Pulpit Hill [1813-2013]:
# A Nomination for Heritage Recognition.

~

…Long a valued resting place by Australia's earliest pioneers

Long lost to nearby progress

Eternally a celebration of our Australian heritage.

The Explorers' Tree, Katoomba, 1886
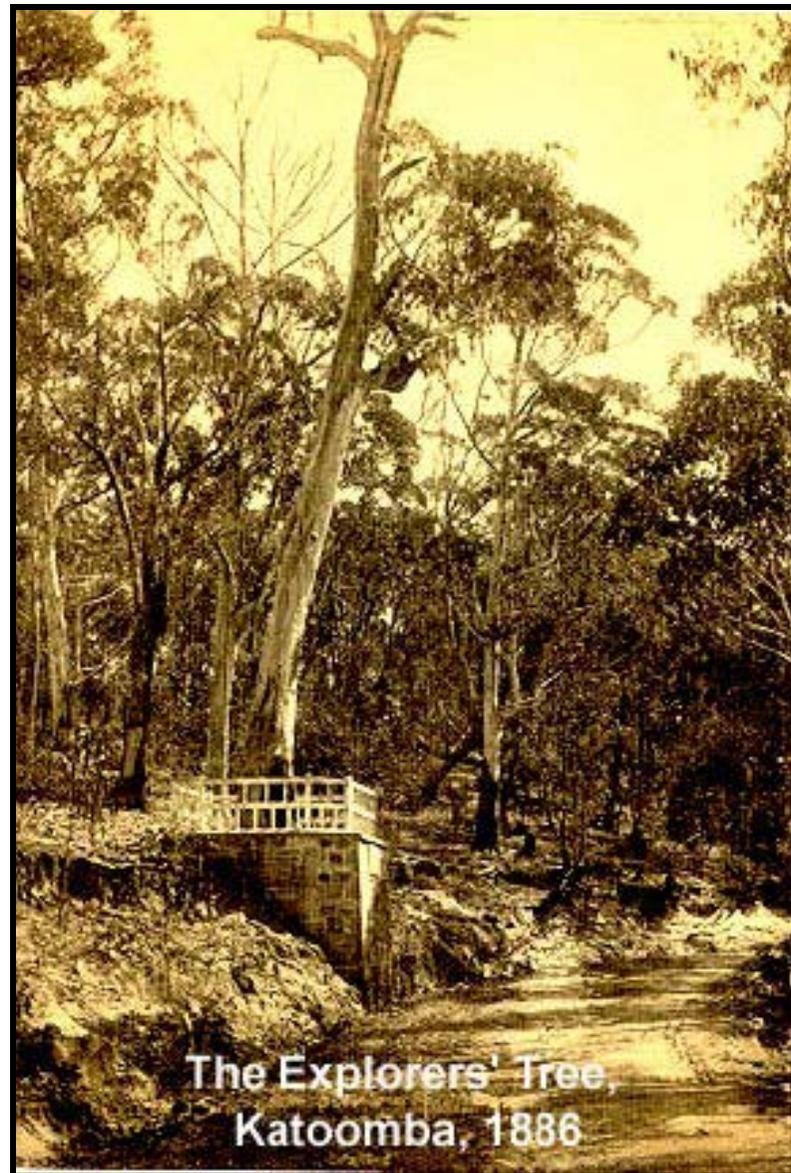
Heritage Nomination
To
The State Heritage Office of NSW
Parramatta

Submitted Monday 1st August, 2011

Pulpit Hill [1813-2013]

"Reserved as a resting place" for travellers crossing the Blue Mountains since 1813.

Nominator:

Dr Jim Saleam
The Australia First Party
PO Box 593
Rockdale NSW 2216

Date of Nomination:

Monday, 1st August 2011

Delivered in person by Dr Jim Saleam to Bill Nethery, Heritage Office of New South Wales, 3 Marist Place, Parramatta.

Distributed Copies of this Nomination

(As a protected PDF document on CD)

1. Jim Saleam, Australia First Party

2. Bill Nethery, Heritage Office of NSW

3. Christo Aitken, Blue Mountains Council

4. John Low, Leura

5. John Merriman, Blue Mountains Council

6. Tom Colless, Leura

7. Bill Evans, Woodford

8. Glenn Humphreys, Pulpit Hill

9. Herman Kozelj, Pulpit Hill

10. Chris Neaves & John Burton, 'Springvale', Pulpit Hill

11. Blue Mountains Historical Society

12. The Mitchell Library, Sydney

13. National Library of Australia, Canberra

14. Jack Austin, Bowenfels

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Executive Summary

This heritage nomination proposes that the contiguous land parcels clustered on Pulpit Hill (Blue Mountains) which are situated on land owned by Blue Mountains City Council, be collectively protected under New South Wales heritage curtilage entitled the 'Pulpit Hill Heritage Precinct' (Pulpit Hill). Pulpit Hill is of historical, cultural and archaeological significance to the State of New South Wales and indeed to the Australian nation by virtue of its association with milestone events that shaped Australia's formative history.

In this heritage nomination we identify nine individual items of important heritage significance situated on Pulpit Hill. Individually and collectively they uniquely provide a unique cluster of important historical value to Australians. Pulpit Hill has traditionally been regarded as a resting place for the first explorers and followed by the many Australian pioneers who crossed the once impassable Blue Mountains in the quest for pastoral fortune in Australia's wild interior.

Individually the identified relics and sites of Pulpit Hill included in this heritage nomination comprise the following:

1. **1813 Explorers' Marked Tree**

2. **1815 Cox's Line of Road (section)**

3. **19thC Convict Pit (one of 7 between Pulpit Hill and Mount Boyce)**

4. **1822 grave of convict Edgard Church**

5. **1822-26 William Lawson's 'Mountains Road'**

6. **1833 The Poor Man (inn site)**

7. **1860s Railway Alignment with sandstone culverts**

8. **1860s Pulpit Hill Police Station & Lock Up (sites)**

9. **1884 Six Foot Bridal Track (at Pulpit Hill)**

Pulpit Hill has been repeatedly recognised as a '**resting place'** for travellers crossing the Blue Mountains since the three explorers Gregory Blaxland, Lieutenant William Lawson and William Charles Wentworth first successful crossing in 1813.

Following in the footsteps of these explorers, Governor Lachlan Macquarie named Pulpit Hill on 28th April 1815 during his exploratory journey in search of arable country to support the new colony.

Australia's first inland road constructed over the Blue Mountains between 1814 and 1815, the Cox's Line of road, followed closely the route taken by these three explorers, and kept strictly to the ridgeline, passing over the summit of Pulpit Hill. Over subsequent years, Pulpit Hill was reserved as a 'resting place' for travellers and stock. Pulpit Hill was the site of the first building, the' Poor Man Inn'; long before nearby Katoomba was founded or even had a building. Pulpit Hill was the first stop for travellers heading west across the Blue Mountains after the Weatherboard inn in the locality now known as Wentworth Falls.

"In those days the area was virgin bush, but the highest point, a scrubby, rocky outcrop, had been named Pulpit Hill in 1815 by Governor Macquarie while on his epic journey over the Blue Mountains."

What makes Pulpit Hill of special historical significance is that collectively, these relics and sites in their own way, both in actual terms and symbolically, are associated with significant events in Australia's pioneering history and that they are within close proximity of each other. The Pulpit Hill has both state and national significance due to its unique combination of significant landscape feature, potential archaeological site, and exemplifies evolutionary phases in various aspects of Australian history, namely exploration, land settlement and the growth of Australian society.

This precinct has a strong interrelationship between its composite heritage items and the setting which reinforces the quality of each.   An important attribute of this precinct is that it the many heritage relics and sites are clustered together within a relatively small area. The curtilage of this cultural landscape is essentially definable along either side of the original Cox's Line of Road at Pulpit Hill.   Individually and collectively these relics and sites provide a rich cultural landscape in a unique spatial cluster that are each directly associated with historical events that have been important in defining and shaping the nation's history.

The historical context of this precinct provides a framework covering a number of State historical themes. The Explorers' Marked Tree is symbolic of a key stage in Australia's colonial history and falls under the State historical themes of Exploration and Peopling the continent. The recent confirmation of the grave of the convict Edgard Church of 1822 and the presence of the Convict Pit are little know and yet Australian convict sites of historical significance and fall under the State historical themes of Convict and Death. The 1815 Cox's Road, Lawson's 1826 Deviation, the 1860s railway alignment and associated sandstone culverts fall within the Transport theme. The resting and speech by Governor Lachlan Macquarie in 1815 at Pulpit Hill falls within the State significant theme of Significant Persons. The site of the The Poor Man (inn) and its association with writer Louisa Meredith and poet Henry Lawson falls within the State historical themes of Significant Persons and Pastoralism. The Police Station and lock up site and associated convict breakout and accidental shooting of Constable Madden in 1867 fall within the recognised State historical themes of 'Law and Order' as well as 'Death'. The mayoral ceremony for Hitchens Cooee's at Pulpit Hill in November 1915 was as special event associated with 'World War I' and falls within the State historical theme of 'Significant Events'.

No other place in Australia contains such a rich cluster of Australian heritage representative of such an early period and of such significance as Pulpit Hill. Yet for whatever reasons, Pulpit Hill has seen progress pass it by and been in many ways forgotten.

Additional items of historical significance, but not yet identified, may well exist within this precinct. Each of these items is described and substantiated separately as part of this nomination. These items, in their own right, are inexorably connected to this geographical place that is commonly referred to as 'Pulpit Hill' and, by their nature and their historical association, they are immovable. These items, despite their varying degree of intactness and physical evidence, provide a rare intangible association with the past. Consideration should therefore be given to their intangible heritage value to Australia's history. Just as traces of the original Eureka Stockade at Ballarat in western Victoria have long been obliterated, this in no way diminishes the important value of the Eureka Stockade site to Australia's historical. As such it is included as one of eleven places on Australia's heritage list.

It is understood that no formal historical or archaeological survey or study of these items/sites or the precinct has ever been undertaken and so it is strongly recommended that this be commissioned jointly by the NSW Heritage Office, Blue Mountains City Council and the Australian Heritage Council as a matter of urgency before valuable evidence is lost due to pending land use development posed by housing or highway widening. It is also recommended that the precinct actively conserved under a conservation management plan and that studies by undertaken to provide for appropriate historical and cultural interpretation for future generations.

Section A: Nominated Place

1. Name of Place:

'Pulpit Hill Heritage Precinct'

Current name and since 1815:   'Pulpit Hill'

2. Location:

The following contiguous addresses are included within this Pulpit Hill nomination:

I.   386 Great Western Highway
II.   388-394 Great Western Highway
III.   396 Great Western Highway
IV.   398 Great Western Highway
V.   400 Great Western Highway
VI.   402 Great Western Highway
VII.   404 Great Western Highway
VIII. 406 Great Western Highway
IX.   408 Great Western Highway
X.   2-6 Nellies Glen Road
XI.   3 Nellies Glen Road
XII.   5-11 Explorers Road
XIII. 14 Explorers Road
XIV.   18 Explorers Road

All these addresses are situated at **Katoomba New South Wales 2780**.

Area/Item	Name of Heritage Item	Ownership Details
Precinct	Pulpit Hill Heritage Precinct	Blue Mountains City Council, comprising the following precinct items below:
Precinct-Item 1	Explorers' Marked Tree	Blue Mountains City Council 'Explorers Tree' Parcel Address: 386 Great Western Highway KATOOMBA NSW 2780 Subject Lot/Sec/DP : L 1 DP 10148 LEP Zoning: Council Community Land [BMCL00]
Precinct-Item 2	Cox's Line of Road (Pulpit Hill)	Passes through contiguous land titles, including some recently acquired by Blue Mountains City Council through a NSW Government environmental conservation grant. Blue Mountains City Council titles: In order from south to north as follows: Parcel Address 1 376-380 Great Western Highway, KATOOMBA NSW 2780 Subject Lot/Sec/DP : L 100 DP 839530 LEP Zoning: Council Community Land [BMCL00] Parcel Address 2 'Explorers Tree', 386 Great Western Highway, KATOOMBA NSW 2780 Subject Lot/Sec/DP : L 1 DP 10148 LEP Zoning: Council Community Land [BMCL00] Parcel Address 3 2-6 Nellies Glen Road, KATOOMBA NSW 2780

Area/Item	Name of Heritage Item	Ownership Details
		Subject Lot/Sec/DP : L 34 DP 10148 LEP Zoning: Council Community Land [BMCL00] Parcel Address 4 388-394 Great Western Highway, KATOOMBA NSW 2780 Subject Lot/Sec/DP : L 5 DP 10148 LEP Zoning: Council Community Land [BMCL00] Parcel Address 5 396 Great Western Highway, KATOOMBA NSW 2780 Subject Lot/Sec/DP : L 6 DP 10148 LEP Zoning: Council Operational Land [BMCCOL] Parcel Address 6 398 Great Western Highway, KATOOMBA NSW 2780 Subject Lot/Sec/DP : L 7 DP 10148 LEP Zoning: Council Operational Land [BMCCOL Parcel Address 7 400 Great Western Highway, KATOOMBA NSW 2780 Subject Lot/Sec/DP : L 8 DP 10148 LEP Zoning: Council Operational Land [BMCCOL Parcel Address 8 402 Great Western Highway, KATOOMBA NSW 2780 Subject Lot/Sec/DP : L 9 DP 10148 LEP Zoning: Council Operational Land [BMCCOL Parcel Address 9 404 Great Western Highway, KATOOMBA NSW 2780 Subject Lot/Sec/DP : L 10 DP 10148 LEP Zoning: Council Operational Land [BMCCOL Parcel Address 10 406 Great Western Highway, KATOOMBA NSW 2780

Area/Item	Name of Heritage Item	Ownership Details
		Subject Lot/Sec/DP : L 11 DP 10148 LEP Zoning: Council Operational Land [BMCCOL Parcel Address 11 408 Great Western Highway, KATOOMBA NSW 2780 Subject Lot/Sec/DP : L 12 DP 10148 LEP Zoning: Council Operational Land [BMCCOL

Area/Item	Name of Heritage Item	Ownership Details

Precinct-Item 3	Convict Pit	Exact location is uncertain, but believed to be situated on private land at
		    Parcel Address : 11 Explorers Road, KATOOMBA NSW 2780
		    Subject Lot/Sec/DP : L 67 DP 10148

Precinct-Item 4	Convict Grave	Blue Mountains City Council
		
		    'Convict Grave Site'
		    Parcel Address: 3 Nellies Glen Road, KATOOMBA NSW 2780
		    Subject Lot/Sec/DP : L 72 DP 10148
		    LEP Zoning: Council Community Land [BMCL00]
		
		    "With regard to the convict grave, the site is in the ownership of Council and has been zoned "Special Uses" Historical, and therefore will be preserved for the future. There have been no proposals to provide better access to the grave site, but this will be examined when the Scheme is Gazetted together with the construction of parking space. Unfortunately, Council is not in a position to advise on to the authenticity of the graves, but is prepared to accept them as an existing fact and is interested in preserving them." [1]

Precinct-Item 5	William Lawson's Mountain Road (Pulpit Hill)	Remnant sections pass through multiple land titles owned by Blue Mountains City Council: Blue Mountains City Council Parcel Address 1: 3 Pulpit Hill Road, KATOOMBA NSW 2780 Subject Lot/Sec/DP : L 27 DP 10148 LEP Zoning: Council Community Land [BMCL00] Parcel Address 2: 406 Great Western Highway, KATOOMBA NSW 2780 Subject Lot/Sec/DP : L 11 DP 10148 LEP Zoning: Council Operational Land [BMCCOL]

Area/Item	Name of Heritage Item	Ownership Details
		Parcel Address 3: 408 Great Western Highway, KATOOMBA NSW 2780 Subject Lot/Sec/DP : L 12 DP 10148 LEP Zoning: Council Operational Land [BMCCOL]
Precinct-Item 9	Six Foot Bridal Track (at Pulpit Hill)	Blue Mountains City Council

3.   Extent of Nomination

Curtilage (Map of Nominated Placed

(Shown by blue boundary)

Source of Map: *NSW Dept. of Lands Topographical map 'Katoomba 8730-N'*

Location of items associated with the 'Pulpit Hill Heritage Precinct':
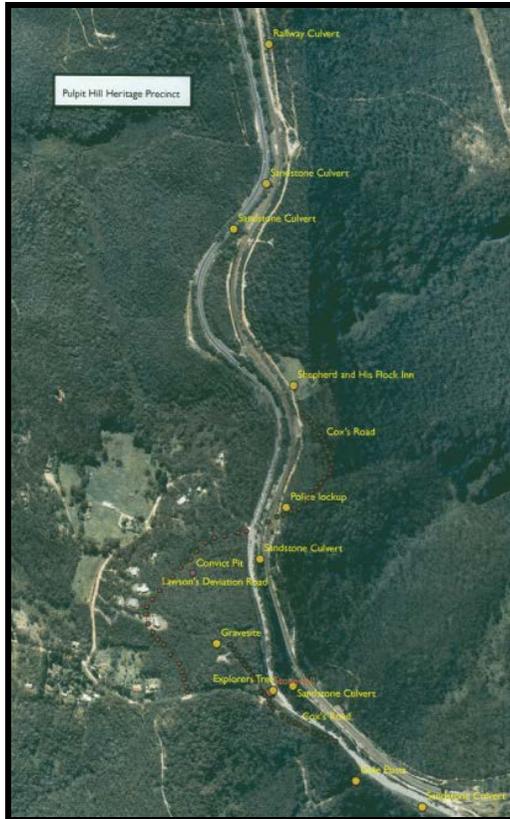
Satellite Photo of Pulpit Hill 2007
(Click image and drag boundary to enlarge)

Boundary Description

The proposed Pulpit Hill Heritage Precinct is situated at Pulpit Hill, which is located about one kilometre west of the township of Katoomba in the Blue Mountains of New South Wales.

The curtilage of this nomination is for the eastern boundary to run along the western side of the Great Western Highway including the complete contiguous land parcels from 2-6 Nellies Glen Road, then those land parcels north including 376-380, 386, 388-394, 396, 398, 400, 398, 400, 402, 404, 406, 408 Great Western Highway Katoomba, as well as #3 and #5-11 Nellies Glen Road. Collectively, these land parcels comprise the eastern crest of the land feature that is known as 'Pulpit Hill' as well as the eastern approach that includes a section of Cox's Road. The rationale is that this land follows Cox's Road as its central line over Pulpit Hill extending the curtilage to incorporate the Convict Grave, Lawson's Mountain Road and logically in line with the existing land parcel boundaries.

In selecting this boundary, careful consideration has been given to ensuring that the prospect of heritage nomination is a pragmatic and feasible one.

The boundary follows existing lot boundaries and **lies wholly within congruent land parcels owned by Blue Mountains City Council,** which up until relatively recently were zoned collectively as 'community land'. All the land parcels comprising the proposed heritage precinct are characterised as natural bushland. All listed items individually and collectively contribute to the precinct's state heritage significance.

The current Council zoning of all land parcels comprising the proposed Pulpit Hill Heritage Precinct under Local Environment Plan 1991 (see map below) are:

1. '**Land Between Towns**' which assigns the objective of the land being to protect the natural bushland buffer zones between towns, to avoid ribbon development and to conserve and enhance the views and vistas of natural bushland obtained from the Great Western Highway and the Great Western Railway, public places, lookouts and areas within the Blue Mountains National Park.

2. '**Water Supply Catchment**' which restricts land use development to meeting strict Sydney Catchment Authority rules including stormwater runoff and the provision of water and sewerage facilities.

Zoning of the precinct is also divided almost equally between the following zonings:

1. '**Bushland Conservation**' requiring conservation of the natural bushland character of the landscape, minimise the visual impact of development on the landscape, and to provide only for development that utilises and retains the natural bushland on the site as an important feature of the development.

2. '**Environmental Protection**' protecting environmentally sensitive land and areas of high scenic value in the City from development, to provide a buffer around areas of natural ecological significance, to restrict development on land that is inappropriate by reason of physical characteristics or high bushfire hazard, and to encourage the restoration of disturbed bushland areas.
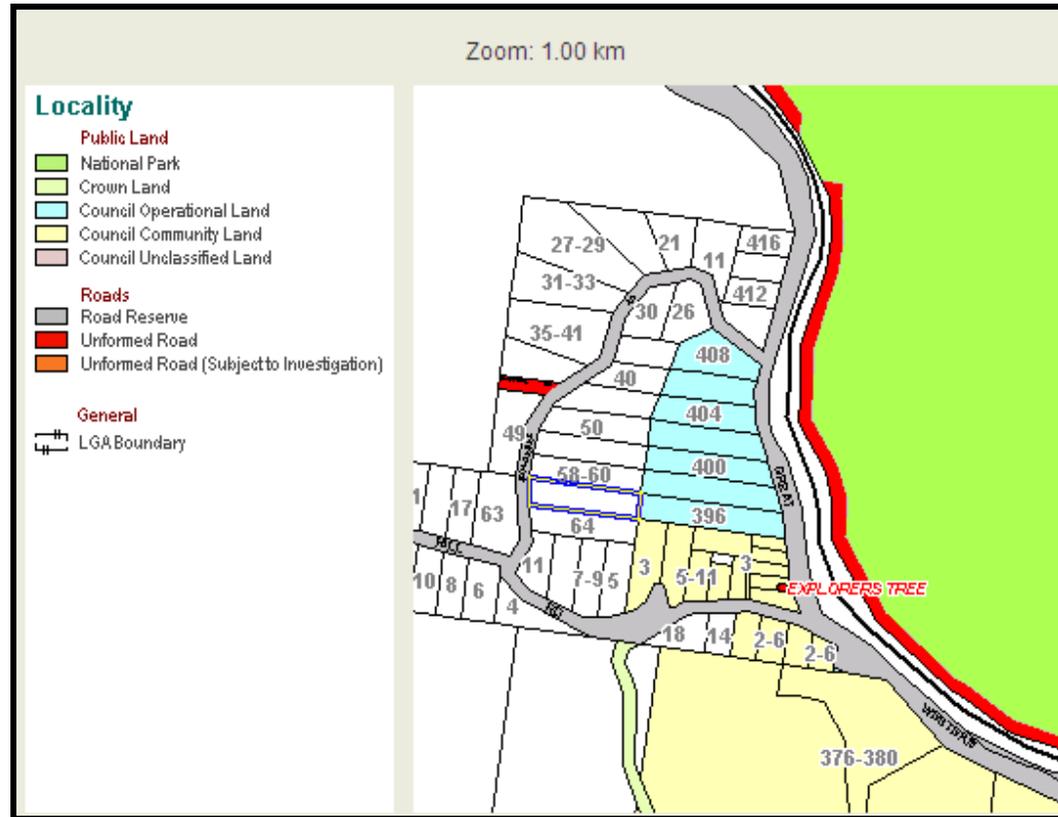
Source of Map: Blue Mountains City Council website (Local Environment Plan zone mapping)
http://www.bmcc.nsw.gov.au/bmccmap/maps.cfm

3. Ownership

Current (2011) Ownership Details of the nominated Pulpit Hill Heritage Precinct:

'Blue Mountains City Council'
Locked Bag 1001
Katoomba NSW 2780

Contact: **Christo Aiken**
Heritage Advisor to Blue Mountains City Council
Tel: (02) 6337 5260

Background Council Actions

In 1997, Blue Mountains City Council acquired the land parcels 396-408 Great Western Highway from private land holders using funding obtained from NSW Government for the purpose of environmental land conservation.

Inconsistent with the purpose and spirit of this land conservation grant, Council subsequently decided to rezone the seven land parcels that it had acquired wholly from NSW Government funding, to 'Operation Land 'in order to legally enable it to sell the land for housing development. This Council undertook deliberately internally, without proper open community consultation.

These land parcels were and continue to remain dominated by native vegetation and are also zoned under Local Environment Plan 1991 as 'Land between Towns' which prescribes exclusion from housing development. Other land use zoning pertinent to these land parcels includes 'Environment Protection', 'Blue Mountains Swamps' and 'Water Supply Catchment'.
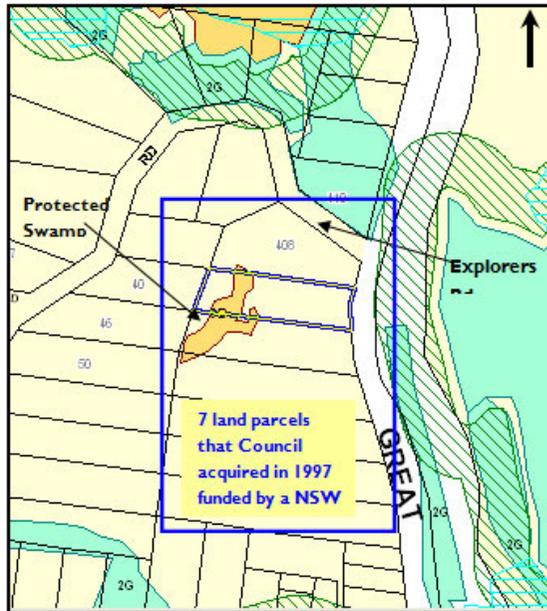
General Information:

Subject Parcel Address :   406 Great Western Highway
                            KATOOMBA NSW 2780

Subject Lot/Sec/DP :   L 11 DP 10148
Approx Area m2 :   5593.73
Parcel Count 1 of :   1
Property Key :   176720

Public Land Info:

Info table	Code	Description	% of Lot	Approx Area m2
PublicLand	BMCCOL	Council Operational Land	100.00	5593.73

LEP Zoning Info:

Info table	Code	Description	% of Lot	Approx Area m2
LepZone	BC1HM	BC (1 ha min area)	55.49	3104.01
LepZone	EP	Environmental Protection	44.51	2489.99

LEP Protected Areas Info:

Info table	Code	Description	% of Lot	Approx Area m2
LepArea	LBT	PA - Land Between Towns	100.00	5593.73
LepArea	WSC	PA - Water Supply Catchment	100.00	5593.73

Environmental Info:

Info table	Code	Description	% of Lot	Approx Area m2
Emp2002VegSch	8	5B Blue Mountains Swamps	15.26	853.37

However, despite Council's internal machinations, Council could still not sell the seven land parcels on Pulpit Hill it had freely acquired for housing development. Its own LEP 1991 zoning applying to each of these seven land parcels required a minimum one hectare allotment to permit housing construction. None of the individual seven lots were large enough. So Council internally then contrived the idea of consolidating the seven land parcels down to just three in order to circumvent this LEP zoning minimum requirement.

Council then approved $19,000 of ratepayer's money to have these seven land parcels on Pulpit Hill site surveyed to allow for housing development. But environmental problems and the cost of having to construct an access road through protected upland swamp became cost-benefit inefficient. The process was thwarted due to cost impediments no less due to the issue of drainage into the Sydney Catchment Authority water catchment to the east and so the development preparation process has since been abandoned by Council. In June 2006, Council budgeted for a further $178,000 for the:

> *"Investigation and preparation of a development application for consolidation of seven separate lots, into two or three much larger lots as well as Sydney Water construction fees etc."*

Blue Mountains City Council rezoning process was purely exploitative, unethical and undemocratic. Complaints were made to Council by the author at the time.

Council has since its land acquisition found no use for these contiguous land parcels; the characteristics of these parcels remain as natural bushland vegetation which beside the growth of natural vegetation has likely changed little since the 19th Century original road making.

It is recommended that these addresses therefore be rezoned by Council back to 'Community Land' as would be right and proper in order to adequately enable this important heritage nomination to proceed.

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Heritage Items/Sites outside the proposed Precinct Boundary

It is emphasised that the following included heritage items/sites **lie outside the proposed Pulpit Hill Heritage Precinct**, for reasons of practicality in facilitating the heritage precinct.

However, these are no less historically significant for reasons explained in this document. It is recommended that for each item/site that they be appropriately surveyed and documented by the NSW Heritage Office and conserved and protected from further interference and damage.

Area/Item	Name of Heritage Item	Ownership Details
Precinct-Item 6	The Poor Man (inn site)	RailCorp Sydney Catchment Authority
Precinct-Item 7	Historic Railway Alignment and Sandstone Culverts	RailCorp
Precinct-Item 8	Pulpit Hill Police Station & Lock Up (sites)	RailCorp

Section B1: Significance of Pulpit Hill to the State of New South Wales

[B.1a] Statement of Heritage Significance: Pulpit Hill Heritage Precinct (overall)

Item Ref.	Proposed Heritage Item	Statement of Heritage Significance
Precinct	**Pulpit Hill Heritage Precinct**	**Statement of Heritage Significance** The Pulpit Hill Heritage Precinct provides a rich cultural landscape of relics, sites and events of rare historical importance to New South Wales and Australia both individually and collectively. Individually these relics and sites comprise: 1. Explorers' Marked Tree (1813) 2. Cox's Line of Road (section) (1815) 3. Convict Pit (one of seven known ones between Pulpit Hill and Mount Boyce) 4. Grave of convict Edgard Church of 1822 5. William Lawson's Mountains Road of 1822 6. The Poor Man (inn) built in 1833 (site and foundation remains) 7. Railway alignment and sandstone culverts of the mid 1860s 8. Pulpit Hill Police Station & Lock Up (sites) of the 1860s 9. The Six Foot Bridal Track (at Pulpit Hill) since first surveyed in 1884 Additional items of historical significance, but not yet identified, may well exist within this precinct. The Pulpit Hill Heritage Precinct is historically significant to the Blue Mountains region, the State of New South Wales and indeed to the nation of Australia, because in these many ways it is inextricably connected to significant historical activities, and people in the course of Australia's colonial development, exemplifying evolutionary phases in various aspects of Australian history, namely exploration, convict labour, land settlement and the growth of Australian society over two centuries. Pulpit Hill has been repeatedly recognised as a '*resting place*' for travellers crossing the Blue Mountains, since

Item Ref.	Proposed Heritage Item	Statement of Heritage Significance
		Governor Lachlan Macquarie named Pulpit Hill on 28th April 1815 during his exploratory journey in search of arable country to support the new colony. *'In those days the area was virgin bush, but the highest point, a scrubby rocky outcrop, had been named Pulpit Hill in 1815 by Governor Macquarie while on his epic journey over the Blue Mountains.'* [2] Two years prior, the first successful explorers to cross the Blue Mountains into Australia's interior in 1813, Blaxland, Lawson and Wentworth, passed over the summit and the Explorers' Marked Tree stands in situ as perhaps the only relic of one of Australia's most epic journeys. "In those days the area was virgin bush, but the highest point, a scrubby, rocky outcrop, had been named Pulpit Hill in 1815 by Governor Macquarie while on his epic journey over the Blue Mountains." Pulpit Hill olds rare tangible evidence of Australia's first inland road, Cox's Road, constructed over the Blue Mountains between 1814 and 1815. Over subsequent years, Pulpit Hill was reserved as a 'resting place' for travellers and stock at the Poor Man Inn, and various tales of significant events and people are associated with Pulpit Hill. What makes Pulpit Hill of special historical significance is that collectively, these relics and sites in their own way, both in actual terms and symbolically, are associated with significant events in Australia's pioneering history and that they are within close proximity of each other. Collectively these relics, sites and events provide a combination of historical heritage at local, state and indeed national level. [3] This precinct has a strong interrelationship between its composite heritage items and the setting which reinforces the quality of each. An important attribute of this precinct is that it the many heritage relics and sites are clustered together within a relatively small area. The curtilage of this cultural landscape is essentially definable along either side of the original Cox's Line of Road at Pulpit Hill. There are nine individual items of historical significance situated on or around Pulpit Hill which together serve to reinforce the historical value of Pulpit Hill as a resting place in the very beginnings of Australia's exploration era. Each of these items is described and substantiated separately as part of this nomination. These items, in their own right, are inexorably connected to this geographical place that is commonly referred to as 'Pulpit Hill' and, by their nature and their historical association, they are immovable. In this way, Pulpit Hill's early connection with key historical events and people compares it to Eureka Stockade in Victoria's west. The listed items on

Item Ref.	Proposed Heritage Item	Statement of Heritage Significance
		Pulpit Hill, despite their varying degree of intactness and physical evidence, provide a rare intangible association with the past. Pulpit Hill has likely potential to reveal important information from archaeological investigation, since there are no known records of one ever having been conducted. Consideration should be given to the intangible heritage value of Pulpit Hill to Australia's history. Key historical events associated with place are immensely more meaningful to a culture than reconstructions relocated. Cooks landing site at Botany Bay and the Dig Tree at Cooper Creek are comparable in Australian historical value to the nation's history. The original Eureka Stockade at Ballaarat has long been obliterated, yet this in no way diminishes the important value of the Eureka Stockade site to Australia's historical heritage ~ as such it is included as one of eleven places on Australia's heritage list.[4] Pulpit Hill as a 'heritage precinct' is pertinent to the meaning of 'place' under Clause 1.1 of The Burra Charter. Pulpit Hill's heritage precinct necessarily includes 'site', 'area', 'land', 'landscape', along with its 'components', 'relics', 'memorials'. The cultural significance of Pulpit Hill is embodied in the place itself, the fabric of the many rare items in close juxtaposition and within a little changed natural setting. Consistent with The Burra Charter, this nomination advocates a cautious approach to change: *"Do as much as necessary to care for the place and to make it useable, but otherwise change it as little as possible so that its cultural significance is retained."*

[B.1b] Statement of Heritage Significance: Explorers' Marked Tree

Item Ref.	Proposed Heritage Item	Statement of Heritage Significance
Precinct-Item 1	**Explorers' s Marked Tree**	**Statement of Heritage Significance** The Explorers' Marked Tree is a unique tangible relic, symbolic of the first non-Aboriginal crossing of the Blue Mountains in 1813, a feat nationally recognised as one of significant human endeavour and a turning point in our nation's development. As such it is of heritage significance to the State of New South Wales and indeed to the Australian nation. *'Considering the inconsistency of the record and the fact that after the Western Road was opened in 1815, Pulpit Hill became a favouring resting place for travellers and stock, perhaps the 'Explorers' Tree' is a true creation of the 'folk'. Whatever the historical truth, the tree's validity as a popular icon is unquestioned. It remains a symbolic link with the earlier period of exploration, a period for which there are few tangible remnants in the Blue Mountains.'* [5] In 1999, the Australian Heritage Commission (now Council), included *'Explorers Tree, Katoomba NSW'* on the Register of National Estate Database.[6] It reads as follows: **Class:** Historic Registered **Database number:** 002995 **File Number**: 1/14/006/0006). **Statement of Significance:** *'The tree may be one marked by the explorers Blaxland, Lawson and Wentworth during the first crossing of the Blue Mountains in 1813. Regardless of its historical authenticity, the tree has been viewed by visitors to the mountains since the 1870s as a memorial to the early explorers and, as such, the tree has been imbued*

Item Ref.	Proposed Heritage Item	Statement of Heritage Significance
		with a strong symbolic value in the popular mind. Its National Estate value rests in its social significance, whereas its historical significance may never be proved.' **Description**: 'This entry crosses over State, region or Shire boundaries. The historical authenticity of the tree is open to question, not being reported until 1867. B The tree was cut down in 1912 and is now a stump sited above a road cutting, fenced and roofed. The site is a well know tourist attraction.' **Condition and Integrity:** Tree long dead and now stabilized.' **Location:** Great Western Highway, Katoomba. The Explorers' Marked Tree is a visually significant landmark and a State significant relic. The Explorers' Marked Tree has become an historic iconic monument and memorial to the first successful crossing of the Blue Mountains in 1813 by the explorers Blaxland, Lawson and Wentworth. "For many (this tree) stands as one of the few surviving tangible links to the early period of Blue Mountains exploration and, in particular, to the first major triumph of land exploration in Australia." [7] The Explorers' Marked Tree has survived to become most prominent and well known tangible relic of the first crossing of the Blue Mountains and indeed the substantial first inland exploration of Australia in our colonial history. Identification of the Explorers' Marked Tree as a 'monument' is consistent with the under the definition adopted by The International Council on Monuments and Sites (ICOMOS) in its Venice Charter. [8] This tree in its rural setting embraces this historic event. This first successful crossing Blue Mountains was a 'significant activity' in the early 'colonial settlement' periods of Australia's history. The Explorers' marked Tree holds outstanding historic heritage value to the nation, that is, to the Australian community as a whole. The Explorers' Marked Tree is a 'memorial' to these three explorers. It serves to preserve the memory of this significant event in Australian history and over the years, many formal commemorations of this first crossing of the Blue Mountains have been performed at the Explorers' Marked Tree.

Item Ref.	Proposed Heritage Item	Statement of Heritage Significance
		The heritage value of the Explorers Marked Tree be retained in situ is vital to in retaining its historical juxtaposition to the original route taken by the three explorers in 1813 and to the Cox's Road. At this point in time we are approaching the bicentenary of this first crossing of the Blue Mountains in 1813.

[B.1c] Statement of Heritage Significance: Cox's Line of Road   (Pulpit Hill)

Item Ref.	Proposed Heritage Item	Statement of Heritage Significance
Precinct-Item 2	Cox's Line of Road (Pulpit Hill)	**Statement of Heritage Significance** Cox's Line of Road (Pulpit Hill) is an historically significant archaeological relic built by Europeans as a route of transportation across the Blue Mountains from Sydney to the Bathurst Plains. It is representative of a very early form of road construction, evidenced by its design and siting. It has immense historical value as it facilitated the European exploration and expansion of colonial settlement to inland Australia. There are historical linkages to Major-General Lachlan Macquarie CB (31 January 1762 – 1 July 1824), British military officer and colonial administrator, served as Governor of New South Wales from 1810 to 1821. Macquarie had a leading role in the social, economic and architectural development of that colony. Historians assess his influence on the transition of New South Wales from a penal colony to a free settlement as being crucial to the shaping of Australian society. Macquarie was the greatest sponsor of exploration the colony had yet seen. In 1813 he sent Blaxland, Wentworth and Lawson across the Blue Mountains, where they found the great plains of the interior. [9] It is a significant component of the cultural landscape and is understood to be exceedingly rare because of the

Item Ref.	Proposed Heritage Item	Statement of Heritage Significance
		high level of intactness noted in the remaining fabric around the Pulpit Hill. The Cox's Road holds important significance to the people of New South Wales. Cox's Road is associated with a significance of the first road across the Blue Mountains – a remarkable triumph of human achievement. "To Governor Macquarie Cox's Road was symbolic of the future for which he was convinced the colony destined. It traced a thin but definite line through the foreboding, awesome wilderness, and a symbolic link connecting the commercial and administrative centre of Sydney with the apparently boundless potential of the western plains. But to travellers jolting slowly, painstakingly along the narrow, often precipitous line, Cox's Road was more like a barrier than a means of access, and the passage to Bathurst was notorious for its danger and difficulty." [10] "Cox's Road has traditionally been presented by historians as something of an engineering triumph, a great thoroughfare linking the commercial heart with the golden interior. Its description as "the greatest colonial piece of engineering work that had ever been attempted" sits uneasily with historical facts regarding the haste with which the road was made, the low number of men assigned to it, the crude techniques, and also with the archaeological evidence." [11] "Cox's Road is listed on the Register of the National Estate and as a heritage item in the Blue Mountains City Council Local Environmental Plan. It is considered to be of significance at the state level. The remnants of Cox's Road (between Faulconbridge and the western descent...have historical significance at the State level as they are the oldest surviving sections of road in their original situation in NSW and are among the oldest European artefacts in inland Australia. They are rare physical records of the initial steps made towards the expansion of the colony west of Sydney. Cox's Road had a high symbolic significance as evidence of the conquest of the Blue Mountains barrier in Governor Macquarie's time. The surviving sections, (such as at Pulpit Hill), show the minimalist and hurried construction techniques employed by Cox and provide rare evidence of road engineering styles and standards from the period of Macquarie's Governorship. Cox's Road also has State significance for its association with the life and work of William Cox, an important person in the early 19th century NSW society. The road alignment also has associations with the explorers Blaxland, Lawson and Wentworth, the surveyors George Evans and Cox's overseer Thomas Hobby. The road also represents the endeavours of the other people - including the convict works gangs – who made, instigated and built the roads, leaving their mark on the road and the associated landscape." [12]

[B.1d] Statement of Heritage Significance: Convict Pit

Item Ref.	Proposed Heritage Item	Statement of Heritage Significance
Precinct- Item 3	**Convict Pit**	**Statement of Heritage Significance** Remains of one of only seven known Convict pits, excavated into sandstone between Pulpit Hill and Mount Boyce, is situated on the northern slope of Pulpit Hill. It obscured by bushland and mostly filled in. The pit is approximately 3m x 3m across, but its depth is unknown. *'Edwards (1993) claimed it to have been in to about 2 ft. deep, the dimensions at the top are similar to all the others. Stone has been placed around on one side of the pit.'* [13] Mystery surrounds the purpose of these pits, but it is deduced that they were used for storage for provisions either associated with the early road realignment of either Major Mitchell's 1830s sandstone road making of the Bathurst Road or else associated with the first railway construction to Mount victoria during the early 1860s. These pits would have been labour intensive to construct and may have been excavated by convicts. Various theories have been postulated for their original purpose, including the popular suggestion that they were used to house convicts, which has been dismissed by local historians. Nevertheless that these pits have passed into the vernacular as '*convict pits*' from a folkloric perspective and given the likelihood they were indeed constructed by convicts themselves, gives their naming as convict pits due relevance. Archaeological excavation may prove more definitive. Representative of these seven pits, the pit on Pulpit Hill provides evidence of the significant human ingenuity and endeavour in carving a route over the long impassable Blue Mountains barrier, to enable pastoral settlement into inland Australia. This pit provides a key component of the cultural fabric of the Pulpit Hill Heritage Precinct, reinforcing the place as one having a unique collection of relics and sites closely juxtaposed, and so important for their juxtaposed rarity [Article 1.3 of the Burra Charter].

[B.1e] Statement of Heritage Significance: Convict Grave

Item Ref.	Proposed Heritage Item	Statement of Heritage Significance
Precinct-Item 4	**1822 Convict Grave**	**Statement of Heritage Significance** The grave on Pulpit Hill is perhaps the oldest known non-Aboriginal grave in the Blue Mountains. That it is the grave of an identified convict who died while working on construction of the Mountains Road is of particular unique significance. The site is symbolic of the lives of the many convicts who contributed to and enriched the early history of New South Wales. In 2009, historical research by Australian historian, Dr Ed Duyker, verified that one of the piles of stones resembling a grave yard on the summit of Pulpit Hill in fact belongs to that of Edgard Church, a convict who was buried there in 1822. At that time, William Lawson was constructing a deviation road across the Blue Mountains to improve upon William Cox's rough track that had first been hastily constructed some seven years prior.

[B.1f] Statement of Heritage Significance: Lawson's 'Mountains Road' (Pulpit Hill)

Item Ref.	Proposed Heritage Item	Statement of Heritage Significance
Precinct-Item 5	**Lawson's Mountains Road (1822)** **(Pulpit Hill)**	**Statement of Heritage Significance** The 'deviation road' around the western crest of Pulpit Hill provides a rare intact surviving section of an historically significant archaeological relic built by convicts under the command of Lieutenant William Lawson in 1822. Lawson's Mountains Road was a less undulating replacement route to Cox's original road to provide a more graduated course over the Mountains to the Bathurst Plains more suited to coach travel.

Item Ref.	Proposed Heritage Item	Statement of Heritage Significance
		It is representative of a very early form of road construction, evidenced by its design and siting. While not as significant as Cox's original line of road, Lawson's Deviation has significant historical value as one of the first routes over the Blue Mountains, which facilitated European exploration and expansion of colonial settlement to inland Australia. The road is also significant because it like Cox's Road it was one of the first arterial roads in Australia and was built by convict labour.

It is a significant component of the cultural landscape and is understood to be exceedingly rare because it was and has a good level of intactness noted in the remaining fabric around the Pulpit Hill. |

[B.1g] Statement of Heritage Significance: The Poor Man (inn site)

Item Ref.	Proposed Heritage Item	Statement of Heritage Significance
Precinct-Item 6	**The Poor Man (inn)**	**Statement of Heritage Significance** The site of where the 1830s **The Poor Man** (inn) once stood has considerable local, regional and national significance typifying the reasons for the development of the Blue Mountains area and as part of the great outward expansion of the colony during the early decades of the 19th century. It exemplifies a strong social factor of the early colony; the transitory state of the population migrating west and requiring rest stops such as this former inn. The inn existed at a time before the coming of the railway, when transport over the Blue Mountains had to be endured on horseback, on foot and by bullock wagon in many cases. Only the wealthy few would have been able to afford transport by horse and coach. Anecdotal documentary evidence tells that the area was used as a camping area and stockade by the military and travellers between 1813 and 1830s. A hut was constructed on the site in 1832 and the following year (**1833**) an inn was erected on the site by Michael Lesson, who became its first licensee, who named it '**The Poor Man**'. The settlement at Pulpit Hill pre-dates the settlement of nearby Katoomba. There is scientific and research potential in this site if significant sections of the original and developed inn complex are still intact. Building techniques and materials from an early period of the colony's development, local technical variations and materials exploitation, dependence on Sydney supplies and the organisation of a large inn site are all research themes that could be explored. Much of the place now known as **Cherry Tree Flat** (assumedly because a number of cheery trees had been planted near the inn to provide for cherries when in season to travellers) was cleared in the mid-1860s when the first single track railway across the Blue Mountains was constructed next to the site. Cherry Tree Flat is the namesake of a poem by perhaps Australia's most celebrated poet of the late 19th and early 20th centuries, **Henry Lawson**. The poem is a tribute to the many travellers who stayed at the inn and who endured the hardships of the times, as well as being story of the coming of the railroad in 1865 which would eventually cause the inn's demise. Henry Lawson lived for as time in nearby Mount Victoria in the late

Item Ref.	Proposed Heritage Item	Statement of Heritage Significance
		1800s. The site of '**The Poor Man**' is of state significance for its rare historical and social values. It was built c.1833 for emancipated convict, Michael Leeson, who was one of the convict labourers on Mitchell's construction of Victoria Pass which was completed in 1832. Leeson became the first licensee of the inn. It may therefore have been the first inn built for an emancipated convict in Australia's history. The inn's original name was '**The Poor Man**' and later renamed the '**Shepherd and His Flock**'. For a time it was also informally known as '**Blind Paddy's**'.

[B.1h] Statement of Heritage Significance: Pulpit Hill Police Station & Lock Up (sites)

Item Ref.	Proposed Heritage Item	Statement of Heritage Significance
Precinct-Item 8	**Pulpit Hill Police Station & Lock Up (sites)**	**Statement of Heritage Significance** The site of where the Pulpit Hill Police Station and Lock Up is unconfirmed but was believed to be on the eastern side of the railway lime almost opposite Explorers' Road. Although the site is situated just outside the proposed Pulpit Hill Heritage Precinct, they are historically connected to the place of Pulpit Hill and are historically significant in the course of early development of the colony of New South Wales. Pulpit Hill Police Station and Lock Up were built in 1862 respectively by Thomas Atkinson and William Pettit. *"Following a report in 1858 that the Blackheath lock-up was insecure for the custody of prisoners being transferred from Hartley to Penrith (and Cockatoo) it was decided to build a new lock-up at Pulpit Hill."* [14] The Lock Up was believed to be a stone building consisting of two cells and basic accommodation for the resident and escorting police officers. Both the police station and lock up represent part of the network of early infrastructure established to control law and order in the early days of the colony and an integral component of the system of convict transportation to Sydney for trial and sentencing. Both the police station and lock up are likely to have been associated with holding notorious bushrangers in transit to Sydney while in operation between 1867 and 1896. It is certainly the site of one of the rare instances in Australian history of a convict breakout involving the accidental shooting of policeman, Constable Madden by Sergeant Casey during around 2am on 30th April 1867 during a violent prisoner escape. The structures were removed in 1896, when the second re-alignment of the railway occurred very close to the site. Subsequent duplication of the rail in the early 1900's appears to have "*obliterated all traces of it.*" However, there may be traces of the foundations of the lockup and/or police station buried under current railway line. Notwithstanding any physical remains, under the Burra Charter Article 1.14 this site involves 'related object' that contribute to the cultural significance of the place.

[B.1i]   Statement of Heritage Significance: Six Foot Bridal Track (at Pulpit Hill)

Item Ref.	Proposed Heritage Item	Statement of Heritage Significance
Precinct-Item 9	**The Six Foot Bridal Track (at Pulpit Hill)**	**Statement of Heritage Significance** The traditional northern starting point of the 42 kilometre Six Foot Bridal Track is at the Explorers Marked Tree and was first surveyed in 1884 as an alternative tourist route by horse from Katoomba to Jenolan Caves. The Six Foot Track holds important historic social value to the people of New South Wales in the course of the early development of tourism in the State. The track is believed to follow an ancient Gundungurra foot track down the western escarpment of the Blue Mountains. The track represents a significant feat of construction to provide a bridal track down the otherwise impenetrable western escarpment of the Central Blue Mountains. Six Foot (Bridal) Track is listed on the State heritage Register and is currently managed by trustee John Guyver of the Six Foot Track Heritage Trust out of the Department of Lands (NSW) office in Orange, New South Wales.

[B.1j]   Statement of Heritage Significance: 1860s Railway Alignment with Sandstone Culverts

Item Ref.	Proposed Heritage Item	Statement of Heritage Significance
Precinct-Item 7	**1860s Railway Alignment with Sandstone Culverts**	**Statement of Heritage Significance** The intact 1860s railway alignment covering over 500m along with two sandstone culverts (about 500m apart) in excellent condition, collectively provide rare and outstanding examples of the original railway that crossed the Blue Mountains, possibly the first railway into inland Australia. The origin of the sandstone culverts is unconfirmed, yet they bear a striking resemblance to the stone masonry design techniques used in the construction of Lennox Bridge near Lapstone in the lower Blue Mountains.[15] The culverts demonstrate considerable stone making design and construction skill and hold rare and important historical value to the people of New South Wales.

Section B2:   Comparisons with Similar Heritage Items

[B.2a] Comparisons of Pulpit Hill Heritage Precinct with Similar Heritage Items

Item Ref.	Precinct/Item	Comparative Areas/Items
Precinct	**Pulpit Hill Heritage Precinct**	**Comparison 1: Inventory of heritage precincts along Cox's Road** Pulpit Hill is comparable to other recognised sections of the Cox's Road which was the first crossing of the Blue Mountains by Europeans settling in Australia. Reference is made to the following list of distinct precincts of the Cox's Road across the Blue Mountains as identified by Grace Karskens 1988.[16] Each of these precincts is comparable to the Pulpit Hill Heritage Precinct, in which Karskens includes in her list: 1. Emu Ford Precinct 2. Emu Ferry Precinct – East Side 3. Emu Ferry Precinct – West Side 4. Faulconbridge/Linden Precinct 5. Linden Trig. Precinct 6. Caley's Repulse Precinct 7. Woodford Trig. Precinct 8. Appian Way Precinct 9. **Pulpit Hill** 10. Soldiers Pinch Precinct 11. Fairy Bower Precinct 12. Mt. York Precinct 13. Glenroy Crossing Precinct

Item Ref.	Precinct/Item	Comparative Areas/Items
		14. Cut Hill Precinct 15. Fish River Precinct 16. Snakes Valley Precinct 17. Sidmouth Valley Precinct **Comparison 2: Mt York Reserve** The association of the Explorers Marked Tree to the three explorers Blaxland, Lawson and Wentworth, who first successfully crossed the Blue Mountains in 1813, is comparable with Mt. York Reserve, which is the most western part of the Blue Mountains that signified their conquest. At Mount York, Cox's Road was the first pathway cut down the western escarpment. Within the Blue Mountains region, Mount York Reserve comprises multiple parcels of reserved Crown Land containing heritage values of State significance and significant natural values. Similar to Pulpit Hill, Mount York was also a key section of the first and early crossings of the Blue Mountains. Mount York was the top of the western descent down the Mountains to the valley floor beyond. Mount York holds important cultural heritage values of both Local and State significance associated with four historic roads across the Blue Mountains, notably: 1. Cox's Road (1815) 2. Lawson's Long Alley (same road as William Lawson's Mountains Road of 1822-23) 3. Lockyer's Line of Road (1828-29) 4. Berghofer's Pass (1907-12) Mount York was also named by Governor Macquarie (just as Pulpit Hill was in 1815). Macquarie named Mount York after the Duke of York. "In 1912 the saga of the early explorers, surveyors and road makers was resurrected by a group of both Blue Mountains and Sydney businessmen and notaries, including Frank Walker, President of the Royal Australian Historical Society. They formed the Blue Mountains Centenary Committee, supported by a groundswell of popular interest which became known as the Centenary Movement. The celebrations of 1913 reached epic proportions and left behind a trail of monuments and plaques.

Item Ref.	Precinct/Item	Comparative Areas/Items
		The summit of Mt. York became the focus of activities, for, it was claimed: *"Next to the sacred spot where Captain Cook first set foot on Australian soil, Mt. York is dearest in the hearts of all who claim their birth right in this sun-kissed land. It was on this spot that the intrepid Blaxland, Lawson and Wentworth obtained the first glimpse of promise lying beyond the Blue Mountains."* "The exploration, and to a lesser extent the survey and road, were now invested with early twentieth century notions about Australia's great pastoral history and progress towards a bright future as a 'promised land' of Arcadian splendour. The Movement was a celebration of the mythical bush legend which had taken such a firm hold of both popular, and literary and artistic minds from the 1890s. It appears not to have mattered that the interpretation had little to do with the facts of the original exploration and crossings." [17] In 2008, Blue Mountains City Council published its Mount York Reserve Plan of Management. **Comparison 3: Eureka Rebellion Precinct, Ballaarat, Victoria** Pulpit Hill is the site of key significant events in Australian history, as outlined throughout this nomination. These events can be compared to the historic event at The Eureka Rebellion Historic Precinct. This precinct comprises the Eureka Stockade battlefield, Stockyard Hill, the site of the Free Trade Hotel, the probable site of the Eureka Stockade itself, the Eureka Stockade Reserve and the Eureka Stockade monument, is of National significance for its association with one of the most influential events in Australia's history since European settlement. The Eureka Rebellion Historic Precinct, comprising the Eureka Stockade battlefield, Stockyard Hill, the site of the Free Trade Hotel, the probable site of the Eureka Stockade itself, the Eureka Stockade Reserve and the Eureka Stockade monument, is of National significance for its association with one of the most influential events in Australia's history since European settlement. The Eureka Rebellion, culminating in the fight for the Eureka Stockade on 3 December 1854, has become synonymous in

Item Ref.	Precinct/Item	Comparative Areas/Items
		Australia's history with the concept of fair play and equal opportunity for all and remains a key element in the concept of an Australian cultural tradition and identity. The Eureka flag has been adopted by different groups in the community as a symbol of this association (Criteria A & G). The Eureka Rebellion Historic Precinct is also significant for its association with the activities of the Ballarat Reform League which, through its actions to establish a Stockade and take up arms against government forces, was influential in the establishment of democratic government in the Colony of Victoria (Criterion A & H). The precinct is significant for its association with the legend of Eureka and Peter Lalor, the leader of the Eureka Stockade battle, which have been immortalised in Australian literature, theatre, film and folklore (Criteria A, G & H). Within the wider boundaries of the historic precinct, the Eureka Stockade Reserve is significant as the site of the fight for the Eureka Stockade and for its long standing association with the commemoration of the Eureka Rebellion since its proclamation in 1870. This association is enhanced by the many structures and plantings established on the Reserve by the community since 1884, including the Eureka Stockade Memorial, the drinking fountain, the Eureka Stockade Memorial Park Gates, a field gun, the Eureka Halls, glasshouse, caretaker's residence, caravan park and Lake Penhallurick (Criteria A & D). The Reserve is also significant as the focus for community celebrations and strong community attachment, from the time of its establishment in 1870 until the closure of the swimming pool in 1964 and for its continuing importance as a recreational reserve for visitors and residents today (Criterion G). The Eureka Rebellion Historic Precinct is significant for its association with Peter Lalor, who led the miners in battle against government troops at the Eureka Stockade and who went on to become a Member of the Legislative Council and later served as Speaker almost until his death in 1889 (Criterion H). The Reserve is significant for its ability to demonstrate Ballarat community attitudes towards the events of the Eureka Rebellion, particularly through the physical development of the Reserve and its variety of social uses since 1870 (Criteria A & G). The Eureka Stockade Monument, located in the Eureka Stockade Reserve, is significant as the main memorial commemorating the site of the Eureka Stockade and the events of 3 December 1854. Its significance is enhanced by the addition of the marble tablet to the memorial by the Eureka Improvement Committee in 1923, honouring the heroism of the pioneers who died at the Eureka Stockade in their fight for liberty and the soldiers who died during the final battle (Criteria A & B). The Eureka Stockade Monument is significant as the symbolic focus for the Eureka tradition and associated anniversaries, pilgrimages and political protests by different groups in the Australian community (Criterion G).

Item Ref.	Precinct/Item	Comparative Areas/Items
		[Source: http://www.heritage.gov.au/protect-places/scr4_05_02.htm] The Eureka Stockade Gardens, which was the site of a rebellion 150 years ago that gave rise to Australia's unique democratic tradition of '*a fair go*', has become the latest place to be entered on the National Heritage List. In announcing the listing of the Victoria precinct today, the Minister for the Environment and Heritage, Senator Ian Campbell, said the site of the Eureka Stockade at Ballarat marked one of Australia's defining moments. "This was the place where heavily taxed Australian gold miners stood up to politicians and the establishment and demanded that they be treated with equity and fairness and have a say in how they were governed," Senator Campbell said. "It was a watershed moment that tragically claimed the lives of an estimated 30 miners and several troopers, but those deaths helped to create a foundation for significant reform that resonates even today." Senator Campbell said it was fitting that the gardens' values were protected to the fullest extent of Commonwealth law in this. "The National Heritage List records the places with outstanding heritage values to our nation. They are places that have a significance that extends beyond local or regional borders. Their values are protected by the Australian Government under the Environment Protection and Biodiversity Conservation Act," he said. "Yet this is not just a list of what needs protection or places we like, it is a list that defines our nation. It represents what it is to be Australian." Senator Campbell said the Eureka Stockade Gardens would join places such as the Royal Exhibition Building and Carlton Gardens in Melbourne, the Dinosaur Stampede National Monument in Queensland and the Budj Bim National Heritage Landscape at Lake Condah in Victoria's south-west on the list of outstanding national heritage places. "The Eureka site is an important inclusion on the National Heritage List which will grow to include the outstanding natural, historic and Indigenous places and stories that make our country distinctively Australian," he said. "We will ensure that they endure through our protection laws and a system of management, forged in consultation and partnership with the owners and managers of these places."

Item Ref.	Precinct/Item	Comparative Areas/Items
		[Source: http://www.environment.gov.au/minister/env/2004/mr26nov04.html]

Comparison 3:   Prospect Hill

"The Prospect Hill area has state significance due to its unique combination of significant landscape feature, potential archaeological site, and association with important historical phases. As a dolerite outcrop rising to a height of 117 metres above sea level, Prospect Hill is a rare geological and significant topographic feature providing expansive views across the Cumberland Plain (Ashton, 2000).

"The site is significant as a major reference point for early explorers from 1788, and as the site of a number of the earliest farms in New South Wales, which were established in 1791 (Higginbotham, 2000). Prospect Hill is also associated with Aboriginal frontier warfare during the early days of the colony, and as the site of one of the first Aboriginal/ European reconciliation meetings held in 1805 involving Samuel Marsden and Prospect Aboriginal groups (Flynn 1997).

"Through its ongoing pastoral and rural use, the site has the potential to provide archaeological evidence of early farming practice and settlement (Higginbotham 2000). The landscape of Prospect Hill is likely to be one of the only remaining areas of rural land within the local and regional area that has retained its long-term pastoral use since the earliest days of the colony." [18]

Comparison 4: Vinegar Hill

The Battle of Vinegar Hill ended an Irish convict rebellion in 1804, when more than 300 convicts escaped the barracks at Castle Hill north west of Sydney, hoping to make their way to Sydney Harbour, and from there to freedom. The rebels did not get far. They were intercepted by Major George Johnston at Rouse Hill and rushed into battle crying 'Liberty or Death'. Fifteen were killed fighting, eight were hanged and all others punished.

While no physical fabric of this conflict survives, the site where the battle occurred is now a grassy rise overlooking Windsor Road at Rouse Hill, marked by a memorial. It is significant as a reminder of this important event, and for its association with an early manifestation of Australia's spirit of liberty, freedom and equality.' [19]

Item Ref.	Precinct/Item	Comparative Areas/Items
		Like Vinegar Hill, while little physical fabric of the events that took place at Pulpit Hill are readily obvious to the lay observer, the precinct and its composite relics, items and sites are historically significant in situ due to the direct association with major events and prominent people in the evolution of New South Wales as a colony and of early Australia as a nation. Under Article 1.1 of the Burra Charter, "'Place' means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views."

[B.2b] Comparison of Explorer's Marked Tree with Similar Heritage Items

Item Ref.	Precinct/Item	Comparative Areas/Items
Precinct-Item 1	**The Explorers' Marked Tree**	**Comparison 1: Tree of Knowledge' Ghost Gum at Barcaldine, outback Queensland** Location of striking shearers in 1920s? Birthplace of the Australian Labor Party Poisoned in 2006 Preserved by the Department of Primary Industry. **Comparison 2: Burke and Wills 'Dig Tree' at Coopers Creek** If it were to be moved in any way, it would lose its original relevance and would irrevocably destroy the last tangible relic connecting current society to the first explorers of 1813. It would be like moving Burke and Wills Dig Tree at Cookers Creek.

Item Ref.	Precinct/Item	Comparative Areas/Items
		Burke and Wills 'Dig Tree' Coopers Creek, Queensland **Comparison 3: Depot Glen a Milparinka, north-western New South Wales (1845)** 'Depot Glen, near Milparinka in north-west NSW was the emergency campsite of the Sturt Expedition in 1845. Permanent water in there supported Sturt and his men for 6 months, his progress or retreat cut off by a severe drought in the surrounding country. No buildings remain at the Site. The only structure associated with Sturt being a cairn build on Mt Poole… Sturt's second-in-command, James Poole, died as the party was leaving and he was buried near the creek, where his initials and the date 1845 can still be seen cut into a tree. This site is a landmark in the exploration of the continent. [20] Like Depot Glen, Pulpit Hill was a campsite for both the Three Explorers in May 1813 and Governor Macquarie in April 1815 Like Depot Glen, no buildings remain at the Site. Just like Depot Glen, there is an association of an explorer's initials carved into a tree as a legacy reminder of an historic expedition.

[B.2c] Comparisons of Cox's Line of Road (Pulpit Hill) with Similar Heritage Items

Item Ref.	Precinct/Item	Comparative Areas/Items
Precinct-Item 2	**Cox's Line of Road (Pulpit Hill)**	**Comparison 1: The Great North Road** The Great North Road, surveyed in 1825 and completed in 1836, was constructed using convict labour. Up to 720 convicts - some in chains - worked on the road, which spanned 264 km, connecting Sydney to the settlements of the Hunter Valley. It features spectacular and beautifully preserved examples of stonework, including buttresses, culverts, bridges and twelve metre high retaining walls. Unfortunately the road was not popular. It was isolated, had no permanent watercourses, and bypassed existing settlements. By 1836, as the few remaining convict gangs were completing the last northern sections of the road, it had been almost entirely abandoned as a route to the Hunter Valley. Coastal steamers became the preferred mode of travel and transportation. Only 43 km of the road remains undeveloped and relatively intact. Running through and alongside Darug National Park and Yengo National Park, this section has been named the Old Great North Road. It goes from Wisemans Ferry in the south to Mount Manning (near Bucketty) in the north, and includes the oldest surviving stone bridges in mainland Australia. The Devines Hill and Finchs Line sections of the Old Great North Road in Darug National Park form one of four sites in New South Wales included in world heritage listing in July 2010. These sites present the best surviving examples of large-scale transportation and the colonial expansion of European powers through the presence and labour of convicts.' [Source: http://www.environment.nsw.gov.au/nswcultureheritage/TheOldGreatNorthRoad.htm, accessed 21-Jul-2011] In comparison, Cox's Line of Road was similarly constructed using convict labour in 1815, at least ten years prior. In terms of Australia's colonial development, Cox's Road is more significant since it

Item Ref.	Precinct/Item	Comparative Areas/Items
		represented the first break though access to inland Australia, crossing what was until 1813 considered an impenetrable barrier – the Blue Mountains. Unlike the Great North Road which was not popular and which was all but abandoned by 1836, Cox's Line of Road proved very popular. It was the only route west of Sydney over the Blue Mountains for many decades. It was continuously realigned and improved to facilitate transportation. Cox's Line of Road was Australia's first arterial road. It was more important to the development of Australia than the Great North Road. The Old Great North Road is one of eleven of Australia's convict sites awarded world heritage listing in July 2010. These sites present the best surviving examples of large-scale transportation and the colonial expansion of European powers through the presence and labour of convicts. The 11 penal sites constituting the Australian Convict Sites World Heritage listed property are[2][3] 1. Cockatoo Island Convict Site (New South Wales) 2. **Great North Road (New South Wales)** 3. Hyde Park Barracks (New South Wales) 4. Old Government House (New South Wales) 5. Kingston and Arthurs Vale Historic Area (Norfolk Island) 6. Brickendon and Woolmer's Estates (Tasmania) 7. Cascades Female Factory (Tasmania) 8. Coal Mines Historic Site (Tasmania) 9. Darlington Probation Station (Tasmania) 10. Port Arthur (Tasmania) 11. Fremantle Prison (Western Australia) [Source: http://en.wikipedia.org/wiki/Australian_Convict_Sites , accessed 21-Jul-2011] Just as the Old Great North Road is a nationally significant example of major public infrastructure developed using convict labour, so too and even more so is Cox's Line of Road. Cox's Line of Road warrants being added as the twelfth penal site to world heritage listing.

Item Ref.	Precinct/Item	Comparative Areas/Items
		Sections of Cox's Line of Road remain at Pulpit Hill and at Mount York and near Linden and a few other isolated locations in the Blue Mountains and west towards Bathurst in its unaltered natural bushland setting. Just like the Old Great North Road, these intact sections of Cox's Line of Road are surviving examples of an intact convict-built road. It demonstrates the isolated and harsh conditions in which the convict road building gangs lived and laboured for months at a time. [Source: http://www.environment.gov.au/heritage/places/national/north-road/index.html, accessed 21-Jul-2011]

[B.2d] Comparisons of Convict Pit with Similar Heritage Items

Item Ref.	Precinct/Item	Comparative Areas/Items
Precinct-Item 3	**Convict Pit**	**Comparison 1: The six other convict pits of the Upper Mountains** _'Some Puzzling Pits in the Upper Blue Mountains'_ [21] _"There are seven, neatly excavated, pits on the western side of the railway line between Pulpit Hill and Mount Boyce, all of which are close to the original course of Cox's Road over the Blue Mountains and on near level ground. These pits would have been labour intensive to construct, and hence costly, so they would have been formed after due consideration, yet their purpose is puzzling."_ _Five of these pits are on private property. Some of them have been filled in for public safety._ _"**Pit 1**. The present surface dimensions are about 3m x 3m; it is reported to have been 2.5m deep in 1983 but there is no_

Item Ref.	Precinct/Item	Comparative Areas/Items
		documented evidence for the full depth. Now the pit is largely in filled with garden rubbish. At the depth of 2.5m the walls appeared to have been excavated from a hard packed soil, or packed sediment, rather than hard sandstone." ... "Pit 7. Constructed on gently sloping ground, this is the only pit that has not been inspected. Edwards (1993) claimed it to have 'been filled in to about 2ft. deep, the dimensions at the top are similar to all the others. Stone has been packed around on one side of the pit. Pits 6 and 7 are spaced about 250m apart. There are other pits at Hourn Point, Mount Victoria, which are a long way from both Cox's Road and the railway line. One of these pits is cut in sandstone and has dimensions that are 2.4m x 2.5m and a depth of a least 5.9m. This is the only known pit that has retained some of what appears to have been the original covering. On the west wall there is a shelf supporting two poles while on the east wall another larger (250mm diameter) pole is across the hole. There is a fourth pole almost submerged in the water at the base of the pit, suggesting that the water is at least a metre deep. [This additional information supplied courtesy of Brian Fox]. *Suggested possible uses of these pits:* 1. Cox's Convicts 2. Cox's Provisions 3. Subsequent Convict Detention 4. Long-term local water storage 5. Long-term food storage 6. Animal traps 7. Pit for railway purposes 8. Storage of explosives 9. Cool storage sites for meat 10. Water storage 11. Exploratory pits for coal 12. Exploratory pits for other minerals

Item Ref.	Precinct/Item	Comparative Areas/Items
		Conclusion
		"*At present, the purpose and ages of the pits remain unknown. Their use either for holding convicts, for trapping, for railway purposes or for mining seems implausible. In addition, they seem impractical for use as reliable storage places for food and water.*"

[B.2e] Comparisons of Convict Grave site with Similar Heritage Items

Item Ref.	Precinct/Item	Comparative Areas/Items
Precinct-Item 4	**Convict Grave**	**Comparison 1: Sir Henry Parkes Grave at nearby Faulconbridge.** In the Blue Mountains a well-known grave exists of Sir Henry Parkes, situated at Sir Henry`s Parade, Cemetery, Faulconbridge.  Sir Henry Parkes is regarded as the 'father of Australian Federation'.  He was buried in the cemetery in a private ceremony 27 April 1896. At the time of his death, he had been five times Premier of New South Wales, a member of the colony`s first Parliament, a leader of the Federation Movement and one of the most prominent political figures in the colony over a period approaching four decades. The Plaque Description at the grave reads: *'On this the centenary of his birth the Government and People of AUSTRALIA remember with feelings of gratitude and admiration the patriotic example and the enduring effects of the public labours in the interests of N.S.W. Australia and the British Empire of SIR HENRY PARKES, G.C.M.C. born May 27th 1815, died April 27th, 1896'* [Source: http://monumentaustralia.org.au/monument_display.php?id=21181&image=0, accessed 24-Jul-2011] Whilst not a prominent figure as Sir Henry Parkes, Edgard Church, is representative of the many unsung convict labourers who contributed to the construction of the road over the Blue Mountains – Cox's Line of Road, The Mountains Road, Mitchells Road, the Western Road from the period 1815 to about 1840. A memorial to the road builders – both convicts and free labourers, including Aborigines, has been recently established at Lilianfels Park in Katoomba (see image below).

Item Ref.	Precinct/Item	Comparative Areas/Items

'The Road Builders Memorial'

'Five giant bronze figures – two convict road builders, two athletic Aborigines and one Redcoat in full uniform – are now part of the scenery in Lilianfels Park, Katoomba, N.S.W. Australia's foremost Rotary Centennial project, the Blue Mountains Road Builders Memorial, was officially opened by District 9690 Past Governor Lloyd Roever.

The inspirational concept and passion of Katoomba Rotarian, Past President Tom Colless, the figures were masterfully created by world-renowned sculptor Terrance Plowright over 30 months. The opening celebrations provided a happy day with a genuine pioneering setting. People in convict dress roamed the park freely, women and children were clad in colonial long dresses and bonnets, a barbecue sizzled away with a background of tents and colourful bunting and two members of the Bushwackers Bush Band entertained.

Tom Colless, Terrance Plowright, Aboriginal leaders, Blue Mountains City Council representatives, a plethora of

Item Ref.	Precinct/Item	Comparative Areas/Items
		politicians and a strong attendance of Rotarians joined the public to witness the long opening and celebrations. President Kevin Lawrenson and many members of the Rotary Club of Katoomba had lent strong support since the project's inception and all were very happy Rotarians at the end of proceedings. It is the most significant Rotary Centennial public relations project and will make a huge contribution to Rotary's public image – not just in the City of Katoomba. The Blue Mountains remain Australia's premier tourist destination and, given close proximity to Echo Point, millions of tourists will visit the Convict Road Builders Memorial each year and note Rotary's involvement and leadership! Tom Colless is a direct descendant of convict George Colless who arrived in Australia in 1798.' [Source: http://www.rotarydownunder.com.au/magazine/articles/07may/32.pdf, accessed 24-Jul-2011] **Comparison 2: Trooper John Donohue's Grave** "Blue Mountains Tourist Officer and historian, Mr Geoff Bates, knows of one trooper's grave near Kings Cave at Linden – John Donohue who died on 25 June, 1835 aged 58. Mr Bates says local legend claims Donohue was killed by a bushranger named King and was buried on the spot where he fell. But there is no record of this in the papers of the day says Mr Bates. The headstone was moved twice – once in 1911 to make way for the second railway track and again in 1970 by the local progress association." [BM Echo 1983] [22] "Prior to the coming of Captain Bull, defunct convicts were, we are told, buried anywhere convenient in the bush, but this irregular manner of internment ceased soon after the arrival of that Officer,…" [23] who instituted proper burial for the convicts in a burial ground now" …about the area occupied the four cottages on the northern side of Railway Avenue, and extending across the present roadway…In the upper end of the paddock at the northern corner of Railway Avenue and Station Street are the stumps of five old pine trees; these were part of the outer north-east corner boundary of the old cemetery. A.J.H." [24] Also refer to book 'Blackheath today from Yesterday' [25]

Item Ref.	Precinct/Item	Comparative Areas/Items
		Comparison 4: Convict graves? "On the Plan of Portion 45 drawn in 1878 by Surveyor Mylecharane,[26] there is written: "Extract from Letter transmitting Plan. 'There is an Old Military Cemetery within (indistinct) the portion now measured, which contains only about a dozen graves and headstones.

[B.2f] Comparisons of Lawson's 1822 Mountains Road (Pulpit Hill) with similar heritage items

Item Ref.	Precinct/Item	Comparative Areas/Items
Precinct -Item 5	**Lawson's 1822 Mountains Road** **(Pulpit Hill)**	**Comparison 1: The Great North Road [1825-36]** **(refer Cox's Road section)** **Comparison 2: Mitchells Road [1832]** Cox's Line of Road and Lawson's Mountains Road were…" realigned and improved in the 1830s by Surveyor General Thomas Livingstone Mitchell. His improvements meant that the road was now a safe and easy way to "*bridge the divide*". Victoria Pass Roadway was similarly… "built by convicts under the supervision of Thomas Mitchell in 1832." [Source:http://www.rta.nsw.gov.au/environment/downloads/self_guided_tours/crossing_the_blue_mountains_the_great_western_road.pdf, accessed 21-Jul-2011].

[B.2g] Comparisons of The Poor Man (inn site) with Similar Heritage Items

Item Ref.	Precinct/Item	Comparative Areas/Items
Precinct-Item 6	**The Poor Man (inn)**	The Poor Man (inn) (built 1833) compares with three other inns at the time along the Cox's road. **Comparison 1: 'Weatherboard Hut' (1832-1867), Wentworth Falls** *[Listed on State Heritage Register: 'Weatherboard Inn Archaeological Site', 1-15 Matcham Avenue Wentworth Falls Blue Mountains State Heritage Register Number 00595]* *"The Weatherboard Inn raised the standard of accommodation in 1827. The site is on the southern border of Pitt Park, on the western side of Jamison Creek. It was built in 1827 when licenses were not yet issued. The first license was issued in 1833 and it was named The Bathurst Traveller.* *On 17th January 1836, after tethering his horse at The Weatherboard Inn, Charles Darwin walked to the Wentworth Falls along the wooded valley (now known as Darwin's Walk). On 23rd January, on his return from Bathurst en-route to Sydney, he stayed overnight at The Weatherboard Inn.* *It was not named The Weatherboard Inn until 1847 and was in operation until 1867 when the railway arrived, causing the closure of most of the inns."[27]* [Blue Mountains Historical Society, 2002] **Cox's Weatherboard Hut** *'On 8th October 1814 The Weatherboard Hut was completed at the site on the eastern side of the Jamison Creek, approximately at the rail embankment below the road bridge at Wentworth Falls. It was used to house the men and tools as they pushed the road forward (Blaxland Road). The straight stretch that borders the BMHS was*

Item Ref.	Precinct/Item	Comparative Areas/Items
		constructed by Lt Thomas Hobby, and called by Cox Hobby's Reach.
		The hut was in use as a military post, by soldiers stationed there to check passes allowing travellers to use the road. It ceased to be used in approximately 1832.
		The Weatherboard Inn
		The Weatherboard Inn raised the standard of accommodation in 1827.
		The site is on the southern border of Pitt Park, on the western side of Jamison Creek. It was built in 1827 when licenses were not yet issued. The first license was issued in 1833 and it was named The Bathurst Traveller.
		On 17th January 1836, after tethering his horse at The Weatherboard Inn, Charles Darwin walked to the Wentworth Falls along the wooded valley (now known as Darwin's Walk). On 23rd January, on his return from Bathurst en-route to Sydney, he stayed overnight at The Weatherboard Inn.
		It was not named The Weatherboard Inn until 1847 and was in operation until 1867 when the railway arrived, causing the closure of most of the inns.' [28]
		Comparison 2: 'Collits' Inn' (Est. 1822), Hartley Vale
		"In 1821, Pierce Collits gained permission to take his cattle to the Cox's River, west of the Blue Mountains. After this trip, he wrote to Governor Macquarie saying that he had found a site ideal for building an Inn. The governor gave Collits a grant of 200 acres of land at the foot of Cox's Pass. There are records of Pierce building the Inn in 1822, but the first mention of anyone seeing the building is not until November 1823. The Inn is also mentioned in March 1824, as "The Golden Fleece". There is also a wonderful description of the Inn written in 1827, which is now framed on the walls of the Inn." [29]
		[Collits' Inn, 2002]

Item Ref.	Precinct/Item	Comparative Areas/Items
		Historic Collits' Inn Authentically restored by owners, Christine and Russell Stewart[30]

Item Ref.	Precinct/Item	Comparative Areas/Items
		Collits' Inn, Hartley Vale (Photo taken in 1983) [31] • *Like Pierce Collits, Andrew Murray was an ex-convict.* Collit's Inn is a listed property with the National Trust and predates 'The Poor Man' by just ten years. **Comparison 3: 'The Scotch Thistle' (est. 1831), Blackheath** *"The original inn was built in 1831 by Andrew Gardiner who had completed his sentence in 1826. More than a*

Item Ref.	Precinct/Item	Comparative Areas/Items
		century and a half later, still serving travellers on the GWH at "beautiful Blackheath". Excellent cuisine - superior accommodation. All liquors guaranteed." [32] *'The Scotch Thistle Inn' (1831) was the first building in Blackheath. It was built by ex-convict Andrew Gardner, who had originally been transported to Australia for the sale of 'spiritous liquors' without a licence.* [33] **Comparison 4: 'Sign of the Woodman' (est. 1833), Woodford** *"Thomas Michael Pembroke of Tralee, County Kerry, Ireland, arrived as a convict aboard the "St. Michael" in 1818 aged 22. By 1831, he had been given a grant of land at Twenty Mile Hollow. This site included William James's squat. That year, Pembroke employed fencers, splitters and stonemasons to erect an inn which was largely complete by 1833. In 1839 this 'for sale' advertisement appeared in the Sydney Morning Herald "50 acres, 20 cleared, well-built stone and wood house, inn known as 'Sign of the Woodman', licensed, comprising 9 excellent rooms, stabling for 6 horses, store, stock and sheepyards [sic] etc. with productive garden and overflowing spring of water" (SMH 14/6/1839, Mitchell). He sold the property to a Michael Hogan of Penrith for £450."* [84] **'Sign of the Woodman'** (now known as 'Woodford Academy')

Item Ref.	Precinct/Item	Comparative Areas/Items
		Comparison 5: 'Froma House' (1867), Katoomba 'The heritage significance of the Precinct as the location of the first permanent private residence in Katoomba (Froma House, c1867). 130–32 Parke Street Site of "Froma" Blue Mountains City Council's Heritage Item Number K117'. [35] 'Froma House was built on the hillside below the Carrington site by James Neale, in about 1867. Froma House was probably the first dwelling of any permanence, apart from the railway gatehouse, built in the central area of Katoomba. Neale, a butcher by trade, and his brother Thomas, acquired a 400-acre (162-hectare) portion of land running from The Crushers down to Echo Point, covering much of the area of central Katoomba, for £1 an acre in 1875, land which included several waterfalls. Neale was interested in bush walking and developed many of the scenic tracks and reserves around Katoomba, all radiating from Froma House. Neale Street, named before 1882, follows his original meandering track south to Katoomba Falls.' [36]

[B.2h] 'Comparisons of 1860s Railway Alignment with Sandstone Culverts' with Similar Heritage Items

Item Ref.	Precinct/Item	Comparative Areas/Items
Precinct-Item 7	**1860s Railway Alignment with Sandstone Culverts**	The stone work of two culverts situated near the present railway line east of The Explorers Marked Tree are similar in construction as Lennox Bridge near Lapstone which dates back to the early 1800s. Stonework dam situated on the western side of the railway between Blackheath and Mt Victoria. John Whitton, a man with considerable experience in railway construction in England, had been appointed Engineer-in-Chief of the N.S.W. Railways in 1856. He was responsible for finding a solution to the problem.

Item Ref.	Precinct/Item	Comparative Areas/Items
		While personally favouring the construction of a tunnel through Lapstone Hill, the finance available could not match the expense. As an alternative, he and his staff designed a zig zag railway with two reversing points. It ascended the escarpment with a grade of 1 in 30 to 1 in 33, and incorporated a magnificent seven-arched sandstone viaduct across Knapsack Gully. Increases in rail traffic caused similar bottlenecks to those occurring in the west, while the shortness of the reversing stations meant a limit on the length of trains. This posed a severe disadvantage as freight increased and more powerful engines were introduced. In December 1892, a deviation avoiding the '*zig zag*' and incorporating a tunnel through the Lapstone Hill was opened. Evidence of the original zig zag route remains on Lapstone Hill. By 1911, because of the discomforts caused by the tunnel's poor ventilation, the severe 1 in 30 to 1 in 31 grades, and the bottlenecks that occurred following the duplication of the line from Glenbrook to Mount Victoria, a further deviation following the gorge of Glenbrook Creek, incorporating a new tunnel through The Bluff and a new brick viaduct across Knapsack Gully, remains the present rail route. The grade was improved to 1 in 60. The old tunnel still exists and much of the old rail route, including the Knapsack Viaduct, has been incorporated into the Great Western Highway. [Source: *John Merriman, Local Studies Librarian, Blue Mountains City Library*]

[B.2i]   Comparisons of Pulpit Hill Police Station & Lock up with Similar Heritage Items

Item Ref.	Precinct/Item	Comparative Areas/Items
Precinct-	**Pulpit Hill Police**	No known comparison.

Item 8	Station & Lock-Up (site)	Possible references available from Peter Chin's book 'Thin Red & Blue Lines' which accounts for the history of policing across the Blue Mountains during the early colony.

[B.2j]   Comparisons of Six Foot Track with Similar Heritage Items

Item Ref.	Precinct/Item	Comparative Areas/Items
Precinct-Item 9	Six Foot Bridal Track (at Pulpit Hill)	**Comparison 1: 'Blue Mountains Walking tracks'** Blue Mountains National Park Blackheath State Heritage Register #00980 **Comparison 2: Cox's Road Complex** Cox's Road Complex, Faulconbridge to Mt York (State Heritage Inventory No.3900330) "The management of Cox's Road complex should primarily aim to stabilise and conserve the archaeological evidence of the first road over the Blue Mountains. Management should be in accordance with the recommendations made by Grace Karsens in Cox's Way: Guidelines for Conservation, Management and Interpretation', pp106-116, unpublished report, 1998." [37]

		Comparison 3: Mount York Complex Details available from Mount York Reserve Plan of Management, Blue Mountains City Council. (PDF accessible online)

Section C: Description, Historical Context & Values of this Heritage Precinct

[C]   **Overall Precinct:**   **Pulpit Hill Heritage Precinct**

Description of Item	
	Pulpit Hill is predominantly a naturally vegetated hill side situated approximately 1 kilometre west of Katoomba on the western side of The Great Western Highway. Mature eucalypts (sieberi, peppermint and oreades) are the predominant native trees and there is a small upland swamp associated with a spring around the western crest of the summit. Besides the Railway communications tower situated on the summit, there are no buildings on the precinct. Ruins of a shack can be found on the eastern crest. *"The Blue Mountains at that time was a lonely area, serving for the road to lead to the productive and fertile west. In 1848 Wells' Geographical Dictionary only lists Pulpit Hill as "on the road to Bathurst 70 miles from Sydney." There was no Katoomba, Medlow or Blackheath nor any of the lower Blue Mountains villages."* [38] **Cultural landscape** The precinct across which these historic relics and sites are situated are distributed essentially the route of the Cox's Road. Individually and collectively these listed items form an essential, though geographically small part of the overall fabric of Cox's Line of Road. The preservation of these historical items is essential for their interpretation Historically valuable and representative landscape comprising a number of important historical relics and site with the precinct. Pulpit Hill is a natural geographical feature situated about 1km west of Katoomba in the Blue Mountains along the Great Western Highway.

	"A hill on Radiata Plateau on the Blue Mountains Range 120m north west of Explorers Tree, Katoomba. Across the Blue Mountains in October 1822 by Barron Field describes "Pulpit Hill by which the old road passed a hill crowned by a rock more like an elbow chair than a rostrum." [Brian Fox, 2001] The destruction of the pulpit rock does not diminish the value of the nominated precinct. The proposed 'Pulpit Hill Heritage Precinct' is a rectangular shape of land 400m wide from south to north. It follow the Cox's Line of Road from about 100m southeast of the Explorers' Marked Tree over the eastern summit of Pulpit Hill following both sides of the Great Western Highway north to Cherry Tree Flat, which is situated approximately 1km north of the Explorers' Marked Tree. **Map Reference:** Department of Lands Topographical Map Katoomba 8930-1S, Grid Ref 673489 to 687490.
Curtilage of Item:	HERITAGE CONSERVATION AREA Any heritage item may exist within a larger area of land which subserves the purposes of the heritage item. The land surrounds the item because it actually or supposedly contributes to the enjoyment of the heritage item or the fulfilment of its purposes.
Former Use of Item:	*"This hilltop, today crowned by an electricity tower, was named by Governor Macquarie in 1815 'from a large rock on its summit resembling a pulpit'. Evidently, Cox's road ascended this hill, described by Antill as 'severe'. By 1822 a deviation around the hill had been made. Travellers then used the old road to ascend the hill for a view. Thus it was possibly the first track to be used for 'tourism' in the Blue Mountains, as distinct from purely utilitarian usage.* *An early traveller who used the old Pulpit Hill road in this way was Barron Field in 1822, who described the rock on top: 'more like an elbow chair, a cathedral than a rostrum.' The Frenchman Lesson also made the deviation, in 1824.* *"M. d'Urville and I climbed this old road with difficulty and we enjoyed the view of enormous precipices, deep chasms, in short the ruins of nature, which impressed us deeply. On this wind-beaten height stand rocks of various shapes. One of them bore the epitaph of a young man who died there in 1822, and*

	whose still fresh grave will make be call this Mount Sepulchre." *"The Argus guidebook of 1901 reported that the rock on top 'was held to resemble a preacher standing in a pulpit.' By this time however the rock was gone. An article in The Mountaineer newspaper of 13/1/1899 noted 'this interesting sandstone freak was broken up by the road contractors.' The current Lands Department Town of Katoomba map and Ford's 1961 map of Nellie's Glen both show a 'Pulpit Rock' well away from the summit of Pulpit Hill, near the cliff edge overlooking Nellie's Glen."* [Jim Smith PhD, 1984]
Condition of fabric/archaeological potential	Grace Karskens (1988) in relation to the Cox's Road which include the Pulpit Hill recommended as follows: "The research for this study has opened up new questions and further areas for investigation." "While most of the line of Cox's Road has been generally, an in many places specifically, located, it may be both possible and desirable to locate precisely the remaining sections from available survey and historical data. This ongoing research could be undertaken by staff of the Metropolitan and Orange Lands Offices (NSW Department of Lands), who has already undertaken extensive work in identifying the line. The results should be integrated into the historical/archaeological framework of this study and any further major remains of structures locate should be examined by an historical archaeologist." [39] **Intactness** Over two weekends in September 1984, members of the Australian Trust for Conservation Volunteers undertook a project to restore the condition of the landscape on Pulpit Hill around the Explorers' Marled Tree and the old Convict grave. The purpose was to help "conserve the evidence of our past history." **[Source: Echo, 12th September 1984, p.17].**
Date Inspected by author:	30-Jun-06
Current Use of Item:	Natural reserve and set aside for heritage conservation. Long zoned as 'community land, but in 2006 was

	undemocratically gazetted 'operational land' by Blue Mountains Council.
Community Values Associated with Item:	"This precinct offers tantalising and curious physical evidence which may never be proven one way or the other. Some of the mysterious 'graves' may well be those of early road makers, for the old, bypassed road could have provided a convenient route to a suitably isolated, quiet place for a graveyard. Some of the evidence appears to be of the most recent origin, however, perhaps added to embellish the site. Similarly, the 'Explorers Tree' may or may not be what it claims to be. The explorers themselves made no mention of marking a tree in this manner. The cultural significance attached to it since the 1870s however, transcends historical accuracy, as like Caley's Repulse, it has become an object of importance in its own right." [40] The area around Pulpit Hill has many fascinating historical associations. Folkloric value "Whatever conclusion we come to about the tree's link to Blaxland, Lawson and Wentworth, the fact remains that its symbolic association with the period of exploration is well established. The quaint little wayside shrine that has become, nonetheless, one of the most powerful icons of the Blue Mountains folklore."[41] Association of Nominated precinct with Individuals/Groups **Three Explorers (1813)** 1. Geoffrey Blaxland 2. William Charles Wentworth 3. Lieutenant William Lawson **Governor Lachlan Macquarie (1815)** **George Evans** (road surveyor 1814)

	William Cox (road maker 1815)

Ben Esgate (celebrated local bushman) [1914-2003]

Ben Esgate was accomplished and celebrated bushman from the local Katoomba area who through his life blazed tracks through difficult bush terrain west and south of from Pulpit Hill down the western escarpment into the Megalong and Kanimbla Valleys and along the Cox's River. He was skilled in bushcraft, an accomplished fisherman and shooter (particularly of foxes) as well as a passionate conservationist. Ben's life and strong association with bushland to the west and south of Radiata Plateau including the Six Foot Bridal Track and especially along the Cox's River is told in personal detail in Jim Smith's book 'The Last of the Cox's River Men' 2003. A relevant extract from the book is as follows:

> *"Map showing some places of significance in Ben Esgate's life. The Black's Ladder Aboriginal pass, his spike ladder pass at the end of Radiata Plateau, the Bottleneck Pass, the Shepherd and His Flock Inn site, where Ben ate cherries from a tree planted in the mid-19th Century, the Marked Tree, which Ben saw with living foliage on it, the Bonnie Doon and Nelly's Glen (Megalong Cleft) paths that he often travelled, "Pulpit Rock" where he took TAFE students in 1986...The Six Foot (Bridal) Track was one of his regular travel routes."* [42] |
| **Historical Context, Modifications & Historical Themes** | Named 28th April 1815

Historical Context

"From the days of the first settlement the Blue Mountains stood as what was thought to be an impenetrable barrier to the west of Sydney. In 1813 the three explorers accompanied by four servants, five dogs and four horses were successful in crossing over the mountains to Mt York and Mt Blaxland thereby opening a way for the road to the west.

"The crossing of the blue mountains occurred during (Lachlan) Macquarie's period of governorship (1810-1921). Late in 1813 following the crossing by Blaxland, Lawson and Wentworth he directed George Evans to survey the route which they had taken and to explore further to the west to determine the suitability of the land for farming.

"In 1814, Macquarie made (William) Cox (1764-1837) superintendent of the construction of a road suitable for carts and carriages to follow the route laid down by Evans from the Nepean ford to the Bathurst plans- a distance of some 163 kilometres. This was completed in six months using a working party of thirty convicts protected by a guard of eight soldiers."   [Source: Mt Victoria and District Historical Society]. |

Previous Use of Nominated precinct

- Pulpit Hill is a significant location in the exploration and settlement history of NSW and indeed of Australia.
- Pulpit Hill was named by Governor Macquarie on 28th April 1815.[43]
- Pulpit Hill in 1833 was reserved as a resting place for travellers.[44]

A plan of a parcel of land purchased by Andrew Murray in 1832 near Pulpit Hill, shows Pulpit Hill as a named hill, generally in the same location as it is today. "This indicates that the hill was named first and the area became known as Pulpit Hill as a result." [45]

"Before the opening of the railway to the Weatherboard (Inn) on 13th July 1867 construction was underway on the next section thence to Mount Victoria, opened on 1st May 1868, bring as it did the whole Blue Mountains Railways, changes from road transport.

The opening of the railway caused the abandonment of the coach services and with them of the roadside inns where the horses were changed and passengers refreshed. The Sydney Morning Herald of 2nd May 1868 reported the line opened by the Governor of New South Wales, Lord Belmore and that there were no intervening stopping places. Katoomba was unknown and unnamed at the time and it was not until 1874 that a small platform was opened there at "The Crushers".

However some 1 ½ miles west of the present Katoomba railway station on the Bathurst Road stood Pulpit Hill with its inn called the 'The Poor Man' dating from 1835 as the only settlement on the road in those parts near its foot." [46]

Historical Themes

Theme 1: Exploration: a key milestone on crossing the Blue Mountains

Pulpit Hill is on the very route taken by Blaxland, Wentworth and Lawson in 1813 and indeed they reportedly camped their during this landmark expedition.

Theme 2: Cox's Road & Convicts & the subsequent deviations and re-alignments

Pulpit Hill is directly associated with one of the most significant exploration events in Australia's colonial history. Sections of the Cox's Road, the first road built over the Blue Mountains in 1814-15 by convict labour pass right over Pulpit Hill. Much of the original Cox's road throughout the Blue Mountains has been obliterated over years of road and rail realignment and due to housing development in which our planning authorities have failed to respect historical heritage values.

> *"A recent report as recommended that a selection of Australia's convict places be nominated for World Heritage status. The main convict public work, as distinct from place of incarceration, included in the nomination is the Great North Road."* [47]

Nomination for the NSW State Heritage Register has been made in 2006 for the Mount York precinct of the Cox's Road. Given the rarity value of this road now and that sections of this road are still fairly well preserved leading south and north from Pulpit Hill, it would seem appropriate that these sections should hold significant heritage value to the State, if not to Australia's heritage.

Theme 3: A stopping place for travellers transiting the Blue Mountains from Sydney since 1813 to the western plains – initially for exploration, then convict transportation, then pastoral settlement, followed by the 1850s Gold Rush, followed by the railway and boom times and then for leisure & tourism.

Period of Australia's pastoral settlement

- Pulpit Hill's rock (pulpit) was broken up and used for road-making – reference Ross Fitzpatricke's book or 'Tracks into History' (Jim Smith)
- Robyn Mills, an archaeologist, conducted a study into the area on the eastern side of Pulpit Hill some years ago into possible Aboriginal heritage items (this may have been to do with the most recent widening of the Great Western Highway at this location) – check out the **Australian Association of Consulting Archaeologists** to contact Robyn Mills
- Siobhan Lavelle (State Heritage Office) completed a PhD thesis on the Explorer's Marked Tree and has offered to provide extracts of her thesis for this heritage nomination
- Early Australian colonial exploration and settlement period
- Pulpit Hill relics may be defined as a 'complex' and unique concentration of historical objects, relics and sites

[C]   Precinct-Item 1:   Explorers' Marked Tree

Description of Item	The relic of a large dead Mountain Ash tree preserved and encased in concrete and protected by a stone wall and iron fence at the address 386 Great Western Highway, Katoomba NSW 2780. *"A tree on the western side of the Great Western Highway, Pulpit Hill 3km # north of Katoomba. Named after Gregory Blaxland, Charles Wentworth and William Lawson, the first white persons to discover a way over the Blue Mountains. Supposedly marked in May 1813, but no evidence to substantiate this claim."* [Brian Fox, 2001] # The correct location is 2.6km NW of Katoomba Post Office at Grid Ref: Katoomba 8930-1S 48756745) [48]
Curtilage of Item:	Refer to maps (Section A]
Former Use of Item:	Camp site by the Three Explorers in 1813 Served as a resting place for Macquarie & subsequent travellers crossing the Blue Mountains since 1815. Ceremony held in 1915 to celebrate Hitchen's Coo-ees march from Gilgandra to Sydney to enlist in The Great War
Condition of fabric/archaeological potential	The tree is long dead, but remains preserved and encased. "Situated beside the present Great Western Highway, the Explorers' Tree (or more accurately, the Marked Tree) is a well-known Blue Mountains landmark traditionally described as a relic directly associated with the (first) successful crossing attempt by Blaxland, Lawson and Wentworth. No explicit tree marking was noted in the exploration journals of 1813. It is unclear when the marked tree on Pulpit Hill first came to public attention, and it is also unclear exactly what markings were actually cut into the trunk. A letter to the *Sydney Morning Herald* on 26th August 1867 referred to 'the blackbutt on which the late Mr William Lawson cut his initials with a tomahawk in 1813'.

	In 1884 a wall was erected around the tree. This wall is still extant and includes a more recent plaque stating that 'this wall and fence was erected by the Minister for Lands (the Hon J S Farnell) in 1884 to preserve this tree which was marked by the explorers Gregory Blaxland, William Lawson and William Charles Wentworth' [*sic.*] The wall also identified and separated the tree from all other unvenerated trees elsewhere on the hillside. Regrettably, instead of preserving the tree, the wall eventually killed it."[49] Tree was preserved by using wood preservative imported from US 'anakanem' – Tom Colless (local businessman and convict descendant)
Date Inspected by author:	30-Jun-06
Current Use of Item:	Iconic New South Wales tourist attraction since 1867
Community Values Associated with Item:	*"The (Marked) Tree is the only tangible link we have with the past….* *"After 25 years and some 13 attempts (by many) Blaxland, Wentworth and Lawson crossed the Blue Mountains in 1813. The cliffs and gorges of these magnificent Mountains tested the endurance of our early settlers.* *"In these same Mountains the convicts toiled up to around 1848 to construct the Great Western Highway. Their tools were primitive; their work was back breaking and their anguish great. Who were they? What became of them? How many perished in our unforgiving climate breaking rock and moving soil? The colony was founded on the backs of these convicts and many like them. I think it's high time we paid tribute to them by erecting a monument."* 　　*~Tom Colless, PO Box 70 Leura NSW 2781. Phone: 4784 1267 (Date unknown – probably c.1980-1990)* *'Australian heritage across the Blue Mountains is at risk. Important history along the Western Highway is fast disappearing as the New South Wales Government continues with its widening of the highway, ploughing through anything in its way.* *The Explorers' Marked Tree situated right next to the highway just west of Katoomba is at serious risk from this widening.*

The famous and familiar Explorers' Marked Tree symbolises the first successful crossing by whites over the Blue Mountains into Australia's interior in 1813 by explorers Blaxland, Lawson and Wentworth, in which Lawson cut his initials on the tree with a tomahawk [Herald, 26th August 1867]. It was the point of their journey where their trek changed from westerly to northerly.

The tree remains perhaps the oldest surviving tangible link to the triumph of reaching inland Australia. The tree remains the only surviving relic still in situ, unlike the repeatedly realigned highway, and despite the tree being killed, fenced off and surviving attempts even to burn it!

The Explorers' Marked Tree has become a culturally significant landmark to Australians and our history. It is listed on National, State and Local Government heritage registers due to its widespread recognition as a vital symbol of our national heritage.

This tree monument has to be protected out of respect for past Australians and for the benefit of present and future generations.

Australia First Party, now established in the Blue Mountains, places strong value on respecting and preserving Australian heritage and is prepared to defend our heritage to the hilt!'

- Australia First Party leaflet January 2011

"The Great Western Highway upgrade involves widening the highway to four lanes between Emu Plains and Katoomba and to mostly three lanes between Katoomba and Mount Victoria.

The NSW Government has committed $360 million to the upgrade and the Australian Government has spent $100 million on the upgrade.

As of February 2007, 11 upgrade projects have been completed, two are in progress and four have planning or design underway."[50]

"This dismal stump is capable of arousing strong emotions. When Blue Mountains Tourist Association officer Geoff Bates suggested in 1983 that it may not have actually been marked by the explorers, there was a storm of protest. A senior Blue Mountains City Council staff member 'gagged' Mr Bates to prevent further discussion. This controversy has arisen twice before, in the 1880s and 1905. These debates were summarised by Bayley 1980. He certainly leaves the authenticity of the tree as an open question. This did not stop many less qualified people from making very dogmatic statements in the local press in 1983. My own view is that the 'Marked Tree' has all the qualities of a myth. The Argus guidebook of 1901 noted 'An amusing illustration, this, of the manner in which village traditions grow up to maturity."

[Jim Smith 1984] [51]

	Association of Nominated precinct with Individuals/Groups meaning for those people Only tangible relic connected directly with Blaxland, Wentworth & Lawson Symbolic remnant of the first crossing of the Blue Mountains
Historical Context, Modifications & Historical Themes	**Exploration (Blaxland, Lawson, Wentworth)** A commemorative marble plaque affixed to the stone wall surrounding the tree has long been removed. It once read: **"This Wall and Fence has been erected by The Hon. J.S. Farnell The Minister for Lands To Preserve This Tree Marked by Blaxland, Wentworth & Lawson, Being the Furthest Distance Reached in Their First Attempt to Cross the Blue Mountains, In the Month on May, A D 1813** This explanation was factually incorrect, since the three explorers proceeded to a location mush further west at what is now called Mount Blaxland, before retracing their route back over the mountains to Sydney. **The Great War 1914-1918 (Hitchen's Coo-ees)** **'Coo-ees': the spirit of our heritage** *(Article in Blue Mountains Gazette, 18th April 2007, p32)* 'On a hot and dusty Friday, November 5, 1915, nearly the entire population of Katoomba journeyed to the Explorers' Marked Tree at Pulpit Hill to provide an imposing reception for 190 young men who had marched over 260 miles from the Western Plains.

The men were local farmers and workers on their way to Sydney to sign up to the Australian Imperial Force.

Following the disaster of the Gallipoli landings, recruiting figures for enlistment of men in World War I had dwindled. It was at this dark hour that a Gilgandra butcher, Dick Hitchen and his brother Bill, the local plumber, had the idea of organising a march of volunteers to Sydney, hoping to enlist along the way.

On October 10, 1915, 35 men set out on the march from Gilgandra to Sydney, some 324 miles away. The marchers were fed, entertained and billeted at each town along the route.

They proceeded up the steep and dusty Berghofers Pass and across the Blue Mountains.

At the iconic Explorers' Marked Tree, Katoomba Mayor Alderman George James led a heroes' welcome, complete with elaborate and colourful arrangements, the Leura Band, the Fire Brigade and many others.

It was estimated more than one thousand people[1] turned up at the Marked Tree on Pulpit Hill. As the mayor pointed out in his welcoming speech, near the spot 102 years prior Blaxland, Lawson and Wentworth had camped on their journey to find a way over the Mountains, albeit heading in the opposite direction.

After 33 days on the road the Coo-ees finally marched into Martin Place on November 12 and were greeted by tens of thousands of Sydney well-wishers.

Their ranks had grown to 263, 29 of whom had joined the march from the Blue Mountains. The Coo-ees completed basic training at Liverpool camp and as diggers embarked for Egypt, where they were broken up to become members of AIF units such as the Australian Artillery Corp, the 13th and 45th Infantry Battalions. They were then sent to the Western front in France. Some returned, most didn't.

Katoomba resident, Steven Ridd, has been researching the long history of Pulpit Hill and the Coo-ee March.

He said it is a stirring story of the first and largest recruitment march in Australia's history. "The Coo-ees march is one of a number of significant historic events as well as other rare items and folklore associated with Pulpit Hill", said Mr Ridd.

With the support of locals and historians, Mr Ridd is currently preparing a nomination for Pulpit Hill Heritage Precinct to be listed on the State Heritage Register.

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[1] In November 1915, the 'Coo-ee' marchers on their way from Gilgandra to Sydney as volunteers for the First AIF were given a reception at the Marked Tree. Local papers reported some **3,000** people as being present. [Lavelle (Siobhán), '*A tree and a legend: the making of past and place in the Blue Mountains*', New South Wales', in Journal of the Royal Australian Historical Society, Vol. 89, Part 1, June 2003, Note 37, p.23]

	He added it would be appropriate that leading up to the centenary of the march, the Blue Mountains community should recognise the Coo-ees as an important part of the ANZAC tradition.'

[C]   Precinct-Item 2:   Cox's Line of Road (Pulpit Hill)

Description of Item	Rare surviving remnants of the original Cox's Line of Road
Curtilage of Item:	[Refer to maps in Section A]
Former Use of Item:	Original road constructed 1814-15 over the Blue Mountains west to the arable inland.
Condition of fabric/archaeological potential	Remnants of this road found through bushland on hillside. "After following the present day bends beyond Katoomba, Cox's Road ascended Pulpit Hill (Precinct 9) but this steep ad difficult section had been cut off by 1822. Between this point and Medlow Bath, McBrien's traverse shows the road weaving to and fro over the parallel road/railway lines. As this area is relatively undeveloped, it is possible that there are further remnants of the road, although field examination has so far yielded nothing definite." [52] "A brief investigation of the area revealed no sign of a descending track or road, but further detailed research of the survey plans together with field work may locate or verify the line of Cox's Road." [53] "The original road in this area was used for six or seven years at most, and is unlikely to have left a trace unless cut through rock. Detailed survey work may yet define a location." [54] Underground evidence is likely to be available for study by using archaeological techniques.
Date Inspected by author:	30-Jun-06

Current Use of Item:	This road has since the 1800s not been used. It has been superseded by subsequent upgrades to the Bathurst Road, which for some decades has been renamed the Great Western Highway
Community Values Associated with Item:	The road is associated with its famous road maker which bears his namesake, William Cox, who in 1814 was commissions by the then Governor of the Colony of New South Wales to construct a quick road over the Blue Mountains following the survey of George Evans, whom had in turn followed the ridgeline journey of the three explorers in 1813. Cox completed the road in six months using convict labour.
Historical Context, Modifications & Historical Themes	**Extract from The Pulpit Post, Issue 5, Winter 2007 (by the Author):** "Finding a way across the Blue Mountains became a preoccupation for early colonial exploration and expansion from Sydney. This was motivated by the desperate need at the time to secure food supplies for the expanding population, made worst by drought. In 1814, Governor Lachlan Macquarie appointed then Deputy-Surveyor of Lands, William Cox to construct a simple cart and stock passage across Blue Mountains to the Bathurst Plains "as quickly and with as little outlay as possible." [Source: Karskens (Grace), 1988, 'An Historical and Archaeological Study of Cox' Road and Early Crossing of the Blue Mountains, New South Wales.'] Cox's Road started from what was Woodruffe's Farm at Emu Island (1 mile north of the current railway bridge over the Nepean River). Cox supervised a road gang of thirty-eight men (mainly convicts) under the protection of a guard of eight soldiers. [Yeaman (John), (undated), 'Footsteps in Time']. Cox followed the first successful route taken by explorers Blaxland, Lawson and Wentworth (May 1813), which had been subsequently surveyed by George William Evans (Nov-Dec 1813). Cox's road gang started on 17th July 1814 and in just six months later by 21st January 1815, they had completed a rudimentary cart and stock way 12-foot wide stretching 102 miles over the Blue Mountains. Cox had strictly adhered to the ridgeline watershed to avoid costly delays of building crossings over creeks. Remnants of Cox's Road can be found both on and around Pulpit Hill, including through Council's six hectare bushland site near the intersection of the northern entrance to Explorers Road and the highway, as well as near the entrance to the old brickworks. "*If one looks closely on the left bank of this 'track' at the wash away, one may still see the original Cox's cutting – that is the first 1/3 of a metre of earth that was cut away in 1814. This tell-tale sign is virtually a trade mark of the Cox's construction through the entire length of Cox's Road.*"

[**Source:** Fitzpatrick (Ross), c1990? (Unpublished manuscript), 'The Cox's Road Between Katoomba and Blackheath – What can be seen but is so often unobserved', 2nd Ed, p.4. Courtesy Blue Mountains Historical Society]
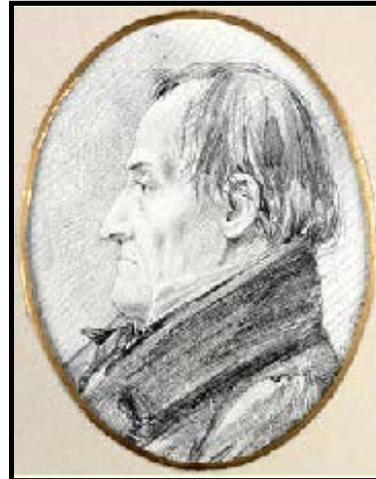
William Cox (1764 - 1837), by Charles Rodius, courtesy of State Library of New South Wales.

"The old Western Road, between Weatherboard and Blackheath, is now almost wholly disused, except when fat cattle are occasionally driven over it by night. In many places this picturesque old road is utterly dilapidated, torn and worn away by the wind and rain..." [55]

[1886 Railway Guide]

Typically, the Cox's Road was characterised by 10cm deep excavations into the subsoil and rock either side of the road. The purpose was to create a flat road for horse and cart over the ridgeline following as closely as possible the original route taken by the three explorers two years earlier in 1813. By strictly adhering to the ridgeline, crossings of watercourses could be avoided and so the route could be completed in faster time. Crossings of watercourses would

entail bridge making for which there was no time or resources allocated at the time. Alternatively, a ford across a watercourse or creek would risk posing crossing difficulties in times of heavy rain.

In 1988, as part of the Bicentennial Commemorative Programme commemorating the first two hundred years of colonial settlement in Australia, the Department of Lands (NSW) commissioned the Cox's Way Project[56]:

"To commemorate and to make people aware of the significance of Cox's Road constructed in 1814-1815 and other early explorations and crossings of the Blue Mountains."

As part of that programme, the author Grace Karskens, identified and surveyed the Pulpit Hill as one of eighteen significant precincts of the Cox's Road. The following is an extract of her report at pages 76-77.

"Location: Off the Great Western Highway at the 'Explorers Tree' north-west of Katoomba. The present track ascends Pulpit Hill directly to the 'graves' and terminates.

Historical Outline: Cox's Road at Pulpit Hill presumably followed Evans meandering line over the Hill, west of the present highway. In 1822 Barron Field mentioned that he had made "...diversions from the road; one to Pulpit Hill (by which the old road passes)".

Extract from The Pulpit Post, Issue 5, Winter 2007 (by author):

"According to local historian Jim Smith, "*the remnants of Cox's Road (*and Lawson's 1822-23 Deviation Road*) between Faulconbridge and Mt York have historical significance at State level as they are the oldest surviving sections of road in their original condition in NSW and are among the oldest non-Aboriginal artefacts in inland Australia. They are rare physical records of the initial steps made towards the expansion of the colony west of Sydney.*"

"*Cox's Road has a high symbolic significance as evidence of the conquest of the Blue Mountains barrier... The surviving sections show the minimalist and hurried construction techniques employed by Cox and provide rare evidence of road engineering styles and standards from the period of Macquarie's Governorship.*"

[**Source:** Smith, (Jim), Beaver (David), Betteridge (Chris), February 2006, 'Tracks into History – Conservation Management Plan for Walking Tracks of State Heritage Significance in the Blue Mountains, Part One, Department of Environment & Conservation (NSW), DEC2006/392, ISBN 1 74137 977 6, Section 4 'Cox's Road', p.13.

Both these heritage roads warrant heritage protection to stabilise and conserve the archaeological evidence of these symbolic first roads over the Blue Mountains.

According to the above source (p17), "*management should be in accordance with the recommendations made by Grace Karskens in 'Cox's Way: Guidelines for Conservation, Management and Interpretation', pp106-116, unpublished report, 1988.*"

Australia's National Heritage List includes sections of the Old Great North Road which was built from 1826, yet Cox's Road predates it and arguably is Australia's most historic road. Recently, the National Trust has taken a special interest in preserving remnant sections of Cox's Road. *"The National Trust branches of the Blue Mountains, Lithgow and Bathurst have combined to create the Cox's Road Project Committee to "Facilitate the identification, interpretation and conservation of Cox's Road".* The chairperson of the committee, Ms Rhona Leach, may be contacted on 4757 2424."

[**Source**: Gazette 26-May-07]

Remnants of the Cox's Road can be found at scattered places elsewhere across the Central Blue Mountains, such as at Linden. In many cases these remnants are in poor condition or have been obliterated by land use development associated with either road making, numerous re-alignments of the railway over the past century or by housing development.

The remnants of the Cox's Road around Pulpit Hill are in excellent condition and a substantial section can be found running north of the Pulpit Hill across Mount Mark and Medlow bath - except this section lies largely intact albeit overgrown with native vegetation.

A Road Across the Mountains [57]

"The first road across the Blue Mountains was completed by Cox and his road gang a mere two years after the discovery of the route and: "over 100 miles of road were built in the incredibly short time of six months...The camp would appear to have been about the thirty-six and a half mile...near the present Blackheath Golf Course." [58]

"There is admiration for Cox's expediency in so speedily constructing a road, but the road itself was not so wonderful and journeys across the mountains were slow, with overnight stops being necessary- which greatly pleased the innkeepers! Nevertheless, Cox's road served the needs of travellers for thirty years until 1845 when Surveyor General Thomas Livingston Mitchell (Surveyor General of New South Wales 1828-1855) visited the area following which he

	ordered a re-alignment at Soldiers Pinch."
	"Traffic on this road varied over time and: "The Western Road became extensively used in May 1851, following the announcement of the discovery of payable gold at Ophir." [59]

[C] Precinct-Item 3:   Convict Pit

Description of Item	There remain traces of a deep pit 3m x3m and 2.5m deep situated approximately 50 metres north of the northern section of Explorers Road, about 200 metres in and west of the Great Western Highway. The origins of the pit are uncertain, but believed to be related to the original construction of the Cox's Line of Road in 1814 by convict labour.
Curtilage of Item:	The pit is partially filled in and is one of about eight pits of similar proportions documented between Pulpit Hill and Mount Boyce.
Former Use of Item:	
Condition of fabric/archaeological potential	Largely filled in leaving a shallow depression
Date Inspected by author:	30-Jun-06
Current Use of Item:	Not used.
Community Values Associated with Item:	There remain close hereditary connections by some local residents to the convict origins of the Cox's Road and associated feats of construction across the Blue Mountains.
Historical Context, Modifications & Historical Themes	(Refer 'Blackheath Today from yesterday' & from Hobby's (Peter Rickwood article)

[C] Precinct-Item 4:   Convict Grave

Description of Item

1822 Grave of convict Edgard Church

In 2009, historical research by Australian historian Dr Ed Duyker verified that one of the piles of stones resembling a grave yard on the summit of Pulpit Hill in fact belongs to that of Edgard Church, a convict who was buried there in 1822. At that time, William Lawson was constructing a deviation road across the Blue Mountains to improve upon William Cox's rough track that had first been hastily constructed some seven years prior.

The grave is perhaps the oldest known non-Aboriginal grave in the Blue Mountains.

Extract of article '*Grave Concerns*' by journalist Shane Desiatnik in the local Blue Mountains Gazette (Review) p.19 dated 16th September 2009 [60] :

'Until now all that was known about who was buried in a convict grave site at Pulpit Hill, west of Katoomba, came from a written observation by Frenchman René Primevere Lesson.

He visited the site in 1824 and saw various rocks, one of them with the "*epitaph of a young man who had died there in 1822*".

A 2000 study by the Roads and Traffic Authority using radar technology concluded it was more than likely that only one grave exists beneath the headstone-like rocks, but it seemed the identity of its occupier would never be known.

The missing link that solved the mystery was the discovery of a private journal of Lesson's travelling companion, French explorer Dumont d'Urville, by Australian historian Dr Ed Duyker, who is writing a biography about him.

Despite being written in horribly messy handwriting, the crucial primary source contains a wealth of information about 19th Century Australia and New Zealand through d'Urville's eyes, including a description of the words originally engraved on the mystery Pulpit Hill headstone.
D'Urville wrote it said

> "*sacred to the memory of Edgard Church, who departed this life, the 20 June 1822, aged 27 years.*"

He also guessed, correctly, that Church was "*an unfortunate convict*" who died during road construction.

Dr Duyker told the Gazette Review that finding the journal inside a bank vault in d'Urville's home town of Conde-sur-Noireau was remarkably lucky considering the town was bombed after the D-Day landings in 1944, causing 94 per cent of its buildings to crumble.

"Its survival is miraculous", he said. "It's so exciting finding a journal that's been overlooked for so long and (as an historian) I love that detective-like chase in the pursuit of sources."

"It was very difficult to read, but then again he was writing it for himself and it sheds light on so many aspects of his life and challenges many assumptions made about him."

Further research by Dr Duyker, published in last month's edition of Sydney-based history journal Doryanthes in

an article he co-wrote with Blue Mountains historian John Low, showed Mr Church received a sentence of seven year's transportation from England on December 4, 1816 for grand larceny – he'd stolen a trunk valued at 16 schillings.

He was one of about 220 people transported to Sydney on the Batavia.

Mr Church and other members of his convict road gang were given rum rations by Superintendent Richard Lewis for working on the "Mountain Road". Alcohol poisoning is considered a major factor in his death, based on two depositions sworn before William Lawson at Bathurst on June 23, 1822.

Dr Duyker and Mr Low hope a plaque or information board can be installed at the grave site to inform visitors of Edgard Church's story.

"There's been all sorts of rumours and debates about the number of graves at the site and if any of them are hoaxes – if you look at articles in the Sydney Morning Herald from the 1930s you'll see there is a lot of controversy about it", Dr Duyker said.

"At least now a long-standing mystery about the reputed grave is solved and Edgard Church can rest in peace, but no longer in anonymity."

Mr Low said the discovery provides a real human aspect and meaning about the site that it lacked before.

"When you bring school kids to places like this there needs to be a story that is verifiable", he said.

"Dr Duyker's discovery provides definite proof based on a primary source."

Previous Accounts:

"On the summit of Pulpit Hill there exists at least one confirmed grave site situated amongst a number of rock piles that resemble graves situated in a clearing in the bush. Since the early 1900s this locality has been locally referred to as the 'Convict Graves'. There is a strong local folk tradition that Pulpit Hill was used as a burial site for a number of convicts who died while working on the road gangs along the Cox's line of Road.

While the authenticity of these graves has been found to be questionable, a subterranean radar survey by the Roads & traffic Authority in 2000 confirmed accurate evidence of one genuine grave cut set into solid iron stone with dimensions 3' wide x 6' long x 6' deep. This grave may belong to an early colonial pioneer and may provide rare potential to yield new archaeological information about Australia's colonial beginnings.

If the grave in fact dates back to the account in 1824 by travelling Frenchman, René Primevere Lesson, that the grave belongs to that of a young man buried there in 1822, then this could make it possibly the oldest known non-indigenous grave site in inland Australia.[61]

[John Low – local historian].

Old sign at Pulpit Hill alongside Cox's Road, since vandalised

A claim by a 90 year old former resident of Katoomba in 1983, Mr Edward Thompson, stated "he first visited the (Explorers) Tree in 1903 at the age of 10 and claims at the time there were three graves which belonged to a convict

and two children – all of whom died of diphtheria."[62]

Few grave sites are known to exist in inland New South Wales from this period of exploration and so this grave site is quite rare. Given that the first inland crossing of Australia had taken place in 1813 across the Blue Mountains, a grave dating back to 1822, just nine years later, could be the only one of its type and if so make it highly significant in Australia's colonial history.

This grave situated in the locality known for over one hundred years as the 'Convict Graves' is symbolic of the early pioneering crossings of the Blue Mountains, which until 1813, presented an impenetrable barrier to inland Australia to the British colonists. This Convict grave contributes to the historical heritage value of Pulpit Hill as significant 'resting place' in the crossing of the Blue Mountains.
The high esteem in which the place is held by a significant group within the community have convict heritage.

The Convict Graves demonstrates the principle characteristics of a class of the cultural places of New South Wales. It is representative of early convict era burial grounds in the earliest period of Australia's colonial history.

One stone grave with headstone is considered genuine. It is situated in a graveyard on the top of Pulpit Hill. The graveyard contains a number (28) other graves which are considered fake and which are believed to have been created mischievously in the early 1900s. Over the past century the site has passed into folk laureate under the misconstrued name - 'The Convict Graves'.

One of the convincing but dubious 'convict graves' on Pulpit Hill.
But recent ground penetrating radar has verified the presence of one genuine grave nearby.

Photograph taken 2-Jun-07.

Curtilage of Item:	'Convict Grave Site' Parcel Address: 3 Nellies Glen Road, KATOOMBA NSW 2780 Subject Lot/Sec/DP : L 72 DP 10148 LEP Zoning: Council Community Land [BMCL00]
Former Use of Item:	Convict Gravesite
Condition of fabric/archaeological potential	Historical accounts have long questioned the dubious authenticity of the graves. Anecdotal evidence is that between 1903 and 1910 new mounds of stones were added to the graveyard. However, as local historian Bill Evans explained while leading an historical walking tour of the precinct 2-Jun-07, one grave up on the hill is likely to be genuine. A few years ago, ground penetrating radar produced clear evidence of a rectangular shaped trench 6.5 ft. long by 3 ft. wide and over 6 ft. deep carved through the ironstone layer. Historical archives describe how during an expedition by French Naturalist, René Primevere Lesson in 1824 on climbing Pulpit Hill, found a fresh grave of a young man (Picot), who had been buried there in 1822. If correct this would possibly make the grave the oldest non-indigenous grave in the Blue Mountains. **[The Pulpit Post, Issue 5, Winter 2007]**

	"Mrs Bowden pointed out that the site had been regarded as genuine burial ground 65 years ago, but the stones had since been moved, scattered or dug up." She said it was not really important to know whether the graves were those of convicts, records proved that the occupants were pioneers of Australia and that should suffice."[63] The Sydney Morning Herald (18 March 1933) reported that: "Some twenty-two graves may be clearly discerned today, but the majority would seem to be the work of vandals and hoaxers."[64] "As these mounds, like the Explorer's Tree, have been the source of much folklore, they are still accorded historic value, in that they are accepted as icons of history, and perhaps a grave or two do exist in the area." [Gwen Silvey, Blue Mountains historian/author. 1996] There is a strong 'folk' tradition that Pulpit Hill was used as a burial site. [John Low, Local Studies Librarian]
Date Inspected by author:	30-Jun-06
Current Use of Item:	Convict Gravesite
Community Values Associated with Item:	Strong community association with the convict heritage of the region. Graves and "*cemeteries are an important part of Australia's past. The monuments of our ancestors provide a history of the nation's growth and a valuable insight into its development.*" [Source: http://www.nationaltrust.com.au/conservation/cemeteries/ , accessed 21-Jul-2011.] This grave is indicative of the harsh life that was experienced by the convicts and others at the time, both in terms of the extremes of weather, poor living conditions and harsh lifestyles of the era, characterised typically by alcoholism and gambling ~ respites from the harsh realities.
Historical Context, Modifications & Historical Themes	***Are there any convict graves on Pulpit Hill?*** *[John Low, historian, author, Springwood Library Local Studies Librarian – date?]*

"It has long been popularly held that a number of convicts who died while working on the road gangs were buried at Pulpit Hill, just west of Katoomba. I have heard some suggest, too, that free 'pioneers' are also represented. When it comes to verifying details, however, there appears to be little accurate source material.

In the years after the Western Road 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. There was also a police lock-up established there in the early 1860s.
Despite this public profile, the only 19th century reference to graves in the vicinity that I have been able to locate comes from the account of the French surgeon, René Primevere Lesson, who travelled over the Blue Mountains to Bathurst in 1824. He reported that: "... we climbed a high eminence where the road formerly passed, for to-day it winds on the mountain side taking an easy grade. M. d'Urville and I climbed this old road with difficulty and we enjoyed the view of enormous precipices, deep chasms, in short the ruins of nature, which impressed us deeply. On this wind-beaten height stand rocks of various shapes. One of them bore the epitaph of a young man who died there in 1822, and whose still fresh grave will make me call this Mount Sepulchre." 1

The graves received virtually no mention in the early tourist guides. Perhaps this was a symptom of the social attitude referred to by local museum curator Melbourne Ward who found that, even in the 1940s, "it is not usual to mention the Convict, it is a subject to be hastily skimmed over or not mentioned at all.

> *"While convict relics were featured in his museums at Medlow Bath and Katoomba he remained aware that to "many Australians the relics of those times are barbarous and should be forgotten." 2*

An exception appears to be the Blue Mountains Railway Tourist Guide, published ca1902. While there is no mention of the graves in the text, a map, however, is included on which the phrase "old cemetery" appears behind the Explorers' Tree.
This map (printed originally by the Department of Lands, Sydney, in 1894) was re-used some years later by Harry Phillips in his The Blue Mountains & Jenolan Caves Illustrated Tourist Guide (ca1914).

In the debate over the authenticity of the Explorers' Tree which was conducted in the letter columns of The Sydney Morning Herald in August-September 1905 there was, as far as I can tell, no reference made to the graves at all (unlike the later debate in the columns of The Blue Mountains Echo in June 1983). There are, however, several interesting later references which also raise the question of just how many graves are supposed to be on Pulpit Hill.

In 1921 Mr G. Elliott, a resident of Katoomba, told:
> *"of how, over 60 years ago, he first saw these graves. At that time there were only three, and that long after the convicts had left the Mountains. Now these primitive memorials have been added to. By whom?" 3*

The Sydney Morning Herald in March 1933 reported that: "Some twenty-two graves may be clearly discerned to-day,

but the majority would seem to be the work of vandals and hoaxers. Twenty years ago, when Mrs Taylor, the wife of a rector of Katoomba, visited the spot there were only five, and, according to a Mr Peckman, an 84-year-old Katoomba resident, whom
I interviewed two or three years ago, there were originally only three. If Mr Peckman's recollection is correct, it would seem that only three convicts were buried on Pulpit Hill." 4

In the 1930s a visitor from Britain commented:

> *"On a local map is marked 'Convict Graves' behind the Explorers' Tree on the Bathurst Road. I visited these graves, and, to my surprise, found they consisted of sixteen heaps of rough stones, representing sixteen graves. At the foot of one grave is a stone, on which is roughly carved the name 'Picot', the remainder are nameless. As Picot is a common French name, this convict was probably French, or of French descent. I spoke to a local resident, who remembered when a wooden cross giving the name was on each grave, but they were all destroyed in a bushfire, and never replaced." 5*

In 1960 Mr L.G.Bogus of Merriwa Street, Katoomba, a resident of the town for seventy years. wrote:

> *"On the hill above the Explorers' Tree there were seven mounds of earth and stones, which were said to be convicts' graves. ... As a lad,we often visited these 'graves', and someone seems to have cared for them, for we would often find fresh wild flowers and ferns on the mounds, and all dead leaves and rubbish had been brushed away."*

Mr Bogus goes on to suggest another theory about the occupants of the graves:

"We were told that people from Katoomba and Megalong Valley had cared for these 'graves', some being aborigines (sic) who lived in Megalong Valley and in camps in the bush near where Catalina Park is now." 6

And finally, during the debate about the Explorers' Tree and the 'graves' in 1983, local naturalist and historian Isobel Bowden stated in a letter to the Mayor of the City of Blue Mountains that:

> *"Sixty-five years ago the site [Pulpit Hill] was regarded as a genuine burial ground where several graves existed. More recently the area has been interfered with and the stones moved and scattered... ." As a child, she added, she had been taken up to see the graves.7*

Mr Edward Thompson, who wrote to The Blue Mountains Echo from Adelaide, went even further, stating that:

> *"he visited the Tree in 1903 at the age of 10 and claims at that time there were three graves which belonged to a convict and two children - all of whom died of diphtheria. When [he] returned seven years later with friends, there were several more mounds of stone and the small ones had been lengthened." 8*

What conclusions can we draw from this sparse and conflicting evidence? All we can say, I think, is that there is a strong 'folk' tradition that Pulpit Hill was used as a burial site. However, because the site has seen considerable interference over
the years, it is unlikely that we will ever know exactly how many people were buried there or who these people were"
.
References:
"1. In Mackaness, George ed., Fourteen Journeys Over The Blue Mountains,
1813-1841, Sydney, Horwitz-Grahame, 1965, p.153.
2. From Ward's notes quoted in Mauldon, Verena, Melbourne Ward's Gallery
of Natural History and Native Art, unpublished thesis, Sydney University,
1989, p.39.
3. The Blue Mountains Echo, 4 March 1921.
4. The Sydney Morning Herald, 18 March 1933.
5. Undated clipping from The Sydney Morning Herald, probably early 1930s,
held in Local Studies Section, Blue Mountains Library.
6. The Blue Mountains Courier, 21 April, 1960.
7. Letter dated 25 June, 1983. Copy held in Local Studies Section, Blue
Mountains Library.
8. The Blue Mountains Echo, 29 June 1983."

John Low
Local Studies Librarian
Blue Mountains Library

Frank Walford (1928) described the cemetery area at the top of Pulpit Hill:

> *"Here the graves will be seen, with rude wooden crosses at their heads and offerings of withered flowers on the mounds."*

> *"The simple stonework of these humble graves can still be readily observed, but the wooden crosses have gone. No-one now remembers the occupants with flowers. A controversy erupted in 1983 about the significance of this cemetery, which has been long known as the area of 'Convict Graves'. Proposals were made for archaeological excavations to gather more information, but these offended the sensibilities of others."* [65]

[Jim Smith, 1984]

[C] Precinct-Item 5: Lawson's 'Mountains Road' (Pulpit Hill)

|	
Description of Item	Remnants of an intact section of Lawson's Mountains Road of 1822, built by convict gangs.
Curtilage of Item:	The track is approximately 10 ft wide and extends from Nellies Glen Road to near the northern exit of where Explorers Road meets the Great Western Highway.
Former Use of Item:	A replacement of Cox's Road for ten years from 1822 – 1832, when Mitchell's Road was constructed by convict gangs.
Condition of fabric/archaeological potential	Remnants of this road found through bushland around the western crest of Pulpit Hill. Some clear excavation sections are discernable in the bushland, while most sections are difficult to identify, due to the passing of time and native vegetation overgrowth.
Date Inspected by author:	30-Jun-06
Current Use of Item:	No longer used. Serves as an isolated foot track through bushland across the Pulpit Hill.
Community Values Associated with Item:	The road is directly associated with Lieutenant William Lawson, one of the three famous explorers who first cross the Blue Mountains. The road was like Cox's, constructed by convicts, and so there is value in the convict heritage of this road, especially to Australians today descended from convicts.
Historical Context, Modifications & Historical Themes	*'Much of the early Cox's Road was gradually superseded during the 1820s and 1830s when gangs of convicts were put to work improving it and constructing new lines of road….By 1830 the gangs had been moved on to Pulpit Hill, Blackheath and Mount York.'* [66] **Lawson's Deviation Road as it passes over Pulpit Hill** (per Jim Smith) • Lawson's Deviation Road as it passed over Pulpit Hill – re-discovered by Ross Fitzpatrick

[C] Precinct-Item 6:   The Poor Man (inn site)

Description of Item	Cherry Tree Flat, where the inn once stood, has long been a paddock site only. The inn was demolished around 1866-67 to make way for the railway line. Construction of the railway line originally in 1866-67, followed by two realignment upgrades over the past century have long removed evidence of the ruins of this inn.
Curtilage of Item:	Paddock area on the eastern side of the Blue Mountains railway corridor, situated in Sydney Catchment Authority land (off limits to the public)
Former Use of Item:	Public hotel and highway inn
Condition of fabric/archaeological potential	Anecdotal oral accounts by a few local historians indicate that there may still be items of crockery lying in the bush and possibly buried under rubble in the vicinity of the site of the inn. There are also supposed to be skeletal remains of slaughtered livestock below the site, due to the fact that as was common in those days for innkeepers to keep and slaughter their own stock on site. A likely reason for why the bush has not regenerated on this flat open site would be due to the considerable manure that would have built up from cattle, pigs and horses that would have been kept on the site.
Date Inspected by author:	30-Sep-2007
Current Use of Item:	Railway corridor
Community Values Associated with Item:	The inn existed at a time before the coming of the railway, when transport over the Blue Mountains had to be endured on horseback, on foot and by bullock wagon in many cases. Only the wealthy few would have been able to afford transport by horse and coach.

'The Poor Man' – symbolic of being a resting pace for poorer folk.

The Poor Man (inn) was situated midway between 'The Weatherboard' (now Wentworth Falls) and the 'Scotch Thistle' (now Blackheath). The Weatherboard' and the 'Scotch Thistle' were about a day's horse ride apart. The Poor Man was not as well appointed as these two inns and so the less endowed traveller would have stayed at The Poor Man because it would have offered cheaper and more basic accommodation. Typically travelling stockmen with their stock would have stayed at the inn.

During Australia's first Gold Rush in New South Wales from 1851, it is likely many a hopeful prospector would have sought lodging at the inn travelling on foot, horse and with drays and bullock wagons from Sydney west over the Blue Mountains to the gold fields at and around Ophir and Sofala. Similarly as many diggers' hopes of finding easy gold fortunes were eroded, many would have returned broke and dejected back to Sydney in search of work via the same route over the Blue Mountains.

On 31 May 1851, the famous explorer Sir Thomas Mitchell set off on horseback from Sydney to Ophir over the Blue Mountains to join the diggers. Author David Hill in his 2010 book, '*Gold: The Fever that Forever Changed Australia*' provides the follow account:

> 'The following morning, Mitchell began the climb over the Blue Mountains and overtook hundreds of diggers who were on foot heading for the goldfields. He said the road was 'tolerably good' but water for the horses was scarce in the mountains and they were forced to pay sixpence a bucket from a pub where the publican said he had to cart in the water from more than six kilometres away.' [67]

The state of many diggers was poor, as attested by the following account in Hill's book:

> 'Not all the diggers at Australia's first gold rush were successful, and soon an army of the failed were turning back. This would become a common sight on all the Australian goldfields for the next 50 years. A journalist reported that the dejected miners made a sorry sight:
>
> "The majority of them soon returned in wretched plight...
> Back they flocked with empty pockets, heavy hearts,
> and drooping heads, shunning all converse on the way." [68]

There would be thousands of untold stories of these diggers passed by the inn in both directions to and from the Bathurst goldfields. The inn provides an intangible link to this period of Australia's history and future historical research may well reveal a direct connection.

This part of the Blue Mountains from this time onward became a place for poorer folk and for pastoralists. This included the period during The 1930s Great Depression and the years following Blue Mountains Council's forced eviction of poorer people from the nearby Gully in 1957 (to make way for Catalina Racetrack), some of whom subsequently lived around Pulpit Hill.

Strong local community values are half for Pulpit Hill associ8ated with this time and those affected and their descendants. Remains of a brick and corrugated iron roofed house can be still found on the eastern crest of Pulpit Hill. Behind Pulpit Hill off Explorers Road can be found the old piggery where Aboriginal descendant from the Gully, Ron Fletcher, grew up (now of Hazelbrook), and also the remains of a fireplace and chimney of a house where other Aboriginal descendants of The Gully went after the evictions.

While the Aboriginal stories of the 1957 evictions from The Gully have been faithfully told in two books by anthropologist and author, Dr Dianne Johnson; the stories of the connection between those evictions and the subsequent lives of many who lived on and around Pulpit Hill remains one yet to be told. The stories need to be obtained before those people pass on and are lost.

The two books by Johnson are:

1. 'Aunty Joan Cooper through the front door: A Darug and Gundungurra Story, 2003, Mountains Outreach Community Service Inc., Lawson, Australia, ISBN 0-9579243-1-3.

2. 'Sacred waters: The Story of the Blue Mountains Gully Traditional Owners, 2007, Halstead Press, Broadway, (Sydney) Australia, ISBN 1 920831 37 1

The inn is the subject of a poem, 'The Cherry Tree Inn', by one of Australia's most famous poets, Henry Lawson. The words of the poem are consistent with the inn being used by travelling stockmen.

Historical Context, Modifications & Historical Themes

Built in 1833

"A few hundred metres north of Pulpit Hill, on the highway, was the 'Shepherd and His Flock Inn'. According to the Sydney Mail (12/12/1896), this inn was built by a man called McGregor using a reward gained for capturing bushrangers Wilson and Day. The earliest licensing record is ownership by Andrew Murray in

1835. His fifteen acre block is shown on the 1877 Du Faur map, and was originally alienated on 18/1/1833, being acquired by auction. Subsequent licensees were Thomas Hunter in 1840, Thomas James in 1845, and Richard Heard in 1850.

We have accounts by travellers of stays at the inn by Mrs. Charles Meredith in 1839, Colonel Mundy in 1845 and Robert Barton in 1854. At the time of Mrs. Meredith's visit it was nicknamed 'Blind Paddy's.

In the late 1860's the inn was known as 'Jones' Wayside Hotel'. In 1868 the building of the railway line past this area caused the rerouting of the old highway away from the inn. According to legend it survived sometime after this by catering for North's miners in the 1870s. Perhaps 'Black's Ladder' was erected to provide access to the inn by early Megalong Valley inhabitants or the miners.

In 1899 The Mountaineer described the inn site:

> Two or three trees and some remains of buildings is all that is now to be found on the spot that was once such a busy scene.

From these trees, the open area of the old inn became known as 'Cherry Tree Flat'. This grassy area, now without trees or remains of buildings, can be seen from the train. It forms part of the local (water) catchment area." [69]

[Jim Smith, 1984]

Poor Man Inn (per Jim Smith)

- Shepherd & His Flock Inn of the 1830s – confirmed in green clearing – reason still grassed and no natve regeneration – soil is full of horse, pig and cow manure – compare with Springvale Farm
- Cherry Tree still exists but is dead – accounts from Ben Esgate in 'The Last of The Cox's River Men' was that this tree was still bearing fruit in the 1920s
- There is a pile of animal bones just below the grassed clearing which came from slaughtered animals – the Inn owners used to slaughter their own meat
- Cherry Flat Inn of possibly the 1830-1850s before the rail went through

In the 1830s – 40s many colonists sought to escape an impoverished, dirty and famine/diseased plagued Sydney

town for a more hopeful pastoral life, similar to what they were accustomed in the old country (Britain).

The setting of the site is consistently along Cox's Line of Road on the central ridgeline/watershed of the Blue Mountains. It was sensibly built in a natural saddle, on the eastern lee side below the bitter and strong prevailing westerly winds and at the head of a watercourse (which now feeds Cascade Dam). It was one of the first wayside inns built across the Blue Mountains along with the Woodman (Woodford), Weatherboard (Wentworth Falls) and 'The Scotch Thistle' (Blackheath).

More wealthier travellers heading west during the 1830s would choose to stay at the Woodman then at Weatherboard, then at 'The Scotch Thistle'. For example on 17th January 1836, the eminent botanist Charles Darwin stopped a night at The Scotch Thistle.

'The Poor Man' was well known at the time, though it was smaller and less accommodating that that of the two closest inns – Weatherboard' and 'The Scotch Thistle'. It was located sensibly midway between Weatherboard' and 'The Scotch Thistle' to opportunistically capture the overflow road trade, but moreso to service travelling pastoralists with their sheep and cattle heading across the Blue Mountains between Sydney and the Western Bathurst plains. So the name 'The Poor Man' assigned initially by the first owner Michael Leeson was indeed apt.

From anecdotal accounts, it did not provide the same level of 'comforts' as the Weatherboard prior or 'The Scotch Thistle' further west, but it did offer affordable lodging, where none other was available in a wild inhospitable Mountains climate. 'The Poor Man' was for the less endowed traveller – stockmen with stock, pioneers in search for opportunity west (men travelling without wives or family). It was probably for this reason that subsequent owners changed the inn's name to '**The Shepherd and his Flock**' to better reflect the more pastoral clientele and after making improvements to rise above the initial name 'The Poor Man' – though this is but conjecture.

Before the construction of the first railroad across the Blue Mountains to Mount Victoria in 1867, the site provided one of the first glimpses of the west for travellers crossing the Blue Mountains from Sydney.

'The Shepherd and his Flock' was situated about half a mile north of the Explorers Tree, on an area known as Cherry Tree Flat. There were times when it had no license but coaches (horse drawn) stopped there to let passengers buy food and refresh themselves. The owner was known as 'Sonny the Brickie' and he ran a lucrative sly grog business, greeting his customers with the phrase,

"Have you watered your horse?"

'..which meant you were expected to pay 6d (sixpence) for a mug of beer, as a disguise for watering your horse. The police were supposed to always be trying to catch up with him, but he eluded them. Perhaps that is also why the inn was known as Blind Paddy's, was someone turning a blind eye?'

When the train line was constructed (c1865-67) the inn disappeared without trace and so did the cherry trees. It was on the side of the railway line. On the licensing documents, it was listed as being at Pulpit Hill. Andrew Murray held the license from 1836-38. Then a succession of licensees followed, until the railway came. So someone must have caught up with Sonny the Brickie!

It was the Shepherd and his Flock (Blind Paddy's) which provided Mrs.(Louisa) Meredith with shelter when they arrived at Pulpit Hill according her following account in the journal of she and her husband's coach journey of 1839 from Parramatta to Bathurst entitled, '*A Lady's Journey to Bathurst in 1839*':

> ..."*After a short debate it was determined to go on six miles farther (west of the 'Weatherboard' inn), to as smaller hostel, known as '**Blind Paddy's**', though it was nearly dark and raining fast. However, on we went, "through brush and through brier", to say nothing of holes and rocks in the road; and in the process of time, long after dark, reached our little inn, very wet and colder and hungrier than ever. A couple of decent elderly women appeared to do the honours and ushered us into a small but clean whitewashed room, gaily adorned with feathers, shells and the droll little pictures usually found in such houses; a bright wood-fire was quickly started, the table spread with a coarse but snowy cloth, and supper most expeditiously prepared, consisting of the never-failing dish "**ham and eggs**", chops, damper, tea, and crowning luxury of all – a dish of hot mealy potatoes, smiling most charmingly through their cracked and peeling skins.*
>
> *Wine in such houses as this, is rarely drinkable, but excellent English ale (at 3s.6d. per quart bottle) is generally found in them, so that our repast was by no means contemptible, and the air of plain homely cleanliness about the arrangements added to all an unwonted relish.*
>
> *A tolerable night's rest in a roof about the size of our ship-cabin, with clean dimity bed and window curtains, and no worse nocturnal visitants than a moderate party of the universal "light infantry", left me quite recruited and ready for setting forth again on our onward journey, after a breakfast very similar to our supper of the preceding evening.*" [70]

Association of the inn with Australia's most famous poet, Henry Lawson

The old inn was also referred to as the Cherry Tree Inn and Henry Lawson wrote a poem of it in 1890.[71]

Cherry-Tree Inn

by Henry Lawson

The rafters are open to sun, moon, and star,
Thistles and nettles grow high in the bar --
The chimneys are crumbling, the log fires are dead,
And green mosses spring from the hearthstone instead.
The voices are silent, the bustle and din,
For the railroad hath ruined the Cherry-tree Inn.

Save the glimmer of stars, or the moon's pallid streams,
And the sounds of the 'possums that camp on the beams,
The bar-room is dark and the stable is still,
For the coach comes no more over Cherry-tree Hill.
No riders push on through the darkness to win
The rest and the comfort of Cherry-tree Inn.

I drift from my theme, for my memory strays
To the carrying, digging, and bushranging days --
Far back to the seasons that I love the best,
When a stream of wild diggers rushed into the west,
But the `rushes' grew feeble, and sluggish, and thin,
Till scarcely a swagman passed Cherry-tree Inn.

Do you think, my old mate (if it's thinking you be),
Of the days when you tramped to the goldfields with me?
Do you think of the day of our thirty-mile tramp,
When never a fire could we light on the camp,
And, weary and footsore and drenched to the skin,
We tramped through the darkness to Cherry-tree Inn?
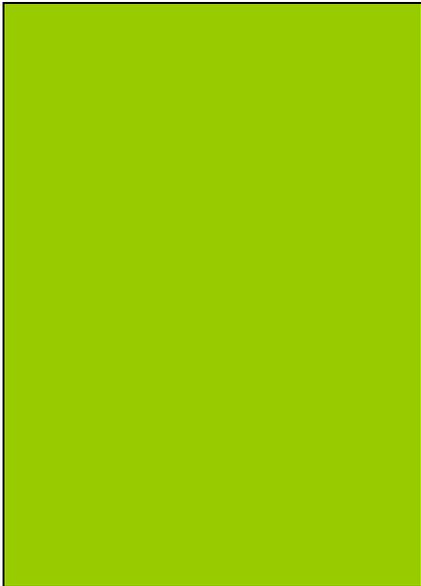
Then I had a sweetheart and you had a wife,
And Johnny was more to his mother than life;
But we solemnly swore, ere that evening was done,
That we'd never return till our fortunes were won.
Next morning to harvests of folly and sin
We tramped o'er the ranges from Cherry-tree Inn.

. . . . .

The years have gone over with many a change,
And there comes an old swagman from over the range,
And faint 'neath the weight of his rain-sodden load,
He suddenly thinks of the inn by the road.
He tramps through the darkness the shelter to win,
And reaches the ruins of Cherry-tree Inn.[72]

[C] Precinct-Item 7:   1860s Railway Alignment with Sandstone Culverts

Description of Item	Abandoned and overgrown railway embankment with no rail tracks, but clearly discernable, with sandstone culverts intact.
Curtilage of Item:	Section of alignment extends approximately 500m
Former Use of Item:	Original railway alignment over the Blue Mountains.
Condition of fabric/archaeological potential	Exposed & in excellent condition
Date Inspected by author:	2nd June 2007
Current Use of Item:	Not used – situated on Railcorp land and not accessible by the public.
Community Values Associated with Item:	Original railway over the Blue Mountains dating to circa 1865 and important from Blue Mountains historical perspective as well as from rail history perspective.
Historical Context, Modifications & Historical Themes	**1860's railway culvert** (per Jim Smith) • Very useful resources are Environmental Impact Statements (EIS) & Review of Environmental Factors (REF) on the Great Western Highway which include historical analyses of the railway and relics – these EIS/REFs can be obtained from the **Springwood Library** **Chris Riley 'Find of The Century', Echo, Wednesday, 29 August 1984** "The discovery of two stone culverts at Katoomba's Pulpit Hill is being hailed by Blue Mountains' historians as the most significant find this century. The culverts are thought to be as old, if not older than Lennox Bridge at Glenbrook which at 150 years is

regarded as the oldest bridge in mainland Australia. Mr John Yeaman, the City's first engineer, says the culverts are obviously the work of convict labour, which makes them t leats 135 years old. While Tourist Officer, Geoff Bates, believes they may be part of Cox's original road over the Blue Mountains, which could make them as much as 169 years old.

The stone culverts were discovered by none other than the Editor of the Echo, Mr Spencer Ratcliff, who in his spare time tramps the Mountains in search of the history of which he so often writes. But he left ot up to the experts to verify his find. One of the culverts is situated about 200 metres below the Marked tree, while the other lies a further 200 metres to the east, under the present railway line. Mr Bates says the first one could be clearly visible from a train, but up until now, no one has realised at what they were looking. "It is something which has been overlooked for a long time, perhaps 120 years", he says. "I give Mr Ratcliff full credit for his discovery."

The tourist officer examined the first culvert in the company of the elderly Mr Yeaman, but they were unable to explore the second one which was less accessible. However, they were unable to find any markings which could give a clue to the age of the culvert. Whoever made it was a real craftsman", Mr Bates says. "It is the best example of a convict built culvert that I have ever seen."

Meanwhile, Mr Yeaman says the culvert is a fine example of Ashar stonework, which means the block were cut to strict specifications. Evidence can still be seen of where the blocks were cut from the hillside, as well as pick marks on the surface of the blocks. "I think anything a bloke could make with those limited means at his disposal should be preserved", he says.

The pair plan a return journey, this time with experts to determine the exact age of the culvert – and to take a closer look at the other one. In the meantime, the historians would like to see Pulpit Hill – with its Marked tree and convict graves, plus the ruins of the police lock-up and the Shepherd and His Flock Inn – declared an historic precinct.

Mr Bates, who is also the chairman of the Blue Mountains Bicentenary Committee, also plans to recommend the plotting of Cox's Road as a possible project. The road was constructed in 1815, while the railway – which followed in about 1867 in the Katoomba area – took precedence in some places. This may be a lost section of that road."

'*Phone Home to the Past with Telecom*' , Echo, Wednesday, 19th September, 1984, p.3

"Two Telecom workers have stumbled across a matching culvert to the one discovered recently near the Explorers' Tree at Katoomba. The overgrown sandstone culvert is about 500 metres west of the first one and although not in as good condition, is obviously the work of the same stonemason.

Whether the product of convict labour or part of the old railway remains too be seen, but either way they are well over 100 years old and of historical significance."

..But Blackheath historian, Mr John Yeaman, sticks by his theory that the culverts were constructed by convicts. He bases his theory on the pick marks on the sandstone blocks and their general appearance.

Mr Yeaman, an engineer by trade and himself a bridge builder, does not think the culverts were built by the railways. "they like to do things as cheaply as possible", he says. The culverts bear more similarity to Lennox Bridge than they do to the earliest stone work undertaken in the Mountains by the railways at the Lapstone Zig Zag."

[C] Precinct-Item 8:   Pulpit Hill Police Station & Lock Up (sites)

Description of Item	Site only. The structures were removed in 1896, when the second re-alignment of the railway occurred very close to the site. Subsequent duplication of the rail in the early 1900's appears to have "obliterated all traces of it." [73]
Curtilage of Item:	No longer present.
Former Use of Item:	Police station and convict lock-up for transporting prisoners over the Blue Mountains.
Condition of fabric/archaeological potential	There may be traces of the foundations of the lockup and/or police station buried under current railway line. An archaeological excavation close to the railway may reveal this evidence, however, access to the location would obviously be problematic. Nevertheless, in light of ongoing upgrade works to the closely adjacent Great Western Highway, planned development activity to widen the Great Western Highway and the possible re-alignment of the railway, should take into consideration the possible presence of the remains of the foundation fabric of both the old Pulpit Hill police station and lock-up. Further historical research may reveal the identify of notorious prisoners, convicts (perhaps well-known bushrangers) in Australia's colonial history who could have spent the night in the Pulpit Hill lock-up. If so, this would add to the historical value of the site.
Date Inspected by author:	TBA with Bill Evans of the RTA.
Current Use of Item:	Railway corridor
Community Values Associated with Item:	Historical values associated with law enforcement in the Blue Mountains. Possible value to descendants of Constable Madden's family.
Historical Context, Modifications & Historical	

Themes	Pulpit Hill Lock Up was opened in 1862[74]
	Police Station & Lockup　(per Jim Smith)
	• The Police Lock Up of the 1860s
	• There is a thick file on this lock up associated with the railway at State Archives

[C] Precinct-Item 9:   Six Foot Bridal Track (at Pulpit Hill)

Description of Item	
	The Six Foot Bridal Track is a rough horse riding bush trail between Pulpit Hill and Jenolan Caves, which descends gorges and crosses over mountain ranges to some 42 kilometres to the south. The track was initially constructed in 1884 as an alternative shorter tourist route from Katoomba to Jenolan Caves. The official the Six Foot Track is at the Explorers' Marked Tree, Pulpit Hill. *"A walking track about 42 kilometres long. It begins at the Explorers Tree on the Great Western Highway, descends through Nellies Glen through Megalong Valley to Cox's River, ascends over Mini Mini Range to Little River up Black Range and down Binoomea Ridge to Jenolan Caves. Known as the Six Foot Track because the constructed width of the track was maintained at that measurement to enable horses to pass without difficulty. The Nellies Glen end of the track was destroyed in the 1960's in an attempt to construct a road down Nellies Glen. Track follows the original Bridle Track marked in 1884. Shown on William Marshall Cooper 15th June 1885 Map including description of the track."* [75] [Brian Fox, 2001]
Curtilage of Item:	*"Miraculously, though, segments of the original track have survived and the environment around the route of the track has changed little. We can still see the landmarks noted by the travellers of the last century (1800s). Some of these travellers left spirited accounts of their journeys which rank with the best of our non-fiction literature."* [76] [Jim Smith, 1984]

| Former Use of Item: | "Originally conceived by narrow commercial interests, the track received little use in its intended role as a horse-riding track to the Caves. The 'six-foot' wide track took on a life of its own. Most people wet on foot. Hunters used it for quick access to the Cox's Rover hunting grounds. Bushwalking and scouting groups used parts of the track for weekend camping trips. The great majority of people who ever set foot on the track only went as far as Nellie's Glen on day trips and picnics from Katoomba."

"Jenolan' isolation has been a crucial factor in its history. This isolation, the difficulties of access, and the wild surroundings, created a glamourous aura about the Caves. We have endless tedious descriptions of the stalactites, but the really enduring literature of Jenolan I concerned with the journey there. It is interesting to observe the historical symbiosis between the Blue Mountains and Jenolan Caves. It is easy to forget how really different the two places are, and how far apart they were in reality when the linkage was established. The early struggling Blue Mountains tourist industry tried to associate itself with the glamour of the Caves. The Mountain towns competed to lure the established Caves traffic aside to linger along the way. The easily accessible Blue Mountains became linked in tourist promotions with the remote and inaccessible Jenolan Caves. Both places benefited from this association."

"The Six Foot Track is one of our earliest 'bushwalks', that is, a walk through bushland enjoyed for its own sake. It featured prominently in the repertoire of N.S.W.'s first bushwalking club, the Warrangamba Walking Club."[77]

[Jim Smith,1984] |
|---|---|
| Condition of fabric/archaeological potential | Good condition, some realignment made on recent years. |
| Date Inspected by author: | 30-Jun-06 |
| Current Use of Item: | Tourist and bushwalking trail |
| Community Values Associated with Item: | "Although we know that the Six Foot (Bridal) Track was conceived by the commercial interests of early Katoomba with profits in view, there is a good deal of logic in its concept. Katoomba and the Caves are about 30km apart in a straight line. From |

Katoomba, via Mt. Victoria , they are 65 km apart. The Six Foot Track route, being only about 40km, represents a considerable saving in distance.

(However) *"In its proposed role as a direct route to the Caves, the Six Foot Track must be counted as a failure. I have estimated that, at the height of its popularity, less than five hundred people per year would have reached the Caves by this route. Compared to this, in 1904 there were some 3,800 visitors at the Caves; in 1921 there were 28,000. Today there are sometimes over 3,000 in a single day. In the whole life of the Six Foot Track, less than 10,000 people would have traversed it."* [78]

[Jim Smith, 1984]

Association of Individuals/Groups

- William Marshall Cooper (Surveyor of Public Parks)
- Ben Esgate (celebrated local bushman)

Historical Context, Modifications & Historical Themes

Tourism

In the early 1880s, "Katoomba's early hoteliers, notably Harry Rowell of the Great Western Hotel (now The Carrington), saw...valuable Caves traffic passing them by. They made a bid to establish Katoomba as an alternative starting point (to Tarana) for Jenolan Caves." [79]

"The enormous cost of constructing a vehicular road from Katoomba to the (Megalong) valley was apparently not seriously entertained. A bridle track was decided upon as a compromise. Katoomba businessmen hoped it would eventually be upgraded to take coach traffic."

"Short surveys of the proposed bridle trail were undertaken by E.P. Mayes of the Mines Department, S.A. Lee, Mr Freeman, Chief Draftsman of the Sydney Land District and Mr

Rossbach, road surveyor. The route being deemed feasible, William Marshall Cooper, Surveyor of Public Parks was sent on an expedition to survey it in detail. This expedition left Katoomba on the 25th March 1884 and arrived at Jenolan Caves on the 5th April."

"At this stage the route was no more than a roughly cleared footpath between the trees, marked with blazed (arch-shaped axe marked) trees about a chain (20m) apart and 105 calico patches nailed to trees about ¼ mile (400m) apart. Travellers started to use the track well before the bridle track was completed. 'Irlswith' walked the pathway in July 1884, only three months after the survey stating that one or two parties had already been before him. After 'Irlswith' we have accounts from three other parties of foot travellers before the first recorded horse trip, that of the Carringtons in September 1887." [80]

"The NSW Parliament allocated £2,500 for the construction of a horse riding track along Cooper's route. Progress was slow. A newspaper report of August 1885 hows that the track was still under construction at Nellie's Glen and gives details of construction techniques used." [81]

"In all of the older Blue Mountains guidebooks, maps and personal accounts, the track to Jenolan was always referred to as the 'bridle track'. The first published use of the name 'Six Foot Track' appears to have been on the 1 inch to the mile military map of Katoomba which appeared in 1937. It seems that the compiler wanted to avoid indicating that the track as a bridle track as it was no longer suitable for such use. The derivation of the name no doubt refers to the original tender specifications for the track. The compiler of the 1937 map was Major Clews of the Royal Australian Survey Corp stationed at Bathurst. He is therefore responsible for the present official usage of the name Six Foot Track. (Megalong) Valley residents claim that the name was in oral use before the appearance of the map." [82]

Aboriginal Heritage

The Six Foot Track starts on the southern side of Pulpit Hill about 200 metres west of the Explorer's Marked Tree. The track quickly descends into the steep Megalong Cleft and a gorge known as Nellies Glen.

	This track is generally understood by local knowledge to follow a direct traditional local Aboriginal pathway between the Blue Mountains ridgetop and the Cox's River and Megalong Valley below. According to a famous late elder of the Gundungurra Aboriginal people of this area, Aunty Joan Cooper, the Aboriginal name for Nellies Glen is 'Koorangbarook.'"

Section D7:   Origins & Historical Evolution of Pulpit Hill Heritage Precinct

[D7a]   Precinct (overall):   Pulpit Hill Heritage Precinct

Designer/Architect/Maker/Builder (where applicable)	Pulpit Rock was a rock formation on Pulpit Hill, named by Governor Lachlan Macquarie on Friday, 18th April 1815, due to the rock formation resembling a pulpit. 'Shown on George Evans c1815 plan of (1813-14) crossing of the mountains. This rock was destroyed when the Western Road was being made.' [83]

Historical Outline (including Construction history where applicable)	**Chronology of Significant Dates associated with Pulpit Hill:** [A.C. Atwell, 1994]
	
	1813 (24th May) Three explorers Blaxland, Lawson & Wentworth camped on the eastern side of Pulpit Hill near the
	          spring feeding Cascade Creek on the first successful crossing of the Blue Mountains.
	
	1814 2nd January Surveyor George Williams Evans continues the path of the three explorers and continue to
	          Bathurst. Evans' map of his survey crossing identified 'Pulpit Rock 33 Miles', in which the 33 miles is likely measured from the ford across the Nepean River at Emu Island.
	
	1815 (Friday, 28th April) Pulpit Hill named by Governor Macquarie -
	
	          "…This day's journey was found a severe one for cattle, the road very stony and a number of severe hills for the loaded carts. Passed one which we called Pulpit Hill, from a large rock on its summit resembling a pulpit. A little before 2 o'clock came to our resting place, 41 miles from Emu Plains and 13 from our last ground. The country

we passed over this day was the most barren possible, and abounded with bold romantic scenery. We found here a spring of water a little to the right of the road, but the grass was the same as yesterday." [84]

[**Source**: Major Henry Colden Antill – "Journal of an Excursion over the Blue or Western Mountains of New South Wales to Visit a Tract of New Discovered Country, in Company with His Excellency Governor and Mrs Macquarie and a Party of Gentlemen." 1815; courtesy of Springwood Library Local Studies]

1815   William Cox constructs first road over the Blue Mountains following Evans route and Macquarie's instructions. Cox marks Pulpit Rock on his map as "Hollow Rock." [C. \ Atwell 1994, p26]

1820   Wash Away of Cox's Road on the southern approach side, leading to calls for a deviation road around the western crest of Pulpit Hill.

1823   Surveyor James O'Brien surveys the 'Bathurst Road' around the eastern side of Pulpit Hill
Gold discovered on the Fish River on 15th February

1824   Account by René Primvere Lesson of pulpit rock and climbing it for a view to the west, plus of his account of
seeing a grave on Pulpit Hill which "bore the epitaph of a young man who died there in 1822, and whose still fresh grave will make me call this Mt Sepulchre."

1830s   Surveyors Govett and Larmer working in the Pulpit Hill area

1832   Hut constructed at Cherry Tree Flat about 300m north of the base of the actual Pulpit Hill itself

1832-1837   Major Thomas Mitchell's oversees route down Victoria Pass being constructed

1833   Pulpit Hill (area), 64 miles from Sydney, "reserved as a resting place. The Poor Man Inn licensed – Michael Leeson (licensee).

	1836 Name of inn changed to 'The Poor Man' (licensee Andrew Murray).
	1851 Gold discovered at Ophir in the Bathurst district
	1861 Bathurst Road diversions made around Pulpit Hill area
	1862 Pulpit Hill Lock-Up opened
	1863 Pulpit Hill Police Station opened
	1860s Western Railway surveys and construction works in progress. Survey plans signed 1861.
	1866 Estimated time when Pulpit Rock was broken up for railway ballast as the railway reached Pulpit Hill
	1867 Reverend Wools in Sydney Morning Herald describes Blackbutt tree with Lawson's initials. Further diversions to Bathurst Road as a result of the railway construction. Bathurst Road now on the eastern side of Pulpit Hill
	Estimated closure and demolition of the Shepherd & Flock inn due to the railway being constructed on its land
	1868 Railway opened from Weatherboard (Wentworth Falls) to Mt Victoria 1st May
	1873 Farnell, Piddington & Parkes discuss preservation of the Explorers Marked Tree
	1875 Du Faur takes steps to preserve tree – piled stones around base to protect it from tramps fires – dead tree, lost all bark, and bore single letter 'L'
	Norman Selfe in a letter to the Sydney Morning Herald wrote: "It is singular how the old name of Pulpit Hill (so popular to Mountain travellers) has dropped out of use."
	1884 First journey along Six Foot Bridal Track from Pulpit Hill to Jenolan Caves by Lord

	Carrington party on horseback.
	1884 Kirkpatrick, Thompson, Clissold and Rowell discover a tree with the initials: WL, GB and WCW and Kirkpatrick Induces Farrell to give him £100 to put up stone wall and tablet.
	1896 Curve improvements (realignment) to railway at Pulpit Hill
	1902 Rail-line duplication (second track) added along eastern side of single track at Pulpit Hill and elsewhere in the Blue Mountains
	1905 "The stump now denuded of bark, still shows the axe marks of the explorers, WB above and L below the W."
	1915 Hitchen's Coo-ees arrive at the Marked Tree on their way to enlist in the Great War and are welcomed by the people of Katoomba (the crowd is estimated to number three thousand)
	1919 Northern part of Explorers Road constructed
	1920 Southern part of Explorers Road constructed
	1922 Map of Pulpit Hill shows Explorer's Road and Nellie's Glen Road
	1976 $10,000 grant provided to Blue Mountains City Council for purchase of additional land at 'The Marked Tree'
	1978 Marked Tree included in the proposed listing in the register o the National Estate
	1988 Australian colonialisation bicentennial celebrations
	2011 Pulpit Hill Heritage Precinct nominated for Heritage recognition (listing) by Australia First Party.

[D7b]   Precinct-Item 1:   Explorers' Marked Tree

Designer/Architect/Maker/Builder (where applicable)	(not applicable)
Historical Outline (including Construction history where applicable)	**Account by local historian John Low:**

'The Explorers' Tree at Katoomba, through its perceived association with the expedition of Blaxland, Lawson and Wentworth in 1813, has achieved the status of a national symbol. For many it stands as one of the few surviving tangible links to the early period of Blue Mountains exploration and, in particular, to the first major triumph of land exploration in Australia.

Periodically, however, its authenticity is questioned and lively debate erupts in the correspondence columns of the press. Strong feelings are aroused. This occurred, for example, in August / September 1905 in The Sydney Morning Herald and, more recently, in The Blue Mountains Echo in June 1983 when it was suggested that the marked tree was a deliberate fabrication of the early tourist operators.

It is somewhat uncertain when the tree first came to public notice as an historical site. There is no mention of it in the journals of Blaxland, Lawson or Wentworth although they, like George Evans after them, blazed many trees to mark their route. Evans, it is interesting to note, found that most of the blazes he made on his outward journey had been destroyed by bushfires on his return. Neither he nor William Cox, the roadmaker, mention the tree and Governor Lachlan Macquarie, when he travelled to Bathurst over the new road in 1815, makes no mention of any marked tree even though he describes and names Pulpit Hill.

For many years after the Western Road was opened in 1815 Pulpit Hill was reserved as a resting place for travellers and stock. An inn was in the vicinity from the early 1830s and a police lock-up was erected nearby in the 1860s.

By 1867, when the railway was being built, thousands had passed the spot pursuing their dreams of land or gold in the west or returning to the busy metropolis on the coast. Yet no written record of the marked tree has survived from this period.

In 1905, in a letter to The Sydney Morning Herald, George Michael said that, while carrying out large railway contracts on the Mountains during 1865-6, he had regularly ridden, walked and camped in the area but had never seen the marked tree.

Another correspondent, however, Herman Selfe, claimed to remember the tree in the 1860s: "I feel quite certain the three letters, W, B and L, were on the tree when I first saw it."(1)

The earliest recorded reference to the marked tree appeared in a letter from the botanist the Rev. William Wools to The Sydney Morning Herald on 26 August 1867. Speaking about eucalypts he said: "To show how little some of the trees alter in the course of half a century, I may mention that the blackbutt on which the late Mr W Lawson cut his initials with a tomahawk in 1813 still presents the letters as legible as ever."

In the early 1870s Eccleston Du Faur, a frequent visitor to the Mountains in the late 1860s and 1870s, was told by his friend William Piddington of the existence of an old tree marked by Lawson in 1813. "Returning on foot from Mount Victoria", Du Faur remembered in 1905, "I found the L tree, and spent an hour or so in heaping all available stones as a cairn round its base. Subsequently I showed it to many fellow travellers, and reported the circumstances in my then office (Occupation of Lands). I feel certain that there was only the one letter; the tree was then almost, if not quite dead, with no bark to conceal other letters ..."(2)

In an addendum to this reminiscence Du Faur suggested that it was possible that the initial 'L' was not the work of Lawson but rather that of James Larmer, one of Thomas Mitchell's surveyors who worked in the area in the 1830s.(3)

In 1884 a wall and fence were erected around the tree on the authority of James S Farnell, Minister of Lands. Later John Kirkpatrick, the architect of The Carrington Hotel, claimed that it was on his recommendation that this occurred. Kirkpatrick said that, while he and some friends (including the Carrington's owner Harry Rowell) were out for a Sunday walk sometime during 1880-1882, "the tree was discovered with the distinct initials WL, GB, WCW."(4)

What are we to make of this increase in initials, especially when, a few years later in 1887, Cassell's Picturesque Australasia stated that "the letters W and L are still

visible, though time has obliterated the B altogether"? (5)

Other descriptions of the tree confuse the issue even further by pointing out the presence also of "many uninteresting carvings of modern date"(6). In 1895 the 'Globe Trotter', in his little book *Australian Gossip and Story*, remarked that: "It rises white and ghostly for about 50 feet, and then a few branches, still decked with leaves, mark the fact that the tree is living, and that it is a gum tree. We look aloft at the skeleton arms of the weary-looking old tree; we think of the kingly explorers, and then we look at the names of the unknown herd which are carved, in every style, on the sacred tree itself, and on the rail that surrounds it."(7)

By 1903 all three initials appear to have disappeared if we accept the word of a souvenir booklet published by the Carrington Hotel which stated baldly that "the letters notched on that great day are not now traceable, save by a pre-conceived imagination".(8)

Notwithstanding these reports, within two years the letters miraculously reappeared. The Katoomba & Leura Tourist Association's official guidebook published in 1905 announced that "... some years ago the dead trunk became dangerous, and it was sawn through about 10 feet from the ground. The stump, now denuded of bark, still shows the axe marks of the initials of the explorers, W B above and L below and beneath the W."(9)

The amputated upper portion of the tree was taken to the Hydro Majestic Hotel at Medlow Bath where it remained for many years before being destroyed by fire.

What are we to make of the considerable variation in detail that characterises these accounts of the marked tree? Does it arise from genuine human error (lapse of memory) or deliberate fabrication? Perhaps there was more than one tree ?

Such questions are difficult, if not impossible, to answer and the debate is sure to continue for many years. Whatever conclusion we come to about the tree's links to Blaxland, Lawson and Wentworth, the fact remains that its symbolic association with the period of exploration is well established. The quaint little wayside shrine that it has become is, nonetheless, one of the most powerful icons of Blue Mountains folklore." [85]

~ John Low.

References:

1. Both letters are quoted in "The Marked Tree: Some Interesting Correspondence", The Mountaineer, 22 September 1905.
2. Ibid.
3. Ibid.
4. Johnstone, Rev. S. M., "Pioneer Families of Parramatta", Journal of the Parramatta Historical Society, Vol.1, 1918-19, p.82.
5. Morris, Edward E. ed., Cassell's Picturesque Australasia, Cassell, London, 1887, p.40.
6. Ibid.
7. MacMillan, Robert, Australian Gossip and Story by Globetrotter, W.Brooks, Sydney, 1895.
8. Souvenir of the Blue Mountains NSW, Australia, Hans Herzog & Co. for The Carrington Hotel, Sydney, 1903.
9. The Blue Mountains, Katoomba & Leura, The Katoomba & Leura Tourist Association, 1905, pp.19-20.

Author's two bob's worth:

Much conjecture has been paid to the various interpretations of the markings on the Explorers' Tree by a number of people over time dating back to 1867.

If we commence with a reliable source, Gregory Blaxland's journal of 1813, it is noted in numerous instances in which they would each day '***mark a tract***'. Two examples are on the days of Sunday, May 23rd 1813, and Monday May 24th 1813, which respectively read as follows:

Sunday, May 23rd 1813 [Blaxland's journal]

"They got ready at nine O'Clock and proceeded about 3 Miles and a half – they met with much difficulty with the horses, when they got out of the open land the tract not being marked and Cleared at one O'Clock they encamped on the side of a Swamp

with a beautiful Stream of Water running through the Middle of it they left their Camp in Charge of teo [sic] Men and proceeded to **Mark and clear a tract** *for the next day which they found by experience the much readiest way of proceeding although they had to walk the ground twice over."*

Monday May 24th 1813 [Blaxland's journal]

"They got ready at Nine O'Clock and proceeded about four Miles and a half encamped at twelve O'Clock and the Head of a swamp they left their camp as before in the afternoon and proceeded to **Clear and Mark a tract** *for the Next day returned at 5 O'Clock this day they again saw the country below between ten and Eleven O'Clock – when the clouds ascended – they heard a Native chopping very near them:* **as they were marking their Road** *he ran away before he could be discovered, the dogs frightening him and appeared to run after him for some distance."*

The three explorers were blazing a trail across one hundred miles of wild unknown bushland. They firstly needed tract markings to allow then to retrace their route back to Sydney. The **marking of a tract** makes sense because the density of the bush even along the ridgetop would have been such as to have easily have otherwise got lost

They secondly needed to provide a marked route for future access by others to find to the green pastures that they had discovered beyond the Blue Mountains.

It must be recalled that up until this time, the Blue Mountains had been considered as an impenetrable barrier to the Sydney colony and other explorers had failed to find a route over the Blue Mountains. The route found by the three explorers was a first and so it needed to me clearly marked out as they went. The easiest way was to use the tools they had at hand, namely axes, to mark substantial trees enroute. This was a common practice at the time and is evident by other famous expeditions of the nineteenth century, most notably by Burke and Wills Dig Tree at Cooper Creek. Stone cairns may have also been used.

Blue Mountains historian John Low above accounts:

"In the early 1870s Eccleston Du Faur, a frequent visitor to the Mountains in the late

1860s and 1870s, was told by his friend William Piddington of the existence of an old tree marked by Lawson in 1813. "Returning on foot from Mount Victoria", Du Faur remembered in 1905, "I found the L tree, and spent an hour or so in heaping all available stones as a cairn round its base."

I posit that the reason so much reference to the 'L tree' has been repeated is that at this juncture of the journey by the three explorers a substantial change in general direction occurs from one predominantly westerly to one predominantly northerly. The sheer cliffs of the western escarpment of the Blue Mountains are close by Pulpit Hill around an areas today referred to as Radiata Plateau (after radiata pines were planted there in the 1950s). This would have forced the three explorers back in 1813 to change direction northerly at Pulpit Hill.

Recall at the time there was also a prominent rock outcrop at the location as named by Macquarie in 1815, 'Pulpit Rock'. Trekking through thick scrub ('*bush bashing*'), this location would have been a logical juncture to change direction and so mark a prominent tree – the 'explorers' marked tree'.

Indeed the '**L**' in the tree may have been quite large and perhaps even inverted to clearly indicate the change in direction for others to follow from Sydney, from due west to due north (see image below).
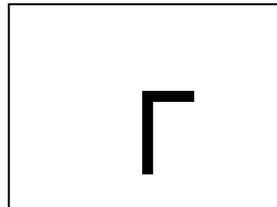
Local historian Jim Smith, has also identified a marked tree at nearby Mount Mark, situated about two miles north of Pulpit Hill along the ridgetop route. This is not to say it is the 'real' explorers tree, but simply another tree marking the tract that the three explorers followed. Similarly, there will likely have been other trees so marked enroute.

Of course, the obvious question is how else could have George Evans have followed the same route a year later to carry out his survey a road?

"Of all the explorers, surveyors and road builders who discovered, mapped and made accessible the Blue Mountains wilderness, Blaxland, Lawson and Wentworth are perhaps the central figures in our regional sense of historical place. By examining the memorials that successive generations have dedicated to their memory we can see how, over time, they have contributed to "a local geography of the past" [86]

"In the years following its 'discovery', descriptions of the tree and what precisely was carved into its bark varied enormously (from a single L to the complete initials of all three explorers) and there was some intense debate on the subject of its validity (eg. in the letter columns of the Sydney Morning Herald in 1905). Despite this, amid the swelling patriotism and historical reflection surrounding Australia's celebration of its Centenary in 1888 and the subsequent march towards Federation and nationhood, the Explorers' Tree provided a local focus. "The long centuries", one traveller observed in 1893, will "cast a halo over the place" just as they have done to important historical sites in Britain. By the first decade of the 20th Century the tree had become a widely venerated relic and a symbolic link with the past." [87]

"Strangely, little notice was given during the railway construction to the 'Marked Tree' close by and only an appendix to a long article in the Herald on 26th August 1867, entitled 'The Genus Eucalyptus' by a botanit assumed from the 'W.W' signature to have been William Woolls, renowned for his studies on Australian flora which drew attention to it, reading: "...the blackbutt on which the late Mr W. Lawson cut his initials with a tomahawk in 1813 still presents the letters as legible as ever. This interesting tree, so intimately connected with the first expedition over the Blue Mountains, is standing on the side of the Bathurst Road at the summit of Pulpit Hill," (meaning the road summit many feet lower than the actual peak).

"That was 54 years after the alleged marking, during which nothing about the tree seems to have been recorded, but the story must have been transmitted from word of mouth in the form of oral history, as in being stated today, or as reminiscences which have to be accepted with caution if documentary proof is not forthcoming.

"The diaries of Blaxland, Lawson and Wentworth exiting in manuscript or print at that time and

subsequently al printed in various ways do not mention the marking of the tree by the explorers. However, the Sydney Mail of 22nd July 1876 published a sketch of the tree by R.J. Campbell entitled 'The Marked Tree, Blue Mountains' and under the heading 'The W L Tree, Blue Mountains' recorded,

"This tree was marked by Lieutenant Lawson in May 1813 during the first 'successful attempt' made by that gentleman, in company with Messrs Blaxland and Wentworth to penetrate the mountain chain, which had so long confined the efforts and energies of the colonists to a narrow space. "The tree is situated about one mile south-easterly from the old Pulpit Hill public house...It stands directly on the side of the old Blue Mountain Road; and although thousands of travellers have passed it without noticing, it still stands a living memento of the first attempt at inland colonisation and the letters W L are still plainly observable within the blaze marked sixty years ago..."the narrow path cut by Messrs Blaxland, Wentworth and Lawson was in a few years superseded by Sir Thomas Mitchell's road, which passes close to the W L Tree and that in turn has given place to the iron road." [88]

"The Picturesque Atlas of Australasia published in 1886 showed in Volume 1 the marked tree walled and fenced and recorded that a great achievement of Governor Macquarie's day was the discovery of a passage over the Blue Mountains. The explorers Blaxland, Lawson and Wentworth left South Creek on 11 May 1813 and on May 31 found fine grass land and began their return next day. The story continued, "A tree was marked on the old Bathurst Road...and still stands a monument." [89]

"Writing in the Parramatta Historical Society' Journal of 1935, W. Hanson states:

"This tree, which was killed some 20 years ago through the misplaced kindness of building a wall around it, is a relic of historical value. This was one of the explorers' camping places on their journey over the Mountains.

"In order to keep on the summit of the watershed between the Cox and Grose Rivers, they determined to cross no spring running north into the Grose Valley.

"Less than 50 yards north of the tree is still to be seen a good spring, which renders the spot a desirable camping ground.

"Some years ago the dead trunk became dangerous and it was sawn through about 10 feet from the ground, the upper portion being transferred to Medlow Bath, where it was re-erected with a suitable inscription, in the ground attached to the Hydro and has since rumbled away.

"The original stump, now denuded of bark, still shows the axe marks of the explorers." [90]

The historical cultural heritage of Explorers' Marked Tree is also intangible. The Explorers' Marked Tree is highly valued by the local and broader community which it wishes to protect.

"Regardless of its historical authenticity, the tree has been viewed by visitors to the mountains since the 1870s as a memorial to the early explorers and, as such, the tree has been imbued with a strong symbolic value in the popular mind. Its National Estate value rests in this social significance, whereas its historical significance (controversial for over a century) may never be proved." [91]

"The Explorers' Tree at Katoomba, through its perceived association with the expedition of Blaxland, Lawson and Wentworth in 1813, has achieved the status of a national symbol." [92]

"The area surrounding Pulpit Hill has produced a number of local legends and myths over the years. Probably the best known is that relating to the relic along the highway just east of Pulpit Hill, now known as the Explorers' Tree. This preserved stump is said to have been a tree blazed by Blaxland, Wentworth and Lawson, when they made their successful crossing of the Blue Mountains in 1813.

Although the tree was reliably recorded as being inscribed with the letter 'L', the

marking has long since disappeared, and cannot be proved to have been made by explorer William Lawson.   As little was heard about such a marked tree until tourism was first developed on the Blue Mountains in the 1880s, it is likely that the story was promoted for that reason. The old stump continues to serve as a memorial to the historic journey of the three famous men." [93]

The concept of place should be broadly interpreted and may include "places of historical events."   [Burra Charter, Article 1.1]

Associations mean the special connections that exist between people and a place. Associations may include social or spiritual values and cultural responsibilities for a place. [Burra Charter, Article 1.15]

Meanings denote what a place signifies, indicates, evokes or expresses. Meanings generally relate to intangible aspects such as symbolic qualities and memories.
[Burra Charter, Article 1.16]

Extract from '*Pictorial Memories Blue Mountains*' by John Low 1991, pp.4-5:

'The Explorers' Tree

'Australians are familiar with the story of Blaxland, Lawson and Wentworth. Their journey has become part of the nation's folklore and 'The Explorers' Tree' situated just west of Katoomba, on the rise known as Pulpit Hill, is one of the well-known Blue Mountains' symbols.

There is some uncertainty as to when the tree first came to public notice. The record of what was actually cut into its trunk has also been thrust into the realm of public debate. This happened, for example, in the letter columns of the *Sydney Morning Herald* in 1905 and again, more recently, in the Blue Mountains Echo in 1983 when the local tourist officer argued that the tree had been manufactured as a tourist attraction in the late nineteenth century.

The earliest reference to the marked tree seems to have appeared in a letter written by Rev. William Woolls to the *Sydney Morning Herald* in August 1867, in which he noted "*the*

blackbutt on which the late Mr W. Lawson cut his initials with a tomahawk in 1813."
In the early 1870s Eccleston Du Faur also reported the tree's existence, but referred to it only as "the tree". By 1884, when a wall and fence were built around the tree (eventually resulting it its death) the plaque attached claimed that it was "Marked by Blaxland, Lawson and Wentworth". In 1905 the current tourist guidebook stated that the tree bore the initials "**W B above and below the W**". To confuse matters further, this guidebook also pointed out that numerous other letter carvings were also on the tree.

Considering the inconsistency of the record and the fact that after the Western Road was opened in 1815, **Pulpit Hill became a favouring resting place for travellers and stock**, perhaps the 'Explorers' Tree' is a true creation of the 'folk'.

Whatever the historical truth, the tree's validity as a popular icon is unquestioned. It remains a symbolic link with the earlier period of exploration, a period for which there are few tangible remnants in the Blue Mountains.' [94]

Significant Event: Coo-ee March Celebrations [1915]
by Steven Ridd, Blue Mountains Gazette 18-April 2007.

"On a hot and dusty day at 11:30am on Friday 5ᵗʰ November 1915, nearly the entire population of Katoomba journeyed to the Explorers' Marked Tree at Pulpit Hill to provide an imposing reception to a band of 190 young men who had marched over 260 miles from the Western Plains. These men were local farmers and workers marching to Sydney to sign up to the Australian Imperial Force.

Following the disaster of the Gallipoli landings, recruiting figures for enlistment of men in World War I had dwindled. It was at this dark hour that a Gilgandra butcher, Dick Hitchen and his brother Bill, the local plumber, had the idea if organising a route march of volunteers to Sydney], hoping to enlist volunteers along the way." [BMG 3-1-96].

On Sunday 10ᵗʰ October 1915, thirty five men set out on the march from Gilgandra to Sydney, some 324 miles away. The marchers "were fed, entertained and billeted at

each town along the route." [loc cit].   They proceeded up the steep and dusty Berghofers Pass and across the Blue Mountains. Much of the route was on dirt roads which were 'unwatered' and the weather hot and humid. At the iconic Explorers' Marked Tree, Katoomba Mayor, Alderman George James led a heroes' welcome to "the boys from the Western Plains", complete with elaborate and colourful arrangements, the Leura Band, the Fire Brigade and many others along with refreshing drinks. It was estimated more than a thousand people turned up at the Marked Tree on Pulpit Hill. As the mayor pointed out in his welcoming speech, near this spot 102 years prior Blaxland, Lawson and Wentworth had camped on their journey to find a way over the Mountains, albeit heading in the opposite direction.

After 33 days on the road the Coo-ees finally marched into Martin Place on 12th November and were greeted by tens of thousands of well-wishers. The march had captured the imagination of the public. The 'Coo-ees', as the volunteers were known, became national heroes. Their ranks had grown to 263, 29 of whom had joined the march from the Blue Mountains. According to a later account by one of the Coo-ees: "We were 60 short of our aim, which was "a man a mile" for the 320 miles of our march, but we had done our best and could do no more." [Meredith, 1981] "The Hitchen Brothers originally suggested the march start in May just after the Gallipoli landings. Due to inaction and lack of support from the military and government and Bill Hitchen's decision to go ahead without that support, the march had finally got under way in October after losing many of the early enlistees for the march who became tired of waiting and made their own way to Sydney." [Brian Bywater, Hitchen House & Military Museum, Gilgandra].

The Coo-ees completed basic military training at Liverpool camp and as diggers they embarked for Egypt, where they were broken up to become members of AIF units such as the Australian Artillery Corp, the 13th and 45th Infantry Battalions.   They were then sent to the Western Front in France. Some returned, most didn't.

The Coo-ee historic march is a stirring story of the first and the largest recruiting march in Australia's history. "It was the example they set that was to live in Australian memory". [BM Echo, 6-11-85]. Katoomba resident, Steven Ridd, has been researching the long history of Pulpit Hill. He says "the Coo-ee march is one of a number of significant historic events as well as other rare items and folklore associated with Pulpit Hill. It would seem appropriate too that leading up to the centenary of this historic march that the Blue Mountains community should recognise the Coo-ees as very much

	a local part of our ANZAC tradition.'[95]
	Further historical evidence may be obtainable from the Return Service League (RSL) Gilgandra and from Brian & Ann Bywater of the Gilgandra Historical Society.

[D7c]   Precinct-Item 2:   Cox's Line of Road (Pulpit Hill)

| **Designer/Architect/Maker/Builder** (where applicable) | William Cox and a work gang of 30 convicts and 8 guards.

CONVICTS on roadwork included:

• James Watson -leader of 'The Road Makers';
• James Dwyer - leader of fire making gang;
• Thomas Gorman - charge of the stores;
• William Dye, Samuel Freeman (Wm.Freeman) - rough carpenters;
• Thomas Cooke, Thomas Carpenter - sawyers;
• Robert(Samuel) Fowler - quarryman;
• James Richards - Blacksmith;
• William Herdman - shoemaker;
• John Hanley (Robert Henley), bullock driver with government carts.
• Samuel Waters (Walters), bullock driver with government carts.
• Henry (Charles) Cryer - bullock driver with government carts.

LABOURERS included:

• Samuel Crook (Cook)
• Patrick Merrian (Mernan)
• John Allan
• Thomas Adams
• John Finch |

- Stephen Parker
- Thomas Roddocks (Roddicks)
- John Manning
- John Tindall
- James Kelly
- Matt Smith
- Harry Sullivan
- John Ross
- William Lawrence
- Thomas Kendall
- Samuel Davis
- Henry Morton (Martin)
- Thomas Watkins
- James McCarty
- William Appledore
- Patrick Hanraghan (Henringham)
- Stephen Hockey (Huckey)
- William Ramsay and George Keen were 'at the mountain' during 1814 muster.

FREE PERSONS included:

- Thomas Hobby was Cox's main assistant on the expedition
- Richard Lewis – the chief superintendent
- John Tighe – the guide
- Samuel Ayres – the servant to Mr.Cox. [96]

Historical Outline
(including Construction history where applicable)

"In those days the area was virgin bush, but the highest point, a scrubby, rocky outcrop, had been named Pulpit Hill in 1815 by Governor Macquarie while on his epic journey over the Blue Mountains. Sections of the Cox's Road are still to be found there, winding around the hill, south of the present highway."

"(Cox's) Road's significance today derives partly from the legacy of the 1913 (centenary) celebrations. Cox's Road is probably the State's best-known early road,

and Blaxland, Lawson and Wentworth are well-known names, thanks to the efficient inculcation of primary school children at least to the 1960s. The story of the Blue Mountains crossing has generated scores of journal articles, booklets, lectures, and invariably rates a discussion in the general histories.

"Pamphlets offer tourists and popular readers enticing descriptions of "ghost roads", convicts in chains, graves, bushrangers, coachings and inns of old, deeds of valour and mighty obstacles overcome. In more recent years a renewed interest in both material culture and in the work of convicts in road building has been fostered by the establishment of walking tracks by the Department of Lands along the old lines around Mt. York."

"Cox's Road demonstrates the way in which historical events, and figures, historic sites and relics are to some extent empty vessels, filled with cultural meaning both by contemporary protagonists and commentators, and by those looking back from the perspective of later times."

"After following the present day bends beyond Katoomba, Cox's Road ascended Pulpit Hill (Precinct 9) but this steep and difficult section had been cut off by 1822." [97]

Account of William Cox and his construction of the Cox's Line of Road, extract from website http://www.angelfire.com/rnb/mrbirrell/pg000005.htm]

'This third part of the project concerns my ancestor, which allows me to give more detail while this of course, was the greater of the tasks. From "Fourteen Journeys Over the Blue Mountains" by George Mackaness.... WILLIAM COX b.1764 Wimborne, Dorset, joined N.S.W. Corps as Lieutenant and served as Captain on 'Minerva' arriving in Australia Jan 1800. "By 1803 William owned 1,300 acres of land, about 100 cattle, 2,000 sheep and £4,000 of trading property". On his return from England in 1810 he settled back into farming at Clarendon, being appointed magistrate at Windsor about the same time. Clarendon had been maintained very capably by Rebecca and son James.

"William and his sons took up about 4,000 acres in the Mulgoa Valley near to that of the Gregory and John Blaxland. Cox had already done a good deal of road making in the County of Cumberland, when in July 1814, Macquarie made him Superintendent of Works for the new road over the Blue Mountains, the record of which follows in this monograph."

"When in 1815 it was proposed to appoint a Commandant at Bathurst Macquarie wrote to Lord Bathurst "For this office I ....recommend William Cox Esqr., he being in My Opinion eminently well qualified for Such a Situation. Mr.Cox is a Sensible intelligent Man of Great Arrangement, and the best Agriculturist in this Colony. H.R.A. Vol.111 p.150."

Governor Macquarie and William had talked about the project before the letter came from Government House Sydney on 14th July 1814 Quote: - To. William Cox Esquire, Sir, Having some time since determined on having a carriageway road constructed from Emu Plains on the left bank of the Nepean across the Blue Mountains to that fine trace of open country to the westward of them, discovered lately by Mr.Evans, and having recently received from you a voluntary offer of your superintending and directing the working party to be employed on this very important service, I now readily avail myself of your very liberal and handsome offer of superintending and directing of the constructing of this road, and do invest with you full power and authority to carry this important design into complete effect; Government furnishing you with necessary means to enable you to do so.

The number of artificers and labourers, namely thirty, and the guard of eight soldiers, you have already yourself selected or required shall be allowed and furnished to you forthwith, for this service, and they shall be supplied with a plentiful and adequate ration of provisions whilst employed upon it.........................Included is a full list of instructions about workers , provisions and tools and ....including one horse, two new carts with harness and two yokes of well broken in bullocks, it being my intention to send off the first convoy from Sydney tomorrow morning for Emu Plains and the second convoy in a fortnight........."end quote

Gov. Macquarie was intending for all requirements to be there for commencement 18th June. He trusted that William understood his wishes for the road and found it necessary to bring to his notice a few leading points to be attended to.

"First the road is to commence at the Ford (already determined) on the Nepean River to Emu Plains, and from there across the Blue Mountains to the Macquarie River and the centrical [sic] part of the Bathurst Plains." Cox had a map to follow, but was permitted to make a deviation if

necessary.

"Second the road thus made must be at least twelve feet wide, so as to permit two carts or other wheel carts to pass each other with ease, the timber in the forest ground to be cut down and cleared away 20 feet wide, grubbing up the stumps and filling the holes, so that a four wheel carriage or cart may pass without difficulty of danger."

"Third, in brush ground it is to be cut twenty feet wide and grubbed up to twelve feet wide. I conceive this to be sufficient width for the proposed road at the present, but where it can with ease and convenience be done, I would prefer the road to be made sixteen feet wide"

"Fourth, the road for the present is to terminate about the center of Bathurst Plains on the bank of Macquarie River, carrying the road as near to the banks of that river as practicable." William was instructed to make use of depots and ask for any provisions that were required for the workers comfort. So as not to disrupt the working party, orders were given to the public and posted in conspicuous places, against visiting or crossing the Nepean without a pass signed by the Governor.

Signed: - "I remain with regard, Sir, Your most obedient humble servant, Lachlan Macquarie, Governor in Chief of New south Wales."

A few interesting notes from a full diary, which can be read at most libraries - One man had a splinter in hand, while another had a bad cold. The shoemaker was busy making nails and mending shoes. William believed in keeping the men fed with food containing a good vitamin source, so he regularly sent men home to Clarendon asking Rebecca for supplies. During August it was 300 lbs. of beef, 60 cabbages and two bags of corn. In another place I read where the voyage of the 'Minerva' was one of the best, as William procured cabbages and lemons as often as possible, which were the source of Vitamin C for the passengers.

On 1st October, WILLIAM built a 17' x 12' storeroom just 12 miles from Emu Ford, costing him eight men and six days labour. This site is now Wentworth Falls. The 'Herculean Mountain' or Mount Victoria seemed insurmountable, as William himself (aged 48) was 'knocked up' and thought the sheep would have to climb the mountain for shearing. He set up a forge for the blacksmith to repair all tools. The rain was an everyday occurrence, men were cold and many were sick. They killed kangaroo and caught rock cod. One bullock went blind and William's horse threw him into the swamp - 'I pulled off my clothes, wrung them and left them in the sun for an hour, when they were tolerably dry.' Heavy rain and thunder continued. Bridges were

started over the Lett and Cox Rivers by December. Food for the gangs was always a problem. With the Nepean River in flood the bullocks could not pass with supplies, which caused problems a plenty. William wrote to Rev. Cartwright asking if two prisoners could cut wheat for one of his workers from the Nepean, as 'he has a large family and it is his all.' They continued to work bullocks hard and constructed more bridges.

A sick man was sent home to Nepean - more kangaroos and some fish were available but rain and thunder continued. Provisions were quite scarce for so many men, considering the poor weather conditions. On Christmas Day William pitched his tent, having only about 5 miles of road to complete, and three bridges. Christmas Day celebrations included 'a gill of spirits to all the men' and he gave each man a new, dry shirt. That would certainly have been a memorable occasion for those men, when the job was complete. William became ill during the night of Jan.5th, but sent T. Frost to Clarendon on 26th Dec., for a good cart horse. Dec.27 -'we saw six kangaroos, 11 emus, wild ducks and pigeons, before returning to the river quite tired. Ten bridges have been completed by the carpenters'. Dec.29 - 'the birds enjoy the river banks, the flowers extremely fragrant and left six men preparing for a bridge across the main river. The party going forward are all preparing and are to cross the river at 12 precisely. Wrote to His Excellency the Governor with proceedings to this period.'

January 1st 1815 - 'Saw six or eight wild turkeys and as many kangaroos, one of which we killed. Found some rich grazing lands comparable to those in England. In lieu of salted pork, he ordered a bullock to be killed which allowed each man about 12 lbs. of beef. Some fish has also been caught and when the men were mustered this morning, they were extremely clean and looked cheerful and hearty.

January 4th - 'much disappointed at not receiving the Parramatta cart with provisions. Men getting on well with the bridge.' January 5th - About midnight I was taken violently ill with excruciating pain above my left hip - became easier and was a little better by 9. Finished the bridge over the Fish River - it is strong - on each end a pier of 25 feet which is filled with stone. The span across is 25 feet more which is planked with split logs. It is altogether 75 foot long and 16 foot wide. January 6th - crossed the river over the new bridge with the caravan and two carts, as also our horses. It is seven miles from the bridge and twenty eight miles from the mountain.

THE DIARY ENDS - The party consisted of 28 men and six soldiers. Begun on 7th July 1814 the road was completed on 14th January 1815. On 25th April Governor Macquarie took the official party across the new road, quote: - "Gov. Macquarie and his wife with Messrs Antill, Hassall,
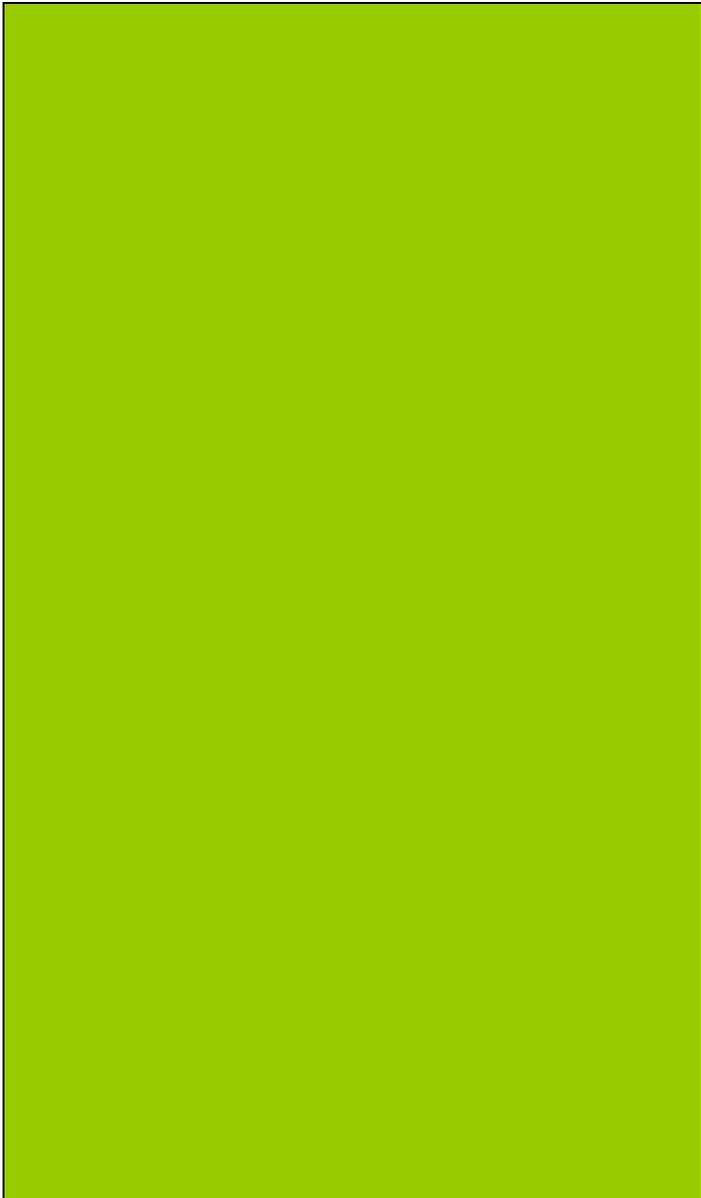
Redfern and Watts spent the night at Mr. King's farm before crossing the Nepean next morning, being the first crossing of Blue Mountain's Road. Party:- Gov. & Mrs. Macquarie; William Cox J.P.; Sir John Jamison; John Oxley, Surveyor General; J.J. Campbell, secretary; Major Antill; Watts; Dr. Redfern; J.W. Lewen; G.W. Evans, surveyor.

William Cox took six months to complete the construction of the 101 miles of roadway. It was a great engineering feat for that time in history. He had convicts and soldiers assigned to him and although justice was hard in those days, the men were pleased to work for William, which resulted in their freedom, on completion of the task.

The mountainous place in the Blue Mountains is known today as Cox's Pass. A large and historic monument stands at Mount York, commemorating the historic feats of all these men, and is worth a visit when passing the region.

Lyn Tocher wrote that on a memorial stone at the entrance to the branch library at Lawson, N.S.W. , but which was opened in May 1915 as "The Blue Mountains Shire Building" it says

LO THE OPEN WAY

In memory of Australia's First Road Engineer

WILLIAM COX - Builder of the First Great Western Road.

Erected by the Institute of Local Government Engineers of Australasia.

****

REWARDS - For completing this roadwork, William Cox received 2,000 acres in this new pastoral region, adjoining Macquarie River at Bathurst. This was probably his 'Hereford' estate? later occupied by son Edgar and wife Mary Andrewina Piper, who bred racehorses.

Published by Library of Australian History "Memoirs of William Cox" by some descendants c.1900. From Bigge, Appendix Box 25 - Government papers.

FREE PERSONS Thomas Hobby - assistant on expedition - 500 acres and 6 cows; Richard Lewis - chief superintendent - 200 acres, 1 horse, four cows; John Tighe - guide - 100 acres, 2

cows, £5.; Samuel Ayres - servant to Mr.Cox - 2 cows. (?)

CONVICTS on roadwork :-James Watson -leader of road works; James Dwyer - leader of fire making; Thomas Gorman - charge of stores; William Dye, Samuel Freeman (Wm.Freeman) - rough carpenters; Thomas Cooke, Thomas Carpenter - sawyers; Robert(Samuel) Fowler - quarryman; James Richards - Blacksmith; William Herdman - shoemaker; John Hanley (Robert Henley), Samuel Waters (Walters), Henry (Charles) Cryer - Bullock drivers with government carts.

LABOURERS: Samuel Crook (Cook); Patrick Merrian (Mernan), John Allan, Thomas Adams, John Finch, Stephen Parker, Thomas Roddocks (Roddicks), John Manning, John Tindall, James Kelly, Matt Smith, Harry Sullivan, John Ross, William Lawrence, Thomas Kendall, Samuel Davis, Henry Morton (Martin), Thomas Watkins, James McCarty, William Appledore, Patrick Hanraghan (Henringham), Stephen Hockey (Huckey), (William Ramsay, George Keen) the last two were 'at the mountain' during 1814 muster. Some rewards - Free Pardons - Robert Fowler, William Appledore and James Dwyer. Thomas Ruddocks a ticket of leave and emancipation to all the others.

Some years ago now, my enterprising husband, Matthew took us to many of these sites. He was wanting to follow the 'old road' as much as possible, so we captured some great pictures of the 'remnants' of this Road across the Blue Mountains to fertile Bathurst Plains. We also have sketches of the line of the road, by David Cox? of Sydney. We are happy to share whatever information you would like. Although I could say a great deal more, but I have to stop somewhere. Just enjoy and email me if you have any questions............. Thelma

From "Macquarie Country" by D.G. Bowd -

"Another road to the Hawkesbury was built in 1819 by William Cox. It left the Great Western Road at Prospect and ran in a fairly direct line to Richmond, a distance of 15 miles. This road is called the Blacktown Road today. Windsor was not linked with it until 1860.

[Source: http://www.angelfire.com/rnb/mrbirrell/pg000005.htm accessed 21-Jul-2011]

The following are extracts from Ross FitzPatricke's 'The Cox's Road Between Katoomba and Blackheath' (circa 1985 unpublished manuscript): [98]

"The top of the Blue Mountains between Katoomba and Blackheath is fortunate to still have a great deal of the original road built under Governor Macquarie's instructions."

Pages 3-5:

Section 3 – The Cox's Road: Brickwork Gates to the Intersection of Great Western Highway and Explorers Road

"This section provides one of the most comprehensive sections of the Cox's Road. Right at this point the Cox's Road deviates slightly off the Great Western Highway and rises steeply on the left hand side of the Great Western Highway, and it is at this point that the fabled "wash away" took place which causes the Explorers Road to be built around the whole western aspect of Pulpit Hill in 1820.

"As can clearly be seen now, this section was too steep for animals to haul a load up it, while up to 1820; there would have been largely riders on horseback and not too many wheeled vehicles. To give some idea of the traffic on this road before 1820: It is recorded that Cox drove the first small mob of cattle across the mountains early in 1815. Governor Macquarie and his entourage had crossed in April 1815 and cited Bathurst as the place for a new town. Governor Macquarie inhibited all crossings of the mountains by requiring a Government permit to cross until 1828.

"Lawson drove a large mob of cattle across in July 1815 and bought the best of them back in October 1815.   . Governor Macquarie first allowed a small group of 10 settlers to cross in April 1818. The first women and children to cross did so in April 1822 taking 17 days for the journey.

"If one looks closely on the left bank of this 'track' at the wash away, one may still see the original Cox's cutting – that is the first 1/3 of a metre of earth that was cut away in 1814. This tell-tale sign is virtually a trade mark of the Cox's construction through the

entire length of Cox's Road. Rarely did he dig deeper than this level. The increased depth now is largely due to erosion.

"Now we come to the point where the Cox's Road intersects Pulpit Hill Road at the Marked Tree. Unfortunately, in 1985 misguided enthusiastic historic site renovators built a wooden rail fence right across Cox's Road (alongside Pulpit Hill Road that is) completely oblivious to the fact that they were overlaying the most historic feature in the area. This fence is around 100 years old and had been brought from another area altogether, but alas it only served to confuse history. At the same time, rocks were placed on the Cox's Road to more completely define that and at the same time the fence should be removed once again and re-erected at right angles to its present siting...to re-define the Cox's Road.."

"Beyond the marked tree and the ill-placed rocks or stones just mentioned, the Cox's Road rises gently up a hill until some cement foundations are reached. These foundations were built in the 1920's when after an auction sale of 'The Explorers Estate': Easter 1920, a four roomed corrugated iron home was constructed with bush poles and crude corrugated iron top hinged shutters in lieu of windows, was built on the site with materials from the burnt slaughter house on Narrow Neck Road. The occupants kept goats which kept leaping on to the Great Western Highway and the railway line and were eventually all shot by police after one encounter with a train in the 1930s. Council eventually forced demolition not long before the Second World War."

Page 5-6:

"From these cement foundations, the road would have proceeded north (now overgrown and obliterated by the aforesaid construction and its environs). It would have passed through heavily timbered country more or less parallel with the Great Western Highway.

"On the other side of Pulpit Hill the road makes a turn that would have taken it across the Great Western Highway to the above mentioned eastern clearly defined Cox's Road. An enormous amount of the hillside has been removed at this point for the Great Western Highway and the railway, but if you stand between two (felled) logs you can

see that they match exactly the continuation of Cox's Road on the eastern side of the railway line."

Pages 8-9:

Section 7:   The Cox's Road: From its intersection with the Explorers Road to Cherry Tree Flat

"This section must have been easy for Cox's men to build as there is solid sandy soil on the ridge top in low scrub. It also has changed little over 170 years. Until quite recently there were good flat stones evident to prevent wash away as it descended on to Cherry Tree Flat. Cherry Tree Flat must have been a welcome relief for travellers for it not only provided one of the first glimpses of the terrain west of the mountain ridge but being grassed and lightly timbered, provided some fodder for animals. In any case we read that by 1832 there stood "a hut" upon the site.

"The site consisted of a 'saddle' of land on a ridge of the mountains about half a kilometre long and about 1km wide. It afforded a pleasant view west overlooking the Megalong Valley and east the 'saddle' falls away to a heavily timbered area which forms a little creek becoming Cascade Creek and ultimately falling into the Grose Valley. Cascade Creek is now dammed and forms one of the headwaters of the Katoomba Dam. The saddle of land I lightly timbered and now well grassed in contrast to the surrounding poor bushland."

[Comment: *Thirty odd –years of keeping cattle and probably pigs on the site associated with the Inn between 1933 and 1866 would have contributed manure to the site, thus converting the soils to being highly acidic and preventing regeneration of native bushland*].

"At this point the Cox's Road travels on top of a ridge from south to north. Cherry Tree Flat as it came to be known, opens up unexpectedly as the road drops gently down from the ridge to the floor of the saddle about 15 metres below. About half way down this moderate slope on the right hand side, a narrow lightly formed driveway leads off no doubt to the stables at the rear of The Shepherd and His Flock Hotel. Hard against the roadside can be found the foundations for a primitive one room wide building with verandah facing west."

Page 10:

"To follow the progress of the original Cox's Road after it left Cherry Tree Flat, one must cross the railway line before it enters the cutting. To the west of the existing steep track and railway line the Cox's Road wound up the hill at a less vertical angle than the current track. On the top of a hill (Mount Mark?) it followed the existing dirt track apparently 3-4 metres to the west. It descended the hill alongside the same track and continued due north, approximately in alignment with the 1867 Single Track railway line which is now a pleasant country lane."

"Australia's first arterial road followed the conquest of the Blue Mountains and linked Sydney and Bathurst. The 220-kilometre route was surveyed by Evans in 1813. William Cox was commissioned by Governor Macquarie to construct the 162-kilometre road from Emu Plains to the Bathurst region. The road was built by convict labour (30 men and 8 guards) between 1814 and 1815 to a minimum width of 3.7 metres (12 feet)."

['Roads & Road making', p.2502, source unknown]

[D7d]   Precinct-Item 3:   Convict Pit

Designer/Architect/Maker/Builder (where applicable)	Unknown, requires archaeological and historical investigations
Historical Outline (including Construction history where applicable)	Unknown, requires archaeological and historical investigations

[D7e]   Precinct-Item 4:   Convict Grave Site

Designer/Architect/Maker/Builder (where applicable)	Unknown, possibly a convict work gang associated with Lieutenant William Lawson in 1822, during the construction of the Mountains Road.
Historical Outline (including Construction history where applicable)	"In 1824 R.P. Lesson and his companion climbed "a high eminence where the road formerly passed" in order to attain views...and that "on this wind-beaten height stand rock of various shapes" and a "still fresh grave". The stone covered mounds with their slate or sandstone slab "headstones" have been traditionally known as the "convict graves" at least during this century (20th), and possibly during the last. There is no further documentation for them." [99]

"The only grave to be actually documented as being on Pulpit Hill is referred to in the book 'Fourteen Journeys Over the Blue Mountains' by George Mackaness. On page 153, we read as part of the account of a journey made in 1824 by a Frenchman, René Primevere Lesson, Than on February 1st:

"M.d'Urville and I climbed this old road with difficulty and we enjoyed the view of enormous precipices, deep chasms, in short the ruins of nature, which impressed us deeply. On this wind-beaten height stand rocks of various shapes. One of them bore the epitaph of a young man who died there in 1822, and whose still fresh grave will make me call this Mount Sepulchre." [100]

"As these mounds, like Explorer's Tree, have been the source of much folklore, they are still accorded historic value, in that they are accepted as icons of history, and perhaps a grave or two <u>do</u> exist in the area as well as that of the Frenchman." [101]

This is the first recorded account of a road in Australia being used for recreational purposes.
[Jim Smith 21-Apr-07].

According to historical accounts, none of the men who worked on building the Cox's Line of Road in 1814-1815 died on that journey. "However, during the ensuing twenty years or so, convicts in chained gangs maintained the road under what were often cruel conditions. These men were those who had fallen foul of the law again during their years as convicts in the colony, and were in fact prisoners performing 'hard labour' for crimes committed in the colony."

Subterranean radar [Greg Evans of the RTA, c.2007] detection has verified as genuine evidence of manmade excavation into ironstone. [dimensions 3' wide x 6' long x 6' deep]

> "Mr Colless said he had been convinced the graves were not a hoax when a Sydney University archaeologist (possibly Miss Helen Temple)[102] conducted tests on a rough headstone found at the site. The archaeologist dated the headstone at 1830-1831 – long before the Mountains' tourist boom.

> "Mr Colless added that one Katoomba resident could remember attending a service at the grave site in 1913 and being told the graves were those of convicts who had helped to build the road. The service was organised by Katoomba Primary School to celebrate the 100th anniversary of the Mountains crossing.

> "We also know that there was a stockade built near the grave site in the early 1800s and that Sunday services were held at the site for many years but there is no record of who is buried there." [103]

> "Another much-queried story about Pulpit Hill is that of the 'convict graves', which relates to some piles of stones on the summit of the hill. Monsieur Lesson, a French naturalist, who travelled over the Blue Mountains in 1824, claimed that he saw a rock on Pulpit Hill which had been carved with the epitaph of a young man who died there in 1822, whose grave was quite visible at the time. Other reports in the early days record several piles of stones thought to be graves of Aborigines. There were no cemeteries on the Blue Mountains prior to the 1840s, and travellers, or convicts maintaining the road, who died by the roadside, would have been buried where they fell. As piles of stones on Pulpit Hill have been move, and even added to by irresponsible people over the years, it is now impossible to know the true position of any graves in the area."[104]

[D7f]   Precinct-Item 5:   Lawson's 'Mountains Road' (Pulpit Hill)

Designer/Architect/Maker/Builder (where applicable)	Lieutenant William Lawson, 1822
Historical Outline (including Construction history where applicable)	The difficulties presented by the precipitous Mount York descent, and the complaints and difficulties this created among travellers, resulted in an alternative route known as Lawson's Mountains Road being constructed by William Lawson between 1822 and 1823. As the Commandant of Bathurst from 1819 to 1824 one of Lawson's responsibilities was to oversee maintenance of the "Western Road". He carried out numerous improvements, upgrading and deviations to Cox's Road. Lawson resurveyed the original 1814-15 road across the mountains, particularly the eastern and western ends, where easier graded descents were required. The western descent of Cox's Road was too steep and dangerous and consequently Lawson oversaw the construction of a new descent, referred to a Lawson's Long Alley using a gap to the east of Mount York. William Lawson had a team of convicts construct this alternative line running along the western side of a north-south trending valley (now known as Kerosene Creek Valley) some 2 kilometres east of the Cox's Road descent off Mount York. This route allowed a more gentle descent into the head of the valley. It was constructed much wider than the Cox's Road descent, up to 9 metres wide in places with large passing bays on the corners, which allowed for drays to pass en-route. The original construction involved the road being "cut into the rocks of the mountainside while it has been supported by a retaining wall on the declivitous side", as described by the Blue Mountains Historical Society. Lawson's Mountains Road succeeded in providing a quicker and more accessible route for horse and bullock drawn carts than the very rough hurriedly constructed Cox's Road. Lawson's route in the main followed Cox's Road and was heavily used for a period of ten years from the early 1820s to mid-1830s when "Mitchells Pass" was established and in use at Mount Victoria.

The following are extracts from Ross FitzPatricke's 'The Cox's Road Between Katoomba and Blackheath' (circa 1985 unpublished manuscript, pp.5-6. Here reference to 'Explorers Road' is equated to Lawson's deviation road, rather than to the current day bitumen Explorers Road): [105]

"At the point where the 'wash away' took place on the Cox's Road in 1820, Lawson (William) , who had been authorised by Governor Brisbane to maintain the Western or Bathurst Road, as he was the Commandant of Bathurst, chose to build an almost level deviation around the western side of Pulpit Hill. Why west and not east? Because to the east was too steep and too soggy where the spring was and is. Much shorter, but too difficult for a limited team with little or no mechanical aids.

"Immediately at the foot of the steep wash away can be seen the beginnings of the Explorers Road (Lawson's deviation road). It is well defined but continues for only 6 metres before it abruptly ends in space. Space created by brickworks excavation which created new levels with removal of a great part of the hillside. The gates just below were built in the mid-1930s on the newly created level.

"So unfortunately a huge chunk of the Explorers Road has been made into bricks and is now elsewhere. Possibly about 5 metres is still intact half way to Pulpit Hill Road, but I would not swear on it. After the clay excavation site, there is a well wooded area mainly of rainforest type growth, all of which is about 50 years old which indicates that this land, which was and is privately owned, has been cleared of its timber and in the process all traces of the Explorers Road lost.

"However, we can again trace the Explorers Road immediately on the north western side of the 1884 Six Foot Track. To get to this point turn off the Great Western Highway into Pulpit Hill Road (now signposted 'Nellies Glen Road') and take the Six Foot Track deviation to the left, and half way down the first steep hill there is a road branching off back to the right, which ultimately joins the Pulpit Hill Road again. In this section there is a moderate size rock section to the right side of the road on which can be seen numerous ridges carved by the passage of metal tyred carriages, jinkers and bullock wagons.

"The Explorers Road passed over the driveway and just behind the front gates of No.4 Pulpit Hill Road, continued across the paddock opposite, to re-join the still used and name Explorers Road following its course to the intersection of the Great Western Highway."

[D7g]   Precinct-Item 6:   The Poor Man (inn site)

Designer/Architect/Maker/Builder (where applicable)	

In 1832 a timber hut was first constructed on the site. In 1833, an inn was built by a man called McGregor using a reward gained for capturing bushrangers Wilson and Day [Sydney Mail, 12/12/1896]. It was originally constructed for publican, Michael Leeson by 1833

'The Poor Man'
Western Road, Cherry Tree Flat, Pulpit Hill

Licensee History[106]

Period	Licensee
1833-36	Michael Leeson
1836-38	Andrew Murray
1839-40	Thomas Hunter
1841-43	James Harris
1844-46	Thomas James
1853-56	Richard Heard
1865	W. Boulton
1866	Demolished to make way for railway

For the year commencing 1 July 1833, Michael Leeson was the licensee for 'The Poor Man' inn

	at Pulpit Hill, with Andrew Murray of Bathurst Road as surety. [107]
	On 18-Jan-1833, James and William Byrnes sold by public auction 15 acres of land at Pulpit Hill for £206 to Andrew Murray. [108]
	On 15 May 1838, Andrew Murray sold these 15 acres of land, which then included an inn called 'Shepherd and His Flock' to Charles Abraham Wilson for £350. [109]
Historical Outline (including construction history where applicable)	First settlement in the area was initiated by William Cox during his road construction programme over the mountains to the western plains. The first non-Aboriginal people to stay in the Blue Mountains along this road would have been soldiers sent initially by Governor Macquarie to prevent unauthorised passage west of Sydney over the Blue Mountains.
	The Poor Man (inn) was constructed in 1833 under the licensee Michael Leeson and was the first building in the vicinity of what is now the township of Katoomba.
	In 1836 the inn's name changed to 'Shepherd and His Flock Inn' under the license of Andrew Murray.' [110]
	At the time it was the first building west of 'The Weatherboard' (inn) at what is now the township of Wentworth Falls.
	"When the line was opened through to Mount Victoria in 1868 Katoomba, now the tourist centre of the Blue Mountains, was unknown. There was a small settlement at Pulpit Hill, beyond the Explorers' Tree, where a hostelry, "Shepherd and the Flock, was situated. At the site of the present day Katoomba there was a quarry, traces of which can be seen in the little park near the level crossing."[111]
	The inn's original name was the 'Poor Man Inn', then the 'Shepherd and His Flock Inn' and was also affectionately as 'Blind Paddy's'.
	"This track in the early days was known as Cherry Tree Flat, and here a change house was built and named the Shepherd and his Flock Inn. It wasn't one of the better known inns on the mountains, but coaches did stop there to allow the passengers to

buy food and refreshments.

"For some unknown reason the Inn was not licensed and the owner, who answered to the name 'Sonny of the Brickie', ran a sly grog business. To all and sundry his stock phrase was *"have you watered your horse?"* ~ meaning that you paid 6d for a mug of beer as disguised for watering your horse. The police had a busy time trying to catch up with him, but he always avoided arrest.

"The Inn was closed when the railway line was built over the mountains, causing the road to be realigned to the southern side. No trace of the Inn or the cherry trees that surrounded the old building can be found today."[112]

Extract from 'Happy Days Blue Mountains Guesthouses' [Gwen Silvey, 1996]**:**

"Long before Katoomba existed, an inn was built on the northern side of the rough track of Cox's Road between Weatherboard and Blackheath (previously named 'Govetts Leap'[113]).

"Around 1833, on land owned by Andrew Murray, the small inn was established at Pulpit Hill, and was operated first by Michael Leeson who named it 'The Poor Man'. It served travellers who sometimes had difficulty finding lodgings at Weatherboard or Blackheath, where available accommodation was still limited.

"In 1835 owner Andrew Murray obtained a publican's licence for the inn under the name of the Shepherd and His Flock. The site, on more level ground, protected from cold winds by Pulpit Hill and known later as Cherry Tree Flat, was a recognised resting place, and as such would have been very suitable for resting sheep being driven over the Blue Mountains.[114]

"For many years Andrew Murray retained his property at Pulpit Hill. It seems likely that he had a problem with his sight, as the inn was often referred to as Blind Paddy's. In 1839 Murray apparently leased the Shepherd and His Flock as it was licensed to Thomas Hunter. In that year Mrs Louisa Meredith, an adventurous lady who had recently come from England, made a journey over the Blue Mountains. Mrs Meredith

describes Blind Paddy's[115], to which she and her friends were obliged to travel a further six and a half miles for accommodation, as none was available at the Weatherboard Inn.

"James Harris was licensee of the Shepherd and His Flock from 1841 to 1845, followed by Thomas James for the next four years. No records of licences for that inn are to be found for the years between 1849 and 1852. It may be that this was the time when the proprietor, known as '*Sonnie the Brickie*' disguised his liquor sales as '*watering your horse*' for 6d!

"When the gold rushes began the Shepherd and His Flock did well. It was licensed for at least five of those hectic years by Richard William Heard, but no licences are to be found for the early sixties. By that time plans were in hand for building the railway and the route was surveyed through Cherry Tree Flat. William Boulton was to be the last licensee Shepherd and His Flock. He was there from 1865 to serve the navvies as they constructed the line ready for trains to proceed as far as Blackheath in 1868. The inn was closed then, and nothing more is known about the building.

"The site was destined to be a hive of activity again for a year or two in the 1890s when a major deviation was made to the railway line, and 300 men were employed in the area. A camp town developed to house the workers, and in August 1896 a bag hut was erected at Cherry Tree Flat to serve as a shelter for Sunday School and Temperance meetings."[116]

The following are extracts from Ross FitzPatricke's 'The Cox's Road Between Katoomba and Blackheath' (circa 1985 unpublished manuscript, pp.9-10: [117]

"In 1839, Mrs Meredith and her husband, travellers in NSW crossing the Blue Mountains, stayed a night at the Shepherd and His Flock hotel and wrote:

> "*We spent the night in an attic about the size of our ship's cabin, with a clean dimity bed and window curtains.*"

"The Shepherd and His Flock hotel site exhibits only stones and packed earth,

suggesting a rude construction made from materials gathered from the nearby area. One can visualise a long narrow slab construction with verandah to the front and steep shingle roof.

"All that remains now is the above mentioned foundations, one primitive rosebush, a young apple tree, a dead mature fruit tree, a distant Hawthorne bush and about 30 metres down the back what appear to be the remains of a slaughter house. In the nearby bush, one severely scarred tree and one solitary fence post has survived the bush fires over 130 years.

"Pottery fragments from this site are held by the Blue Mountains Historical Society, Blaxland Road, Wentworth Falls and include the rim of a hexagonal vase of mid-Victorian design. One of the early owners planted numerous cherry trees on the surrounding land, and thus the area became known as Cherry Tree Flat. At one time, the establishment was known as 'Blind Paddy's. The original Cox's Road would have veered to the left across the flat, and then worked to the right up the north-western embankment or hillside. This hillside rises 30 metres about twice the fall of the southern side.

"Alas for the sylvan setting so far described; progress blighted the site and destroyed more than the cherry trees with one (foul) swoop in the form of the 1867 railway line, which essentially followed the path of the Cox's Road. As we all know, railway lines have to be laid with very little incline and so the hills on either side were gouged out while blocks of sandstone were quarried about 1 km further north on the Waterboard road and used to build up an embankment across the saddle not more than 10 metres from the front door of the Shepherd and His Flock hotel. This tolled the last death knell for its doors.

"However, worse was yet to come, for as the road was forced to run parallel to the railway track and thus the hill on the far side of the flat was now too steep for carriage, coach or laden dray, a new route was chosen on the other (western) side of the railway track for the Bathurst Road.   The subsequent duplication of the line in 1902, doubled the height of the embankment to 15 metres."

"Like Collits, Murray was an ex-convict. His fifteen acre block is shown on the 1877

Du Faur map (see Appendix), and was originally alienated on 18/1/1833, being acquired by auction. Subsequent licensees were Thomas Hunter in 1840, Thomas James in 1845, and Richard Heard in 1850.

"In the late 1860s the inn was known as 'Jones' Wayside Hotel'. In 1868 the building of the railway line past this area caused the rerouting of the old highway away from the inn **(author's note: the rail separating the inn from the new aligned highway).** According to legend it survived sometime after this by catering for (John Britty) North's miners in the 1870s. Perhaps Black's Ladder was erected to provide access to the inn by early Megalong Valley inhabitants or the miners.

In 1899 the Mountaineer described the inn site:

> "Two or three trees and some remains of buildings is all that is now to be found on the spot that was once such a busy scene."

From these trees, the open area of old inn site became known as 'Cherry Tree Flat'. This grassy area, now without trees or remains of buildings, can be seen from the train. It forms part of the local catchment area.'[118]

[Author's observation: Given that poet Henry Lawson lived on and off at time at nearby Mount Victoria, he may well have read this article in the local paper The Mountaineer, prompting him to perhaps visit the site and write his poem 'Cherry Tree Inn' in 1890. When Henry Lawson's father passed away c1888, Henry Lawson travelled from Sydney to Mount Victoria to complete the unfinished buildings his father had started - 'Larsens Cottages'].

[D7h]   Precinct-Item 7:   1860s Railway Alignment with Sandstone Culverts

Designer/Architect/Maker/Builder (where applicable)	New South Wales Railways under the direction of John Whitton, whom in 1856 had been appointed Engineer-in-Chief of the N.S.W. Railways in 1856 under the Commissioner of Railways, John Rae [1861-1870]. John Whitton is historically recognised as the *father of our*

	railway system'. [Source: http://www.zigzagrailway.com.au/history/whitton.html, accessed 21-Jul-2011]
Historical Outline (including Construction history where applicable)	'Public appreciation of the Mountains was largely determined by their accessibility. In the days of horse-drawn transport it took a day to reach Penrith from Sydney and a day or more to traverse the Mountains (*this would have been after Mitchell's Western Road had replaced both Cox's Road and Lawson's Mountains Road, from the late 1830s*). 'The construction of the railway line to Penrith in 1863 brought the Mountains a day nearer to Sydney, and the completion of the line to Mount Victoria in 1867 brought the Mountains within a few hours of the city. The NSW Government Railways promoted tourism. The *Railway Guide*, published in 1879, described the Mountains: '*The Blue Mountains, with their innumerable hills and ravines, present extensive panoramas of the greatest description. As the traveller in the railway is sped along the summit of the range and catches glimpses of the thousand valleys, stretching out like ocean waves to the horizon, on both sides of the line which, for a considerable distance, is laid on a narrow causeway that looks as if built for thousands of feet out of awful depths of precipice and ravine, he finds it difficult to imagine a nobler representation of the grandeur and sublimity of nature'.* [Author's note: They wrote long sentences back then and the gender was a tad male biased]. 'With the completion of the railway, one of the earliest constructed in Australia, the Mountains soon became the State's most favoured tourist destination.' [119] --- **'Find of the Century'** article in Blue Mountains 'Echo' newspaper 29-Aug-1984:

"The discovery of two stone culverts at Katoomba's historic Pulpit Hill is being hailed by Blue Mountains' historians as the most significant find this century. The culverts are thought to be as old, if not older, than Lennox Bride at Glenbrook which at 150 years of age is regarded as the oldest bridge in mainland Australia.

"Mr John Yeaman, the City's first engineer, says the culverts are obviously the work of convict labour, which makes them at least 135 years old. While Tourist Officer, Geoff Bates, believes they may be part of Cox's original road over the Blue Mountains, which could make them as much as 169 years old.

"The stone culverts were discovered by none other than the Editor of the Echo, Mr Spencer Ratcliff, who in his spare time tramps the Mountains in search of the history of which he so often writes. But he left it up to the experts to verify his find.

"One of the culverts is situated about 200 metres below the Mark tree, while the other lies a further 200 metres to the east, under the present railway line. Mr Bates says the first one could be clearly visible from a train, but up until now, no one has realised at what they were looking.

"It is something which has been overlooked for a long time, perhaps 120 years, he says, "I give Mr Ratcliff full credit for its discovery".

"The tourist officer examined the first culvert in the company of the elderly Mr Yeaman, but they were unable to explore the second one, which was less accessible. However they were unable to find any markings which would give a clue to the age of the culvert.

"Whoever made it was a real craftsman", Mr Bates says, "it is the best example of a convict built culvert that I have ever seen." Meanwhile, Mr Yeaman says the culvert is a fine example of Ashlar stonework, which means the blocks were cut to strict specifications.

"Evidence can still be seen of where the blocks were cut from the hillside, as well as pick marks on the surface of the blocks. "I think anything a bloke could have made with those limited means at his disposal should be preserved." He says.

"The pair plans a return journey, this time with experts to determine the exact age of

the culvert – and to look at the other one. In the meantime, **the historians would like to see Pulpit Hill – with it Mark tree and convict graves, plus the ruins of the police lock-up and the Shepherd and his Flock Inn – declared an historic precinct."**

Mr Bates, who is also chairman of the Blue Mountains Bicentenary Committee, also plans to recommend the plotting of Cox's Road as a possible project. The road was constructed in 1815, while the railway – which followed in about 1867 in the Katoomba area – took precedence in some places. This may be a lost section of that road."

'Phone Home to the Past with Telecom' - article in Blue Mountains 'Echo' 19th September 1984

"Two Telecom workers have stumbled across a matching culvert to the one discovered recently near the Explorers' Tree at Katoomba. The overgrown sandstone culvert is about 500 metres west of the first one and although not in as good condition, is obviously the work of the same stonemason.

"Whether the product of convict labour or part of the old railway remains to be seen, but either way they are well over 100 years old and of historical significance.

"The two Telecom workers, Ian Fryar and Bob Duncombe, found the culvert while they were checking last week underground cables in the area. The main, pressurised Sydney to Orange trunk line runs within feet of the culvert.

"The history bug appears to be catching, because the linesmen had read of the Echo's discovery and were on the lookout for anything which might be historic. Six months ago, they found some convict wedges while working near Lennox Bridge at Lapstone. However, they were lucky to find the culvert, which was overgrown by bushes and virtually invisible unless you were looking for it. The linesmen also discovered some strange, cave like holes in the embankment behind the culvert, in which they found piles of stone. What these are is anyone's guess.

"But Blackheath historian, Mr John Yeaman, sticks by his theory that the culverts were

constructed by convicts. He bases his theory on the pick marks on the sandstone blocks and their general appearance.

"Mr Yeaman, an engineer by trade and himself a bridge builder, does not think the culverts were built by the railways. They liked to do things as cheap as possible", he says. The culverts bear more similarity to Lennox Bridge than they do to the earliest stone work undertaken in the Mountains by the railways at the Lapstone Zig Zag."

Curve improvements in 1896 (Shale Tramways of Katoomba) [120]

[D7i]   Precinct-Item 8:   Pulpit Hill Police Station & Lock Up (sites)

Designer/Architect/Maker/Builder (where applicable)	There were two separate buildings on the site. William Pettit was the contract builder of Pulpit Hill <u>Lock Up</u>. William Pettit's tender was £380. [121] Thomas Atkinson was the contract builder of Pulpit Hill <u>Police Station</u>. Thomas Atkinson's tender was £397. [122]
Historical Outline (including construction history where applicable)	Following extracts from Peter Chin's book of 2006 '*The Thin Red and Blue Lines: a history of the military and police presence in the Blue Mountains between Nepean and Cox's River 1814-2005*' [123] **Construction History: Police Lock-Up** "Following a report in 1858 that the Blackheath lock-up was insecure for the custody of prisoners being transferred from Hartley to Penrith (and Cockatoo)[124] it was decided to build a new lock-up at Pulpit Hill. On 19th September 1861 the Department of Public Works informed the Colonial

Architect that a tender from William Pettit had been accepted for the erection of the watch-house at Blackheath or Pulpit Hill for £380, for completion within four months "on the understanding that the building is to be erected on the latter place instead of the former mentioned in the advertisement.

"It would appear that the time limit was not enforced as it was not until 23 September 1862 that the Inspector-General of Police advised the Department of Public Works that the lock-up at Pulpit Hill was nearing completion. The project was finalised on 17 November 1862.

"As no details of the watch-house/lock-up can be located it may be inferred that it was simply a building consisting of two cells and perhaps basic accommodation for the resident and escorting police officers. It was evidently very soon considered inadequate for policing needs for on 26 September 1862 the Inspector-General of Police, John McLerie wrote (to) the Principal Under Secretary of the Department of Public Works requesting barracks and stables be erected "as early as possible"...somewhat on the scale of those at Wombat Station (Springwood?)."

Construction History: Police Station & Lock Up

"Tenders were called for the erection of a police barracks, stables and privy at Pulpit Hill on 16th January 1863 and the tender for completion of this work at a cost of £397.7.0 by Thomas Atkinson, contractor, John Atkinson, stone mason and Samuel Smith, joiner (all of Mudgee) was accepted on 14th February 1863.

"The contract required completion of the work within five months of date of acceptance of tender but on 26th June 1863 the representative of the Colonial Architect's Office reported to the Inspector-General of Police:

'I have the honour to state for your information that I visited Pulpit Hill on 24th inst., and found that all the stuff for the Police building in course of erection there is cut and drawn in. The wood has only just been cut and is perfectly green and unseasoned, and if put up in its present state, the slabs in three

months' time, when shrunk will be inches apart. The contractor informed me that he is bound to have the place finished in a month but I think altho' the buildings are much required it would be advisable to allow the stuff to become seasoned before the quarters and stables are built."

"There, in the absence of further information, the story must end, and it would seem that completion was not achieved until well beyond the contract completion date later in 1863."

Occupation

"The exact location of Pulpit Hill Police Station is not known but was believed to be on the eastern side of the railway lime almost opposite Explorers' Road.

"The Inspector-General of Police's annual reports to the Colonial Secretary which schedule the establishment of police stations throughout the state do not show Pulpit Hill for 1863, the first reference being for the year 1865 (1864 is not available). However, it would be reasonable to presume that the police station would have been operational by 1864."

"During the short existence of Pulpit Hill Police Station its establishment appears as:
- 1865-1866: 1 senior constable and 1 constable (mounted), 1 constable foot.
- 1867: 1 senior constable (mounted).

Significant Event

"In 1867 Pulpit Hill Police Station was the scene of a violent break-out by prisoners which resulted in the tragic death of a constable." [125]

"On 29 April 1867 fifteen prisoners, recently tried and sentenced at Bathurst Assizes and under escort of eight police officers stopped for the night at the lock-up. The prisoners, all in irons, were in a coach with two armed officers while the officer in charge, Sergeant Casey sat on the box with the driver. Five mounted constables rode

beside the coach."

"At Pulpit Hill the prisoners were secured in the lock-up with Sergeant Casey standing first guard, relieved by Constable Duggen at 10pm who was succeeded by Constable Madden at midnight. Sergeant Casey remained awake all night and conversed with each of the sentries."

"At 2am on 30 April Constable Madden called Constable Hitchcock for his turn at duty and before handing over his charge Madden said he would heck the prisoners. Madden unlocked the padlock and as he withdrew the bolt the door pushed open by the prisoners who burst into the front room and out the door."

"The fell events that ensued were given in evidence by Sergeant Casey in the subsequent inquest. He testified that he drew his revolver and fired at the prisoner Moran, who appeared to fall. Casey then fired at Kerr who was rushing Constable Madden; Kerr. He then fired at Southgate who had hold of Constable Madden but the revolver misfired. Southgate was not hit but Casey fired another shot at whom he supposed to be prisoner Holmes."

"Sergeant Casey stated that after he had fired five shots all of the prisoners but two, Holmes and Rutherford, ran back into the cell. He then fired at Holmes and returned to lock the cell door. The prisoner Rutherford has meanwhile attached Hitchcock, the Pulpit Hill constable who escaped and ran to the barracks to call the rest of the escort."

"Constable McArthur informed Sergeant Casey that Constable Madden had been shot three times and believed that the prisoners had a revolver. Casey said he thought they had taken Madden's revolver but after checking all other police firearms found that none had been discharged but his own.

"The dreadful truth dawned on Casey, who was reported to have said: "Oh, my God, I must have shot poor Madden!"

"Sergeant Casey further testified that he went to the barracks to see Madded who complained of pain in his bowels. Casey said: "Oh, Madden. It was I who shot you." Madden replied: "No, it was the prisoners." Casey responded: "No, it is true, as no other revolver was discharged." Constable Madden then said: "If it was, I forgive you, I know you did not do it on purpose" and shook hands with Sergeant Casey."

"Casey said that he was so overcome with the thought of shooting a comrade that he fainted. Constable Madden died soon afterwards."

"The prisoner Rutherford was soon recaptured but Holmes made good his escape and was reported to be involved in armed hold-ups in the Crookwell area the following month."

"Trooper Thomas Madden's name appears on the New South Wales Police Honour Roll at the Police College, Goulburn which commemorates police who have paid the ultimate sacrifice in the execution of their duty."

"Although no evidence can be found of the reason for the closure of Pulpit Hill it is considered that the availability of the railway for the rapid an secure transport of prisoners obviated the need for this isolated establishment which had been created essentially for the purpose of meeting the requirements of moving prisoners by means of horse transport long the Western Road. [126]

A 1940 oral account from an old resident of nearby Leura as to the remains of the Police Station & Lock Up:

"Mr Richards further states that at Pulpit Hill, Katoomba, opposite the marked tree and on the northern side of the line, there originally stood a convict lock-up of stone, which structure was later removed to form the first section of Mr Charles Moore's residence 'Moorecourt' at Springwood. At the lock-up site for many years there stood a triangle which had been used as an instrument of punishment." [127]

"In 1896, the 8 chain radius curves of the early railway were replaced by an improved alignment, and from information available, it appears that this deviation, together with the duplication of the line in the early 1900s, would have come so close to the lock up site as to have obliterated all traces of it." [128]

The following are extracts from Ross FitzPatricke's 'The Cox's Road Between Katoomba and Blackheath' (circa 1985 unpublished manuscript, p.6): [129]

"On the Explorers Road about 450 metres from the intersection with the Great Western Highway can be found the ruins of the 1861 Police lock up, still with the underground lock up intact. This appears to have been in use as a police lock up until the new highway was built next to the 'Marked Tree' when the police establishment was then moved to Blackheath."

[D7j]　　　Precinct-Item 9:　　　　　Six Foot Bridal Track (at Pulpit Hill)

Designer/Architect/Maker/Builder (where applicable)	"The historical Six Foot Track was established as a 'bridal trail' from Katoomba to the Jenolan Caves. This route was surveyed by Licensed Surveyor William Cooper in 1884, as an alternative route to travelling from Tarana by coach to the caves." [130]
Historical Outline (including Construction history where applicable)	**Extracts from Jim Smith's book 'From Katoomba to Jenolan Caves – The Six Foot Track 1884-1984':** [131] "From the mid-nineteenth century the Jenolan Caves became one of the most popular tourist attractions of inland Australia. In the early 1850s visitors to the Caves travelled on horseback or partly over rough buggy tracks from Bathurst, Oberon or Tarana. Later in the 1850s and 1860s visitors from Sydney who had travelled along the Great Western Highway could rest

overnight at hotels at Hartley or Bowenfels before proceeding along more direct tracks.

"In 1868 the railway line reached Mt Victoria and hotel owners there constructed a rough buggy track to the Caves. As the Jenolan Caves are situated at the bottom of a very steep walled valley, the expense of completing a road all the way was too much for these early entrepreneurs. Instead, visitors had to walk or ride on horseback the last two and a half kilometres. By 1872 the railway reached Tarana, reinforcing this town's long established prominence in the field of supplying accommodation to Caves travellers."

"Katoomba's early hoteliers, notably Harry Rowell of the Great Western Hotel, saw all this valuable Caves traffic passing them by. They made a bid to establish Katoomba as an alternative starting point for Jenolan Caves. The move was a bold one because Katoomba possessed no pass negotiable by horse traffic into the Megalong Valley. Mt Victoria had Mitchell's Pass, constructed in 1832 by convict labour. But in the 1880s funds to pay free labourers had to be extracted from the government by diplomacy."

"At that time the Great Western Hotel was considered a suitable holiday resort for Sydney's upper class. The Premier himself, Sir Alexander Stuart, took regular holidays there."

"...I have little doubt that the real instigator of the idea (to propose government funding for an alternate route from Katoomba to the Caves) was Harry Rowell."

"The enormous cost of constructing a vehicular road from Katoomba to the valley was apparently not seriously entertained. A bridle trail was decided upon as a compromise. Katoomba businessmen hoped this would eventually be upgraded to take coach traffic." (This never eventuated).

"Short surveys of the proposed bridle trail were undertaken by E.P. Mayes of the Mines department, S.A Lee, Mr Freeman, Chief Draftsman of the Sydney Lands District and Mr Rossbach, road surveyor. The route deemed feasible, William Marshall Cooper, Surveyor of Public Parks was sent on an expedition to survey it in detail. This expedition left Katoomba on the 25th March 1884 and arrived at Jenolan Caves on the 5th April."

"The N.S.W. Parliament allocated £2,500 ($5,000) or the construction of a horse riding track along Cooper's route. Progress was slow."

"No definite date for the completion of the bridle track has been established. It appears that

the newspaper estimate of the completion of the track by the end of 1885 was too optimistic. The Pickwick Club's comments on their trip of March 1886 seem to indicate that the horse track was unfinished. Cooper in the 1886 *Railway Guide* still refers to the 'proposed horse track' which is 'in course of construction.' I believe that it remained uncompleted until a special effort was made to have it ready for Lord Carrington's trip of September 1887. Certainly, his was the first recorded trip on horseback."

Jim Smith in this book recounts numerous stories of travellers using the Six Foot (Bridle) Track over the decades.

Section D8:   Historical Themes Represented

[D8a]   **Historical themes represented by Pulpit Hill Heritage Precinct:**

National theme(s)	'The Marking of Phases of Life ' Pulpit Hill is associated with **Governor Lachlan Macquarie** as it was Macquarie himself who named the feature while trekking over the Blue Mountains in 1815 in his pursuit of suitable pasture further west. Governor Lachlan Macquarie (r.1810-1821) (refer Statement of Significance)
State theme(s)	'Persons' (as above)

(refer Statement of Significance)

[D8b]   Historical themes represented by Explorer's Marked Tree:

	Historical themes represented by Explorer's Marked Tree
National theme(s)	**'Peopling of Australia'** (refer Statement of Significance) *"…a severe drought in 1812 which caused such big losses of stock as seriously to deplete the food supply…that prompted the first attempts to find the route for a road across the Blue Mountains."* [132] 'Gregory Blaxland described in his journals, how his party of three - Gregory BLAXLAND, William LAWSON & William WENTWORTH with four men as servants, prepared four pack horses, with provisions and ammunition for a long trek into the seemingly impenetrable mountain. They took five dogs as they departed 11th May 1813 from Nepean River across to Emu Island. After many trials and disappointments they reached their destination - the fertile plains of Bathurst, around the end of May. The next task to turn back and make that ascent of Mt. York once more. They returned home 6th June 1813.' [Source: http://www.angelfire.com/rnb/mrbirrell/pg000005.htm , accessed 21-7-2011]

	Historical themes represented by Explorer's Marked Tree
	A Colony Breaks Out 'These days Sydneysiders drive into the Blue Mountains on their horizon for lunch at a good restaurant and maybe a bit of sight-seeing. Yet, for than half a century, those same mountains, almost hills by European standards, were and impenetrable barrier to the early settlers of New South Wales. 'The crossing of the Blue Mountains was the first great feat of Australian inland exploration and, ultimately, the conquest was not brought about by greed or glory, but by the humble caterpillar. In 1812, a savage drought was followed by a plague of pests – called '*army worm*' caterpillars – which destroyed the colony's meagre pastures. 'A report in the *Sydney Gazette* said: *'With such unaccountable rapidity do they lay waste whatever they attack, and so excessive is their increase, as to render hopeless any effort to destroy them'.* 'Yet, even then, graziers like Gregory Blaxland who complained were regarded by the authorities as whingeing cockies. Governor Macquarie described Blaxland and his contemporaries as '*the most discontented, unreasonable and troublesome persons in the country*'. Blaxland, however, considered that the need for new grazing land was desperate, and the only hope seemed to lie beyond the mountains. He decided to become an explorer himself. 'Three previous expeditions had already failed to make the crossing by following the courses that rivers and stream had carved through the landscape. So, when Blaxland, accompanied by fellow landholders, William Lawson and William Charles Wentworth, and a party comprising four servants, five dogs and four horses, set out in May 1813, they employed what we might call 'lateral thinking'. By sticking to the theoretically harder route along the high ridge and not the river valleys, the three explorers slowly forced a way through and, after sixteen days emerged at Mount York to see below them the good grasslands they'd been hoping to find. 'The colony, however, was officially unmoved. The great feat received only a passing mention in the *Sydney Gazette* and almost a year passed before any official recognition was given. But Macquarie was a realist and on 12 February 1814 issued a general order saying:

	Historical themes represented by Explorer's Marked Tree
	"The Governor is happy to embrace this Opportunity of Conveying His Acknowledgements to Gregory Blaxland, and William Charles Wentworth Esquires, and Lieutenant Lawson of The Royal veteran Company, for their enterprising and arduous Exertions of the Tour of Discovery when they effected a Passage over the Blue Mountains." He granted each man 1000 acres (about 400 hectares) but only Lawson ever took up his reward. Wentworth went into politics, while Blaxland went bankrupt and finally hanged himself in 1853.' [133] [Source: Peter Luck's, 1988, *'A Time to Remember'*, pp.98-99] **'Marking the phases of Life - World War I'** Coo-ees March of 1815 and encampment at the Marked Tree. Hitchen's Coo-ees were to enlist in the Australian Imperial Force for the Great War. ANZAC Day commemorations have paid tribute to those who had been ANZACs (including the Coo-ees), to celebrate their achievements and to mourn those tho had sacrificed their lives at the landing of troops on the beaches in 1915 and to Australians who have in other wars since then. The significance of the 1915 Coo-ee March in the history of the Australian nation as a symbol of independence, nationhood, national ethos and identity.
State theme(s)	**Association with 'Exploration'** (refer Statement of Significance) The only tangible relic connected to the first successful crossing the previously considered

	Historical themes represented by Explorer's Marked Tree
	impenetrable Blue Mountains, and the likely rescue of Sydney as an otherwise failed colony due to drought and pestilence. **Association with 'Significant Persons'** • Three Explorers – Blaxland, Lawson and Wentworth 1813 • Hitchens Cooees of 1915

[D8c]   Historical themes represented by Cox's Line of Road (Pulpit Hill):

National theme(s)	**'Peopling Australia'** (refer Statement of Significance) By 1813 it had become crucial for the development of the European colony that it expand past the coastal plain, west of the Great Dividing Range. The Great Dividing Range had become a hard impenetrable edge to development, with numerous attempts to cross failing. The demand for new agricultural land made the crossing a feat which had to be achieved. To the early explorers, the descent from the ridges of the Blue Mountains to the grazing lands beyond was as difficult as the ascent on the Eastern Escarpment. The "first crossing" of the Blue Mountains was achieved in 1813 by Gregory Blaxland, William Lawson and William Charles Wentworth. The party consisted of the three explorers, four servants, four packhorses and dogs. They traversed the continuous ridge that runs between the Cox and Grose Rivers, from Emu Plains to Mount York. It was Lawson's skills as a surveyor that enabled the route to be accurately mapped and retraced by Assistant Surveyor George Evans toward the end of that year. Accompanied by five servants, Evans was able to confirm the route of this successful crossing. The crossing was a pivotal turning point in Australia's colonial development.

	In July the next year, 1814, Governor Macquarie commissioned William Cox to build a road for passage over the Blue Mountains. The road was to follow this successful route and be suitable for drays and stock "at least 12 feet wide, so as to permit two carts or other wheeled carriages to pass each other with ease". Cox's Road was to be the first European road over the Blue Mountains, a significant feat of that time. Its purpose was to provide access to the western plains agricultural lands and ensure the security of the convict colony. Unfortunately the majority of Cox's Road across the mountains was buried or destroyed as the Great Western Highway was modified and upgraded form 1815 onwards. It was the Cox's Road and subsequent road alignments that enabled the fledgling colony of Sydney in the early nineteenth century to survive and develop west. The Cox's Road played a critical role in the economic development of the colony of New South Wales which enabled the establishment of major commercial centres in the mid nineteenth century such as Bathurst and Orange and other townships such as Carcoar, Milthorpe, Rockley, Sofala, O'Connell, Canowindra and Molong.
State theme(s)	**'Convict', 'Labour'** (refer Statement of Significance) When William Cox constructed a carriageway road from Emu Plains across the Blue Mountains to the Macquarie River (Bathurst), thirty convicts ('artificers and labourers') were allocated as well as eight guards. The road specifications were that it be at least twelve feet wide, so as to permit two carts or other wheel carts to pass each other with ease…"the timber in the forest ground to be cut down and cleared away 20 feet wide, grubbing up the stumps and filling the holes, so that a four wheel carriage or cart may pass without difficulty of danger."

William Cox took six months to complete the construction of the 101 miles of roadway. It was a great engineering feat for that time in history. He had convicts and soldiers assigned to him and although justice was hard in those days, the men were pleased to work for William, which resulted in their freedom, on completion of the task.

CONVICTS on roadwork included
- James Watson -leader of roadworks;
- James Dwyer - leader of firemaking;
- Thomas Gorman - charge of stores;
- William Dye, Samuel Freeman (Wm.Freeman) - rough carpenters;
- Thomas Cooke, Thomas Carpenter - sawyers;
- Robert(Samuel) Fowler - quarryman;
- James Richards - Blacksmith;
- William Herdman - shoemaker;
- John Hanley (Robert Henley),
- Samuel Waters (Walters),
- Henry (Charles) Cryer - Bullock drivers with government carts.

[Source: http://www.angelfire.com/rnb/mrbirrell/pg000005.htm]

'Persons'

(refer Statement of Significance)

Associations with:

1. George Evans, who surveyed the road route in 1814
2. William Cox, who constructed Cox's Line of Road over Blue Mountains in 1815

'GEORGE EVANS was next to complete a trek into the wilderness toward Bathurst Plains. George b.1778 in England, arrived in Australia 16.10.1802. He became a surveyor for N.S.W. Government, being recalled from his post in Tasmania by Gov.Macquarie for this purpose. He was required to complete a survey of the proposed new access across the Blue Mountains to the much needed grazing lands. Part of his reward was a grant of 1,000 acres in Tasmania. A

grant of land was reward for two free men and a conditional pardon and a small block of land to each of the three convicts who joined the party. They departed 19th Nov.1813 and completed the task about 8th Jan.1814, a distance of 154 miles. Two free men Richard Lewis and James Burns (Byrnes) and three prisoners John Cooghan, John Grover and John Tygh received their reward and freedom.

George William EVANS lived on his grant, a few miles from the village of Evandale. He was laid to rest at New Town, but was reinterred at front of St.Andrew's Anglican Church, as a reminder of the man, after whom the township was named. James Cox is also laid to rest with his wife at this church burial ground, near to his estate of Clarendon.'

[Source: http://www.angelfire.com/rnb/mrbirrell/pg000005.htm , accessed 21-7-2011]

'Transport'

(refer Statement of Significance)

Cox's line of Road was the first arterial road in Australia. It was key in opening up inland Australia, the first transport route over the Blue Mountains and from the fledgling Sydney colony into inland Australia.

[D8d]   Historical themes represented by Convict Pit:

National theme(s)	(not sure)
State theme(s)	**'Transport'** The purpose of the pits is not yet confirmed. One key theory by local historians is that they were used for storage in the construction of the first railway over the Blue Mountains to Mount Victoria. **'Convict'** (refer Statement of Significance) Activities relating to incarceration, transport, reform, accommodation and working during the convict period in NSW (1788-1850) - does not include activities associated with the conviction of persons in NSW that are unrelated to the imperial 'convict system': use the theme of Law & Order for such activities.

[D8e]   Historical themes represented by Convict Grave:

National theme(s)	'Marking the Phases of Life' (refer Statement of Significance) The death of a convict, possibly the earliest known convict grave associated with the construction of the road over the Blue Mountains, Australia's first arterial road.
State theme(s)	'Convict' (refer Statement of Significance) 1822 grave of convict Edgard Church. --- 'Birth and Death' (refer Statement of Significance) 1822 grave of convict Edgard Church.

[D8f]   Historical themes represented by William Lawson's 'Mountains Road' (Pulpit Hill):

National theme(s)	**'Peopling of Australia'** (refer Statement of Significance) Lawson's Mountains Road was a key replacement road to Cox's Line of Road which facilitated transportation from Sydney over the Blue Mountains in the 1830s.
State theme(s)	**'Transport'** (refer Statement of Significance) Cox's Road had been a fast six months rough route following surveyor William Evans' ridgeline to avoid problematic water crossings. Whereas William Lawson's 'Mountains Road' was the first known alternative to Cox's Road built during 1822 and 1823 and in use from about 1823. It was an attempt to avoid the difficulties presented by the very steep and poor quality Cox's Road. Lawson pursued a longer but generally gentler grade, and offering a wider road following the contours around Pulpit Hill instead of Cox's route over the top of it. As one of the three original explorers, Lawson was more familiar with the terrain and the route and so was well experienced to find a more accessible route. Lawson was responsible for the Lawson's Long Alley section down Mount York to the west, which bares his namesake. Rare physical evidence of William Lawson's 'Mountains Road' still remains at Pulpit Hill hidden in bushland and much of it is overgrown as would be expected after 200 years. The road alignment is discernable from earth and rock cuttings around the western summit of Pulpit Hill. "Evidence of the deeds performed by the convict workforce is embedded in the fabric of the road works of both Cox's Road and Lawson's Mountains Road of just seven years hence. They are both associated with the historic themes of technology and creative endeavour, transport and communications, convicts, labour, exploration, pastoralism, commerce, government government and administration, people, environment. Together they form a significant cultural landscape." A comparable complex of historic roads, in the one vicinity and intact, is not at present known anywhere else in Australia, except at nearby Mount York.

[D8g]   Historical themes represented by The Poor Man (inn site):

National theme(s)	**'Peopling of Australia' , 'Building settlements, towns and cities'**
	(refer Statement of Significance)
	'Macquarie's successor, Governor Darling, his resources stretched, tried vainly to limit the unauthorised occupation of inland pastures. In 1929 he drew a line half circling Sydney between the mountains and the coast, forbidding settlement beyond it.
	'But the free settlers filling the ships that arrived had come with a vision of a free country where there was land for the taking. A man could simply set out with his flock of sheep, his wagon, his rations and his hopes until he found a run that was unclaimed. The squatters soon outnumbered the authorised few with their grazing licences; the Governor was powerless.
	'Though the boom of 1826 was ended by a three-year drought and, in Dunmore Lang's words, *"the ruin thus experienced in all directions was just a little less extensive than the mania which had originally caused it'*,
	...memories were short. A second speculative boom in 1838, sustained by credit from the proliferating number of new banks and the London merchants who flooded the colony with luxury goods, ended in a mass of bankruptcies (Gregory Blaxland was one). [134]
	'Phases of Life'
	(refer Statement of Significance)
	The Poor Man (inn) is associated with perhaps Australia's most famous poet and writer Henry Lawson – 'Cherry Tree Inn' poem is of 'The Poor Man' inn.

State theme(s)	'Commerce/ Accommodation'
	(refer Statement of Significance)
	The Poor Man (inn) provided key meals and lodging for travellers and pioneer pastoralists from 1833 to about 1866, one of the few in existence over the Blue Mountains at the time.

[D8h]   Historical themes represented by 1860s Railway Alignment with Sandstone Culverts:

National theme(s)	'Developing local, regional and national economies'
	The intact 1860s railway alignment covering over 500m along with two sandstone culverts (about 500m apart) in excellent condition, collectively provide rare and outstanding examples of the original railway that crossed the Blue Mountains, possibly the first railway into inland Australia.
State theme(s)	'Transport'
	The origin of the sandstone culverts is unconfirmed, yet they bear a striking resemblance to the stone masonry design techniques used in the construction of Lennox Bridge near Lapstone in the lower Blue Mountains.[135] The culverts demonstrate considerable stone making design and construction skill and hold rare and important historical value to the people of New South Wales.

[D8i]   Historical themes represented by Pulpit Hill Police Station & Lock Up (sites):

National theme(s)	'Governing'
State theme(s)	**'Law and Order'** The site of where the Pulpit Hill Police Station and Lock Up is historically connected to the place of Pulpit Hill and are historically significant in the course of early development of the colony of New South Wales. Pulpit Hill Police Station and Lock Up were built in 1862 respectively by Thomas Atkinson and William Pettit. *"Following a report in 1858 that the Blackheath lock-up was insecure for the custody of prisoners being transferred from Hartley to Penrith (and Cockatoo) it was decided to build a new lock-up at Pulpit Hill."* [136] The Lock Up was believed to be a stone building consisting of two cells and basic accommodation for the resident and escorting police officers. Both the police station and lock up represent part of the network of early infrastructure established to control law and order in the early days of the colony and an integral component of the system of convict transportation to Sydney for trial and sentencing. Both the police station and lock up are likely to have been associated with holding notorious bushrangers in transit to Sydney while in operation between 1867 and 1896. It is certainly the site of one of the rare instances in Australian history of a convict breakout involving the accidental shooting of policeman, Constable Madden by Sergeant Casey during around 2am on 30th April 1867 during a violent prisoner escape. The structures were removed in 1896, when the second re-alignment of the railway occurred very close to the site. Subsequent duplication of the rail in the early 1900's appears to have

	"*obliterated all traces of it.*" However, there may be traces of the foundations of the lockup and/or police station buried under current railway line. Notwithstanding any physical remains, under the Burra Charter Article 1.14 this site involves 'related object' that contribute to the cultural significance of the place. **'Events'** • Convict escape and shooting of Constable Madden in 1867 during a convict breakout

[D8j]   Historical themes represented by the Six Foot Bridal Track (at Pulpit Hill):

National theme(s)	**'Phases of Life'** The Six Foot Track provided an alternative route to one of Australia's most popular tourist attractions of the late nineteenth century, Jenolan Caves.
State theme(s)	**'Leisure'** The Six Foot Track provided an alternative route to one of Australia's most popular tourist attractions of the late nineteenth century, Jenolan Caves.

Section E: How this nominated heritage precinct meets NSW Heritage Criteria

[How the overall Pulpit Hill Heritage Precinct and its composite items meet NSW Heritage Criteria]

(A) Important in the course or pattern of the cultural history of NSW	Pulpit Hill precinct is a place of historic events. Pulpit Hill has outstanding heritage value to New South Wales because it represents a key location in the first crossings of the Blue Mountains from initial British colonisation into Australia's inland. It provides a significant contribution to Australia's pioneering history. Pulpit Hill has since 1813 been a landmark site on the Western Road. Pulpit Hill's cultural landscape has tangible and intangible relics that are historically symbolic of nearly 200 years of evolving history of crossing over the Blue Mountains through the processes of colonisation, from the first explorers, pastoral settlers, gold rush, travellers, tourism and eventually nearby residential occupation. Pulpit Hill has been a landmark for nearly 200 years – indelibly linked to the colonial exploration phase and the ensuing pastoral expansion phase of New South Wales inland settlement. Any prospect of disturbing the precinct and any of its relics and sites, including highway widening or housing development, or other changes to the fabric of the precinct would adversely affect the setting and historical meaning of the items and thus be unacceptable and otherwise deemed a breach of the Charter." [Burra Charter, Articles 8 & 9] The cultural landscape of Pulpit Hill with its numerous historically related relics and sites have strong cultural associations beyond the obvious material cultural evidence. [reference The Intangible Cultural Heritage Convention] The iconic Explorers Marked Tree at Pulpit Hill is already recognised as an historic item on the Register of the National Estate Database (Australian Heritage Commission, Database Number: 002995, File Number: 1/14/006/0006) "The immediacy of its historical, evocative and romantic appeal has for many years added to its reputation as an historic site." "Regardless of its historical authenticity, the tree has been viewed by visitors to the mountains since the 1870s as a memorial to the early explorers and, as such, the tree has been imbued

with a strong symbolic value in the popular mind. Its National Estate value rests in this social significance, whereas its historical significance (controversial for over a century) may never be proved."

"The Explorers' Tree at Katoomba, through its perceived association with the expedition of Blaxland, Lawson and Wentworth in 1813, has achieved the status of a national symbol."

By itself to small site where the Marked Tree is situated does not afford its suitable protection from threats of progress (RTA's planned highway widening adjacent and Council land use development for housing on adjoining land parcels.)

The Poor Man (inn) has social importance to a number of different groups over the years. Initially it was intrinsically linked with the lives of all early NSW travellers and settlers west of the mountains providing an important service to the region and a rare social meeting place. The Inn was one of the earliest historic sites to be established in the Blue Mountains. It exemplifies the development of the early Western Road and reflects the first phase of the great westward expansion of the colony during the early decades of the 19th century after the first crossing of the Blue Mountains in 1813.

The Inn has strong associations with significant historical figures including Surveyor William Govett and poet Henry Lawson who wrote the poem Cherry tree Inn in 1890 about the demise of the inn with the coming of the railroad.
[Source: Henry Lawson, 1896, *'In the Days When the World was Wide and Other Verses'*]

The site of The Poor Man (inn) dates back to 1832 when it was constructed as one of the few roadside inns along the original Cox's Road over the Blue Mountains. It was the first building in the vicinity of what is now the township of Katoomba.

The 1860s Railway Culverts meet this criterion of State significance because these intact sandstone culverts are associated with the initial period of railway construction through the Blue Mountains, of around 1865. They provided physical evidence of the former alignment of the railway. These are located near an area referred to as Shell Corner, where between 1870s and 1910s extensive railway activity occurred in association with the Katoomba Shale Mine which was fundamental to the founding of the township of Katoomba.

(B) It has a strong or special association	The Pulpit Hill Heritage Precinct has associational links to important key figures in Australia's

with a group of persons of importance in the cultural history of NSW.	early colonial history: 1. The three explorers Gregory Blaxland, William Lawson and William Charles Wentworth (1813) 2. The surveyor George Evans who surveyed the road route in 1814 3. Governor Lachlan Macquarie, who named Pulpit Rock in 1815 4. The Poor Man (inn) has strong associations with significant historical figures including Surveyor William Govett 5. Convict Edgard Church who was buried there in 1822 6. Constable Madden shot and killed in 1867 7. The Cooee March of 1915 That the condition and lack of tangible evidence may not be apparent to the lay observer, the knowledge of what happened at Pulpit Hill (elaborated within this nomination) affords a symbolic quality to the place representative of the crossings of the Blue Mountains, the evolution of colonial Australia and the breakthrough that enabled Australia's colonial development inland. [Burra Charter, Article 1.16]. Pulpit Hill's grave and the Marked Tree are unique tangible relics connecting the current with a time approaching 200 years ago, particularly Australia's convict heritage, and descendants of Hitchen's Coo-ees. Pulpit hill holds important intangible heritage value to the Australian community. *"An Historic Site may be a bare area of land, or it may be a combination of the land and some structure or modification, such as a house or mine. Any historical value attached to a site will be attached equally to the area of land and the any structures which stood there at the period for which the site is considered a being important. An example of an area of land declared an Historic Site is Captain Cook's Landing Place at Kurnell."* [137] *"The National Parks and Wildlife Act defines 'Historic Sites' as "areas that are the sites of buildings, objects, monuments or events of national significance…" This implies that a Historic Site need not necessarily contain a structure or object.* [138] Descendants of convicts place a strong value on their convict heritage and given that so little remains such a find as Edgard Church's grave and the remains of Cox's Line of Road and Lawson's Mountains Road (both constructed by convict labour) have strong association with these people.

	The 1860s Railway Culverts meet this criterion of State significance because these two stone culverts and the associated railway embankment hold a high degree of heritage interest by various railway societies. They provide physical evidence of the original alignment of the early rail line and techniques used in early railway construction.
(C) It is important in demonstrating aesthetic characteristics in NSW.	The visual catchment and cultural landscape of Pulpit Hill has as preserved aesthetic value that has been lucky in surviving much progress nearby. Pulpit Hill's natural setting and the intactness of its historic relics and sites which in sections are still in their original state provides a rare degree of historic insight into the landscape that the original three explorers would have encountered in 1813. Its cultural significance as a resting place over two centuries is embodied in the place itself and its natural visual setting. (Burra Charter 1.12)
(C) It is important in demonstrating a high degree of technical achievement in NSW.	The 1860s Railway sandstone culverts meet this criterion of State significance because the stone culverts *"are representative of the workmanship of the period and are a physical reminder of the technical accomplishment which enabled the railway line to be built through the Blue Mountains area."* [139] Both Cox's Line of Road, the railway alignment (a relic of the first railway crossing of the Blue Mountains) and the 1860s railway culverts are important in demonstrating a high degree of technical achievement and their respective historical timings.
(E) It has potential to yield information that will contribute to an understanding of the cultural or natural history of NSW.	Pulpit Hill and its composite items have to date not been formally surveyed by either historians and/or historical archaeologists. Given the many historical items, sites and events associated with Pulpit Hill and the fact that its remains largely it is nature state, Pulpit Hill has considerable potential to yield information that will contribute to an understanding of the cultural or natural history of NSW. For instance, recent evidence of blue and white 19th Century pottery fragments have been found at the site of the Poor Man inn. Further documentary evidence may be able to identify the name of the stonemason(s) who

	crafted the two sandstone culverts. This has potential to associate these culverts with a person of importance in Australia's history, perhaps the same person who constructed other known stonework of heritage significance such as the Lennox Bridge at Lapstone. It is recommended that a heritage study be commissioned including use of ground penetrating radar and selective archaeological digs, into the precinct as soon as possible and that it include obtaining oral history from local sources before those people pass on.
(F) It possesses uncommon, rare or endangered aspects of the cultural or natural history of NSW.	Pulpit Hill possesses a rare cluster of historic relics, sites, intangible historic values and natural setting hold rare and important connection to significant events and significant people associated with the early cultural history, convict heritage and pioneering endeavours of New South Wales, and as such is worthy of conservation and heritage recognition on the State Heritage Register. [Burra Charter, Article 1.1, and The Intangible Cultural Heritage Convention] Pulpit Hill is one of only a handful of places in Australia that possess tangible and intangible connection back as far as 1813, and perhaps it is the only place that does so in inland Australia. Sydney Cove and Tasmania are perhaps the only other places. As such Pulpit Hill heritage value is indeed extremely rare. It is irreplaceable and precious to New South Wales heritage.
(G) It is important in demonstrating the principal characteristics off a class of cultural or natural places/environments in NSW.	Pulpit Hill is representative of other recognised sections of the Cox's Line of Road which was the first crossing of the Blue Mountains by Europeans settling in Australia. Reference is made to the following list of distinct precincts of the Cox's Road across the Blue Mountains as identified by Grace Karskens 1988. Each of these precincts is comparable to the Pulpit Hill Heritage Precinct, in which Karskens includes in her list: 1. Emu Ford Precinct 2. Emu Ferry Precinct – East Side 3. Emu Ferry Precinct – West Side 4. Faulconbridge/Linden Precinct 5. Linden Trig. Precinct 6. Caley's Repulse Precinct 7. Woodford Trig. Precinct

	8. Appian Way Precinct 9. Pulpit Hill 10. Soldiers Pinch Precinct 11. Fairy Bower Precinct 12. Mt. York Precinct 13. Glenroy Crossing Precinct 14. Cut Hill Precinct 15. Fish River Precinct 16. Snakes Valley Precinct 17. Sidmouth Valley Precinct Unlike many of these other sections of Cox's Road, the section at Pulpit Hill remains largely intact, as does the rare section of Lawson's Mountains Road constructed around 1822-23. Pulpit Hill therefore is important in demonstrating the principal characteristics of Cox's Line of Road, a significant feat of human endeavour in the history of New South Wales.

Section F: Current Heritage Listings

a. Blue Mountains City Council, Local Environment Plan 1991 (currently under review – contact Cristo Aitken, Heritage Architect)

b. LEP Conservation Area – refer to Blue Mountains City Council

c. Draft LEP – draft heritage item – refer to Blue Mountains City Council

d. Draft LEP – draft conservation item – refer to Blue Mountains City Council

e. State Heritage Register – search www.heritage.nsw.gov.au

f. National Trust register > contact National Trust

g. Aboriginal heritage information management system > contact NSW Department of Environment and Climate Change

h. National Heritage List > www.deh.gov.au/cgi-bin/ahdb/search.pl

i. Commonwealth Heritage List > www.deh.gov.au/cgi-bin/ahdb/search.pl

j. Register of the National Estate > www.deh.gov.au/cgi-bin/ahdb/search.pl

Item Ref.	Area / Items	Current Heritage Listings (Applicable)
Precinct	Pulpit Hill Heritage Precinct	Not listed (yet)
Precinct-Item 1	Explorers' Marked Tree	Register to the National Estate (1978)

Item Ref.	Area / Items	Current Heritage Listings (Applicable)
		  List: Register of the National Estate **Class:** Historic **Legal Status:** Registered (11/08/1987) **Place ID:** 2995 **Place File No:** 1/14/006/0006 **Statement of Significance:** The tree may be one marked by the explorers Blaxland, Lawson and Wentworth during the first crossing of the Blue Mountains in 1813. Regardless of its historical authenticity, the tree has been viewed by visitors to the mountains since the 1870s as a memorial to the early explorers and, as such, the tree has been imbued with a strong symbolic value in the popular mind. Its National Estate value rests in this social significance, whereas its historical significance may never be proved. **Official Values:** Not Available

Item Ref.	Area / Items	Current Heritage Listings (Applicable)
		Description: The historical authenticity of the tree is open to question, not being reported until 1867. The tree was cut down in 1912 and is now a stump sited above a road cutting, fenced and roofed. The site is a well-known tourist attraction. **History:** Not Available **Condition and Integrity:** Tree long dead and now stabilized. **Location:** 386 Great Western Highway, corner Nellies Glen Road, Katoomba. **Bibliography:** Not Available
Precinct-Item 2	Cox's Line of Road (Pulpit Hill)	Refer: Cox's Road Steering Committee was formed in July 2006 http://coxsroad.com/
Precinct-Item 3	Convict Pit	Not listed (yet)
Precinct-Item 4	Convict Graves	Not listed (yet)
Precinct-Item 5	Lawson's Deviation Road (Pulpit Hill)	Not listed (yet)
Precinct-Item 6	The Poor Man (inn site)	Not listed (yet)
Precinct-Item 7	Historic Culverts	Not listed (yet)
Precinct-Item 8	Pulpit Hill Police Station & Lock Up (sites)	Not listed (yet)
Precinct-Item 9	Six Foot Bridal Track (at Pulpit Hill)	Not listed (yet)

Section G: Photographic Documentation

[G]   Overall Precinct: 'Pulpit Hill Heritage Precinct'

Principal Photograph:

Copyright holder:	The Australia First Party
Date of photo:	10th March 2007
Photographer:	Steven Ridd

[G]   Precinct-Item 1: Explorers' Marked Tree

Principal Photograph:

The Explorers' Tree, Katoomba, 1886
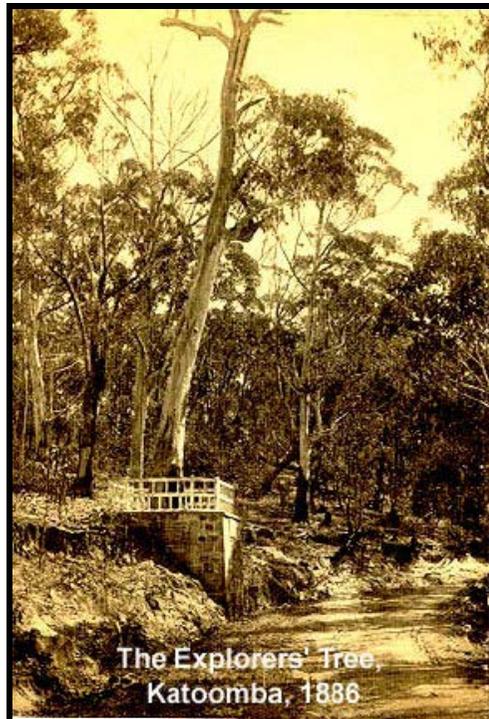
Copyright holder:	Picturesque Atlas of Australasia
Date of photo:	1886
Photographer:	Andrew Garran

[G]   Precinct-Item 2:   Cox's Line of Road (Pulpit Hill)

Principal Photograph:

A rare intact section of Cox's Line of Road (Pulpit Hill) revealed by Jack Austin, a very knowledgeable local bushwalker and amateur historian.

Copyright holder:	The Australia First Party
Date of photo:	30th June 2006
Photographer:	Steven Ridd

[G] Precinct-Item 3: Convict Pit

Principal Photograph (verification with local historians and historical archaeologist recommended):

Jack Austin, 30th June 2006

Copyright holder:	The Australia First Party
Date of photo:	30th June 2006
Photographer:	Steven Ridd

[G]   Precinct-Item 4:   Convict Grave

Principal Photograph: Confirmed 1822 grave of convict Edgard Church

Copyright holder:	The Australia First Party
Date of photo:	27th November 2010
Photographer:	Steven Ridd

[G]   Precinct-Item 5:   Lawson's 'Mountains Road' (Pulpit Hill)

Principal Photograph: Physical evidence of road excavation following Lawson's deviation road over Pulpit Hill

Copyright holder:	The Australia First Party
Date of photo:	30th June 2006

Photographer:	Steven Ridd

[G]   *Precinct-Item 6: Cherry Tree Flat, site of The Poor Man (inn)*

Principal Photograph:

Copyright holder:	The Australia First Party
Date of photo:	30th September 2007
Photographer:	Steven Ridd

[G]   Precinct-Item 7:   1860s Railway Alignment with Sandstone Culverts

Principal Photograph: One of at least two sandstone culverts in the vicinity
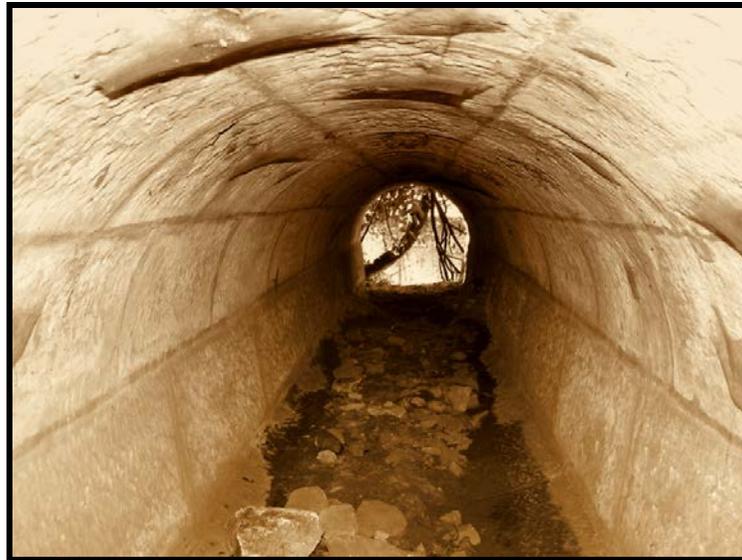
Copyright holder:	The Australia First Party
Date of photo:	2nd June 2007
Photographer:	Steven Ridd

[G]   Precinct-Item8:   Pulpit Hill Police Station & Lock Up (sites)

Principal Photograph:

Copyright holder:	The Australia First Party
Date of photo:	2nd June 2007
Photographer:	Steven Ridd

[G] Precinct-Item 9:   Six Foot Bridal Track (at Pulpit Hill)

Principal Photograph:

Copyright holder:	The Australia First Party
Date of photo:	10th March 2007
Photographer:	Steven Ridd

Section H: Author of This Nomination

Name	Steven John Ridd
Organisation	The Habitat Advocate **habitatadvocate.com.au** (website)
Position	Editor
Daytime contact number	0407 998342
Postal Address	PO Box 21 Katoomba NSW 2780
Email Address	editor@habitatadvocate.com.au
Date form completed	Sunday 31st July 2011

References used to complete this form

- Refer to '**References**' at end

Section I: Nominator

Name	Dr Jim Saleam
Organisation	The Australia First Party
Position	Chairman
Daytime contact	(02) 8587 0014
Postal Address	PO Box 593 Rockdale NSW 2166
Email address	ausfirst@alphalink.com.au

i.   Reasons Supporting this Nomination

The following reasons are offered for the basis of this nomination.

a) Heritage Conservation to retain the cultural significance and historical setting of the Precinct

This Precinct should be preserved as a State Heritage item public heritage due to its rare historical significance of its various relics and objects plus due to its intangible associative connections to key historic events in the early colonial history of New South Wales. This Precinct should be conserved as a Heritage Conservation Area in order to retain its culturally significant landscape including its numerous historical sites and relics.

Collectively, the sites and relics identified in this nomination document represent both tangible and intangible heritage assets. These heritage assets are important to the distinctive identity of the Blue Mountains and rare or, in some cases, unique to New South Wales. In light of lack of any proper scientific assessment of the precinct, a cautious approach is needed to conserving the fabric of the precent out of respect of the historical use, associations and meanings of the precinct and for the benefit of future generations.

It is important that the natural visual catchment of the precinct be preserved in order to retain as best as possible the immediate landscape. The conservation of the overall precinct and the listed items within, should be approached with two principles in mind: the need to ensure the continued physical preservation of the precinct in its current preserved state and with each item in situ, and the need to preserve the historical integrity of the precinct by preventing land use development on and adjacent to the precinct.[140]

Under Australia's ICOMOS Burra Charter (1999) 'conservation' means all the processes of looking after a place so as to retain its cultural significance. It includes maintaining the fabric of the vulnerable historic items on this precinct in their existing state, preventing destruction by development conservation of this precinct should include preservation, restoration and possibly even reconstruction.[141]

Under Article 2 of The Burra Charter   concerning 'Conservation and management', places of cultural significance such as Pulpit Hill should be conserved, safeguarded and not put at risk or left in a vulnerable state. Article 3 requires a 'cautious approach' to any additions or alterations to the site, changing as little as possible and only as much as necessary so as not to distort the physical evidence of the items and precinct collectively.   It is important that a cautious approach is taken so that only as much as necessary is undertaken to care for the precinct to allow for historical/cultural interpretation, but otherwise change it as little as possible so that its cultural significance is retained. [142]

Under conservation best practice standards provided under the Burra Charter, is the recognition of less tangible aspects of cultural significance including those embodied in the use of heritage places, associations with a place and the meanings that places have for people. The Charter recognises the need to involve people in the decision-making process, particularly those that have strong associations with a place, whether of indigenous or European origin. [143]

b) There is strong and ongoing local community support to conserve the cultural and historical values of the Precinct

There is strong local community recognition of the values of the Explorers Marked Tree and support for protection fo the tree in situ and for historical and environmental conservation of the Pulpit Hill.

Heritage walking tour by local residents [2nd June 2007]

On Saturday 2nd June 2007, a heritage walk was conducted over historic Pulpit Hill just west of Katoomba. The walk was led by well known local historian Bill Evans, who has spent years surveying heritage items along roads and highways throughout NSW including the application of subterranean radar.

The walk purposely provided an opportunity for additional photographic evidence to support a nomination of the Pulpit Hill Heritage Precinct for the State Heritage Register.

Commencing at the iconic Explorers Marked Tree, Bill led a group of local residents along remnants of the original Cox's Road, to little known relics and sites connected with the early crossings and settlement of the Blue Mountains since 1813.

Historian Bill Evans conducting the tour

c) *To underpin an Interim Heritage Order to prevent the destruction of the site by planned housing and road development*

This precinct continues to remain at threat from two separate processes of land use development destruction.

First, on 20th July 2006, Blue Mountains City Council approved plans to prepare a six hectare portion of the eastern side of Pulpit Hill for housing development. Since that time, Blue Mountains Council has spent at least $19,000 assessing the site for housing development, but has since remained undecided about its plans.

Second, in April 2009, the Roads and Traffic Authority of New South Wales announced its plans to widen the Great Western Highway adjacent to Pulpit Hill, but since that time has not made any further public announcements concerning the precinct.

In relation to the first threat, Blue Mountains City Council at its general meeting on 20th June 2006, decided to approve the preparation for sale for housing development of approximately five hectares of bushland on the eastern side of Pulpit Hill. The lots concerned are 398-408 Great Western Highway which entirely lies within this nominated precinct. The relevant Council reference is Business Item 4 'Finalisation Of Management Plan, Estimates And Capital Works Program And Rates For 2006/2007, FILE NO: C07759. This Management Plan includes the capital works Non

Programme Projects' Project ID 70/127302 budgeted to spend $178,000 to prepare about 5 hectares of bushland on the north eastern side of Pulpit Hill for subdivision and sale.

The author has written to Blue Mountains City Council and also addressed the Council meeting of 20th June 2006 expressing his concerns about this planned development to the heritage values of Pulpit Hill and about the irreversible damage that such a development would cause to important pioneering heritage on the site. So Council is well aware of the issue.

The following is a copy of the author's speech to this meeting:

Author's address to Blue Mountains Council Ordinary Meeting of 20th February 2007:

"I draw Councillors attention to Item 3, page 13, which recommends Councillors endorse $19,000 for a consultant to prepare a development application in order to sell Council owned land on Pulpit Hill, just west of Katoomba.

Point 1:
The land on and around Pulpit Hill has rare historical heritage of both local and indeed national significance. It is wrong to sell off our heritage for housing development.

Point 2:
Council's process to date has not been transparent and Council has failed to notify the Blue Mountains community and local residents of its plans for this site.

- *The bushland on Pulpit Hill that Council wants to sell covers about 5 hectares on the eastern crest and is dominated by mainly intact native woodland.*

- *Pulpit Hill is one of the most significant pioneering precincts in the Blue Mountains.*

- *The Explorers Marked Tree is less than 100m from the land site. Although this tree has dubious authenticity, it has become an historic icon and a tourist icon, symbolic of the first crossing of the Blue Mountains.*

- *Cox's Road of 1815 passes over the crest of Pulpit Hill along the western edge of the site.*

- *Clear evidence of Lawson's Deviation Road of the 1820s indeed crosses right through lot 406.*

- *Convict graves are also next to the site. Bill Evans, the RTA's local historian, says that while nearly all the graves are probably fake, he confirms that special radar by the RTA in around 2000 confirms the presence of one particular grave 3' x 6' x 6' deep dug into solid ironstone which is indeed genuine. One historical account dates it to 1822, which would make it possibly the oldest grave in the Blue Mountains - we just don't know.*

- *Close by, there are also remains of:*

  - *Convict Pits used to house convicts overnight while working on Cox's road ;*

  - *An 1830s stockade;*

  - *The 'Shepherd & His Flock Inn' dating to back 1835;*

  - *Sandstone culverts and a police lock-up dating back to the 1860s.*

It is important that we respect and protect what little heritage we have left of the early pioneers of the Blue Mountains. We need to preserve the amenity of this area. I call upon Councillors to first seek more information on this historic precinct before rushing to commit $19,000 to prepare this site for sale for housing and that Councillors do not to endorse this expenditure.

I recommend that Council apply for external funding to undertake an independent historical study to assess the heritage value of the Pulpit Hill site and its immediate precinct.

<u>On the second point:</u>

Council has not directly notified the Blue Mountains community of its intentions to sell this land. So, I call upon Council to properly consult with the local community, to set up a series of at least two public meetings to explain its plans for the site and allow for community participation.

Thank you."

Imminent Risk of Land Use Development by Blue Mountains Council

The areas of the precinct to the west of the road and rail corridor are in the main owned by Blue Mountains City Council. These allotments are community land parcels, zoned as 'Land Between Towns', 'Water Supply Catchment' and 'Environmental Protection'. The conservation of this area as a place of natural and historic heritage is compatible with Council's ongoing of these lands parcels within the curtilage of the precinct. However,

recent plans by Council to develop the parcels for housing contradict the zoning objectives of these land parcels. Should land use development be allowed to proceed on the land parcels on Pulpit Hill identified in this nomination, the values of remaining heritage fabric of the precinct would irrevocably destroyed. It would be a travesty to New South Wales and Australian cultural heritage.

The fabric of the identified relics and objects in situ and the amenity of this precinct must be conserved in order to prevent their destruction and permanent loss from development threats posed by housing and road making.

Ongoing Risk of Vandalism and Disturbance

In addition, due to the public access to much of the precinct there remains a high risk of vandalism. The steel plaque on the foundation stonework of the Explorers' Marked Tree was stolen a few years ago. Local residents have reported their concerns about theft of the sandstone headstones in the Convict Graves area.

There is recent evidence of slashing of bushland on the eastern side of Pulpit Hill parallel and above the Great Western Highway. The 'convicts graves' signage has been vandalised and disappeared. Photographic evidence of this damage is included in this nomination in Section G. Under Article 2.4 of the Burra Charter "places of cultural significance should be safeguarded and not put at risk or left in a vulnerable state."

Of the parts of the precinct that have not been destroyed by realignments of the western highway or the railway, much of the precinct has been neglected for over a century. Much of the Cox's Road and Lawson's Deviation Road, though largely intact across this precinct, both are overgrown. A portion of the Cox's Road on the Katoomba approach was damaged by Blue Mountains City Council some years ago when construction a bitumen zigzag cycle path.

It is important to note that conservation and preservation of the precent is compatible with the existing uses of the Precinct. The area within the adjoining rail corridor is prohibited to public access. Similarly, the area to the east of the rail corridor within the Precinct curtilage forms part of Sydney Catchment Authority's Area One restricted water catchment area, which is also off limits to the public.

Request for Heritage Order to be applied to Pulpit Hill

An Interim Heritage Order is sought on this precinct under Section 25 of the Heritage Act 1977 in response to imminent approved plans by Blue Mountains City Council to prepare and develop a large portion of this site or housing development, as well as in response to the RTA's plans to widen the highway at this location.

An Interim Heritage Order on the entire Pulpit Hill Heritage Precinct is sought to prevent any form of change, disturbance, alteration and/or destruction of the identified items listed in this nomination; and to exclude development so as not to materially impact on heritage significance of the precinct and its composite heritage items listed herein.

An interim heritage order is recommended to prevent the following activities at Pulpit Hill:

1. Any damage or despoiling of the precinct or land

2. Any moving of any of the relics situated in this precinct

3. Any excavating of any soil or rock forms

4. Damage or destroying trees or other native vegetation or native soils on the precinct

5. Carrying out any land use development of the precinct, notably the lots 398 through 406 Great Western Highway situated on the precinct.

6. Altering a heritage item (make significantly noticeable changes to the detail, fabric, finish or appearance of the outside of a heritage item

7. Before granting consent to any land use development in the vicinity of the heritage precinct that the consent authority must assess the impact of the planned development on the heritage precinct, including the impact on the setting, its visual curtilage, any actions affecting a significant view to or from the item or by overshadowing, any undermining or otherwise cause physical damage, have an adverse impact on the heritage significance of the precinct or any of its composite items. [Source: http://www.holroyd.nsw.gov.au/ebp/holrweb.nsf]

It is requested that the Heritage Office of New South Wales upon declaring a Heritage Order, ensure that the precinct is granted suitable protection as a heritage item before the heritage order lapses within six months from the date that it is made.

Recommended Conservation Actions

1. No excavation should be allowed on this site, except for that which may be carried out by an historical archaeologist for the sole purpose of archaeological investigation of the site.

2. Those structural remains which have been revealed be given proper protection subject to the advice of a materials conservator.

3. That interpretative material explaining the site's significance be placed on precinct to raise public awareness of the cultural and historic values of the precinct

4. That artefacts already retrieved from the site be placed with a suitable local authority for maintenance and storage. The relics shall be maintained as a discreet archaeological assemblage subject to advice from the consultant

5. Any work carried out on the precinct should respond to the scale and architectural character of the existing building and land.

6. A heritage impact statement be prepared to accompany any development application for the precinct or adjoining lands.

7. Comply with the minimum standards set out in Part 3 of the Heritage Regulation 1999 or an order issued under either:

   (a) Section 120 of the Heritage Act 1977 regarding minimum standards of maintenance and repair; or

   (b) Section 121S of the Environmental Planning and Assessment Act 1979 regarding an order which is consistent with a submission by the Heritage Council under section 121S (6) of that Act.

8. Erection of temporary security fencing, scaffolding, hoardings or surveillance systems to prevent unauthorised access or secure public safety which will not adversely affect significant fabric of the item including landscape or archaeological features of its curtilage;

9. Proper protection be accorded to the convict grave and the fabric of the graveyard in accordance with the 'Cemeteries: Guidelines for their Care and Conservation, NSW Heritage Office, 1992', 'Skeletal Remains, NSW Heritage Office, 1998' and 'Guidelines for Cemetery Conservation, National Trust of Australia (NSW), 2002.'

In addition, it is noted that according to NSW legislation, the above activities may be deemed to be exempt from prohibition under an interim heritage order such as that by the State Government of New South Wales and/or works deemed to be classified as 'State Significant Development' under the Environmental Planning and Assessment Act 1979 (NSW (as amended).

In such cases, in order to adequately inform the Australian community of this threat, it is strongly recommended requests that any such plans be placed on public exhibition by the government agency instigating the impacting activity at Blue Mountains City Council at least two months prior to any work commencing. In addition, public notices should also be placed in the Blue Mountains Gazette, The Sydney Morning Herald, Daily Telegraph and The Australian newspapers.

"The process(es) involved in conservation and development is as much social, political and economic as they are technical. Tension between those bent upon retaining the old and those building the new are not necessarily bad. It is a useful testing process of all four aspects and can establish a society's priorities – provided that the basic information necessary for decision-making has been made available to all parties and that a method of making those decisions has been agreed.

The precise balance is important. What is kept gives the inhabitants a sense of community, of identity and of stability. It provides a very necessary reassurance. What is newly-created may ensure survival, give vitality or perform a function which could not otherwise be met. Today's creation may become tomorrow's heritage; it may also be the bomb that blows a neighbourhood apart."

[James Sembler Kerr, 1985] [144]

d) To provide a basis for commissioning a Heritage Study into this Precinct

A lot of historical information has been compiled on the many items across this precinct and on the precinct's locality itself. Many questions of fact remain and to the best of the Author's knowledge no heritage study has ever been formally conducted into Pulpit Hill and its heritage treasurers.

It is therefore strongly recommended that a formal heritage study be commissioned into Pulpit Hill as soon as practicable. The purpose of such a study should be:

1. To identify and documents the exact locations of the relics and sites of heritage value identified in this document by combining documentary and physical evidence

2. To assess the fabric and curtilage of each of these listed items individually and collectively

3. To assess their archaeological sensitivity and heritage value of these listed items individually and collectively.

It is recommended that a qualified historian with experience in the heritage field be engaged to undertake the historical research, writing and analysis of the precinct, including the following investigations:

- Identification of Existing Fabric
- Analysis of Existing Fabric
- Assessment of Cultural Significance
- Statement of Significance
- Comparative Analysis
- Definition of Curtilage
- Development of Conservation Policy

[Source: http://www.heritage.nsw.gov.au/docs/cmp_contents2.pdf]

It is recommended that such a Heritage Study be commissioned by Blue Mountains Council as soon as practicable (within the next twelve months [2011-2012]). This Heritage Study should be jointly funding by the New South Wales Office of Environment and Heritage with Department of Sustainability, Environment, Water, Population and Communities (or whatever revised departmental names apply to heritage matters respectively). Given that at the time of preparing this nomination, we are approaching the bicentenary of the first crossing of the Blue Mountains in 2013, considerable public interest is anticipated and would likely support dedicated government grant funding for a heritage study.

Due to the potential heritage value, considerable age, weathering and disturbance caused too many of the relics and sites, it is considered that it would be inappropriate to engage a traditional architectural historian or heritage advisor for this important task. Instead, a full archaeological study should be undertaken by an expert **historical archaeologist**, preferably with a demonstrable knowledge of Blue Mountains history, of NSW early 19th Century colonial history and associated historical themes, plus ideally background knowledge in railway history and planning and landscape history. The heritage study should include primary and secondary research into the precinct and its items and utilising the depth and range of local historical knowledge available from local historians. In addition, historical archives pertinent to this precinct should be sought from the Roads and Traffic Authority, RailCorp, Sydney Catchment Authority and Blue Mountains City Council.

Archaeological Survey Brief

An expert historical archaeologist, as described above, should be commissioned to investigate the documentary pertaining to the Precinct and using that information conduct a thorough field assessment of the Precinct. Included in a consultancy brief for the archaeologist should be the following key actions:

- Utilise the references provided in this document and consult with the relevant heritage officers/surveyors of the land managers of the Precinct (Blue Mountains City Council, Roads & Traffic Authority of NSW, RailCorp, and Sydney Catchment Authority) and local historical societies (Blue Mountains Historical Society, Mount Victoria and District Historical Society and Springwood Historical Society) and the Royal Australian Historical Society – to ensure that heritage issues of importance are identified in the study. It is recommended that the following two people, who hold special expert knowledge of the local Indigenous associations with the area, be consulted in this process:

  - Archaeologist, Father Eugene Stockton (Lawson)

  - Anthropologist, Dr Dianne Johnson (Leura)

- Arrange for a representative of each group to participate in at least one field assessment of the Precinct

- Consult with the local Gundungurra Traditional Owners Aboriginal Association, Gundungurra Tribal Council, Darug Traditional Owners Corporation and Deerubbin Local Aboriginal Land Council prior to the survey, to identify any areas of special significance to the Aboriginal community, such as possible sacred or ceremonial areas and issues of community concern.

- Invite the above mentioned land managers, local Aboriginal communities, local historical societies to be included in all discussions relating to significance, protection and management of relics and archaeologically sensitive items across this Precinct

- Assess the significance of the heritage items and the Precinct overall, document the findings and make recommendations for the protection and management of these items and the Precinct, including the following assessments:

  - Pre-Field Survey Investigation to identify relationships between the Precinct and its composite items to the history of settlement of the Blue Mountains, including notable key historical phases as Aboriginal occupation, early European exploration, the Western Road (its wayside inns and its realignments), the railway (and its realignments), connection to coal and shale mining in Katoomba, recreation and tourism; rural industry; and contemporary residential development.

  - Concurrent Indigenous and Non-Indigenous Heritage Assessment of the Precinct to identify items and sites of heritage significance

- Prepare an archaeological report on the heritage investigation that meets the requirements of the State Heritage Office of NSW.

- Present an archaeological report to the State Heritage Office and to the above organisations, including the local community and adjoining land owner, Department of Environment and Climate Change (DECC) in this presentation.

▪ A heritage brings together the work undertaken in Steps 1 and 2. The level of significance of an item and the nature of proposed work will dictate the amount of detail and extent of supporting information required to be included in the heritage report. It can be as simple as two pages or as much as several volumes of text, drawings and photographs. Likewise, it is not always essential to engage a heritage practitioner however it often benefits the final outcome and on large and complex projects the skills of an experienced professional will definitely be needed.

The report needs to address 3 key issues:

1. Why the item is of heritage significance?

2. What impact the proposed works will have on that significance and what measures are proposed to mitigate negative impacts?

3. Why any lesser impact approaches are not available? [145]

On site investigation should involve a thorough archaeological survey using ground penetrating radar into all the items identified in this nomination document. Such a study should consider the exact location and identification of the listed items which will serve to provide a more comprehensive insight into the historical values of this precinct. The study must involve and indeed encourage extensive community consultation in order to be comprehensive. So much valuable insight has been obtained in the archival material collected, not just from library records, but from different members of the community. This demonstrates the potential richness of historical information lying scattered across the community, including oral history, which when brought together and analysed could help solve long unresolved historical puzzles.

Much reference to documentary evidence of the cultural significance of this precinct has been presented in this document, but the extent of this information is merely introductory in order to specifically address the nomination requirements of the State Heritage Office. A considerable wealth of supporting documentary evidence, both published and unpublished, is available from local history sources including Springwood Library Local Studies and from the Blue Mountains Historical Society at Wentworth Falls. Further documentary evidence is expected to be available from the Springwood Historical Society, the Mitchell Library, Blue Mountains Council archives and from the National Library in Canberra. Further literary and sociological investigation into this precinct and its composite heritage items are recommended, including obtaining oral evidence from long term local and past residents.

In addition, the precinct provides an excellent opportunity for collecting and analysing physical evidence as part of an historical archaeological field study, which would help verify the exact locations of the relics on the precinct and enable better assessment its heritage significance. Archaeological techniques such as photogrammetry and ground-penetrating radar ought to be used to exhaust the extent of collecting physical evidence from the precinct. Article 24 of the Burra Charter establishes the general principle that the investigation of physical evidence as a preliminary step to the conservation of a place should not involve intervention in the fabric or excavation. Should an archaeological excavation be deemed necessary in order to interpret and complete collection of physical evidence on this precinct, should only be considered as part of a subsequent conservation management plan. Any such investigatory intervention should ensure minimal disturbance is caused to the fabric.

Analysis of the documentary and physical evidence should attempt to establish:

- ▪ "the past development and use of the place (including its contents and setting), particularly in relation to its surviving fabric
- ▪ The context of the changes, including comparisons with contemporary developments and similar types of plans." The multiple realignments of the western road and of the railway line over the past 200 years are particularly pertinent to the geographical history of this precinct.
- ▪ Any other aspect, quality or association which will form a useful basis for the assessment of significance." [146]

Conservation should make use of all the knowledge, skills and disciplines which can contribute to the study and care of the place. (Burra Charter Article 4.1) In order to achieve this aim, a full historical audit of the precinct by a suitably qualified historical heritage expert who has demonstrated proven experience in heritage studies into similar types of historical precincts.

The study should follow the guidelines for the preparation of professional studies and reports adopted by the Australian national committee of the International Council on Monuments and Sites (Australia ICOMOS) on 23 April 1988 under 2.0 Agreements between client and practitioner.

Recommend that the Heritage Council of Australia (NSW) make recommendations to the Minister relating with respect to the conservation of this heritage precinct and that it also carry out investigations, research and inquiries relating to the heritage values of this precinct, consistent with its functions under the Heritage Act 1977 Div. 2 Clause 21 (1) (b) and (c).

In preparing this nomination, much of the research information has been obtained from archives held the collections of the Blue Mountains Historical Society and from the Local Studies Section of the Springwood Library. However, much archival information exists within the local history collection of the Mitchell Library, within private collections, and likely with Blue Mountains City Council and even the National Library at Canberra.   In addition, a considerable amount of oral history is still available from older residents of the Pulpit Hill and the local Katoomba area. It is recommended that further historical research into Pulpit Hill be undertaken and tap into these additional sources, especially the oral history before those people with such knowledge are no longer around.

e) *To provide a basis for establishing a Heritage Management Structure to conserve this Precinct*

In respect to which organisation should be best placed to adopt conservation management responsibility for this precinct, one would normally turn to local council. However, Blue Mountains City Council continues to demonstrate a disinterest in heritage conservation.

- ▪ Council has current plans to prepare six hectares of community land on Pulpit Hill for housing development. Council acquired these six hectares in 1997 from private land holders wholly through a State Government grant offered to Council for the purposes of acquiring environmentally sensitive land.
- ▪ Council has removed the staff position of heritage officer from its organisational structure and has indicated no plans to re-establish the function

- Council has no heritage strategy

- Council has no historical heritage advisory committee.

- Council has a poor record of active protection and conservation of heritage and historical items and sites situated within its jurisdiction, despite the considerable history and historical items through the Blue Mountains local government area. In comparison with the heritage management of local government authorities such as Willoughby Council and Hornsby Council, Blue Mountains City Council's heritage management record is disgraceful.

On the basis of this record and demonstrated treatment and lack of interest in historical heritage it would seem inappropriate and indeed a conflict of interest for Blue Mountains City Council to be delegated the important responsibility of conservation management of the Precinct.

Instead, one might look to other organisations which hold land title in the vicinity which have demonstrated a competent capacity to implement positive conservation management outcomes for lands under their jurisdiction.

It is proposed that the Precinct be wholly included within the umbrella protection of the Six Foot Track Heritage Trust.

Rationale:

o The Six Foot Track Heritage Trust currently manages and administers the Six Foot Bridal Track, which adjoins the precinct

o The Six Foot Track Heritage Trust is best placed to manage a relatively small extension to the Six Foot Bridal Track

o The current absence of any government authority prepared to consider taking on this responsibility, with the associated costs and management burden.

- The Blue Mountains City Council is not sufficiently resourced to manage this precinct, In addition, the council has demonstrated over recent times its reluctance to engage in heritage management issues. The council's only heritage officer has not re-engaged by council since the expiry of his employment contract around August 2006 and council has no plans to re-instate another heritage officer.

o The conservation management of the Six Foot Track is guided by The Six Foot Track Conservation Management Plan (dig out copy of plan)

o In addition, there is a Conservation Management Plan 1996, by Integrated Site Design and J. Smith for the Six Foot Track which is likely to contain useful guidance on appropriate management policies and procedures for conservation management of an item of historical significance.[147]

Importantly, it is emphasised that the heritage value and significance of this precinct ought to be determined on the basis of resource allocation needed to properly preserve this precinct and by a suitable management structure. The Six Foot Track Heritage Trust provides a useful model for such a structure. The heritage value and significance of this precinct should be determined by heritage experts according to the merits of this precinct.

ii.   Management Implications for the Precinct (recommended)

The policy for managing a place must be based on an understanding of its cultural significance, which is perhaps best understood by a sequence of collecting and analysing information before making decisions. Understanding cultural significance comes first, then development of policy and finally management of the place in accordance with the policy.

[Burra Charter, Article 6]

Recommendations for Management Conservation

1. Prepare a Conservation Management Plan/Strategy for the Precinct

It is recommended that the Pulpit Hill Heritage Precinct would be best conserved and protected for the benefit of future generations by establishing a conservation management plan/strategy for the precinct in consultation with relevant government bodies, key historical organisations and especially with the local community. The Precinct contains unique and rare historical evidence and symbols of the early years of colonial endeavour in NSW.

A management conservation plan/strategy should closely follow the guiding principles of the Burra Charter to protect and conserve the heritage values of the individual items listed along with the natural setting including the visual catchment of the overall precinct. (Burra Charter, Article 1.12).   This should entail maintaining ongoing protective care of the fabric and setting of the precinct from land use development in accordance with Article 1.5 of the Burra Charter.

It is also recommended that the following broad areas should be factored into a management conservation plan/strategy for this heritage precinct, consistent with the Commonwealth Heritage management principles and guidelines (s.148):

- Establish objectives for the identification, protection, conservation, presentation and transmission of heritage value of the precinct

- Provide a management framework

- Describe management requirements and goals, including proposals for change and any potential pressures on the heritage values of the precinct

- Have policies to manage the heritage values of the precinct, and include in those policies, guidance in relation to the following:

    o   Management and conservation

    o   Access and security arrangements

- o   Stakeholder and community consultation

- o   Policies and protocols for Indigenous people participation

- o   Planning and management of works, development, adaptive reuse, and property divestment

- o   Obtaining heritage advice

- o   Monitoring and reporting

- o   Interpreting and promoting heritage values

A management conservation plan/strategy should also consider the Guidelines for Conservation, Management and Interpretation proposed by Grace Karsen's 1988 study into the Cox's Road.[149]

In doing so, however, due consideration must be factored in to preserving and maintaining the natural environmental values of the precinct.

Involve the community in preparing a Management Plan

Management care and maintenance of this precinct and its component items should be guided by input from the local and broader community. The identified historical sites and relics both separately and collectively are heritage assets that belong to the local and wider community – the public. The public needs to be invited to express its heritage values and views and to have a say in the identification of heritage inventory across the precinct, its heritage values and the heritage goals for the precinct. Heritage assessment and management is too important to be delegated to a group of experts. Community participation should be encouraged at as many stages of the process as possible.

"The Environment and Planning Act 1979 gives local councils the power to identify and protect heritage items within their area. In particular, it provides for the preparation of local environment plans, which can list heritage items and provide incentive and control provisions for their conservation." [150]

"The Local Government Act 1993 reinforces local government responsibilities for the care of the local natural and built environment. The Act provides the legal framework for an environmentally responsible and open system of local government. It requires each council '*to properly manage, develop, protect, restore, enhance and conserve the environment of the area for which it is responsible*', to act as '*trustee of public assets*' and protect items of cultural and heritage significance." [151]

The adjacent Six Foot Track is currently managed under a management trust structure by Planning NSW. Such a management and administrative model should be considered for this Precinct, to avert the expensive prospect of developing a management structure from scratch. Perhaps a Friends of Pulpit Hill group should be actively encouraged under a management trust structure.

Community awareness of management and conservation programmes should be promoted by establishing an appropriate advisory committee with representatives of the stakeholders – local residents of Pulpit Hill, Gundungurra and Darug aboriginal people, Blue Mountains City Council, The Heritage Council of Australia (NSW), the National trust of Australia (New South Wales)the Roads and Traffic Authority (NSW) and Sydney Catchment Authority should be invited to contribute to the conservation programmes for the precinct. In addition, as adjoining landholder, the Department of Environment and Climate Change (National Parks & Wildlife) as well as the National Parks Association should be invited to contribute to conservation programmes for the precinct, especially in relation to the conservation and management of native flora and fauna.

Copies of planning documentation associated with this Precinct should be lodged with the local Katoomba Library, Blue Mountains City Council, historical societies and conservation societies as well at the proposed Blue Mountains Cultural Centre to be based in Katoomba.

Any proposed developments or any works that may impact on the significance, use or fabric of this precinct and any of the identified heritage Precinct-items, should be publicly exhibited. Public exhibition should be provided at least two months prior to any commitment to proposed works being agreed and mandate the following forms:

- A public notice in the local Blue Mountains Gazette

- A letter to each resident of the Pulpit Hill locality (including those landholders and land occupiers between 386 and 418 Great Western Highway, Nellies Glen Road, Explorers Road, Pulpit Hill Road, Saywells Road, Rowan Lane and Watsons Way)

- A complete copy (including all variations) of proposed plans for the works to be held at Blue Mountains City Council chambers for public inspection

- A complete copy (including all variations) of planned plans for the works to be held on reserve at Katoomba Library and another complete copy held at Springwood Library on reserve for public inspection

Both the stakeholders mentioned above as well as members of the Blue Mountains community should be consulted prior to undertaking any works on the precinct. These include in particular:

- Local residents of Pulpit Hill

- Gundungurra Aboriginal people

- Darug Aboriginal people

- Blue Mountains Historical Society

- Mt Victoria and District Historical Society

- The Royal Australian Historical Society

- The Heritage Council of Australia (NSW)
- The heritage community – Blue Mountains Association of Cultural Heritage Organisations (BMACHO)
- The wider Blue Mountains community
- Other special interest groups where relevant

2. Establishment of a Management Trust Structure

Historian, Grace Karskens, in her 1988 paper '*An Historical and Archaeological Study of Cox's Road and Early Crossings of the Blue Mountains, NSW*', recommended the following guidelines for conservation, management and interpretation of Cox's Road, which ought to be considered for application to the entire precinct:

"It is recommended that future management of proposed walking tracks connected with Cox's Road and its associated sites generally be:

1. Based on historical and archaeological research

2. A co-ordinated development, both within the project and with regard to other factors (preserving the natural environment)

3. As non-interventionist as possible with regard to original structures and formations."

Heritage Agreement for Pulpit Hill

Consistent with Karskens recommendation, it is recommended that Heritage Council of Australia (NSW) according to Part 3B of the Heritage Act 1977 to make an application to the Minister to establish a **Heritage Agreement for Pulpit Hill**, involving extensive consultation with the community and the custodial owner of the precinct, namely Blue Mountains Council.

The purpose of establishing a '*Heritage Agreement for Pulpit Hill*' will be to provide for:

- Conservation of Pulpit Hill, its heritage values, and the intactness and curtilage its cultural fabric and natural setting
- Financial, technical or other professional advice or assistance required for the conservation of the precinct,
- Review of the valuation of the land on which the precinct is situated,

- Restriction on the use of precinct and the heritage items and the land on which the precinct is situated,

- Requirements for the carrying out of specified works or works of a specified kind,

- Standards in accordance with which the works are to be carried out,

- Restriction on the kind of works that may be carried out,

- Exemption of specified activities or activities of a specified kind from Part 4 (Effect of interim heritage orders and listing on State Heritage Register),

- Repayment of money advanced or loaned by the Minister under section 45 (Financial and other assistance),

- Public appreciation of the State heritage significance of the precinct,

- Availability of the precinct for public inspection,

- Other such matters as the Minister considers, on the advice of the Heritage Council, will assist in the conservation of the item,

- Other such matters as may be prescribed by the regulations.

It is recommended that the Heritage Council of Australia (NSW) apply to the Minister to arrange for the provision of financial assistance for this precinct out of the Heritage Incentive Fund and for other assistance under Clause 45 of the Heritage Act 1977. In addition, it is recommended that the Heritage Council of Australia (NSW) apply to the Minister technical or other assistance to the owner of this propose heritage precinct as necessary to ensure its conservation and ongoing protection from damage and disturbance.

3. Prevent damage likely due to pending road widening and associated land clearing on part of the site

- To consider likely impacts to specific items and the heritage integrity of the precinct

- To prepare a statement of environmental effects or a heritage or environmental impact statement as part of the development and building approval process (see the Heritage Approvals and Statements of Heritage Impact guides in the NSW Heritage Manual).

4. Facilitate Opportunities for Non-interventionist Interpretation

Opportunities to promote and interpret the heritage values of the Pulpit Hill Heritage Precinct should be explored under a Conservation Management Plan. The aims should to foster greater appreciation of the cultural history, cultural landscape, historic themes and heritage values associated with Pulpit Hill. Given the concentration of both the tangible and intangible historical remnants and values of this precinct associated with the history of early crossings of the Blue Mountains, there exists and opportunity for this precinct to provide representative interpretation of the Cox's Road Complex, the first road over the Blue Mountains.

Sections of the Cox's Road Complex which pass through the heart of this precinct should be conserved with the aim of stabilising and conserving the archaeological evidence of the Cox's Road Complex. "Management should be in accordance with the recommendations made by Grace Karsens in 'Cox's Way: Guidelines for Conservation, Management and Interpretation', pp.106-116, unpublished report, 1988." [152]

Interpretation could also be extended to providing information about the locally endemic vegetation, particularly some 19 species of rare, endangered and endemic plants known to occur in the vicinity, including Leionema lachnaeoides, Microstrobos fitzgeraldii, Adenochilus nortonii, Persoonia acerose and Rhizanthella slateri.

Similarly, interpretation could include the rich variety and abundance of fauna found in the vicinity such as the Peregrine falcon, Chaostola skipper butterfly, Squirrel glider, Sooty owl, Greater glider, Feathertail glider, Sugar glider, Pygmy possum, Brushtail possum, Powerful owl, Red necked wallaby and Swamp wallaby. The area is also expected to support Tiger Quolls (Dasyurus maculatus) although at this time no research has occurred to substantiate their occurrence (unpublished work of Smith & Jones).

There is an opportunity for interpretation to include the following techniques:

- Interpretative signage which is well-designed, weatherproof, unobtrusive and resistant to vandals
- Face to face interpretation using appropriately trained and enthusiastic guides
- Preparation of a brochure and a guidebook for self-guided walks to include information about the historical themes and significance of Pulpit Hill as well as the flora and fauna and natural history.

The Six Foot Bridal Track at the Pulpit Hill end provides an opportunity to combine these two precincts into one for the purposes of interpretation.

Section J: Additional Evidence - Photographs, Maps and Other Images

Precinct	Pulpit Hill Heritage Precinct
Precinct sub-item 1	1813 Explorers' Marked Tree
Precinct sub-item 2	1815 Cox's Line of Road (Pulpit Hill)
Precinct sub-item 3	19th Century Convict Pit
Precinct sub-item 4	1822 Convict Grave
Precinct sub-item 5	William Lawson's Mountains Road (Pulpit Hill)
Precinct sub-item 6	The Poor Man (inn site)
Precinct sub-item 7	1860's Railway Alignment with Sandstone Culverts
Precinct sub-item 8	1860s Pulpit Hill Police Station & Lock Up (sites)
Precinct sub-item 9	Six Foot Bridal Track (at Pulpit Hill) (1884)

a) Precinct   Pulpit Hill Heritage Precinct

b)   Precinct sub-item 1   1813 Explorers' Marked Tree

c)   Precinct sub-item 2   1815 Cox's Line of Road (Pulpit Hill)

Remnant section of Cox's Road, since paved, (east of Explorers Marked Tree)

d)   Precinct sub-item 3   19th Century Convict Pit

(no additional photo)

e)   Precinct sub-item 4   1822 Convict Grave

'Convict Graves'

f)   Precinct sub-item 5   William Lawson's Mountains Road (Pulpit Hill)

(no additional photo)

g) Precinct sub-item 6   The Poor Man (inn site)

Possibly 19th Century nail in post
One of the few surviving remnants of settlement on Cherry Tree Flat

h) Precinct sub-item 7   1860's Railway Alignment with Sandstone Culverts

i)   Precinct sub-item 8   1860s Pulpit Hill Police Station & Lock Up (sites)

(no additional photo)

j)   Precinct sub-item 9   Six Foot Bridal Track (at Pulpit Hill) (1884)

Additional photo of unexplained brick and concrete foundations adjacent to Explorers Road (north exit)

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Dedication

This nomination is dedicated to Jack Austin, who generously gave up his time on a cold winter's day in 2006 to provide the author with an insightful guided walking tour of the treasures of Pulpit Hill. Without Jack's special local knowledge, enthusiasm and encouragement the author would not have embarked upon such a journey of research into this little known hill of history.

Thanks Jack. Let's hope they recognise this place for the many hidden values it possesses.
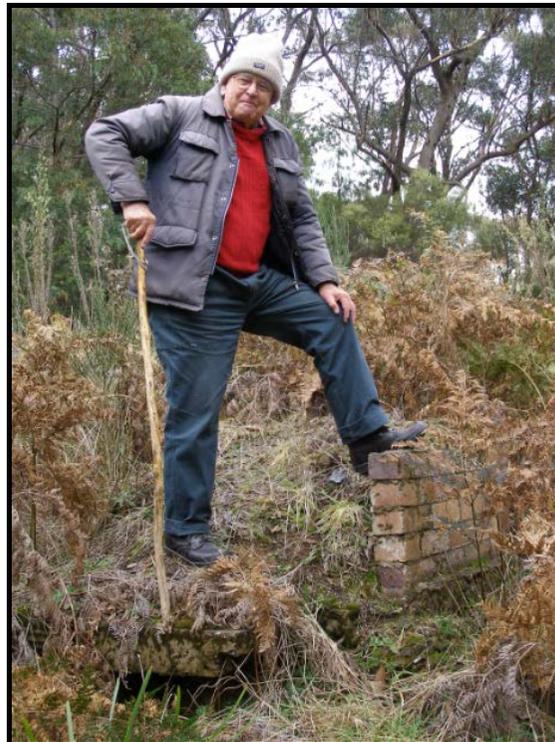
Jack Austin at Pulpit Hill 30ᵗʰ June 2006

\-   End of Submission -