Acknowledgement of Country

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

Kedumba Valley

Kedumba Valley lies in the heart of the Upper Blue Mountains, some 80km from the centre of Sydney. The Valley lies south of Wentworth Falls and occupies a northern part of the upper catchment area for Warragamba Dam and the associated water storage of Lake Burragorang, the principal water supply for Sydney. Although Kedumba is very close to Katoomba and Wentworth Falls as the crow flies, it is located far below the towns.

The Valley lies below Kings Tableland and follows down along the Kedumba Creek (although it is now known as the Kedumba River, for the purposes of this article it is referred to as the Kedumba Creek), to near the junction with the Coxs River. Kedumba Creek rises at Katoomba and flows generally south for about 26km, then east and south again into Lake Burragorang. Early parish maps show it also known as Jamison Valley Creek.

Kedumba Creek crossing

The Valley is bounded by Kings Tableland, Mount Solitary and the Korrowal Ridge, and by Lake Burragorang to the south, and its history is closely tied to that of the Burragorang Valley. The adjoining Jamison Valley to the east also comprises an upper reach of the catchment for Lake Burragorang.

The name Kedumba supposedly comes from an Aboriginal word "gaduu", being the local fern. The "ba" means place of. Therefore, Kedumba means *place of the fern*. However, there are various other interpretations of the origins of the name. Kedumba Creek may first have

been named by surveyor Robert Dixon in 1827-28 during his Burragorang survey, and then the name was perpetuated in 1933 by surveyor WR Govett, who described the creek which flowed down from Wentworth Falls to the Coxs River, as being known by the local people as *Godoomba.* The pronunciation also bears similarity to *Katoomba*, so the use of the word by the local Kanimbla aboriginal group served to identify the area generally.

Kedumba Valley

The histories of the Valleys of Kedumba, Jamison and Burragorang are closely connected geographically, but also in regard to access, settlement and family history. One cannot talk about the one without having regard to the others, and the fate of a large part of the lower valley system was determined when Warragamba Dam was created and most of the history went under water. Luckily much of this history was recorded in both photographs and writing, so a fairly comprehensive account exists of life along the Coxs River and beyond.

Early road down Kedumba Pass

Kedumba Pass in 2010

John Low describes how in the wake of cattle thieves and bushrangers, European settlers moved stock up into the Burragorang Valley from the south from the early 1820s and when the land along the Lower Cox was taken, they then pushed further north into the more isolated and difficult country of the Kedumba and Jamison Valleys until the 1860s when the Kedumba Valley was formally opened up for settlement.

Kedumba Pass links Kings Tableland with Kedumba Valley, 7km south of Boddington Hill. From the first cliff line down the Pass, it was known as the Bushrangers Track or the Goat Track, and was the original track used by the Aboriginal people, and then early settlers into the Valley from at least the 1860s. Earlier access was from Camden and The Oaks into Burragorang, and then Kedumba Pass was enhanced in the 1860s by George Pearce up to McMahon's Lookout, along the rim of Kings Tableland and on to Wentworth Falls. The Bushrangers' Track (the Goat Track), picking its steep and narrow way up the side of the Kings Tableland, was Valley residents' closest access route to the town of Wentworth Falls.

2

Basically a bridle track, packhorses could negotiate it with care and kind weather but, for anything larger, cart or wagon, a long and uncomfortable journey down the valley to Pearce's Creek, followed by a 40 km climb up the *One in Four* or *Jumpback* Road to the tip of the Tableland, was the only alternative.

The old Pass of 1928–1929, which bypassed the worst of the Goat Track, remained in use until a vehicular road was constructed in 1953. The Clearys, who had bought Maxwell's Kedumba property, were concerned for the imminent flooding of part of the Burragorang Valley when Warragamba Dam was completed and created the new road using their own equipment and their own labour.

Kedumba farm ruins

Maxwell property outbuildings

Burragorang Valley and Kedumba Valley have been home to many people from the time of the traditional owners, the Gundungurra, through to the white settlers. Through their endeavours the white settlers worked to clear the land and build dwellings and farming infrastructure, thus driving further afield the first nation peoples. Together those settlers also ran livestock, trapped rabbits, built fences, grew crops, harvested timber, cut fire trails and fought fires in the valley. Flooding of the Burragorang Valley along the Warragamba River from 1948 meant relocation of most of the remaining Aboriginal people up to what is now The Gully at Katoomba at the Kedumba River source. Their further heartbreaking relocation to make way for a motor racing circuit after World War II is well documented on site at The Gully.

Many of the white settlers also moved on to settle in Wentworth Falls, Camden and The Oaks in the early 1900s anticipating the flooding of the Burragorang Valley. From the source at Katoomba to the Cox's River the main early landowners included William James Maxwell in the upper reaches, WT Pearce, Thomas Dawson, AL Bennett, Jas Grundy, WJ Marsden, and George Kill at the river junction. A few of these families are considered as follows:

Billy Maxwell's Hut built 1925

Maxwell family

The most well known settlers were the Maxwells, and their story has been widely documented due to their last remaining dwelling still existing in the Valley. William James Maxwell was the son of two Irish convicts and established his property towards the top end of the Kedumba Valley in about 1860. His father, Thomas, had arrived in the Burragorang in

3

the 1820s and worked for constable Reilly in the Burragorang. Thomas Maxwell had been charged with counterfeiting and transported in 1823. Williams's mother, Elizabeth Osbourne, was transported in 1831 for stealing woollen yarn. Thomas and Elizabeth met soon after this in Sydney and their twin boys were born in 1932 (William James and John Joseph). The Maxwell children - 5 boys and two girls), grew up in Burragorang and at The Oaks. In 1843 Thomas drowned in the Wollondilly River, and three years later Elizabeth married James O'Brien. The twins chose to retain the Maxwell name. William married Mary Anne Thompson and built their home in 1889 or 1890. Unfortunately, this original dwelling burnt down in about 1930.

When Mary Ann died at Wentworth Falls in 1907, she had to be carried home to the valley via this route and then down the length of the Cox to the Catholic cemetery near the Wollondilly. William was buried on his own property when he died in 1914. Following his death, William's son William John Maxwell and his wife Olive took over the management of the farm.

Three generations of the Maxwell family lived and farmed the Kedumba Valley from 1860 up until 1992. During this period they constructed five timber slab huts and a number of utility buildings. Only one of these huts, built in 1925 by William Jnr (Billy), is still standing.
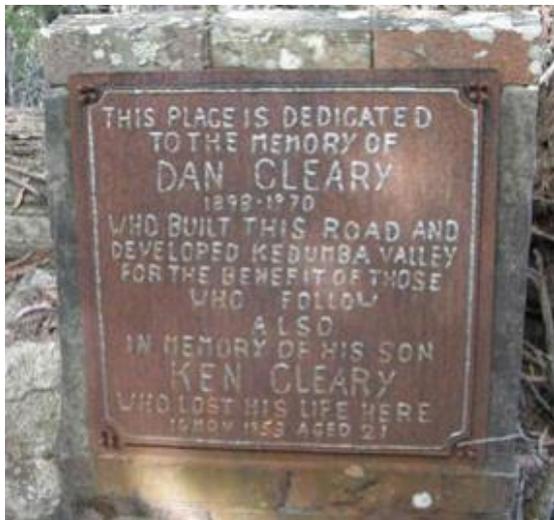
Cleary monument on Kedumba Pass

Grave of William James Maxwell

In 1950, a year before Billy's death, the Maxwell property was sold to the Kedumba Pastoral Company owned by the Cleary brothers of Camden. Cleary's upgraded the Bushrangers' Track into the Valley as previously mentioned above. Unfortunately, Dan Cleary's son Ken was killed three years later while working on the construction work and a memorial was erected at Cleary Memorial Lookout to his memory and to the making of the road.

Les Maxwell stayed on as caretaker for the Pastoral Company and the property eventually passed to the Sydney Water Board in 1992 and then to the Sydney Catchment Authority in 1999. In 2002 the property was absorbed into the Blue Mountains National Park.

The remaining 1925 Maxwell slab hut has been recognized as being of major heritage significance. It was completed in 1925, but expanded from four to six rooms, with a cooking fireplace and new verandahs, which took place in 1926 to accommodate Maxwell's many children. It has been carefully restored for future generations through funding from NPWS.

McMahon family

Another family who came to live in the Valley were the McMahons, for whom McMahon's Lookout on Kings Tableland is named. There is an access road down into the Valley at this point made by William and George Pearce in the 1820s. John McMahon came to the Valley as an assigned servant to one Denis Green, a former convict, in 1824. John had arrived on the lower Cox in 1879 purchasing 170 acres there at Gooler Flats, and some 50 years later his grandsons Thomas and Reg had settled below the lookout at *Strathmore*. May and Tom McMahon were the postmasters for the Cox's River Post Office in the 1880s.

4

Kill family

George Kill was an English migrant who arrived in Australia in 1883, being the son of James Kill and Fanny Furlonger. He was born in 1863 at Arundel in England. In 1900 at age 36 he married Mary Ann Hunt aged 20, daughter of John Hunt and Amelia Pearce. She could trace her roots back to Lower Cox settlers of the 1820s.

Before his marriage George settled in the valley in the 1880s near the junction of Kedumba Creek with the Coxs River. At first, he worked at supervising the floating of logs down the Cox from the higher timber country down to Penrith. He did this until 1907 when a road was constructed to transport the timber, and his work ceased. The family moved to the North Coast for a time following the timber industry, but retained the Kedumba property.

By 1920 he had built the property up to 640 acres and named it Breakfast Creek – part lease, part freehold. After living in a cave overhang for a short while, he built a slab hut, carried out ringbarking of trees and set up stock yards as was the requirement for leasing the property. During his time George kept a record of his daily routine, known as the Kill Diary. Once settled they became fairly self sufficient in food and daily requirements, and George continued his association with the timber industry. They came and went from the Valley from time to time up to Wentworth Falls, particularly Mary Ann for the birth of each of her four children. She also spent time with her parents further down the Valley.

In about 1912 they moved to Macksville on the NSW north coast, living in a cottage/tent, where George worked as a road construction contractor. However, due to lack of work they moved back to Kedumba in 1915. He brought his cottage /tent with him and set it up on a block of land at Wentworth Falls as a temporary home. Tragedy struck one day however, when George was away. A fire engulfed the cottage/tent some time in mid 1915. The older children were outside, and Mary managed to rescue the two younger ones from the burning structure. They were taken to Nepean Cottage Hospital at Penrith and remained there until George's money ran out and he was asked to take them home. This meant down to Breakfast Creek. The children died of their injuries in January 1916 and January 1917. Mary had lost both breasts in the fire and in July 1917 she developed consumption. She was taken to Wentworth Falls but died in the August at age 37 back at Breakfast Creek. A coffin was brought down for her and she was taken back up to Wentworth Falls.

In 1919 George remarried, to Lucy Harris of Rooty Hill, and they lived at Breakfast Creek until 1928. George died in 1935 and Lucy survived him by a further 28 years. They had no children.

George's sons George Arundel (Delly) and Mostyne (Mossie) married and settled further down the Valley along the Cox. The story of the Kill family is of a true pioneering spirit, managing the joys and tragedies of living in such an isolated but captivating landscape. The family remained in the Valley until the 1960s when the Burragorang Valley was flooded by the waters of Lake Burragorang.
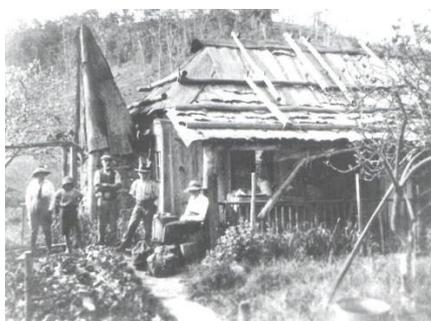
Kill family homestead   *George (2) & Owen Pearce*   *Pearce family homestead*

Pearce family

George Pearce, of convict ancestry and a stonemason, made his way into the lower Cox in the early years of settlement. He had been convicted of house breaking and stealing and was convicted for 7 years in 1817. He was transported to New South Wales, where he lived

in Sydney, being assigned. He set up in a relationship with Ellen (?), with whom he had a son, George, who died young. After he and Ellen separated he went to work for the Macarthurs, where he came upon the stories of the life to be had in the Burragorang. He set off down there in the early 1830s and established a farm. In the Valley he met his future wife Catherine Keefe, and they eventually had several children, one of whom was another George.

It was a hard life for the family and the father's stone work and road making skills were soon put to the test when, together with his son George, he created the track up to Wentworth Falls in order to allow them a shorter route for stock movement, a trip which then took four days. The first route via Camden took much longer.

The Pearce's moved from the Valley up to Wentworth Falls in the early 1900s, perhaps anticipating the flooding of the Burragorang valley by many years, although George's grandson Owen Pearce, was still moving stock up along the track in 1928. Owen Pearce documented much of the family history in *Rabbit Hot, Rabbit Cold* in 1991.

Bennett family

AL (Len) Bennett was the son of Alfred Bennett who had settled on Silverdale Road at The Oaks in 1890, where Len grew up. Alf Bennet also leased land in the Kedumba under the supervision of Tom McMahon.

Subsequently, Len held much of the land from Maxwells down to the Kills property at the Cox's River junction. Originally, he took up a number of blocks between 1903 and 1909. At first he held only the poorer land but was eventually able to take over better land from other surrounding selectors as they passed in their leases or sold them off. Kedumba Creek was his western boundary. The property eventually reached some 1,576 acres, and the family grazed cattle, moving them to and from their property at The Oaks. Len Bennett retained the land until his death in 1942, although in his later years he suffered from failing health and seldom visited the property. In 1944 his wife sold the property to WCC Smith of Katoomba, and then 1952 it was sold to the Kedumba Pastoral Company. Finally in 1992 it was acquired by the Water Board.

Len Bennett is particularly noted as being the mentor to William (Billy) Russell or Werriberri, the last chief of the Burragorang Aboriginal people. Bennett recorded a short biography of Russell's life along with a fine collection of Gundungurra vocabulary and legends. Subsequently, information collected by Bennett was passed on to historian Jim Smith, culminating in Jim's book, *The Aboriginal People of the Burragorang Valley.*

Cleary family

Kedumba Pastoral Co. acquired the Maxwell property in 1951. This company was owned by the Cleary brothers Ken and Bill, the sons of Dan Cleary, who originated in the Camden district. The Clearys did not live on the property but Les Maxwell stayed on in Kedumba as caretaker, managing sheep, cattle, and the wild horses. Some of the free horses, the hairy ones with square heads, were the descendants of the pit ponies from the nineteenth-century coal and shale mines of the Jamison Valley below Katoomba. Les also back then drove a bulldozer, blazed fire trails and assisted in the destruction of what remained visible of his grandfather's slab complex south of Waterfall Creek and its replacement by the Cleary's fibro buildings and their large, new stockyard. The Clearys constructed a new but very steep vehicular road down Kedumba Walls in 1953. Cleary Memorial Lookout is at the top of Kedumba Pass, a memorial to Ken Cleary who died aged 21 in a rock fall while building the road.

But Warragamba Dam was completed in 1960 and the backup of Lake Burragorang cut communications between Camden and Kedumba. This forced the Clearys to upgrade the old Goat Track, the Bridle Track and their 1953 road. They also built a small airstrip about two kilometres south of the main complex. The problems of access and the constraints of the water catchment area made for difficulties in Dan Cleary's relationship with various government bodies. He embarked on substantial clearance of timber along the waterways and after his death in 1970 his surviving son Bill made substantial modifications to the banks of Waterfall Creek and Kedumba River to arrest serious erosion. The main cleared paddock around the Cleary homestead on portion 2 suffered considerable earth-moving in the mid-

6

1970s, clearing valuable rare species. The Sydney Water Board acquired the Cleary property in 1992 and, because it was water catchment, insisted on vacant possession.

Fitzpatrick family

Jack Fitzpatrick (known as Jack Fitz) leased over 4,000 acres between Kedumba Creek and Cedar Creek, to the west across Kedumba Creek from the Kill's homestead.

Conclusion

When looking at maps of the Valleys and of the cliffs, rocky outcrops, tablelands, lookouts and other geographical features from Katoomba through to Wentworth Falls, these families' names have been perpetuated to record their having been a part of history. So even though Lake Burragorang obliterated the homesteads and farms of the people on the lower Cox, their memory remains for future generations to consider.   *Patsy Moppett*

References:
The Maxwells of Kedumba: John Low 2010
The Kills of Kedumba: Jim Barrett 2008
Grave of pioneering Kedumba Valley bushman William James Maxwell given proper tribute: B Lewis, Blue Mountains Gazette, 10th February 2016
'Of the hut I builded': The Maxwells' slab structures in the Blue Mountains of New South Wales": R Ian Jack, Australasian Historical Archaeology No. 27, 2009
Blue Mountains Geographical Encyclopaedia: Brian Fox, Michael Keats OAM, John Fox, 2018
A Brief History of the Township of Wentworth Falls: J Austin, B Craven & Gwen Silvey 2016
A Place Called Weatherboard: Mindah Duvollet 2016
Life in the Burragorang: Jim Barrett 2016
Rabbit Hot, Rabbit Cold: Owen Pearce 1991
Rock fall kills worker on road: Sydney Morning Herald (NSW : 1842 - 1954), Tuesday 17 November 1953, page 3

Food for thought .... Editor's note

With the BMACHO Blue Mountains History Conference pending on 6th May 2023 at Springwood, with a theme of *Blue Mountains Railways*, what better way to whet the appetite than to include some railway stories in this *History* Newsletter! We hope you enjoy the articles provided and are able to attend the Conference. Details are provided later in the Newsletter and we look forward to seeing you there.

The Blue Mountains is a landscape of ridges and valleys, as discovered early on by our founding forefathers, to their dismay. And it took some 25 years for explorers to establish the best route through to the west following the ridges to enable the flourishing colony to expand. Routes were then established to the south and north, and vast new grazing lands discovered.

Hardy settlers then explored for themselves and the innumerable valleys became small centres of farming and mining. Access was largely their biggest issue, and life was isolated and lonely, especially for women and children.

Lithgow lists the Seven Valleys as its latest catch cry – Lithgow, Wolgan, Capertee, Hartley, Kanimbla, Megalong and Tarana, and their tourist campaigns set out the wonders to be had in each of them today, from camping to sightseeing, bushwalking to cycling. Moving into the Blue Mountains proper, there are more valleys to explore – Grose, Jamison, Kedumba and Burragorang.

However, the history of each valley is unique and a testament to the nature of those who first opened them up, and the histories are usually linked as people sought grazing lands and mining opportunities over time. Each valley has its own story to tell, commencing with the first nations people who were displaced in the name of progress. Despite the ravages of isolation, time, bushfires and floods, there are many remnants of occupation and settlement to be found and much has been documented for us to learn more about "*how the west was won*"!

In this issue we look at the Kedumba Valley, often included in the past as part of the Jamison Valley, and the settlement of families along the Kedumba Creek (River). Many of the families of the Kedumba Valley made their way from Burragorang to the upper reaches of the Cox's River catchment around Mt Solitary, and then found their way up to Wentworth Falls and Katoomba.

And as we wind down from another mild summer, and head on into the cooler months, we approach another ANZAC Day with some trepidation, given the happenings in the Ukraine. The experiences being reported from that part of the world bear a striking similarity to the lead up to WWII, and we can only hope that world leaders take serious notice and are able to head off this latest threat to humanity. In writing about air raid shelters in Australia in WWII, it is to be hoped that we will not be subject to those measures and restrictions again, although in saying that we should be vigilant and be prepared to defend our country, whatever it takes.

Air Raid Shelters

As ANZAC Day approaches our minds reflect on those who fell in the defence of our country, those who returned, traumatised and broken, the many others who gave their all, as well as those who waited at home for the return of loved ones.

There are many aspects of war which have been examined over time, each conflict presenting situations that we never could have imagined in our worst nightmares. The loss of life leaves us speechless when we go back into the 18th, 19th and 20th centuries and beyond and realise how destructive man can be and how little regard has been had for human life. It seems the human race has been at war since day one.

Australia is indeed the lucky country as we have been spared the pain of full scale war on our shores. Geography is on our side, with our wide-open spaces, dispersed population and distance from the main theatres of conflict. Even so, we did experience the bombing of Darwin, and submarines in Sydney Harbour, so we could not afford to be complacent and say it will never happen to us.

Once it was realised through WWI and especially WWII that we were vulnerable, the government began taking steps to address the war at home. *History*, the magazine of the Royal Australian Historical Society, in its recent issue in December 2022, presented an article by Gretta Logue in regard to the creation, use and fate of the Hyde Park Air Raid Shelter utilising existing railway tunnel infrastructure. Government had begun to look at options for reuse of many existing structures as air raid shelters, but also gun emplacements were erected along the coastlines and in the vicinity of critical industry to achieve some level

of protection for the people and for vital services, many of which remain, together with heritage listings today!

In August 1941 the National Emergency Services (NES) made it mandatory for …. *the owner of any quarry, business, factory, mine, brick pit, residential or flat building accommodating more than 30 persons at any one time in any one day to provide air raid shelters of an approved and standard type…* Penalties for non-compliance would apply. Plans for new buildings to be constructed had to include provision for air raid shelters. And a blackout for the metropolitan area was set down for the night of September 21st, from 9pm to 10pm, to extend out as far as Blackheath, and along the east of the Great Dividing Range up and down the coast.

In a Government Gazette of September of the same year Raid Precaution Scheme No. 2 was announced, and it included Blue Mountains Shire, Blackheath, Katoomba, and Lithgow Municipalities. It provided for a Chief Warden and Deputy Chief Warden for each area. It also covered sound warnings, obscuring of light, treatment and care of casualties, requisitioning of vehicles and premises for the war effort, and the responsibility of each individual to provide his own domestic shelter.

By December 1941 many thousands of people left Sydney and fled inland, especially European refugees. They sought the safety of towns like Bowral, Mittagong, Katoomba and Bathurst, paying high rents for their efforts. In Leura and Katoomba some North Shore residents took on long leases, "just in case", never occupying the premises, thus depriving others of accommodation and raising rents. Blue Mountains residents had been clearing and furnishing caves in the hillsides for use as shelters if bombing raids occur, to even include electric light sets. Alderman Frank Walford even equipped a deep cave in the mountains, and many followed his example.

Regional towns also were concerned for their communities, and in particular for school children. Many children were sent from the coast to the country to stay with family or friends, parents thinking this would provide a level of safety if the coastal areas were ever bombed. They still needed protection beyond the Blue Mountains and communities stepped up.

When I was a child, my siblings and I lived for a time in a dwelling on the grounds of Camden airport, as my father was a commercial pilot. We really had the run of the fringes of the airfield, and one place we frequently played were the old air raid shelters. I don't think we as children realised what they were, although our parents would have known.

Australia's National Emergency Services (NES) produced a handbook for air raid wardens to advise households on what to do in the event of an air raid. Sirens were installed, shelters dug, and volunteers trained in first aid and firefighting. Australians had no anti-aircraft defences and had to prepare for attack with whatever they had on hand. Volunteer air observers were vigilant, and civilians of all ages practiced concealment. Once again as a child I recall visiting my grandparents in Adelaide in the 1960s and their house retained the dark brown blinds which were required in every home to enable blackout conditions. I had assumed they were there to provide a cool house on very hot Adelaide afternoons (which they did!), but my mother explained otherwise years later.

Many shelters in rural areas were simply dug by hand as simple underground tunnels or mounded over framework to create bunkers. They were dug under buildings and under existing roads and railways, old mining and railway tunnels found a new purpose.

A prefabricated structure was made available to Australians, being the Anderson Air Raid Shelter, created in 1938 at the request of John Anderson, the British Home Secretary and Minister for Home Security for use during the Blitz. Used in Britain and to a limited extent in Australia, the structure was intended to be half-buried in the ground, with the upper half covered in soil. Australian families had to buy the prefabricated, British-designed, Australian-made Anderson air raid shelter, although back in Britain they were issued free. They were named after the British Home Secretary and Minister for Home Security, John Anderson.

9
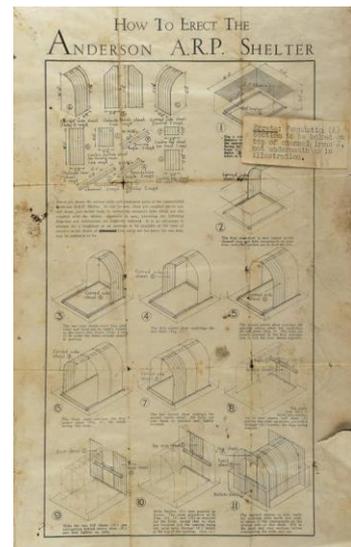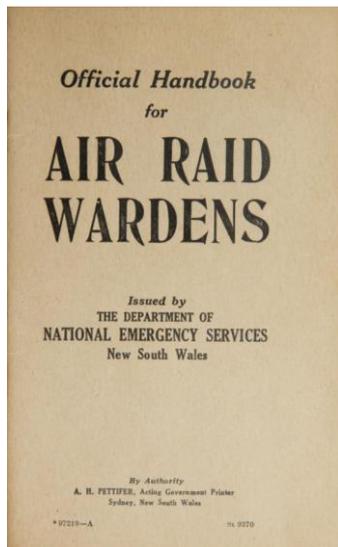
The Anderson air raid shelter Handbook and design

Across NSW there were many instances recorded where air raid shelters were established especially in 1942 after the Japanese attack on Pearl Harbour, and a few are documented as follows. Most are no longer in existance and we certainly hope they will never be needed in the future:

- **Sydney 1941**: in the basement of the Commonwealth Bank in Martin Place, an air raid shelter was constructed made from paper bales 3 foot thick. They were considered more effective than sand bags. It would have accommodated 400 persons! The bales were stacked against the concrete walls of the basement of the building. The bank had sought to establish similar facilities in its other nearby buildngs. They also utilised timber supports to counter the load of any debris that might fall in the event of attack.
- **Paterson 1941**: a local man Mr Bill Ingram built an air raid shelter to protect the town's public school students. It was built of stone walls with a doorway framed in timber. It was dug into the side of a hill and was to protect the children from enemy attack on the adjacent railway bridge. Children were drilled and marched across into the shelter for practice.

Constructing a shelter at Parsley Bay 1941

Paterson shelter

- **Earlwood 1941**: an air raid shelter was dug by hand. It was 12 feet by 12 feet & at least 12 feet deep with concrete render inside. There were 12 concrete steps down to get into it. Each step was 1 foot high. A steel lid covered the whole of the stairwell, which opened with the aid of counterweights with steel cables attached to the lid, running along pulleys. Diagonally opposite the stairs was an escape hatch about 3 feet x 3 feet, to get out if the main door jammed after a bombing.

10

- **Glenbrook 1941**: Blue Mountains Shire Council stated at its meeting in March that the Glenbrook disused railway tunnel could be an ideal air raid shelter.
- **Blackheath 1942:** Blackheath Council agreed to complete slit trenches commenced in the vicinity of the schools and halls being used as temporary schools by voluntary diggers. When they were completed it was intended that future shelters would be dug in the vicinity of the shopping area.
- **Molong 1942**: the air raid shelter at the public school for effective protection of the children and their teachers was completed, with timber sides and a galvanised iron roof. It was paid for by public donations, and built by local men.
- **Oakey Park (Lithgow) 1942**: inspections were carried out on suitable options for air raid shelters by senior members of the community in the Oakey Park locality. The first inspected was the tunnel under the railway at the eastern end of Bells Road, 150 feet long, 8 feet wide and 12 feet high. They also considered a trench out into the park, opening up into a chamber to be covered with sleepers and soil. It was considered that a trench 100 feet long, 4 feet wide and 4 feet high would suitably accommodate the local school children, although some straightening up and clearing up would be necessary. Local people volunteered labour and materials. They hoped that they would be spared the terrors of air raids, but the people of Oakey Park were determined to be prepared.
- **Katoomba 1942**: Mount St. Mary's Convent, Katoomba was built in 1910 for the Sisters of Charity. The building is said to have a 'dungeon' which was to be used as an air-raid shelter in case bombing raids were ever conducted in the Mountains.
- **Lismore 1942**: shelters were constructed in parks, schools and backyards. One constructed in a backyard was 4m x 2.5m and made of concrete. Other similar ones were also constructed, with the entrance facing the west as the Japanese would have attacked from the east. For a similar reason the eastern wall was constructed thicker than the western wall.
- **Hornsby 1942**: All schools were provided with trenches – Hornsby Public School's was where the swimming pool now is.

Railway underpass at Oakey Park   *Shelter at Lismore*

- **Mosman 1942**: The concrete structure at the back of a house was around 3m long and a couple of metres wide, with a round roof and a square entrance. It sits a couple of feet below the ground. And there's no doubt about it – it is solid. They took a hammer to it, but only managed to make a small dent. Mosman may have had more air raid shelters built around World War II than other parts of Sydney because of its proximity to Sydney Harbour. Children used to make a cubby house out of it and now their grandsons play in there – it's a child's thing now.
- **Grafton 1946**: the largest air raid shelter in Grafton, in the grounds of Eversley Guest House was being demolished.It had been built in 1942 and was designed to accommodate 50 persons.It was dug 10 feet deep and stoutly reinforced with timber and galvanised iron.

Many other underground bunkers may lie hidden away even in our own back yards. The nature of them was that they protected and hid people during WWII, and so many are concealed and may now be grown over, built over or simply destroyed. Taking a second look at caves and railway tunnels with the idea of an air raid shelter in mind, new evidence may come to light relating to how they have been used in the past.

Yes, they can be a child's cubby house now, and they were for me even back in the 1960s, but the original purpose struck fear into the hearts of many Australians, that Australia too might have been subject to aerial attack from a foreign enemy.   *Patsy Moppett*

References:
Air Raid Shelter: Blue Mountains Advertiser (Katoomba, NSW: 1940 - 1954), Friday 12 June 1942, p 4

Large Air Raid Shelter demolished: Daily Examiner (Grafton, NSW : 1915 - 1954), Tuesday 26 February 1946, page 2

Paterson air raid shelter a piece of history: Maitland Mercury, Rebecca Berry, 27th February 2015

Paper Air Raid Shelter: Daily Telegraph (Sydney, NSW : 1931 - 1954), Tuesday 16 December 1941, page 5

Air Raid Shelter: Molong Express and Western District Advertiser (NSW : 1887 - 1954), Friday 26 June 1942, page 12

Shelters stand test of time: Daily Telegraph, Richard Forbes 24 January 2011

Paterson Historical Society Inc: Museum News Vol 18 #1 April 2011

Rare Mosman house for sale with bomb shelter in the yard: Domain, Nicole Frost 26th May 2017

World War II: Hornsby Shire Council www.hornsby.nsw.gov.au

Oakey Park prepares for possible raids: Lithgow Mercury 19th January 1942

Air Raid Precautions: Lithgow Mercury (NSW : 1898 - 1954), Wednesday 3 September 1941, page 5

Air Raid Shelter, Glenbrook Tunnel: Nepean Times (Penrith, NSW : 1882 - 1962), Thursday 6 March 1941, page 6

Air Raid Shelters compulsory: Northern Star (Lismore, NSW : 1876 - 1954), Saturday 23 August 1941, page 5

Many Fear Air Raids: Western Star and Roma Advertiser (Qld. : 1875 - 1948), Friday 26 December 1941, page 6

Sir Henry Deane – railway and tramway engineer, and scientist

Sir Henry Deane was a very experienced railway man and scientist, a very informed and innovative engineer not just on a local but international scale and was an expert in the construction of railways for the use of Shay locomotives.

He was born in 1847 in London, son of Henry Deane, chemist and fellow of the Linnean Society, and his wife Jemima, née Elliott. After education in England and then college in Ireland and London, he worked for Sir John Fowler from 1869 on the construction of the East Hungarian railways, and then from 1871 in the shipbuilding yards of the Danube Steam Navigation Company at Altogen.

In 1873 he married a Hungarian, Anna Mathilde Schramb. By 1877 he was working building sugar works in the Philippines, and then in 1880 Deane arrived in Sydney aboard the *Kent*. A month later he was appointed a railway surveyor under John Whitton. From 1881 he worked on a variety of railway projects including the Gunnedah-Narrabri extension, and the construction of the Homebush to Hawkesbury River railway.

After being Inspecting Engineer from 1886, he was confirmed as Engineer-in-Chief for railway construction 1891 after being in an acting role since Whitton's retirement. He was also responsible for the tramways from 1899. He then supervised improvements to the gradients and curves on the western line from Sydney and began to abolish the zig-zags.

In 1894 and in 1904-05, after the abolition of the railway construction branch, he visited the USA and Europe on behalf of GRNSW, studying light railways and tramway systems.

After his wife Anna died in 1881, he married again in 1890, to Mary Lillias Lumsdaine.

He retired in May 1906 and set up his own consulting firm in Sydney, through which he was engaged as a consultant to the Commonwealth Oil Corporation, overseeing the surveying and construction of the Wolgan Valley Railway north of Lithgow from Newnes to Clarence. Among his outstanding innovations was the use of 1-in-25 grades and tight 100 metre

curves on a standard gauge railway designed to use Shay locomotives. The Railway was constructed to serve the oil shale industry at Newnes in 1906-07 which was considered to be an engineering feat of spectacular achievement. On the Wolgan line, Deane's Siding was named in his memory.
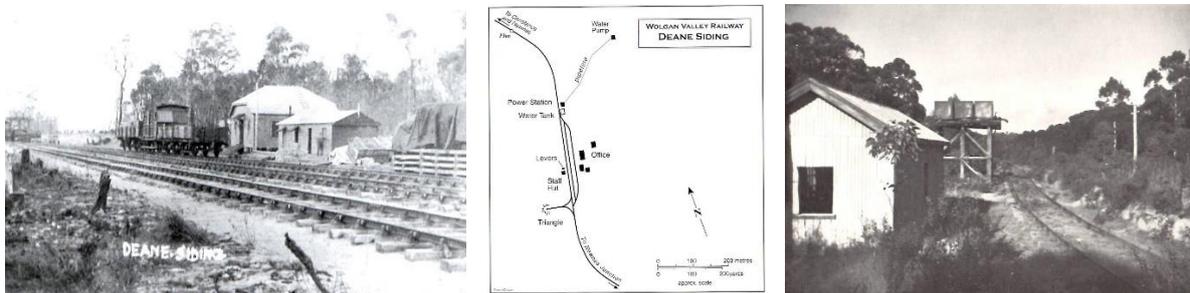
Deane Siding, Wolgan Valley Railway

In 1908 he was appointed consulting engineer for the survey of the transcontinental railway between Port Augusta and Kalgoorlie.

In 1912 he became Engineer-in-Chief for the new Commonwealth railways construction branch, but in 1914 he resigned and then practised as a consulting engineer out of Melbourne. He was then engaged to oversee completion of the construction of the Trans Australia Railway in 1917.

Deane was also an accomplished botanist. He carried out much work on the tertiary fossil flora of eastern Australia, following in his father's footsteps. He published many papers on botany, forestry and palaeontology and made a special study of Australian timbers (*Eucalyptus deanei* and *Leptospermum deanei* were named after him). He also had a particular interest in orchids. His work on tertiary fossil botany was particularly valuable, giving him a high reputation among the geologists of his time.

He was president of the Linnean Society of New South Wales in 1895-96 and 1896-97, and of the local Royal Society in 1897 and 1907, and a fellow of the Linnean, (Royal) Meteorological and Royal Horticultural societies, London. In Melbourne he was a member of the Royal Society of Victoria and was a council member of the Australian Forest League.
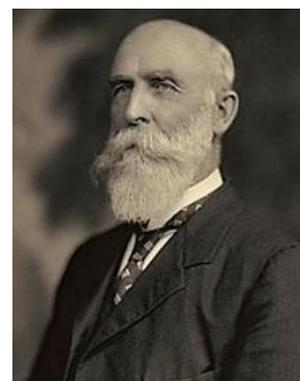
Henry Deane

On 12 March 1924 Deane died suddenly while working in his garden and was buried in Brighton cemetery. He was survived by one son and two daughters of his first marriage, and by his second wife and by their two sons and a daughter. His eldest son Henry James was a distinguished civil engineer and his younger sons served overseas with the first Australian Imperial Force.

The Henry Deane Plaza near Sydney's Central Railway station is named in commemoration of Deane, a fitting tribute as he had put together plans for the station in his capacity as Engineer-in-Chief of Railway Construction. *Patsy Moppett*

References:
The curvaceous north coast railway - surprises around every bend: Part F, Garry Reynolds 2023
Henry Deane (1847-1924): Australian Dictionary of Biography, JD Walker 1981
Henry Deane (engineer): Wikipedia
Shays in the VALLEY: George Hicks and Dennis O'Brien 1999
History of the Township of Newnes: GJ Taylor 1987
The Shay Railways of NSW GH Eardley and EM Stephens 1974
Deane, Henry (1847-1924) Australian National Herbarium 2015

Some early railway accidents on the Blue Mountains line *(Trove)*

Accident on the railway
Empire (Sydney, NSW : 1850 - 1875), Monday 24 August 1874, page 2
A serious accident occurred on the Western Railway line, near the Blue Mountains, about 1 o'clock on Friday. It appears an engine driver to a goods train named Charles Baggs, aged 27, had got on to the step of the engine, for the purposes of looking at some part of the machinery, and when nearing Buss's platform at Woodford, his leg was caught by the platform. The unfortunate man was conveyed to his residence at Penrith. He was brought into town by the quarter to 10 train on Saturday, and admitted to the infirmary. Upon examination by Dr Halkett, his left thigh was found broken. His detention in the institution will probably be for five weeks.

Railway accident in the Blue Mountains
Argus (Melbourne, Vic. : 1848 - 1957), Monday 26 January 1885, page 5
By special wire - from our correspondent
A railway accident occurred yesterday at Lawson station, in the Blue Mountains. Two engines collided while shunting, and three persons were injured. A dense fog prevailed at the time of the collision. While the engine was being put on the siding out of the way, another engine, which was shunting the carriages, struck the tender, and considerably damaged the engine. The carriages were being attached to a goods train for the purposes of taking the passengers by the midday train from Sydney on to Mount Victoria. A man named Coldroy had his eye cut, and also received a severe shaking. Another passenger was much knocked about, as was also a woman named Frost.

Railway Accident on the Blue Mountains
No passengers injured
Age (Melbourne, Vic. : 1854 - 1954), Wednesday 13 February 1889, page 6
By special wire - from our correspondent   *Sydney, Monday*
The midday train from Sydney ran off the line at Blackheath, on the Blue Mountains today. The engine and three carriages were thrown completely over, and much damaged, blocking the line for some time. No persons were injured. The points are supposed to have been tampered with. The accident gang were telegraphed for, and arrived promptly on the scene, and enabled the train to reach Lithgow 3 hours and a half after time. The carriages had a narrow escape from going over the embankment.

A Train Mystery - the Lithgow Plot
The Lithgow Plot was a supposed assassination attempt of Queen Elizabeth II on 29th April 1970 at Lithgow, while she was undertaking a royal tour of Australia. The Queen and her husband Prince Philip, Duke of Edinburgh travelled from Sydney across the Blue Mountains on the Commissioner's train on a trip from Sydney to Orange on the couple's State visit. Although no one was apprehended for the incident, the matter was documented as if it were carried out by a gang, and their intention was to kill the Queen and Prince Phillip.
At a winding cutting near Cooerwul on the edge of Lithgow, a log was apparently placed across the railway tracks after dark and wedged into place. It was meant to de-rail the train

Queen Elizabeth and Prince Phillip in Australian 1970

and, if it did, the loco would have smashed into an embankment. It failed because, at the time, the advance train was travelling unusually slowly when it struck the blockage, though it still slid for 200 metres before coming to a stop, and the royal couple were apparently unaware anything untoward had happened. A security sweeper train had been through an hour before the Queen's train to check the line but at that time it was clear.

A few days later a closed meeting was held between the police and the local newspaper editor, and it was agreed that as a matter of national security nothing would be published. This purportedly hampered the investigation attempt because people interviewed either couldn't or wouldn't speak about what had taken place, and police could not explain exactly what they were investigating.

However, the incident was finally publicized in January 2009! Police investigations had included an inquiry into possible links with an earlier incident when detonators were placed in the path of the royal train as it approached Blackheath, so the Lithgow Mercury newspaper reported later.

At that point, Buckingham Palace declined to comment on the issue but has said that a diary of the trip has shown no record of the train hitting a log. NSW Police's only comment was that "*the incident certainly happened*", but they were "*no longer actively investigating*" the matter.

Even when publicized in 2009, many did not believe the story, not knowing if it was a deliberate plot against the Queen, or just a "random act of vandalism", or perhaps never happened at all. The incident therefore remains somewhat of a mystery!   *Patsy Moppett*

Vale Henk Luf
(Hendrik (Henk) Martinus Luf)

The Blue Mountains community recently lost an outstanding and much loved railway and motoring enthusiast in Henk Luf, due to a short battle with COVID.

Henk has been known through his association with the Valley Heights Locomotive Depot Heritage Museum (VHLDHM), where he ran a wide selection of Australian and overseas HO scale railway models, served on committees and as a volunteer on open days.

Henk (left) with David Barrington 1983

Henk at VHLDHM in the cab of 4601

Henk was born in the Netherlands in 1945 where as a young man he obtained a PhD in Transport Planning, Design and Engineering at Amsterdam University. His early history in Australia was as a transport journalist with Fairfax Media, writing and broadcasting about the

15

motoring world. He was also a volunteer with the NSW Rural Fire Service. Through his Facebook page, he had maintained a regular commentary on transport issues, writing about cars, trucks and bikes.

Henk was a motoring tragic and confessed to the *Motoring Review, Consumer Magazine* in 1983 that people who wrote about motorcars were indeed mad! That year he set out with David Barrington to travel around Australia in a Suzuki Hatch to prove that small vehicles were strong and fuel efficient and not just town toys. The 16,000km trip proved his point through a variety of weather and geographical conditions and was completed in 12 days. The current Chairman of VHLDHM has expressed the group's sentiments:

"It's so sad that we have lost our great friend in Henk. I spent many happy times at the Museum with Henk who was always most cheerful and generous. Rest in peace mate! You are missed"

PLEASE NOTE THE CLOSING DATE FOR ARTICLES AND NOTIFICATIONS TO THE EDITOR FOR THE MAY-JUNE 2023 ISSUE OF *HERITAGE* is Wednesday 26th April 2023

Community events & updates

BMACHO Annual General Meeting

The BMACHO AGM is to be held on **March 18th 2023** at 10.00am in the Seminar Room, Blue Mountains Historical Society, 99 Blaxland Road, Wentworth Falls.
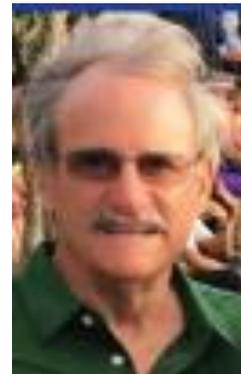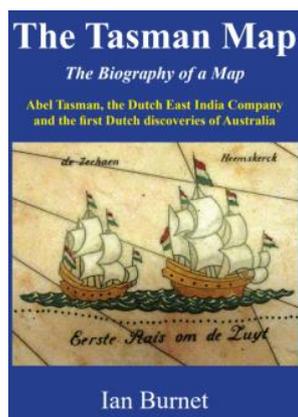
Ian Burnet's The Tasman Map - *Abel Tasman, the Dutch East India Company and the first Dutch discoveries of Australia*

Following the Meeting we will have morning tea, followed by guest speaker, **Ian Burnet** who will give a presentation on the history of the first map of Australia **'The Tasman Map'**. Every visitor who passes through the vestibule of the Mitchell Library stops to admire the magnificent marble mosaic of the Tasman Map which fills the entire vestibule floor. Ian has written a book about Abel Tasman, the Dutch East India Company and the first Dutch discoveries of Australia.

Visitors are always welcome at the Meeting!

Please advise attendance for catering purposes: bmacho.heritage@gmail.com

Lithgow & District Model Railway Club Inc

For some fascinating model railway fun, visit the Lithgow Model Railway at Eskbank Station, Inch Street, Lithgow.

The venue is open every Saturday from 10am to 4pm. Entry fees are Single $5, Family (2 adults, 2 children) $10.

For further information contact Warren Lloyd: 0414 403 559

National Trust Australian Heritage Festival 2023
The theme this year is Shared Stories, and it invites organisers to share the stories of our natural, cultural built and Indigenous heritage, and encourages the community to build connections through the contribution of their own rich and diverse stories along the way.

Everyone is welcome to register events that fall within the festival dates and align with the theme, from local councils, community groups, galleries, museums, historical and literature societies, libraries and universities. This might include a walking tour, leading a guided tour of an historic place, hosting a talk, putting on an art or photography exhibition. Organisers are encouraged to provide opportunities for the community to actively engage in heritage, uncover untold histories and reflect on the stories that shape our future. Festival attendees are invited to be curious about our shared histories and tales of people, place and culture so that together, Australians might share more stories and connections than ever before.
The key dates for NSW are as follows:
- February 2023: The Australian Heritage Festival website goes live.
- Monday 3rd April 2023: Registration closes.
- Monday 10th April 2023: Australian Heritage Festival opens in NSW.
- Sunday 14th May 2023: Australian Heritage Festival closes in NSW.

Visit the event organisers' webpage for more information, including downloads, toolkits and checklists. This outlines the registration criteria and what support you will receive from the National Trust. When you have your event organised, you're ready to register your event. There is no fee for registering your event with the Australian Heritage Festival.
By registering you can expect:
- A dedicated listing on the Australian Heritage Festival website which attracts hundreds of thousands of visitors each year looking for heritage events near them (signature events or events with 'something special' will receive additional support).
- Social media promotion.
- Exposure through PR campaigns promoting the Australian Heritage Festival through broadcast, print, and online media.

For registration and information go to: https://www.nationaltrust.org.au/ahf/before-you-apply/

AUSTRALIAN HERITAGE FESTIVAL

EXHIBITION

'A Moment in Time'

Hartley Historic Site – April and May 2023

Official Opening

In a joint undertaking between the National Trust and the National Parks and Wildlife Service, the award winning exhibition 'A Moment in Time' will be opening as a display at the Hartley Historic Site during April and May 2023 as an element of the Australian Heritage Festival . The exhibition provides a focus on the Hartley Valley, the original custodians, the first Europeans, the road makers that followed and the settlers that came to call it home.

Join us at the opening on Saturday 1st April at 11am to hear noted historian Paul Brunton's commentary on the heritage significance of the Hartley Valley. Paul Brunton AOM, Emeritus Curator of the State Library of New South Wales, has led a life dedicated to the history of Australia and is widely respected across the heritage community. He has published and curated exhibitions covering many facets of our colonial history.

Save the date: Saturday 1st April, entertainment from 10.30 for the official opening at 11am. Coffee cart from 10am.
Reserve a free seat by booking at https://www.trybooking.com/CFLJC

Where: Hartley Historic Site - Corney's Garage

Getting there: Located in Hartley Historic Site just off the Great Western Highway near the Jenolan Caves Road turnoff.

Exhibition Access: 1st April—28th May 2023 10am-1pm, 1.30pm-4pm daily, closed Mondays
Admission : Adults gold coin donation. (Accompanied children free).

NATIONAL TRUST

A joint undertaking between the National Trust (NSW) and the NSW National Parks and Wildlife Service supported by The Western Crossings Trust the Hartley District Progress Association and the Mt Victoria Historical Society

Grant Funding

Susan Templeman, Federal Member for Macquarie, has advised that expressions of interest in regard to Round 8 of the popular *Stronger Communities Program* are now being called for! This grant funding is aimed at community groups and not for profit organisations, for small projects that can be delivered within 6 months. Projects should be aimed at infrastructure and equipment that will deliver social benefits to our local communities.

Your grant request must be between $2,500 and $20,000. In this round, $150,000 will once again be available for up to 20 projects in the Hawkesbury and Blue Mountains, and again community groups will not be required to match the funding they are applying for. This will allow groups to complete much-needed projects that will benefit the community without the pressure of finding extra funding in what has been an extraordinarily difficult period, with fundraising options having been limited for a number of years.

Past recipients have used their funding for playground upgrades, community garden equipment, roof repairs, toilet facilities, lighting, and kitchen fitouts.

Expressions of Interest must be submitted by **5pm on Friday 10th March 2023**.

Eligibility criteria and grant guidelines can be viewed at:

https://business.gov.au/grants-and-programs/stronger-communities-programme-round-8

Please submit your Expression of Interest to Susan's website: Susan Templeman - Federal Member for Macquarie > Stronger Communities Grants – Susan Templeman MP.

If you have any questions, please feel free to get in touch with her office on 02 4573 8222 or via email on susan.templeman.mp@aph.gov.au

Blue Mountains Association of Cultural and Heritage Organisations (BMACHO) Bi-annual Blue Mountains History Conference 2023

Reminder: The BMACHO Bi-Annual History Conference on *6th May 2023* is to be held at the Springwood Sports Club, which provides onsite parking and has close access to the railway station for travellers.

Hazelbrook Station 1917

Valley Heights 1932

It will be held on Saturday 6th May 2023, from 9.00am to 5.30pm at the Springwood Sports Club, 83 Macquarie Road, Springwood, which has close railway station access.

The theme is *Blue Mountains Railways*. Speakers and their topics can now be confirmed as follows:

- Phil Hammon: The Ian Jack Address – *Steam, Rails and Rope.*

- David Griffiths: *The Richmond to Kurrajong Pansy Line.*
- Doug Knowles: *Roads, Rails and Bridges,* Glenbrook.
- Greg Bourne: *The journey to reopen the Oberon-Tarana Branch Line as a tourist facility.*
- Carolynne Cooper: *Collecting Railway History.*
- Mark Langdon: *Hartley Vale Railway Station.*
- Mike Pensini and Keith Ward: *The fastest milk cart in the west!*
- Kate O'Neill: *...an old luggage train wuff wuffing along up-hill and taking my mind.*

The cost is $80 for the full program, including morning tea, lunch and afternoon tea, and accommodation is readily available in Springwood and surrounding areas.
For more information, contact committee@bluemountainsheritage.com.au
Regular emails will be sent out to the BMACHO email database to advise on the event.

Bookings are now OPEN!!!!!

Mount Wilson & Mount Irvine Historical Society
The Mount Wilson & Mount Irvine Historical Society advise Members and friends that they are holding their annual general meeting for 2022 (deferred) on Saturday 18th March 2023 in the Mount Wilson Village Hall from 10.30am to 12.30pm. This meeting was scheduled to be held last November but again had to be deferred due to the early part of 2023.
Members and guests at the 2021 AGM meeting held in March 2022 provided some wonderful ideas about how the society could move forward but as in recent years, putting these into effect with the enduring impacts of covid, seemingly relentless natural disasters and their limited volunteer resources, has left many of these ideas regrettably unrealized. However, 2023 is a new year!

The society continues to face many challenges in upholding their commitment to maintaining the Turkish Bath Museum. This includes manning the roster on opening days, maintaining the museum building and the huge cost increases in insurance.
On a positive note, the **Mt Wilson Village Walk Project** is nearing completion. This has involved building an online application with an historical narrative complete with images for each designated historical building and location in Mt Wilson. The Society extends deepest thanks to Peter Resanceff and the committee who have made this wonderful vision a reality. The historical archive, though secure in its refurbished premises, will be even more so when the records are digitized. This is a project that they hope to move forward with this year.
Your attendance and support at the coming meeting would be most welcome as would any ideas you may have to share on suggested future events, fundraising and the society and its future.   *Malcolm Reynolds, President*
Inquiries to: malcolmreynolds1961@gmail.com

Greater Blue Mountains Heritage Trail Update
BMACHO continues to promote the Greater Blue Mountains Heritage Trail and members' upcoming events. The last of the 2019 brochures can still be collected at participating

venues and Visitor Information Centres. The brochure is currently being reviewed and is due for reissue in 2023.

Reminder: It should be noted that due to a number of reasons such as Covid, fires and floods, some of the venues displayed on the current brochure may no longer be available. Two in particular are the Leuralla NSW Toy and Railway Museum at Leura and Ambermere Restaurant at Little Hartley.

It should also be noted that Blue Mountain Education and Research Trust (BMERT) have changed their website and email address and although this cannot be updated as yet on the brochure, it has been updated on the Trail website (see below).

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

Lest we Forget