morony

Annual General Meeting 2021 (held over due to covid) – Glenbrook and District Historical Society

Saturday 16 February 2022

Held at Glenbrook

The Management Committee to be in place until September 2022 was elected as follows:

- President: Denis Bainbridge
- Vice Presidents: Doug Knowles, Pam Thompson
- Secretary: Elizabeth Saxton
- Treasurer: Anton von Schulenburg
- Ordinary Members: Joan Peard Ian Dingwall, John Dikeman
- Public Officer: Anton von Schulenburg
- Chief Historian: Joan Peard
- Museum Co-ordinator: Doug Knowles
- Publicity Officer: Mary Knowles
- Vacant positions to be filled by the Committee as required: Catering Officers (2), Social Activities Officer, Research Officer, Librarian, New Membership and Printing Officer.

Annual General Meeting - Mt Wilson and Mt Irvine Historical Society

Saturday 12th March 2022

Held at Mt Wilson Village Hall, The Avenue, Mt Wilson

The Mt Wilson and Mt Irvine Historical Society was able to schedule their AGM on 12th March 2022. Unfortunately, a quorum was not achieved on the day and a new committee was unable to be established. It was noted that the lack of numbers would be related to the recent weather conditions, bridge closures and the Mt Victoria landslide.

However, the Agenda was worked through, with some valuable discussion on all points.

Malcolm Reynolds chaired the meeting and delivered the President's report.

General discussion was held in regard to:

- Grant funding – funding application lodged for the village walk and blue plaque program, seek funding for digitizing archives. Previous funding spent on lawn mower for TBH.
- Turkish Bath House (TBH) patronage, maintenance and insurance – some operational matters are unsustainable.
- Future Newsletters – Malcolm will undertake this.
- Village walk and blue plaque program.
- Financial status – good, however fund raising needs to be stimulated. Revive the jazz concerts, increase membership, open days, etc.
- TBH insurance has doubled which will eat into finances.
- Annual ceremony of payment of rent to Wendy Smart could not be held.
- How to draw new membership and what the group can offer.
- Life memberships – this program needs a review.

After a lull in activity of the group since 2019, it is hoped that a new committee can be established soon, with many new permanent residents in the locality who would have a lot to offer, if they were made aware of the group's existence and the benefits available to becoming members.

Annual General Meeting – Springwood Historical Society

Friday 18th March 2022

Held at Springwood Presbyterian Church Hall, Springwood

Office Bearers:

- President: Peter Chinn
- Vice President: Doug Knowles
- Secretary: Dick Morony
- Treasurer: Vacant
- Research Officer: Peter Chinn
- Assistant Research Officer: Nerida Russell
- Bulletin Editor: Dick Morony
- Publications Officer: Peter Chinn
- Auditor: Amanda Blanche

It was agreed that other offices would be left vacant temporarily and filled as required.

Annual General Meeting – National Trust (Blue Mountains Branch)

Saturday 26th March 2022

Held at Everglades House & Gardens, Leura

Office Bearers:

- Chairman: Rod Stowe
- Vice Chairmen: Robert Clark, Grant Homes
- Secretary: Barrie Tippins
- Treasurer: Michael Anstiss
- Committee Member: Rhona Leach
(Functions)
- Committee Member: Elizabeth van Reyswoud
(Newsletter Editor)

Committee Members: Grant Holmes, Norma Clarke, Sarah Wray.

Historic Houses Association: Tour of Mudgee Town & Country

The Historic Houses Association of Australia has announced a new regional tour: *Mudgee Town and Country*, set down for 5th to 8th May 2022.

This unique tour will take in behind the scenes visits to historic houses, civic buildings and beautiful gardens.



Burrundulla



Old Mudgee town

The tour will enable visitors to meet with property owners hear from architects and historians, and take in stunning heritage streetscapes, all in a relaxed and engaging environment, whilst enjoying the delights of the region.

Local fare is on the menu of a variety of splendid dinner and lunch venues, accompanied by wines from Mudgee vineyards. Accommodation is booked at a comfortable 4 star motel in central Mudgee, and transport is via luxury coach.

You are urged to register interest today as places on the Tour are limited.

Register at: enquiries@hha.net.au or go to the hha website

1A Carthona Avenue, Darling Point 2027

Ph: 02 9252 5554

Greater Blue Mountains Heritage Trail Update

BMACHO continues to promote the Greater Blue Mountains Heritage Trail and members' upcoming events.

The Trail is an ideal activity for the kids and grandkids, be it in the school holidays or any weekend, so plan ahead now!

The 2019 trail brochures can still be collected at participating venues and Visitor Information Centres. The brochure is currently being reviewed and is due for reissue in late 2022.

Should any business wish to be considered for inclusion in the next brochure, as a place of accommodation or an eating house along the trail route, please contact BMACHO at committee@bluemountainsheritage.com.au

If you are a member and you would like further information, or if you would like to become a member, please email BMACHO at committee@bluemountainsheritage.com.au

For general information about BMACHO and the Trail, see <http://heritagedrive.com.au> or

www.facebook.com/GBMHeritageTrail

To find out more about BMACHO visit <http://bluemountainsheritage.com.au>



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: <http://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; Gang Gang Gallery, Lithgow; Glenbrook & District Historical Society Inc; 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, Vaughan Bryers, Fiona Burn, Philip Hammon, Dr Wayne Hanley, Gay Hendriksen, Michael Keats, Ian Milliss, Patsy Moppett, Keith Painter, Barbara Palmer, Dr Peter Rickwood, and Dr Robert Strange.

Committee: The management committee for 2022-2023 (from March 2022) is: Rod Stowe (President); Patsy Moppett (Vice President and Newsletter Editor), Fiona Burn (Secretary), Philip Hammon (Treasurer), Dick Morony (Membership Secretary/Calendar Editor/), Jan Koperberg (Public Officer/Correspondence Secretary/Events and Venue Co-ordinator), Roy Bennett.

Greater Blue Mountains Heritage Trail sub-committee: Fiona Burn, Jan Koperberg.

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

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.