

## CONTENTS

<b>1.0</b>	<b>Introduction</b>	<b>1</b>
1.1.	Background and Site Identification	1
1.2.	Methodology and Limitations	2
1.3.	Terminology	2
1.4.	Authorship	3
1.5.	Acknowledgements and Limitations	3
<b>2.0</b>	<b>Historic Overview</b>	<b>6</b>
2.1.	Introduction	6
2.2.	Aboriginal Prehistory	7
2.3.	Early Exploration	7
2.4.	Early Land Grants	8
2.4.1	Walker Family Occupation (1824 - 1856)	8
2.5.	Towns, Suburbs and Villages - Wallerawang	13
2.5.1	Wallerawang (Wallerawang) Estate	13
2.5.2	Barton (Walker) Family Occupation and Barton Estate (1867 - 1948)	14
2.5.3	Barton Park (1949 - 1980s)	16
2.5.4	Township of Wallerawang	17
2.5.5	Convict Labour	18
2.6.	Pastoralism - Wolgan Valley	20
2.6.1	Early Development	20
2.6.2	Pastoral Outstation - Wolgan Homestead Complex	24
2.7.	Developing Economies - Mining and Industrial Development	26
2.7.1	Mining in the Wolgan Valley - Newnes	26
2.7.2	Mining – Distribution of Goods – Private Railway to Newnes	28
2.7.3	Towns Suburbs and Villages – Mining Township of Newnes	29
2.8.	Webb Family Occupation (1929 - 2006)	30
2.9.	Transport	35
2.9.1	Coach Lines	35
2.9.2	Railways and Trains	37

2.10.	Settling the Country – Accommodation	39
2.10.1	Homestead - Slab Construction and Bush Carpentry	39
2.11.	Environment, Cultural Landscape - Recreation & Tourism	41
2.11.1	National Parks and Natural Heritage Conservation	41
2.12.	Chronology of Events	44
2.13.	Historic Themes	45
2.13.1	National Themes	46
2.13.2	State Themes	46
2.13.3	Relevant Historical Themes	46
<b>3.0</b>	<b>Physical Assessment</b>	<b>49</b>
3.1	Introduction	49
3.2	Site Description	49
3.3	Slab Hut Homestead	53
3.3.1	North-South Wing/East-West Wing	53
3.3.2	Interior	54
3.3.3	Moveable Heritage	54
3.3.4	Slab Hut Homestead Condition	54
3.3.5	Slab Hut Homestead Kitchen Garden	54
3.3.6	Privy	57
3.3.7	Men's Quarters	57
3.3.8	Slaughterhouse	59
3.3.9	Meat Safe	59
3.3.10	Shearing Shed	61
3.3.11	Barn	61
3.3.12	Chicken Coop Remnants	61
3.3.13	Later Outbuildings	61
3.3.14	1950's House and Cottage	62
3.3.15	Orchard and Kitchen Gardens	
3.4	Comparative Analysis – Slab Huts	66
3.4.1	Dundullimal, Obley Road - Dubbo NSW	66
3.4.2	Kunderang East Pastoral Station	67

3.4.3	Oaklands (Pamboola Station), Pambula NSW	69
3.4.4	Comparative Analysis – Extant Walker Homesteads	70
3.4.5	Lue Station Homestead, near Mudgee	71
3.4.6	Coerwull House, Bowenfels, near Lithgow	71
<b>4.0</b>	<b>Significance Assessment</b>	<b>73</b>
4.1	Introduction	73
4.2	Methodology for Assessing Significance	73
4.3	Application of Assessment Criteria	73
4.3.1	Criterion (a) – Historical Significance	74
4.3.2	Criterion (b) – Historical Significance - Persons	75
4.3.3	Criterion (c) - Aesthetic Significance	75
4.3.4	Criterion (d) – Social Significance	75
4.3.5	Criterion (e) – Scientific/ Research Significance	76
4.3.6	Criterion (f) - Rarity	76
4.3.7	Criterion (g) - Representative	76
4.4	Significance of Elements	77
4.4.1	Ranking Criteria	77
4.5	Significance Analysis of Elements of Wolgan Homestead Complex	78
4.5.1	Significance of Elements	78
4.6	Summary Statement of Cultural Significance	79
<b>5.0</b>	<b>Discussion of Opportunities &amp; Constraints</b>	<b>81</b>
5.1	Introduction	81
5.2	Constraints Arising from the Statement of Cultural Significance	81
5.3	Opportunities, Constraints and Issues Arising from the Australia ICOMOS Burra Charter	82
5.4	Opportunities, Constraints and Issues Arising from Statutory Requirements	82
5.5	Opportunities, Constraints and Issues Arising from Statutory Controls - Local Councils	83
5.6	Opportunities, Constraints and Issues Arising from Non-Statutory Listings	86
5.7	Opportunities, Constraints and Issues Arising from Physical Condition of Wolgan Homestead, Out-Buildings and Farmland	86
5.8	Opportunities, Constraints and Issues Arising from Current Owner Requirements	86

<b>6.0</b>	<b>Statement of Conservation Policy</b>	<b>87</b>
6.1	Preamble	87
6.2	Conservation Philosophy, Procedures & Expertise	87
6.2.1	Philosophy & Procedures	87
6.2.2	Conservation Management Expertise	88
6.3	Use and Management	89
6.3.1	Use of this Conservation Management Plan	89
6.3.2	Management – Retention & Enhancement of Significance	89
6.3.3	Use of the Place	90
6.3.4	Interpretation	90
6.3.5	Recording	91
6.3.6	Maintenance	91
6.4	Statutory Requirements	92
6.4.1	Building Code of Australia	92
6.4.2	Planning Consent & Heritage Impact Assessment	92
6.5	Building Fabric and Spaces	92
6.5.1	Preservation of Significant Items & Fabric	92
6.5.2	Treatment of Items & Fabric of Low Significance	93
6.5.3	Restoration & Reconstruction	94
6.5.4	Adaptive Re-use	94
6.5.5	Physical Intervention of New Works	95
6.5.6	Specific policies	96
6.6	Homestead Setting	98
6.7	Archaeological Potential	99
6.8	Movable Items	99
6.8.1	Contents of Buildings & Items on Site	99
6.8.2	Art Work Associated with Wolgan Valley Homestead	100
<b>7.0</b>	<b>Implementation</b>	<b>101</b>
7.1	Conservation Philosophy & Expertise	101
7.1.1	Generally	101
7.1.2	Panel of Experts & Special Supplies	101
7.1.3	In House Knowledge	102

7.1.4	Systematic Preventative Maintenance Regime	102
7.2	Use & Management	102
7.2.1	Maintenance Guidelines	102
7.2.2	Inspection Intervals & Maintenance Log Book	103
7.2.3	Roof Elements	103
7.2.4	Timber Windows	103
7.2.5	External Envelope Materials	103
7.2.6	Building Maintenance Generally	103
7.2.7	Conservation Principles	104
7.2.8	Maintenance Terminology	104
7.3	Interpretation	106
7.3.1	Overview	106
7.3.2	Historic Themes	106
7.3.3	Venues	107
7.3.4	Interpretation Content & Quality	107
7.3.5	Oval History	107
7.4	Archival Recording	108
7.4.1	Generally	108
7.4.2	Measured Drawings	108
7.4.3	Guidelines	108
7.5	Adaptive Re-use	108
7.5.1	Use & Design Guidelines	108
7.5.2	Potential Uses	109
7.6	Additional Facilities	110
7.6.1	Toilets	110
7.6.2	Kitchen	110
7.7	Conservation Works	110
7.7.1	Generally	110
7.7.2	Survey	111
7.7.3	Documentation	111
7.7.4	Construction Approach	111
7.7.5	Physical Intervention	112

7.8	Signs	112
7.9	Archaeological Management Guidelines	112
7.9.1	Aboriginal Archaeology	112
7.9.2	Non Aboriginal Archaeology	113
7.9.3	Former Kitchen Block	114
<b>8.0</b>	<b>Bibliography</b>	
	<b>Appendix A: Burra Charter</b>	
	<b>Appendix B: Heritage Listings</b>	
	<b>Appendix C: Oral History – Mrs Webb</b>	

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## 1.0 Introduction

### 1.1 Background and Site Identification

In November 2005 Conybeare Morrison International was commissioned by Emirates Hotels (Australia) Pty Ltd to prepare a Conservation Management Plan for Wolgan Homestead Complex. The Conservation Management Plan is to guide the future management of the homestead complex.

The Conservation Management Plan was issued as a draft in June 2006. In July 2006 Emirates Hotels (Australia) Pty Ltd commissioned HBO+EMTB Heritage Pty Ltd to prepare measured drawings of the homestead complex and to complete the Conservation Management Plan. Where changes have been made or additional information has been provided, this work can be distinguished from Conybeare Morrison's text by the different typeface and colour used for this paragraph.

The Historic Overview, Section 2, by Conybeare Morrison is complete and comprehensive – no alterations have been made. Additional information obtained during the process of surveying and measuring the homestead structures by HBO+EMTB Heritage Pty Ltd has been incorporated in Section 3, Physical Assessment.

HBO+EMTB Heritage Pty Ltd endorse the findings of Section 4 – Significance Assessment, which has been changed only by the addition of the later outbuildings and 1950's house and cottage to the table listing the significance of elements, subsection 4.5 for completeness.

Section 5 has been expanded to consider the constraints arising from the condition of the buildings and the nature of the materials employed in their construction. The application of the Environmental Planning and Assessment Act 1979, insofar as the Minister for Planning is the consent authority, is also included in Section 5. The relevant provisions of the City of Lithgow local Environmental Plan 1994 are also quoted into Section 5.

Section 6, Conservation Management Policy, while comprehensive in the draft Conservation Management Plan, has been restructured and additional policy statements added.

Section 7 (Implementation) has also been revised and expanded to provide more detailed guidelines for the implementation of conservation policy. The draft Conservation Management Plan included a detailed maintenance plan. The final version of the Conservation Management Plan contains a maintenance strategy, and a maintenance plan has been produced as a separate document.

The property identified as the Wolgan Homestead Complex is located in the Wolgan Valley, along Wolgan Road. The site is located within a 160km radius of Sydney, within the local government area of the City of Lithgow. It lies principally within the County of Cook, taking in the Parishes of Cox, Gindantherie, Barton, Wolgan, Cook and Goolooinboin. A small area is in the County of Hunter, Parish of Capertee. The Wolgan Valley lies on the western edge of the



Blue Mountains within the Hawkesbury River catchment. Road access into the valley is via Lidsdale on the Mudgee Road (13km from Lithgow). Newnes is a further 32km from Lidsdale, approximately 20km from the Wolgan Gap.

The subject site, identified as the Wolgan Homestead Complex, covers an area of approximately 1000 acres. It is located at the southern end of the Wolgan Valley at the foot of Mt Wolgan and Donkey Mountain. The subject site is accessed via a private road which branches off from Wolgan Road. The private road follows the Wolgan River south to the point where the river branches. The eastern branch is known as Carne Creek while Wolgan River flows in a westerly direction. The Homestead Complex lies south of the split in the river and borders on a section of Carne Creek and land directly to the west. Although the property comprises of a number of allotments, the original 1000 acres, which holds the early homestead structures, is the subject of this report and is identified as Lot 26 DP751666 (see Figure 1.1).

## 1.2 Methodology and Limitations

The methodology used in this report is in accordance with the principles and definitions as set out in the guidelines to *The Australia ICOMOS Charter for Places of Cultural Significance – The Burra Charter* (see Appendix A), published by the Australian Heritage Commission, JS Kerr, *Conservation Plan*, the NSW Heritage Manual, and in accordance with the latest version of the NSW Heritage Office manual update, *Assessing Heritage Significance* (2001).

The historic outline contained in this report provides sufficient background for an assessment of the place and relevant policy recommendations. The Historic Overview has been prepared using secondary sources as well as material held at the Lithgow Local History Library. Mrs Heather Webb, and sons Nigel and Andrew Webb, are the current owners of the site, and have provided anecdotal and oral history information. Joe Bird, a former employee on the property, provided personal recollections of the site.

## 1.3 Terminology

The following terms used in this report are defined in the Australia ICOMOS Burra Charter.

- **Place** means site, area, building or other work, group of buildings or other works together with associated contents and surrounding.
- **Cultural significance** means aesthetic, historic, scientific or social value for past, present or future generations.
- **Fabric** means all the physical material of the place.
- **Conservation** means the continuous protective care of the fabric so as to retain its cultural significance. It includes maintenance and may according to circumstance include preservation, restoration, and adaptation and will be commonly a combination of more than one of these.
- **Maintenance** means the continuous protective care of the fabric, contents and setting of a place, and is to be distinguished from repair. Repair involves restoration or reconstruction and it should be treated accordingly.
- **Preservation** means maintaining the fabric of a place in its existing state and retarding deterioration

- **Restoration** means returning the existing fabric or place to a known earlier state by removing accretions or by reassembling existing components without the introduction of a new material.
- **Reconstruction** means returning a place as nearly as possible to a known earlier state and is distinguished by the introduction of materials (new or old) into the fabric.
- **Adaptation** means modifying a place to suit proposed compatible uses.
- **Compatible use** means a use which involves no change to the culturally significant fabric, changes which are substantially reversible, or changes which require minimal impact.

#### 1.4 Authorship

Lynette Gurr, Senior Built Heritage Specialist, and Kate Denny, Heritage Specialist, at Conybeare Morrison prepared [the initial draft Conservation Management Plan](#). Judith Rintoul reviewed the report and Darrel Conybeare was Project Director.

[The changes and additional information made to produce the final version were written by Brian McDonald, director, HBO+EMTB Heritage Pty Ltd, assisted by Rosemarie Canales, heritage specialist and Ameera Mahmood, graduate architect.](#)

#### 1.5 Acknowledgements

The authors [of the draft Conservation Management Plan](#) extend their sincere thanks to those who assisted in the preparation of [the draft](#) report:

- Nigel and Andrew Webb, current owners of the Wolgan property
- Mrs Heather Webb, of Wallerawang, current owner of Wolgan and wife of the late Brian Webb, former owner of the property
- Joe Bird, of Rylestone, a former employee on the property
- Stuart Read, NSW Heritage Office
- Professor Ian Jack, University of Sydney;
- Danny Whitty,

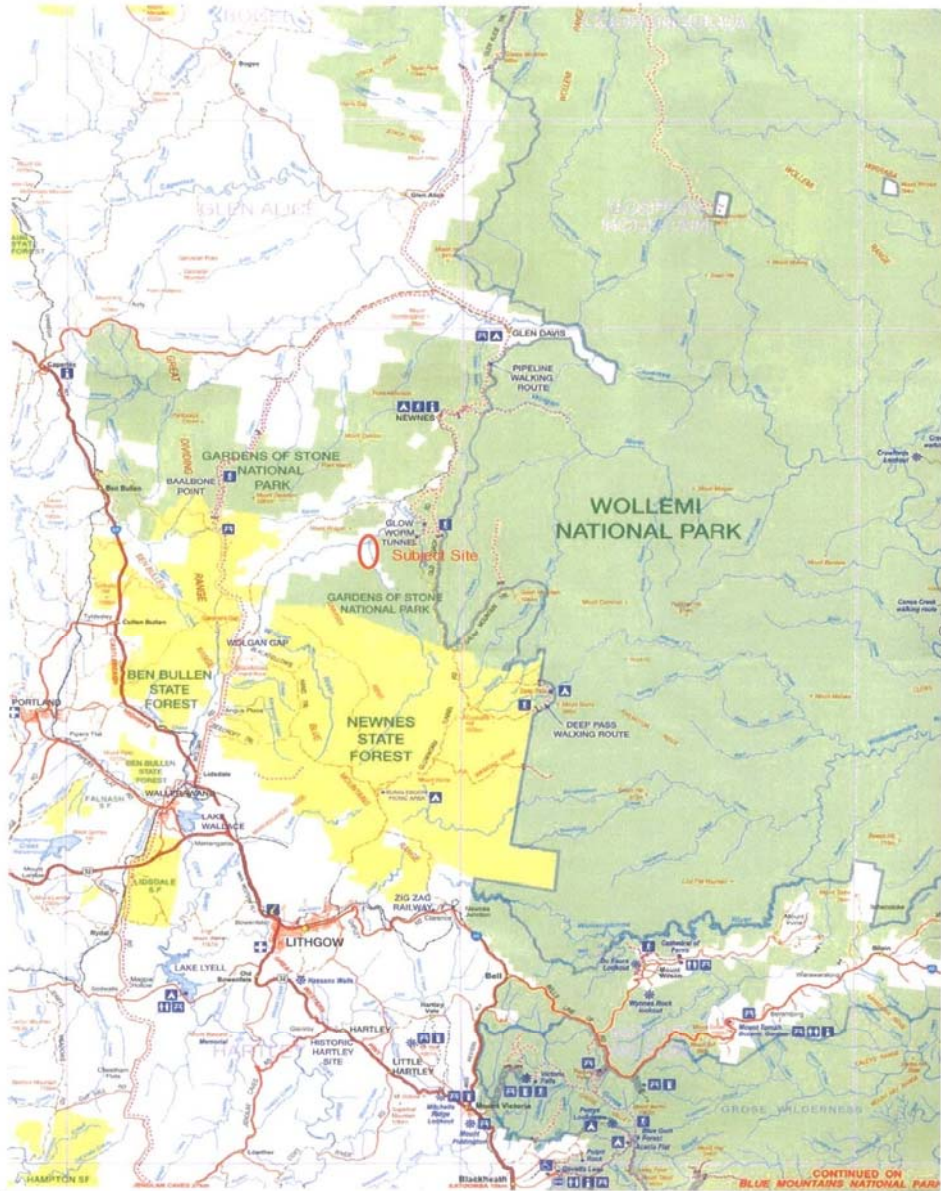


Figure 1.1: Location plan showing subject sites and surrounds

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## 2.0 Historic Overview

### 2.1 Introduction

Wolgan Valley, from Wolgan Gap to the junction of the Wolgan and Capertee River, is approximately 45 km long. The width of the valley varies from six to seven kilometres at its widest point, to less than one kilometre in the gorge east of Newnes (a former township and shale mining site). Known as a 'bottle neck valley', it widens to a broad valley floor and closes in where the river cuts a sandstone gorge. A rugged escarpment bounds the valley. The escarpment is broken where drainage channels have entered from the plateau above.

The Wolgan River rises through the Wolgan Valley as two branches, east and west. The headwaters of both branches are in the Newnes State Forest and the Wolgan River catchment. The Wolgan River is a tributary of the Hawkesbury River which enters the sea at Broken Bay.

Wolgan Valley is surrounded by National Parks. The Wollemi National Park is located along the eastern boundary of the valley. The Gardens of Stone National Park borders the valley to the northwest and southeast. Donkey Mountain lies within the Gardens of Stone National Park. Wollemi National Park forms a part of the Greater Blue Mountains National Park and is registered as an item of World Heritage Significance. Newnes State Forest is located to the south of Wolgan Valley, directly east of Lidsdale (see Figure 1.1).

Within the valley, close to the junction of the east and west branch of the Wolgan River, are two prominent landmarks: Mount Wolgan (877m above sea level) and Donkey Mountain (995m above sea level).<sup>1</sup> At the foot of Mount Wolgan and Donkey Mountain, taking in the junction of the east and west branches of Wolgan River lies the subject site of this report. It is a privately owned agricultural allotment, currently in use as a small-scale cattle station and contains dwellings and associated outbuildings. Buildings on the subject site include a vertical and horizontal slab homestead, vertical slab men's quarters, woolshed, barn, slaughterhouse with yard and meat safe, located within a 1000-acre allotment. It is the former outstation of the original estate of "Wallerawang" (later known as 'Barton Park') and later developed as the township of Wallerawang.

### 2.2 Aboriginal Prehistory

The Wolgan Valley lies close to the boundary of the Wiradjuri tribe to the west and the Daruk tribe to the east. As an easier access route is provided to the west rather than the east, assumptions have been made within the resources that the valley holds stronger ties with the Wiradjuri tribe.<sup>2</sup> In terms of the environment and range of rockshelters and stones for tool-making, the Wolgan Valley is comparable with the neighbouring Capertee Valley. Both valleys contain evidence of early Aboriginal occupation including chipped stone flakes and tools found within the rock shelters, especially those near watercourses, swamps or riverbeds.<sup>3</sup>

On the Newnes Plateau, south of the Wolgan Valley is located a single Aboriginal site known as "Blackfellows Hand". Located one km south of Wolgan Gap, the site consists of a leaning

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<sup>1</sup> Breckwoldt, R 1977; *The Wolgan Valley*, The National Trust of Australia (NSW), p.2

<sup>2</sup> Breckwoldt, R., 1977; p.11

<sup>3</sup> Breckwoldt, R, 1977; p. 11

rock face (50m high and approximately 100 metres long). The most significant features of the site are a large number of red and white human hand stencils and stencils of an axe and boomerang. There is also an unusual small bark stencil of a human figure and a large occupation deposit located at the base of the rock face.<sup>4</sup>

The name "Wolgan" is said to come from "wolga", the local Aboriginal word for the plant, *Clematis aristata*, a vine that is fairly common in the valley.<sup>5</sup>

## 2.3 Early Exploration

The early development of the Lithgow region (including Wallerawang, Wolgan Valley and Newnes) resulted from successive attempts to cross the Blue Mountains and explore land to the west. Fuelled by a need to find new grazing lands for the government herds, a number of attempts to cross the Blue Mountains occurred throughout the late 1790s to early 1800s. In 1813, Blaxland, Lawson and Wentworth were the first to successfully cross the Blue Mountains and thereby opened up the lands to the west of the Great Dividing Range for pastoral development.

Government Surveyor Evans officially surveyed the route taken by Blaxland, Lawson and Wentworth in 1814 and in the following year, Governor Macquarie commissioned William Cox to superintend the construction of a cart road following Evan's route. By 1815, Cox's Road to Bathurst was complete. The land at the bottom of Mount Victoria was named the Vale of Clwydd and the escarpment to the north was known as Hassan's Wall.<sup>6</sup>

In 1820, James Blackman, an original land holder within the Bathurst region and superintendent of convicts at Bathurst (1819-1821), successfully marked out a route from Bathurst to Wallerawang. In 1821, Blackman further explored a route from Bathurst to the Cudgegong River and in 1822, together with William Lawson, explored a further route from Wallerawang to Dabee (near Rylestone).<sup>7</sup>

In 1823, the 19-year-old Archibald Bell (using local Aboriginal guides) established the northern access route over the Blue Mountains. This became known as the Bell's Line of Road. Originally a stock route via Bilpin (formerly Belpin) and Mt Tomah to Hartley Vale, Bell took two attempts to complete the route. The first attempt was in August reaching Mt Tomah and was followed by his second successful attempt in September. During October 1823, Hoddle surveyed the road. The road passed through Bell along the Darling Causeway and down Hartley Vale Road to Collitt's Inn.<sup>8</sup>

In 1830, Major Thomas Mitchell was given charge of a party to complete Cox's Road and realign it away from the initial descent down Mount York. Mitchell chose the Victoria Pass and in 1831 there were approximately 800 men serving in iron gangs in the Lithgow area. This number rose to 1000 in 1836 resulting in three stockades being built to house the gangs in the Lithgow region. These were located at Hassan's wall, Bowenfels and the Cox's River at Mount Walker (named after James Walker resident of Wallerawang and Wolgan Valley).<sup>9</sup>

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<sup>4</sup> Breckwoldt, R, 1977; p.13

<sup>5</sup> <http://www.lisp.com.au/~newnesk/hist/habor.htm>

<sup>6</sup> Economic and Community Development Class, University of Sydney, 1996; *Draft Economic Development Strategy for Lithgow*, cited at [www.lisp.com.au/~lithtour/history](http://www.lisp.com.au/~lithtour/history), p.4

<sup>7</sup> Pike, D (ed), 1966; *Australian Dictionary of Biography*, vol.1, Melbourne University Press, Melbourne, p.110

<sup>8</sup> [www.totaltravel.com.au](http://www.totaltravel.com.au) (downloaded October 2005)

<sup>9</sup> Economic and Community Development Class, University of Sydney, 1996; p.5

## 2.4 Early Land Grants

### 2.4.1 Walker Family Occupation (1824 - 1856)

#### William Walker (1787-1854)

William Walker was the second son of Archibald Walker, laird of Edenshead, Fife, Scotland. He arrived in Sydney in July 1813 on the *Eliza*<sup>10</sup> and originally worked as an agent for the firm of merchants Fairlie, Ferguson and Co. whose headquarters were in Calcutta. Walker returned to Calcutta following the completion of his duties, resigned and returned to Sydney in March 1820 on board the *Haldane*.

In 1823, William's elder brother James Walker (a half-pay naval officer) arrived in Sydney. William had formed the company William Walker & Co. James, together with two nephews Thomas and Archibald Walker, joined the firm<sup>11</sup>. The firm was renamed Messrs. Walker & Co, was engaged in coastal shipping and whaling and had a wharf and warehouse at Dawes Point.

In 1831, both William and James returned to London to establish the firm of Walker Bros & Co. During the late 1830s the company exported large quantities of wool to London. News of losses in the depression and drought brought William back to Australia in 1843. He died in 1854. In 1828 William married Elizabeth Kirby in Sydney and had nine sons and two daughters. He played an active part in public life in NSW, being director of the Bank of NSW (1820 to 1824), a member of committees appointed to examine the bank's affairs (1844 and 1845), and was on its first London board (1853-54). He was also president of the Chamber of Commerce and Treasurer of the Agricultural Society, a supporter of the Scots Church and numerous charities.<sup>12</sup>

In addition to the family export business, William was also involved in land holdings. Holdings included a grant of 1000 acres received from Governor Macquarie in 1821 and in 1825 a further 1000 acres at Lue, near Mudgee from Governor Brisbane. On 17 May 1839, William Walker received a grant of 1000 acres in the Wolgan Valley<sup>13</sup>. This is the land grant associated with the subject site and holds the Wolgan Homestead Complex.

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<sup>10</sup> Shaw, A G L & Clark, C M H (eds.), 1967; *Australian Dictionary of Biography* (ADB) Vol 2: 1788-1850, Melbourne University Press, p.566

<sup>11</sup> Shaw, AGL & Clark, CMH (eds.), 1967, p.566

<sup>12</sup> Shaw, AGL & Clark, CMH (eds.), 1967, p.566

<sup>13</sup> NSW Department of Lands, Application No. 31177

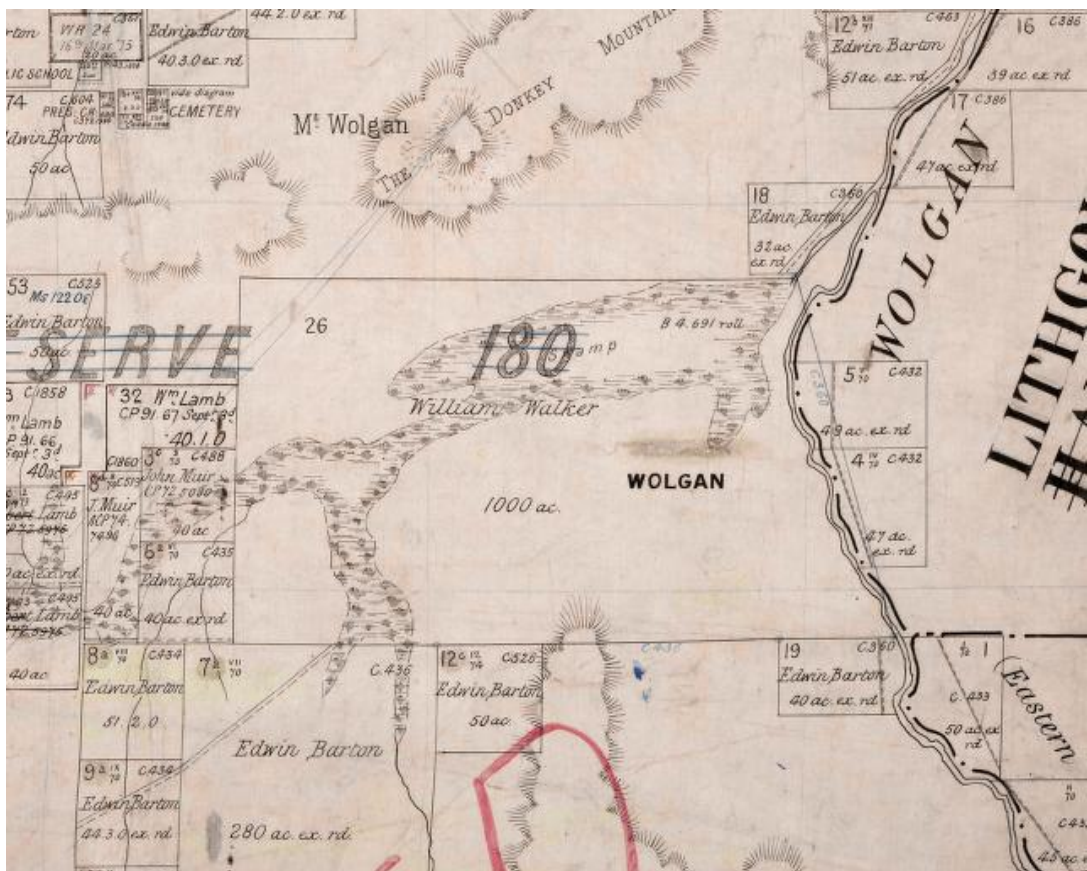


Figure 2.1: Section of Parish of Wolgan map 1884 (Source: Department of Lands, Image ID: 14841502)

### James Walker (? – 1856)

Formerly an artillery officer in the Royal Marines, James Walker, William's elder brother, saw active duty during the Napoleonic War in the Baltic and the Iberian Peninsula. Retiring on half pay in 1822, James arrived in the colony on 25 September 1823 on board the brig *Brutus*.<sup>14</sup> Within a year of arriving in Sydney, James Walker had taken up a 2000-acre grant within the area today known as Wallerawang and established 'Wallerawang House' (also known as 'Wallerawang'). Whether Walker initially squatted on the land and received his grant in 1839 or earlier, is disputed within the resources. However, once Walker had officially obtained the land he was granted an assignment of prisoners and began using the land for sheep and cattle grazing.

In correspondence to the Colonial Secretary Alexander McLeay dated 1837, Walker outlines his status:

*I beg you will be pleased to submit to his Excellency the Governor's consideration the following grounds upon which I venture to solicit an extension of my present grant of land of 2000 acres which I received when I first came into this country in 1823, as a free settler. I brought out with me 18 merino sheep (having lost nine on the voyage), a free man as overseer, who is still in my employment, agricultural implements and workmen's tools to the amount of £200 and I have purchased sheep in this colony to the amount of £1500, and although I suffered the severe loss of upwards of 400 head last winter,*

<sup>14</sup> Winchester F, 1972; *James Walker of Wallerawang*, cited in Lithgow and District Historical Society Occasional Papers No. 11, p.9



*including 7 pure merinos, I now possess 1800 head and 64 merinos. My cattle amount of 312, my horses to 15 and ever since my arrival in the colony, I have resided on this grant of land, which I have cultivated, fenced and improved to a considerable extent, having in general employed 20 to 30 prisoners and a few free men.*<sup>15</sup>

James Walker continued to build both property and livestock numbers over the following two decades. Thomas Archer, Walker's nephew and employee, describes a tour of the many Walker outstations in 1837. These included Loowee (Lue) about 70 miles from Wallerawang, Biambil on the Castlereagh River, Yooloondoory the "principal cattle breeding station", Coonamble the "heifer station and at that time the furthest outlying station consisting of one small slab hut", Barradean the "bullock station" and Mobilla near the "Wallambungle Ranges" (sic).<sup>16</sup>

In the 1830s, Andrew Brown (Walker's overseer and adjoining property owner at Coerwull) began exploring the Castlereagh area searching for land for himself and James Walker. In 1834, accompanied by David Walker (James Walker's nephew), Brown explored the creeks that ran south and west of the Warrumbungles into the Castlereagh River. These included Nullen, Bidden, Yarragrin, Gundy, Mogie Melon, Wullumburrawang and Tooraweenah Creeks. Squatter stations were then established on each of them.<sup>17</sup>

James Walker was known to have squatted on the majority of his lands prior to officially claiming them. His wife, Robina Walker, is registered within the *NSW Squatting Directory* (1871) as holding six stations within the Bligh District for a total of £245 rental. These properties were Yarragrin, Wallambrawang, Yoolangra, Round Hills, Wallangolang and Dilly-Dilly. Earlier, in 1844, Governor George Gipps wrote to Lord Stanley, stating:

*...by a return received only yesterday I find there is an individual in the Bligh district who holds 27 stations under a single licence, Mr James Walker of Wallerawang. The commissioner returns his run as having 5,184,000 acres, but I conclude that the greater part of it must consist of barren or mountain land. The individual has 3,000 head of cattle and 13,000 sheep and pays no more rent for the land they feed on than is paid by another person in the same district who holds only 12,000 acres and has on them 1,000 cattle.*<sup>18</sup>

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<sup>15</sup> Winchester F, 1972; p.1

<sup>16</sup> Winchester F, 1972; p.3

<sup>17</sup> Gilgandra Historical Society, *Walker Family History*, cited in [www.koee.com.au](http://www.koee.com.au) (downloaded September 2005)

<sup>18</sup> Winchester, F, 1972; p.3

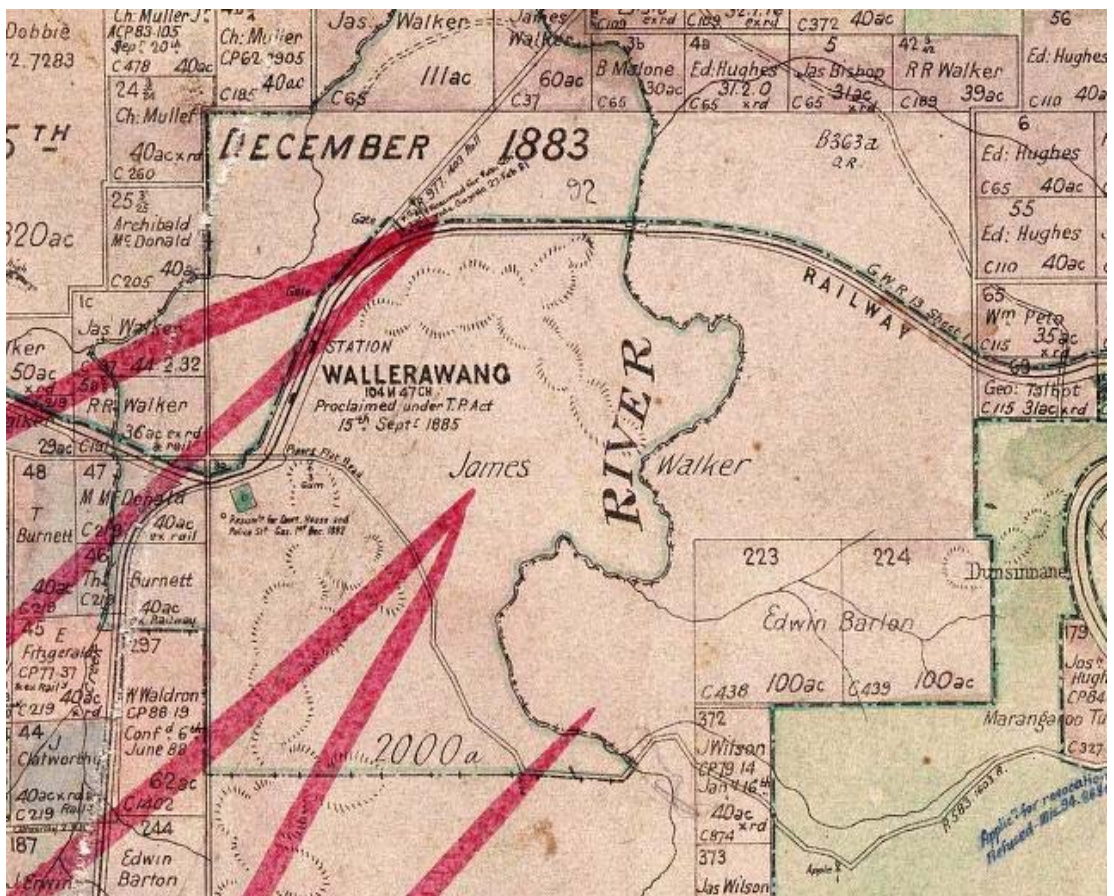


Figure 2.2: Lidsdale Parish Map 1892 showing James Walkers' 2000 acre grant "Wallerawang" (Source: Dept. of Lands/ Map ID. 14841401)

In 1834, Walker had returned home to Scotland to marry his cousin Robina Ramsay who accompanied him back to Wallerawang. The Walkers had four children: Allison (born at Wallerawang in 1834), Wilhemina (born in London), and Archibald James (1841) and Georgina Lyon Wolgan (1843) both born in Australia.<sup>19</sup> The male line of the Walker family ceased when Archibald, died in 1858 in Glasgow. Allison married a New Zealander and moved to London after selling her share of the estate, and died in 1912, aged 78. Wilhemina married a cousin and died in childbirth aged 28 in 1854. Georgina married Edwin Barton, a surveyor who was employed to map out the route for the railway to the west.

James was patron of the committee of the Bowenfels National School and laid the foundation stone in 1850. By 1854, Walker was the holder of 16 stations with an area of 4,700,000 acres. After Walker died in 1856, aged 71, his widow Robina held licenses for 15 stations. Robina died in 1867. The following notice appeared in the Sydney Morning Herald on 22 January 1867:

*She was one of the pleasure party who lately attended at Bowenfels (Lithgow Valley) on Saturday, 5th instant witness the great blasting explosion on the railway works. She was accompanied by her daughter, Mrs. Barton, the wife of the engineer in chief, and it is said received a fright and died a week later.<sup>20</sup>*

<sup>19</sup> www.kooee.com.au

<sup>20</sup> Holt I, 2004; *Opening the Gateway: the Birth and history of the Lithgow District*, Lithgow District Historical Society Inc. p. 66

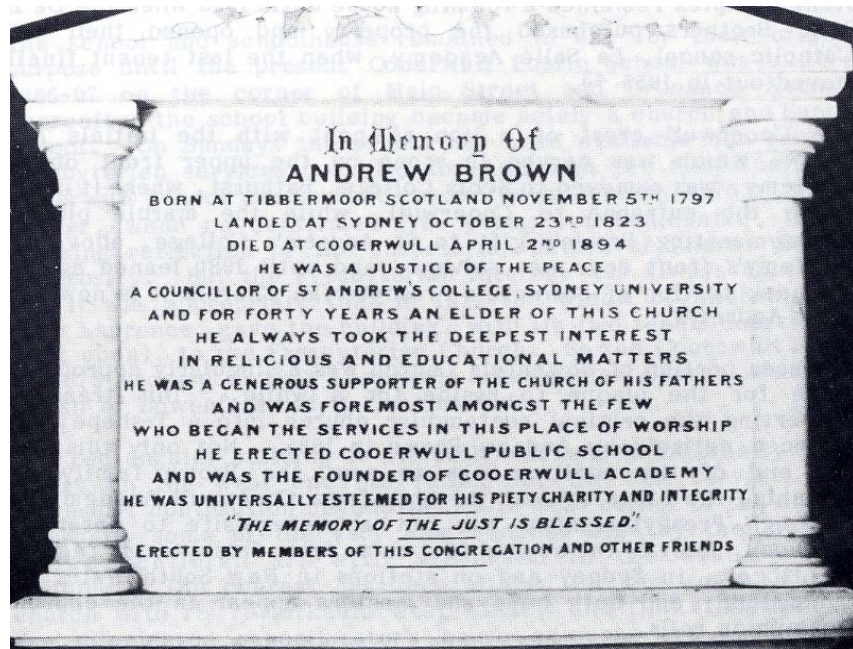
### **Andrew Brown, Overseer (1797-1894)**

Andrew Brown, born in 1797 at Tibbermore, Perthshire, Scotland immigrated to Australia with James Walker in 1823. On his arrival, Governor Brisbane made him a grant of 200 acres, located to the west of Lithgow. Brown took up his holding in 1824, calling his property 'Coerwull' (the Aboriginal name for a small blue flower growing in the region).<sup>21</sup> By 1838, as a result of various purchases, Brown had enlarged his land to 920 acres.

In addition to being a landowner, Brown was also the overseer of James Walker's Wallerawang Estate. Brown assisted Walker in locating and establishing large tracts of land west of the Warrumbungles along the Castlereagh River. By the latter half of the century Brown owned nearly 4000 acres at Lithgow, stretching from Hassans Wall Road to Marrangaroo and a further 86,000 acres of the best land along the Castlereagh River.<sup>22</sup>

In 1836, William Brown, a mill-wright, joined his brother at 'Coerwull' and built a flour mill on the property. Between 1857 and 1864, the flour mill was converted to a wool mill. The Brown brothers are reported to be the first to mine coal of their property on a commercial basis.<sup>23</sup>

Andrew Brown was involved in establishing schools within the Lithgow district. He was a patron of the National School at Bowenfels and in 1867 constructed a slab school for the children of railway construction workers. In 1873-4, Brown employed George Donald (later to become the first mayor of Lithgow) to build a sandstone building for use as a church and school (present day Coerwull Church). He was also a founding member of the Council of St Andrew's College in the University of Sydney, building a boarding school on his land at Bowenfels and naming it Coerwull Academy.<sup>24</sup>



**Figure 2.3:** Andrew Brown commemorative plaque (Source: Dept. of Environment & Planning, 1987; Survey of Historical Sites Lithgow Area, NSW Dept. of Environment & Planning, p.36)

<sup>21</sup> Lesslie J B, 1988; *Early Settlers of Lithgow District*, cited in Lithgow District Historical Society's Occasional Paper No.42, p.7

<sup>22</sup> Lesslie J B, 1988; p.9

<sup>23</sup> Lesslie J B, 1988; p.8

<sup>24</sup> Lesslie J B, 1988; p.10

## 2.5 Towns, Suburbs and Villages - Wallerawang

### 2.5.1 Wallerawang (Wallerowang) Estate

The name of the estate is derived from an Aboriginal word meaning “place of plenty wood and water”. James Blackman initially explored the area when he marked out a possible line of road from Bathurst to Collitt’s Inn. Wallerawang is first mentioned in the log of Surveyor Mc Brien when he surveyed the line of road.<sup>25</sup> On 12 November 1823 the party crossed a stream, known by the native name of ‘Walerawang’. The stream flowed south-east with an open plain of sandy soil and good pasture on the south side of the rivulet.<sup>26</sup> James Walker established the ‘Wallerawang Estate’ on the banks of the Cox’s River on the 2000 acre grant he received in 1824. Walker established his estate with 18 pure merino sheep and farm implements to the value of £200. Shortly after arriving in the colony he purchased further sheep to the value of £1500 to cross with the pure merinos.

During James Walker’s time the estate of Wallerawang became a major stopover for travellers between Sydney, Mudgee and Bathurst. As noted by passing traveler, Dr Bennet, in 1832:

*At Wallerowang, the farm of James Walker Esq. we were kindly received by the persons in charge during the absence of Mr Browne, the overseer, and took up our abode in the little cottage for the night. This estate appears, as far as I could judge from a casual view, to have few attractions from its locality, or value from capability of cultivation. The sheep are kept at a station called Looee (sic), which is nearly 50 miles further distant.<sup>27</sup>*

In 1836, Charles Darwin visiting the district commented as follows:

*At Hassan’s Wall, I left the highroad and made a short detour to a farm called Wallerowang, to the superintendent of which I had a letter of introduction from the owner in Sydney. Mr Brown had the kindness to ask me to stay the ensuing (sic) day, which I had much pleasure in doing. This place offers an example of one of the large farming or rather sheep grazing establishments of the colony. Cattle and horse are however in this case, rather more numerous than usual, owing to some of the valleys being swampy and producing a coarse pasture. The sheep were 15,000 in number, of which the greater part were feeding under the care of different shepherds, in unoccupied ground, at a distance of more than 100 miles beyond the limits of the colony....Two or three flat pieces of ground near the house were cleared and cultivated with corn, but no more wheat is sown than sufficient for the annual support of the labourers employed on the establishment. The usual number of assigned servants here is about 40, but at the present time there were rather more. Although the farm was well stocked with every requisite, there was an apparent lack of comfort and not even a single woman resided here.<sup>28</sup>*

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<sup>25</sup> Economic and Community Development Class, University of Sydney, 1996, p.16

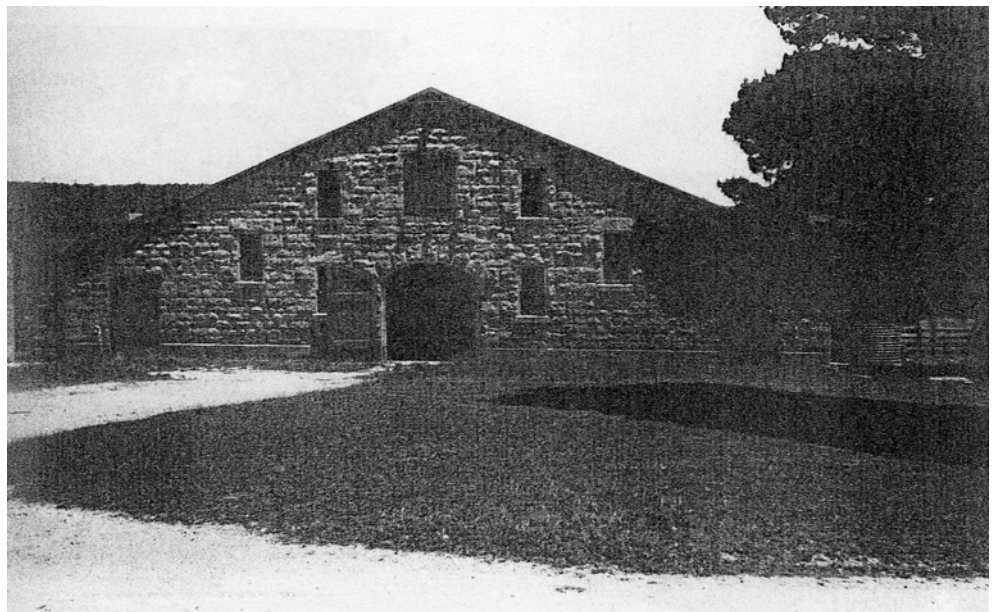
<sup>26</sup> Holt I, 2004; p.65

<sup>27</sup> Winchester F, 1972; p.2

<sup>28</sup> Winchester F, 1972, p.2



**Figure 2.4:** Wallerawang Estate house (Source: Brown J W; 1989, Bent Backs: an Illustrated Social & Technological History of the western Coalfields, Industrial printing Co. Lithgow, p.41)



**Figure 2.5:** Wallerawang Estate sandstone stables (Source: Brown J W; 1989, Bent Backs: an Illustrated Social & Technological History of the Western Coalfields, Industrial printing Co. Lithgow, p.43)

### **2.5.2 Barton (Walker) Family Occupation and Barton Estate (1867 - 1948)**

Edwin Barton was the surveyor for parts of the Western Railway, oversaw the construction of the Zigzag Railway and was involved in the investigation of the route of the Engineers Track,

traversing the length of the Grose Valley in 1858.<sup>29</sup> Edwin married James Walker's youngest daughter, Georgina. Following the death of James Walker in 1856 and Robina in 1867, the couple took over the management of the Wallerawang Estate including the outstation located in the Wolgan Valley. It was at this time that the station's name changed from Wallerawang Estate to Barton Park. In the early years of the 1870s, Edwin Barton received a number of land grants directly to the south and north of the 1000 acres of the Wolgan outstation and continued to amass land throughout the Wolgan Valley (refer to Figure 2.1).

During her time at Wallerawang, Georgina funded the construction of St John the Evangelist Church. The church was designed by Edmund Blackett and built by George Donald in 1881. The church<sup>30</sup> is one of the last major churches in the state built entirely by private philanthropy and is possibly the only example of a 'union' or public dual-denomination church identified in the Central West region. The church is designed in the Victorian Gothic style and is symmetrical with rectangular body of cruciform plan with square high bell tower, smaller chancel and transepts (refer to Figure 2.6).<sup>31</sup>



**Figure 2.6:** St John the Evangelist Church, Wallerawang  
(Source: NSW Heritage Office register/[www.heritage.nsw.gov.au](http://www.heritage.nsw.gov.au))

The dates of the death of Edwin and Georgina Barton are not clear. By 1948, however, the children of James Walker Barton (Georgina and Edwin Barton's son), were the sole inheritors of Barton Estate. The survivors were Lyon Barton, Lue Loveday Barton and Hazel Barton. In

<sup>29</sup> Engineers Track Heritage Infrastructure Committee, [www.ethic.org.au](http://www.ethic.org.au)

<sup>30</sup> Registered as an item of State Heritage significance on the State Heritage Register

<sup>31</sup> NSW Heritage Office listing, [www.heritage.nsw.gov.au](http://www.heritage.nsw.gov.au)

1948 Barton Park was under the management of the two elder children Lyon (54) and Lue Loveday (45), when a disgruntled 17-year-old employee, William Benjamin Harvey Bugg, murdered the two on the estate, following their return from a Sunday church service. Bugg reportedly committed the crime because the Bartons had refused to allow him to borrow an estate car. Bugg was later discovered in Queensland and convicted of a double murder and sentenced to life imprisonment.<sup>32</sup> Following their deaths, Barton Park passed into the hands of their younger sister, Hazel (who had been living in New Zealand). The estate was sold for £76,000.<sup>33</sup>

### 2.5.3 Barton Park (1949-1980s)

Barton Park was repeatedly sold. In 1949 it was in the hands of the Joint Coal Board, who had prepared a proposal for the development of a new town at Wallerawang to provide a new coal centre for the railway line. The subsequent change to diesel by the railways saw this plan abandoned and in 1953 the property was sold. In 1959, the NSW State government announced the development of a power station at Wallerawang.<sup>34</sup> During this time the property was used as a sheep station until the pollution from the Wallerawang Power Station began to affect the stock. Following this period, Mr Roy Fitzgerald from Bankstown, Sydney purchased the property and introduced cattle. Mr Fitzgerald was well known in the district as he was said to "motor around the property in a Rolls Royce".<sup>35</sup>

During the early 1980s in accordance with the needs of the power station, the Cox's River was flooded to create Lake Wallace. Prior to the damming of the river, the original house of Barton Park (while under ownership of the Electricity Commission) was demolished. The sandstone blocks from the original buildings were reused in the club house of the Wallerawang Sailing Club on the shores of the newly created lake and in the construction of a display room for a Lithgow Pottery collection in the grounds of Eskbank House, Lithgow.<sup>36</sup>

The remaining physical evidence of Barton Park is the Walker-Barton headstones from the private family cemetery, established by James Walker. The gravestones were relocated in 1977 to ensure their survival following the damming of the Cox's River. The cemetery is surrounded by a reconstructed stone wall with iron gates and ornate cement rendered posts with sandstone caps. The cemetery contains 63 monuments dating from 1841 to 1948 including James Walker's stone table monument built to resemble that of an ancestor in Largo, Fife. The first burial was Bridget Murray, the daughter of Ned Murray, James Walker's emancipist cattleman who managed the Wolgan Valley outstation. The cemetery also contains members of the Barton family, Andrew Brown and Thomas Brown of Eskbank.<sup>37</sup>

### 2.5.4 Township of Wallerawang

The coming of the railroad to Wallerawang in 1870 enabled the spread of industrialisation and settlement into the Wolgan Valley. A township developed adjacent to Wallerawang Station, the terminus for all travellers to Mudgee and Bathurst until the completion of the line to Bathurst in 1876. Cobb and Co coaches conveyed travellers further west from Wallerawang to Coolah,

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<sup>32</sup> Lithgow Mercury, 16 January 1979; p.1 and Holt I, 2004; p.66

<sup>33</sup> Holt I, 2004; p.66

<sup>34</sup> Economic and Community Development Class, University of Sydney, 1996, p.18

<sup>35</sup> Lloyd Mullens, *A Left Handed Brickie's Review of Wang History*, letter to Lithgow Mercury 30 March 2000, p.4

<sup>36</sup> Lithgow Mercury Supplement, December 1999; p.26

<sup>37</sup> NSW Heritage Office listing, [www.heritage.nsw.gov.au](http://www.heritage.nsw.gov.au)

Mudgee, Gulgong, Mungah, Gilgandra, Coonamble, Walgett and districts. In the wool season it was not uncommon to see a line of teams extending from Lidsdale (to the west of Wallerawang on the Wolgan Road) to Wallerawang, waiting to get into the railway yards.<sup>38</sup>

Wallerawang was the second town west of the Blue Mountains to establish a National School. The first steps towards the establishment of the school were made in 1859 when Rev Simon McKenzie and Charles Sidney of Wallerawang signed a petition on behalf of the residents of the district and applied to the Board of National Education. Mrs Robina Walker (James Walker's wife) provided a sandstone building consisting of one school room, kitchen, parlour and two upstairs bedrooms to be used as the school house and teacher's residence. By the end of 1860, there were 19 boys and 20 girls enrolled at the school. Today the building still stands at Main Street, Wallerawang, opposite the St Johns the Evangelists Church. In 1882 a new school was built to replace the National School at Wallerawang. In 1996 this subsequent school was replaced with a third school built at the other end of the town.

In March 1870 a post office opened on Main Street, opposite the Wallerawang Railway Station, although it only operated for a few days before closing. In April of that same year, a second post office, called Wallerawang, was established and local store keeper, William Thomas Corderoy, was appointed at a salary of £12 a year. The following year in 1871, the original post office located opposite the railway station reopened with John Wilson being appointed as post master for the Wallerawang Railway Station. For about two years this practice of two post offices with similar names continued before a name change occurred. On August 25 1873 the Wallerawang Post Office became known as the Lidsdale Post Office and the post office formerly located at the railway station became known as the Wallerawang Post Office. A purpose-built post office building was finally erected in 1912 and continues today.<sup>39</sup>



<sup>38</sup> Holt I, cited in *The Lithgow Mercury*, 5 February 1998; p.37

<sup>39</sup> Holt I, cited in *The Lithgow Mercury*, 5 February 1998; p.37



**Figure 2.7:** Wallerawang Station (Source: State Library of NSW/ GPO 1-06666)

The Wallerawang branch of the CBC Bank was built adjacent the post office building and opened in 1882. As with the post office, this branch closed and reopened a number of times before finally closing its doors in the late 1950s.<sup>40</sup>

The growing township was described in 1879:

*Wallerawang has a small street with a few houses - Anglican, Roman Catholic, Presbyterian and Wesleyan places of worship - and a public school.*<sup>41</sup>

Public houses within the town included the Royal Hotel (kept by a Mr John Shaw), the Commercial Hotel (kept by Mr J Hill) and the Railway Inn (kept by J Clatworthy) which also doubled as the Cobb & Co. stopover.<sup>42</sup>

In 1906, Blaxland Shire Council was formed and its headquarters were located in Wallerawang. The first Shire headquarters building still stands in Main Street and beside it is the new building erected in 1964. The Blaxland Shire Council was amalgamated with the Lithgow City Council in 1977 and all administration transferred to Lithgow.

Wallerawang developed with industry as the focus. Initially a shale oil industry was established, followed by the coal industry. In 1932 a pine plantation was established to supply a local box factory and saw mill. The early Wallerawang-Lidsdale area grew slowly and it was not until the demand for coal during and after World War II accelerated that the area experienced rapid growth. To provide housing in Wallerawang the NSW Housing Commission built about 100 houses in 1951. The Joint Coal Board constructed a hostel for men employed in the coal industry.

Wallerawang had a police station, court house, Council Chambers, post office, fully staffed railway passenger and goods station, primary school, churches, shops, hotels and small industries, while Lidsdale had shops, churches and small industries. Both areas shared a golf course, racecourse and sports area.<sup>43</sup> From the late 1960s rail transport and freight use declined and was taken over by road transport. Goods were transferred to Lithgow. While still producing large amounts of coal, as coalmines became fully mechanised the industry required fewer employees. The principal industry at Wallerawang by the late twentieth century was associated with power generation.

### **2.5.5 Convict Labour**

Governor Macquarie viewed the colony essentially as a penal settlement, a place where convicts would be punished but would also have the incentive and opportunity to reform. For those who showed themselves to be on the path back to a useful role in society there seemed to be no better opportunity than a block of land together with stock, seed and stores to establish them as food producing yeoman farmers.<sup>44</sup> However, Macquarie's policy of settling convicts on the land soon made him unpopular with the wealthy 'exclusives'. Agricultural work undertaken at first by 'government men' or convicts was gradually taken over by free settlers, most of whom were ex-convicts, non-commissioned military men retiring from duty or the wealthy military officers who could combine their duties and their farming. All but the poorest

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<sup>40</sup> Holt I, cited in *The Lithgow Mercury*, 5 February 1998; p.37

<sup>41</sup> *Lithgow Mercury*, 30 July 1948; p.4

<sup>42</sup> *Lithgow Mercury*, 30 July 1948; p.4

<sup>43</sup> Holt I, cited in *The Lithgow Mercury*, 5 February 1998; p.37

<sup>44</sup> Stone D I & Garden D S, 1978; *Squatters and Settlers*, p.18

relied upon the labour of assigned convict servants to carve farms out of the bush. Many of the free settlers saw the colony as a place in which they should be able to take up land in large estates and make it productive by the use of convict labour.<sup>45</sup>

The result was that Macquarie's land policy was strongly opposed and in 1819 the British government appointed John Thomas Bigge to inquire into the issue. In his report, Bigge advocated that small land grants to convicts be discontinued and that land be granted only in large blocks to free settlers. The free settlers were to be supplied with assigned convict labour to work the properties, thus removing the convicts from the town and prisons and relieving the government of some of the burden of their support.<sup>46</sup> The 'exclusives' won the day and set the pattern of land development for at least another half century. Land was no longer granted to ex-convicts and seldom to poor free settlers, but large grants were made to wealthy men. These grants required, of necessity, large number of labourers and were dependant on the convict labour for success. In 1830, the legal requirements for convict labour were as follows:

*Settlers, to whom convicts are assigned, are bound to send for them within a certain period of time and to pay the sum of £1 a head for the clothing and bedding of each assigned convict. An assigned convict is entitled to a fixed amount of food and clothing, consisting in New South Wales, of 12lb. of wheat, or an equivalent in flour and maize meal, 7lb. of mutton or beef, or 4½lb. of salt pork, 2oz. of salt, and 2oz. of soap weekly; two frocks or jackets, three shirts, two pairs of trousers, three pairs of shoes, and a hat or cap annually. Each man is likewise supplied with one good blanket, and a palliase or wool mattress, which are considered the property of the master. Any articles, which the master may supply beyond these, are voluntary indulgences.<sup>47</sup>*

Within the area of Lithgow and the immediate surrounds, by 1834 there were 800 men serving in ironed gangs, in 1836 there were 1000 with the numbers dropping to 700 in 1837. From these, 16 ironed gangs were formed to work on the construction of the roads in the district. The maximum number of men in irons in each gang was 70, with 7 out of irons and 14 working bullocks, all working under the direction of military officers (themselves often convicts). There were three stockades in the immediate area located at Hassans Wall, Bowenfels and Cox's River at Mount Walker. The stockade was constructed of split timber and bark and consisted of small huts or boxes which the convicts in irons were confined at all times outside of work. In addition there was a mess hut, a hospital hut, store and kitchen and huts to house the prisoners out of irons (assigned men), military and constables. Only the assigned surveyor or a magistrate had the power of disciplining the convicts.<sup>48</sup>

James Walker relied on the labour of convicts on his pastoral lands. In 1836-37 Messrs. Walker and Co. of Wallerawang are noted as holding 5360 acres with 115 acres cultivated with 22 men and 4 boys in service and had recently applied for 6 more.<sup>49</sup> Much of the records associated with Walkers' assigned men come from Magistrates records of disciplinary action. An exception is Ned Murray who was assigned to James Walker and completed his sentence in service on the Wolgan Valley outstation. Following his pardon, Ned with his wife, Rosie, and daughter continued to live there in Walker's employ.<sup>50</sup> Others such as Thomas Maddox were

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<sup>45</sup> Stone D I & Garden D S, 1978; *Squatters and Settlers*, p.18

<sup>46</sup> Stone D I & Garden D S, 1978; *Squatters and Settlers*, p.18

<sup>47</sup> Stone D I & Garden D S, 1978; *Squatters and Settlers*, p.19

<sup>48</sup> Winchester F, undated, *Convicts in the Lithgow Area*, Lithgow & District Historical Society Occasional Papers No. 27, p.6

<sup>49</sup> Winchester F, undated, p.2

<sup>50</sup> Winchester F, undated, p.1

more notorious. In 1833, while under assignment to Messrs. Walker and Co, Maddox was charged with habitual neglect of duty, using threatening language to his overseer and having stolen property in his possession. Andrew Brown, James Walker's superintendent at Wallerawang and Wolgan Valley stated at the time:

*The prisoner, Thomas Maddox, was assigned to Messrs. Walkers from the ship. In 1828 he was sent to penal settlement for 3 years for harbouring bushrangers. At the expiration of the term of sentence he was returned to Messrs. Walkers' and since that time he has been habitually neglecting his duty and encouraging every man that was employed with him to do the same.*<sup>51</sup>

Maddox was found guilty and sentenced to be worked in irons for 12 calendar months to be returned to his assignee at the expiration of the sentence. Following his pardon in 1847, Thomas Maddox went on to establish the Carrier's Arms Hotel at Lidsdale.<sup>52</sup>

## **2.6 Pastoralism - Wolgan Valley**

### **2.6.1 Early Development**

In the early nineteenth century the government used the western area of Vale of Clwydd and the Walker land and the land of John Grant for the pasturing of stock. Sheep farming was not carried out as the Bathurst Plains were deemed more suitable. Grazing horned stock and horses was the main activity of the Vale of Clwydd and adjoining lands until 1840, when wheat growing was pursued.<sup>53</sup>

The first recorded European discovery of the Wolgan Valley was in 1823 by Robert Hoddle, Assistant Surveyor General, during his initial unsuccessful attempt to forge a route from Bell's Line of Road to the Hunter Valley.<sup>54</sup> In 1823 Archibald Bell Jnr crossed the mountains along what was to become Bell's Line of Road. Although the mountains had been crossed at Katoomba a decade earlier, there was no satisfactory route through the mountains from Richmond.

In September 1823, Robert Hoddle received instruction to survey the line of road across the Blue Mountains as discovered by Mr Bell (Bell's line of Road). The survey was to commence at the ford on the Hawkesbury near Richmond and continue to the ford over Cox's River. The nature of the country was to be described, and the quantity of arable land was to be estimated; the direction of the streams to be marked and every "remarkable mountain ascended".<sup>55</sup> Hoddle's instructions included:

*On returning by the same route from Cox's River, you will when on the range above the source of the Grose River proceed a few miles to the Northward in order to observe the nature of the Country in their direction, that some opinion may be formed of the probability of finding a better Road to the Settlements on Hunter's River than the one in present use.*<sup>56</sup>

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<sup>51</sup> Winchester F, undated, p.3

<sup>52</sup> Winchester F, undated, p.1

<sup>53</sup> Foster W, 1932, *Hartley- the Gateway to the West*, cited in Royal Australian Historical Society Vol XVII part V, p.218

<sup>54</sup> Breckwoldt, R., 1977; p.14

<sup>55</sup> Jervis J, 1937; *Robert Hoddle, First Surveyor-General of Victoria and his Early Work in New south Wales*, cited in Royal Australian Historical Society vol XXIII Part 1, p.43

<sup>56</sup> Jervis J, 1934; *The Great North Road*, cited in Royal Australian Historical Society, Vol XX Part V, p. 335

In a report dated 4 November, Hoddle describes his attempt to reach Hunter's River in his journey northwards from his encampment at Collitt's Inn. Travelling on foot with four accompanying men, Hoddle obtained a distant view of the ranges from "Panoramic Hill". Hoddle's first impression of the Wolgan Valley came from this vantage point:

*From this latter hill had no difficulty to obstruct us, until we came to a deep and perpendicular ravine, running east and west. The appearance of the Rock was singular and romantick (sic) and had the appearance of a Castle and Town in ruins.<sup>57</sup>*

Hoddle's 'romantic ruins' were named on early survey maps: "Broken Barrier Range", "Woolpack Rock" and "Cape Horn". Names with historical associations are "Collett Gap" (linked with the inn keeper below Mount York) and "Binning's Hole" (the former host of the public house at Bowenfels).<sup>58</sup>

In 1837 Wolgan Valley was described by Thomas Archer, nephew of James Walker and one of the early employees of the Wallerawang and Wolgan Valley stations:

*Wolgan, where Skranny (his horse) and I frequently went on stockdriving excursions was a wonderful valley, about 20 miles long by 3 or 4 wide, completely surrounded by precipices, ranging from 200 to 500 feet in height. The end next to Wallerawang was the lowest, and here a path had been cut in the face of the precipitous rock, and formed the only access to the valley for cattle and horses. The native blacks could enter it at various points by scrambling down the precipices, but no white man or quadruped could do so without imminent risk to their necks. The path in the precipice was barred by sliprails, so that stock, when once in the valley, found it nearly impossible to get out again, and this made it a very valuable weaning paddock. Two brooks of the most pellucid water flowed through the valley, entering by inaccessible gorges, and, after joining their waters, left by another gorge equally inaccessible. This happy valley was occupied solely by some hundreds of young cattle and horses, and by old Ned Murray, an Irish emancipist, Rosie his wife, Jeannie his youthful grand-daughter, and Neddy his donkey.<sup>59</sup>*

With the passing of the Robertson Land Act in 1861, the Wolgan Valley opened up to a variety of new settlers. The Robertson Land Act allowed for any person to purchase Crown Land of up to 320 acres on the condition of paying a deposit of one quarter the purchase price after survey.<sup>60</sup> Henry Williams of Pipers Flat was the first to settle, followed by Francis Nicols, the Penrose, Baldwin, Tomlinson, Lamb and McKander families. Although cattle raising was the main occupation within the valley, land clearing and cultivation also occurred. Penrose's Corn Paddock, the 'wheat paddock' and the 'irrigation paddock' were names still used in conjunction with Wolgan Valley in more recent times.<sup>61</sup> The irrigation paddock was where Barton's men cultivated a vegetable garden of approximately 12 acres, diverting the stream through a system of channels and providing food for both the Wolgan and Wallerawang homesteads.<sup>62</sup>

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<sup>57</sup> MacLeod Morgan, H A, 1959; *A Short History of the Wolgan Valley*, cited in Royal Australian Historical Journal, Vol 45 Part 2, p. 86

<sup>58</sup> MacLeod Morgan H A, 1959; p. 87

<sup>59</sup> MacLeod Morgan H A, 1949; p.87

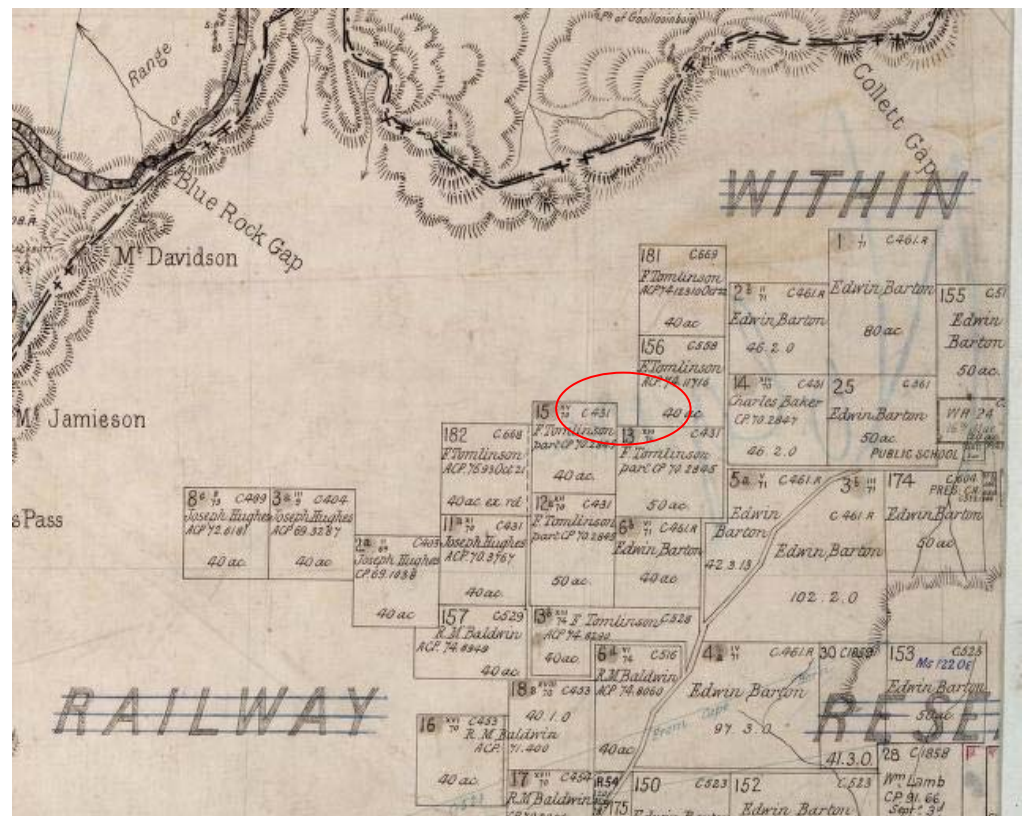
<sup>60</sup> www.abc.net.au (downloaded September 2005)

<sup>61</sup> Winchester, F, 1982; *Wolgan Valley*, cited in Lithgow District Historical Society's Occasional Paper No. 51, p.3

<sup>62</sup> Winchester, F, 1982; p.3

With the establishment of a new settlement came the need for a school. The education inspector of the period wrote:

*An enrolment of 16 pupils is promised and an average of 12 may be relied upon. I have visited the locality and have made full enquiry respecting its wants. In order to show the peculiar situation of the people of this strange valley a brief description of the place is necessary. Wolgan is an oval shaped deeply sunken valley about 8 miles north-east of Wallerawang, and about 2000 feet below the level of the surrounding country. It is enclosed by a huge wall of solid rock, which represents a steep smooth front to the valley. There is only one way of approach to this strange place. Through the gap a road leads down the side of the mountain, out of the solid rock of which it is cut. The road is two mile long. After reaching the base of the mountain six miles have to be travelled before a homestead is seen.....The population numbers about 40.<sup>63</sup>*



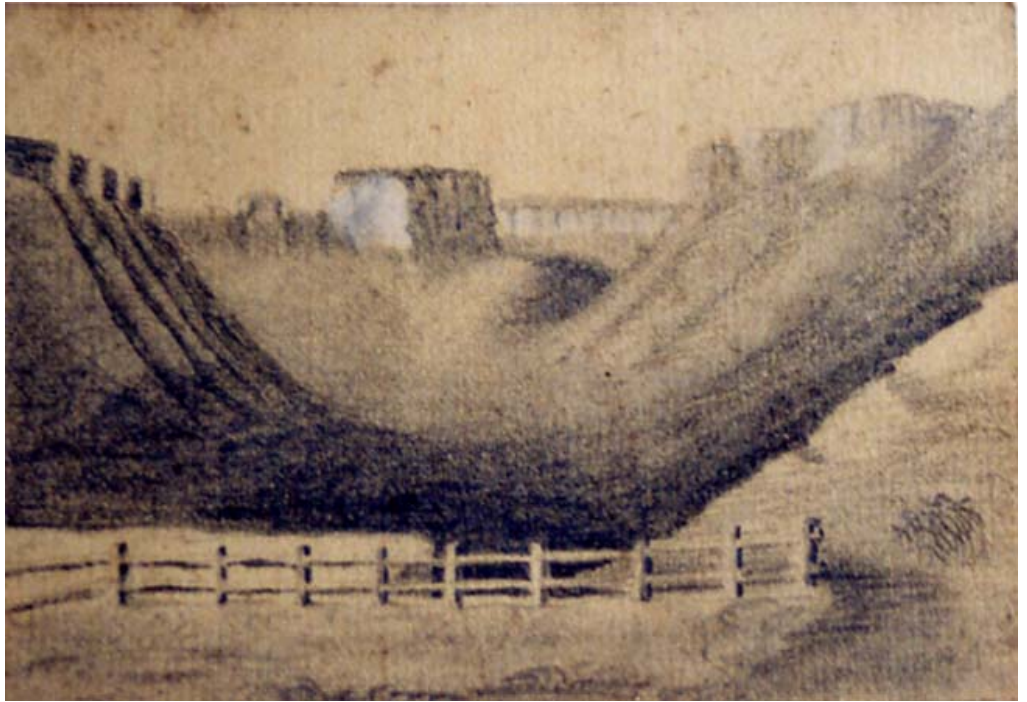
**Figure 2.8:** Wolgan Parish map 1884 showing location of public school within one of the Edwin Barton lots (Source: NSW Department of Lands, Image ID: 14841501)

The original access road, known today as 'the Donkey Steps', is located adjacent to the Wolgan Gap (see Figure 2.9). Used by pack animals to transport goods into the valley, anything too large was lowered directly over the cliffs on rope.<sup>64</sup> In later years, a cutting was made and an incline cut downwards to enable wheeled vehicles to negotiate. However, it was not until 1897, when the present Wolgan road was engineered that transport moved away from pack animals.<sup>65</sup>

<sup>63</sup> Winchester, F, 1982; p.3

<sup>64</sup> Winchester, F, 1982; p.4

<sup>65</sup> Winchester, F, 1982; p.4



**Figure 2.9:** Julia Murray, *Wolgan Valley Entrance*, Sketch, 1859 (courtesy of Eunice Murray and Ian Jack)



**Figure 2.9:** The Wolgan Gap pictured here in c.1920 (Source: Deane H, 1979; *The Wolgan Valley Railway*, ARHS NSW Division, p.7)

## 2.6.2 Pastoral Outstation - Wolgan Homestead Complex

The first settler in Wolgan Valley was James Walker who used the Wolgan Valley as an outstation to his principal estate 'Wallerawang'. Despite the benefits of the Wallerawang grant, Walker quickly realised that the severity of the winters and the unsuitability of the pastures necessitated the removal of stock to a more favourable location. Walker began requesting further land, first west of the Macquarie River and then at Bathurst. Being unsuccessful, in 1828 he applied to the Colonial Secretary, Alexander McLeay, for Wolgan:

*I take the liberty of submitting to you, for the consideration of His Excellency, that I am desirous of renting or taking on lease, a ravine, situated north eastwards and about 9 miles distance from this farm, amongst the Blue Mountains, for the purpose of occupying it with part of my cattle.*

*As this place is only of value in possession of one individual, in the event of it being let to me, I should expect that no other person's cattle would be permitted to be placed there during the time I paid rent. The number of cattle which I think the place capable of maintaining is about 250 head.<sup>66</sup>*

James Walker did not receive a grant within the Wolgan Valley, however, records do suggest that James utilised the land as an outstation of the Wallerawang Estate. Thomas Archer (Walker's nephew and employee) in a description of his main duties in 1838 outlines the use of the Wolgan Valley:

*...riding about all over the surrounding country, looking after a small herd of cattle and about 40 brood mares; taking weaners to Wolgan (the weaning and fattening station), and bring up "killing bullocks" from there.<sup>67</sup>*

The 1000 acres which today contains the Wolgan Homestead was first granted to James Walker's brother, William, on 17 May 1839. James Walker leased the property from him in January 1849. Following James Walker's death in 1856, the land remained in the hands of various members of the Walker family, including Robina James' wife, in the form of trusteeships and lease arrangements. In 1875, James Walker's daughter, Georgina Lyon Wolgan Barton, and her husband, Edwin Barton, took over trusteeship of the 1000 acres. The Barton family continued in trusteeship of the land and a number of lots of land varying in size from 30 acres to 280 acres surrounding the initial 1000 acres were granted to Edwin Barton from 1870 to 1875 (refer to Figure 2.1).<sup>68</sup>

In August 1935 John Malbon Manghan, solicitor, and Arthur Ernest Wilkinson, accountant, purchased the 1000 acres together with the Edwin Barton land grants and transferred the land in September 1935 to Elva Blanche Webb, Russell William Wilton Webb and Brian Neville Webb, graziers. All lots of land remained with various members of the Webb family up until Heather Mabel Webb purchased the land in July 1980.<sup>69</sup>

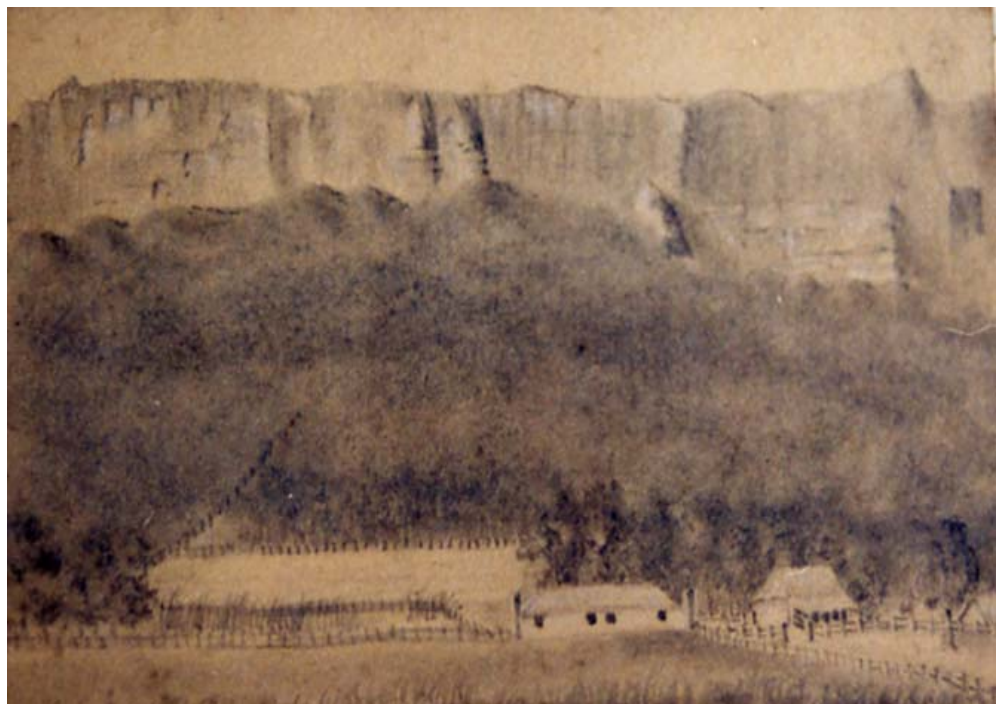
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<sup>66</sup> Winchester F, 1972; p.2

<sup>67</sup> Archer T, 1897; *Recollections of a Rambling life*, Japan Gazette Printing Works, Yokohama, p.12

<sup>68</sup> NSW Department of Lands, Primary Application 31177 and Vol 4741 Fol 85

<sup>69</sup> NSW Department of Lands, various title deeds



**Figure 2.10:** Julia Murray, Wolgan Huts, Sketch, 1859 (courtesy of Eunice Murray and Prof Ian Jack)



**Figure 2.11:** Unknown artist, Wolgan Homestead and Outbuildings, Oil painting, date unknown (Source: courtesy of Lithgow City Council)





**Figure 2.12:** H Gallagher, undated; Wolgan Valley Homestead (Courtesy of Mrs H M Webb)

## **2.7 Developing Economies - Mining and Industrial Development**

### **2.7.1 Mining in the Wolgan Valley - Newnes**

An extension of the Western Railway out of Lithgow Valley to Wallerawang in 1870 gave rise to an interest in the surrounding lands for its mining potential. Kerosene shale was first discovered in the Wolgan Valley in the 1860s and Mr Campbell Mitchell was the first to open a seam, employing P Conlon and W Bale to undertake the work in 1873.<sup>70</sup> In 1903, George Anderson bought land in the valley and began mining the shale. However, large scale operation did not begin until the Commonwealth Oil Corporation (COC) bought out George Anderson in 1905, as the advent of motor car sales meant a ready market for benzene (an unwanted by-product of oil-shale production).<sup>71</sup>

<sup>70</sup> McLeod Morgan, H A, 1959; p.90

<sup>71</sup> www.smh.com.au, *Newnes*, 8 February 2004 (downloaded September 2005)

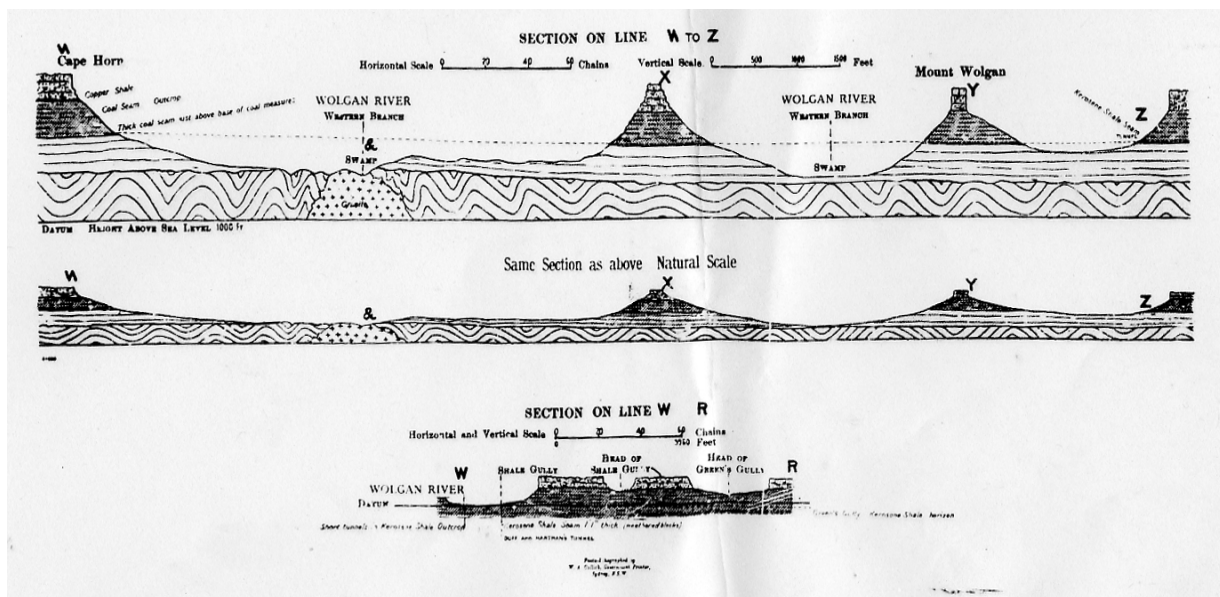


Figure 2.11: Geological cross section of the Wolgan Valley (Source: Mitchell Library/ ZM3/812.17/1901)

The main works site was established at a sweeping bend on the south bank of the Wolgan River and extended up the adjacent hillside. The works consisted of retorts, various distillation areas, oil storage tanks and washers, plant for the refining of the various finished products, a power station, brick kilns, coke works, workshops and administrative infrastructure. Although construction commenced in 1906 it was not until 1911 that the initial stage was completed and operations formally began.<sup>72</sup> The industrial works included coal and shale mining, as well as a brick works. Products included lubricating oils, paraffin, coke, sulphate of ammonia, kerosene, candles and naphtha.

By late 1911, although a total of £1.6 million had been expended in developing Newnes, further modifications were required for the retorts. Attempts to raise the necessary funds failed, COC went into receivership and work at Newnes stopped in February 1912.<sup>73</sup> Newnes was resurrected in 1914 when the COC entered a joint venture with John Fell & Co. Ltd, a family company with a background in the oil industry. By the end of 1922, costs forced Fell to close the oil-shale mines and in 1923 he started processing imported oils at the Newnes plant. However, coal was still needed to work the power station and some of the plant. The mining unions declared the Newnes coal mine and refinery 'black' until such time as oil shale mining also resumed. Fells had no choice but to abandon Newnes.<sup>74</sup>

By the 1920s the mining leases at Newnes were held by Mr A E Broue and a company Shale Oil Investigations Pty Ltd, backed by several Broken Hill mining companies. The company was mainly interested in investigations rather than production and Broue decided to proceed alone. However, due to the depression, the government passed a bill which set aside £93,000 to support unemployed miners in NSW. £43,000 of this was appropriated to reopen Newnes, and the work was undertaken by the Shale Oil Investigation Committee and its successor, the Shale Oil Development Committee Ltd.<sup>75</sup> Work commenced in 1931 and continued until March 1932, when further investigations were introduced. The Newnes Investigation Committee was

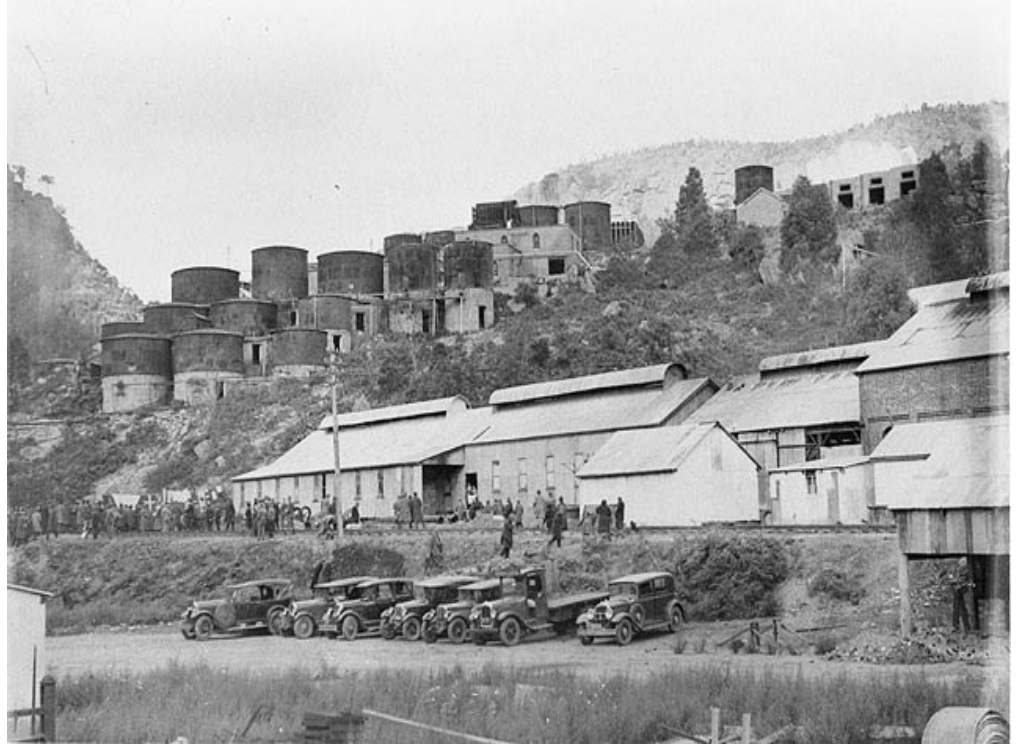
<sup>72</sup> Watson A, *A Short History of Newnes*, cited at [www.lisp.com.au/newnesk](http://www.lisp.com.au/newnesk) (downloaded September 2005)

<sup>73</sup> Watson, A; [www.lisp.com.au/newnesk](http://www.lisp.com.au/newnesk)

<sup>74</sup> Watson, A; [www.lisp.com.au/newnesk](http://www.lisp.com.au/newnesk)

<sup>75</sup> Watson, A; [www.lisp.com.au/newnesk](http://www.lisp.com.au/newnesk)

formed and recommended the abandonment of Newnes and the establishment of new mines, works and a township in the neighbouring Capertee Valley. Works commenced in 1938 at 'Glen Davis' using most of the Newnes equipment which was railed to the site.<sup>76</sup> Artefacts remaining at Newnes included coke ovens, Wolgan Valley railway and shale oil refinery.



**Figure 2.12:** Newnes refinery with storage tanks (Source: NSW State Library/ Home and Away- 2915)

Transport to and from Newnes was initially by road via Lidsdale and the Wolgan Gap. The road was constructed by the Public Works Department in 1897. Next the 'coach road' from Clarence to Newnes was developed and can still be followed today.<sup>77</sup> Coaches carried passenger traffic and parcels. Two companies, Wright-Tait and Cobb & Co provided a service from Wallerawang each day and returned the following day.<sup>78</sup> The farms along the road provided facilities - McKanders, Bews, Lambs and Tomlinsons set up eating houses or half-way houses.<sup>79</sup> Later a mail contract was made and a special coach left Wallerawang daily at 7am.<sup>80</sup>

### **2.7.2 Mining – Distribution of Goods – Private Railway to Newnes**

The construction of the railway line from Newnes Junction to Newnes via the Wolgan Valley commenced in April 1906 and was completed in 1907. It was considered at the time to be an "engineering feat of spectacular achievement"<sup>81</sup>. The consulting engineer to the Commonwealth Oil Corporation was Henry Deane, who had some difficulty in planning the route. Although extensive tunnelling was not justified because of the low traffic density, two tunnels had to be dug. Overall, a line of 32.5 miles in length was built and was the longest

<sup>76</sup> Breckwoldt, R, 1977;p.15

<sup>77</sup> Breckwoldt, R, 1977;p.14

<sup>78</sup> Winchester, F, 1982; p.4

<sup>79</sup> Winchester, F, 1982; p.4

<sup>80</sup> Winchester, F, 1982; p.4

<sup>81</sup> Taylor, G J, 1987; *History of the Township of Newnes*, self published, p.7

private railway in NSW.<sup>82</sup> The extremely rugged country necessitated the purchase of Shay locomotives, which with powerful traction capacities, were well suited to the task of hauling shale and oil wagons out of the valley to Deane's Siding.<sup>83</sup>

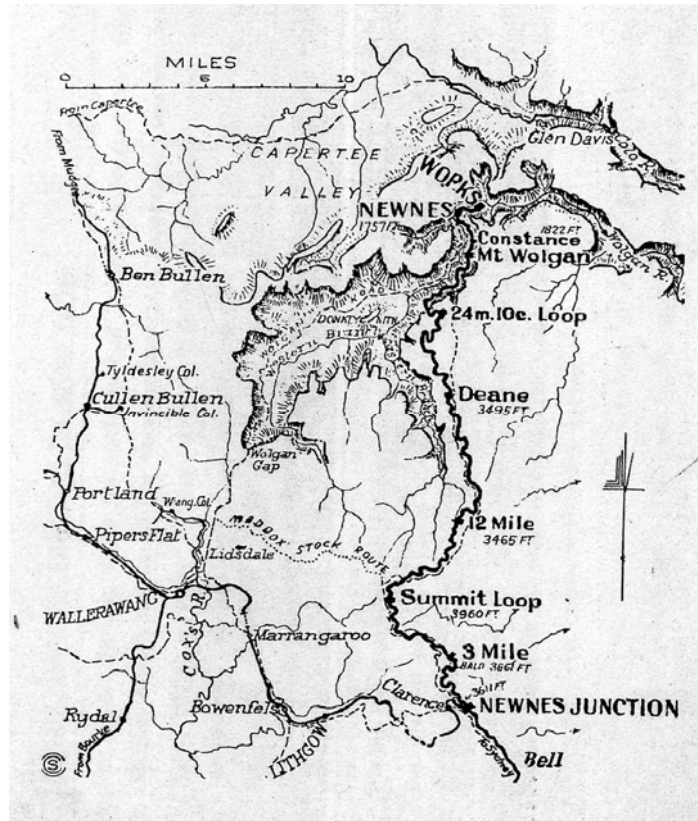


Figure 2.13: Route of the Wolgan Valley railway into Newnes 1959 (Source: the National Trust of Australia (NSW), 1977; Newnes and the Wolgan Valley)

### 2.7.3 Towns Suburbs and Villages –Mining Township of Newnes

The first village developed within the Wolgan Valley was a 'bag town' and comprised shops, boarding houses and huts. Shops included Fardy & Simpson and Muir & Henry general stores (later relocated to the Newnes village site), Gills Bakery, Bryants Butchery, Huslins Refreshments, Rhinbergers Produce Merchants, Tweedie's General Store (trading as Small Profits Quick Returns stores), Mabers and the Lithgow Cooperative branch.<sup>84</sup> In conjunction with the mine, a town named after Sir George Newnes (the chairman of the COC) was established. The town was divided into 'company' and 'government' sections. The types of dwellings were determined by degree of permanence of tenure and financial status. The railway gangs had tent dwellings and shanties and a typical miner's house was of the 'bark and bag' type.<sup>85</sup>

An article in the *Lithgow Mercury* dated 5 April 1907 describes the township as follows:

*'Rome, the Eternal City' is built on seven hills: Wolgan is built on about 47 or thereabouts.*

<sup>82</sup> Laing, R, 1977; *Newnes and the Wolgan Valley*, The National Trust of Australia (NSW) Junior Group, Activity No.341, p.3

<sup>83</sup> Taylor, G J, 1987; p.7

<sup>84</sup> Winchester, F, 1982; p.4

<sup>85</sup> Laing, R, 1977; p.4

*A more uneven place on which to build a township it would be difficult to find. The report in local circles is that the township is to be laid out on a flat further along the valley, at a spot eminently suited for building purposes and that all the present buildings will be pulled down. Wolgan (or Newnes South) is a typical mining township, with a typical mining population. There is a general store, a newsagency, a hairdressing shop, several cool drink shops and one or two other businesses. Sometimes there's more than cold drink in the camp, and then there's trouble. The Commonwealth Oil Corporation's offices are situated on the side of the mountain to the left of the output tunnel, and there is also a 'commodious mansion' with bark roof, for the two police officers, whose duty it is to keep the peace.<sup>86</sup>*

The Newnes Hotel (also known as Stammer's Hotel)<sup>87</sup> is the last surviving building at Newnes associated with the mining period. During the 1940s, the hotel continued trading, and provided a service to visitors from Glen Davis. By the late 1950s, increased car use and better roads led to increased numbers of tourists, particularly on weekends. The hotel, located on the bank of the Wolgan River, was flood prone. In 1986 a large flood undermined the hotel's structure. In 1987 volunteers relocated the hotel building to high ground and sold its last beer in 1988. Today the hotel operates as a kiosk at weekends.<sup>88</sup>

## **2.8 Webb Family Occupation (1929 - 2006)**

The Webb family is the current Wolgan Valley Homestead property owner. Research has indicated a lack of documented historical information associated with the homestead. During visits to the homestead the project team had discussions with members of the Webb family. These discussions filled in the gaps in the twentieth century history of the property. We are grateful for their personal accounts and recollections. Informal discussions were had with Nigel Webb, while a structured oral history was conducted with Mrs Webb at her home in Wallerawang on 16<sup>th</sup> January 2006<sup>89</sup>. Discussions were also conducted with Danny Whitty of Wallerawang, a descendant of Ned Murray who was an assigned convict stockman for Walker and lived on the Wolgan Valley homestead site from 1824 to 1828 and continued to do so after he was emancipated. Joe Bird, 80-year-old living in Rylstone, worked with the elder Webb brothers and reportedly has many stories to tell about that period. However, the study team was unable to interview him.

Brothers, Russell and Brian Webb, were graziers who leased the Wolgan property (along with their parents, William Webb and Elva Blanche Webb) from the Barton-Walker family between 1929 and 1935. The Webb family purchased the farm in 1935. The Webb brothers lived on the property in the slab-constructed homestead up until the fibro farmhouse was built in the 1950s. The following account is based on a family tape-recorded interview of Russell and Brian Webb in 1978. In the interview they give their reminiscences of the area during the depression years:<sup>90</sup>

*In March 1929 the Webbs needed grass paddocks for the cattle and took a three-year lease from the Barton Estate until such time as they were able to buy the property. It was the depression period and money was short and credit not readily available. To make ends meet the Webbs started a butcher business, built a slaughterhouse on the property*

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<sup>86</sup> Taylor, G J, 1987; p.10

<sup>87</sup> Laing, R, 1977; p.5

<sup>88</sup> Watson, A; www.lisp.com.au/newnesk

<sup>89</sup> The oral history recording along with a list of the Oral History questions is located in Appendix C.

<sup>90</sup> Family tape-recorded interview of Russell and Brian Webb, 1978

*and were granted a licence from the Council to run the business. They bought a small truck to take all the meat to their customers. They were pleased with gaining a new income from their stock.*

*The neighbouring village of Newnes comprised Mrs Baker who ran the general store and Mrs Thomas Arthur who ran the hotel. The “valley folk” had a phone service for three days a week. A family ran a poultry farm. Times were tough and for a couple of years they had to give up the butcher business as it became unprofitable. Nevertheless there was little money in selling sheep and cattle. Prices for wool were low, about 10 pence per pound. Life on the farm was hard there were few motor cars and motorised tractors and the Webbs had none of these and had to rely on man and horse power alone.*

Discussions with Nigel Webb revealed that during the depression years the Irvine family lived on the property and conducted a charcoal burning as a means of earning an income. The Irvine family lived in the small hut at the Wolgan Homestead gate entry throughout the 1920s and 1930s. The two pits beside the hut were constructed during the depression by the local Council and used as charcoal burning pits. During the depression car owners adapted their cars and utilised charcoal burning gas to run their cars because fuel was too costly.



**Figure 2.13** Car utilising charcoal as fuel (AWM collection)

Mrs Heather Mabel Webb (nee Willman) was born in Bathurst 5 December 1924 and currently lives at Wallerawang. She discussed her life and memories of Wolgan Valley. The following is a summary of the oral history:

*Mrs Webbs' father's family arrived in Australia from England and Scotland, and worked initially as a church organist at Christ Church, Broadway, Sydney. The family moved to Bathurst in 1887, her grandfather trained as a jeweller to become the first jeweller in Bathurst. He married and had three sons and a daughter. Her father was Thomas Coates Willman, born in Bathurst, (died at the age of 84).*

*Mrs Webbs' mother's grandparents came from near Aberdeen, Scotland and landed at Portland, Victoria. They bought farmland near Hamilton, Victoria and then moved to the western districts of NSW after the death of a son. Her mother was Mabel Annie Willman, born between Dandaloo and Trangie (near Narromine) (died at the age of 87). Her mother's family moved close to Bathurst for the children's education and had bought*

*some land at Kelso, outside Bathurst. Before her mother married she lived at home looked after brother and sister who had polio. Her mother's sisters nursed at the local hospital.*

*Mrs Webb's parents met at a tennis club in Bathurst. Her father worked as an optometrist in Bathurst. Mrs Webb's parents had nine children - Tom, Ruth, Arch, Heather, Jill, Bill, Margaret and twins Ronald and Donald. Mrs Webb first married when she was 20 and had two boys, Ian and David. Mrs Webb later divorced and brought up the boys by herself. She returned to nursing and her parents helped with the boys.*

*Heather Webb, aged 31, married Russell Webb, her third cousin, aged 49 in 1955. Russell and his brother Brian were born outside Mudgee and educated in Bathurst. Both brothers owned Wolgan Homestead Estate. The couple shared an interest in working on the land. When she moved out to Wolgan she knew it would be difficult – there was no power, although they did have a power plant and batteries, and there was no telephone. There was a weekly mail service and the men would go to town once a week to shop. The mail service was later cut. Only the Tweedie family and Jammie Gale, who ran the Newnes pub, lived in the area. Timber cutters were the main visitors to the area as there used to be more trees. There was no black top (bitumen) on the roads to the pass. Only Russell and Mrs Webb could drive.*

*Mrs Webb only ever lived in the "new" farmhouses (currently lived in by Andrew and Nigel) not in the old homestead. Russell believed the homestead was dangerous and prevented anyone from going there. Brian Webb called the slab-hut "his place" because he lived there for a long time. As well as working at Wolgan, Russell Webb also worked in Capertee Valley doing extra work on other properties. Initially there were no fences and erecting them up was a big job.*

*Miss Walker, a cousin of the Bartons, was living at the homestead when Brian and Russell leased the property. They picnicked on the lawn with her under the oak tree and Miss Walker served salt and pepper that was stored screwed up in paper.*

*Life was self-sufficient; they had sheep, grew vegetables and fruit trees and milked their own cows. The Webbs were very frugal because they wanted to pay off the property.*

***Favourite Places on the Farm:*** *One of the favourite places on the homestead was the little hut (men's quarters). It had been a favourite with all their friends. Mrs Webb knows very little about the history of the house. She believes Miss Barton probably used the room at the homestead with the bay window as the drawing room, where she entertained.*

*Mrs Webb believed Barton Park and Wolgan were run independently. There were stories of Charles Darwin being taken into the Valley.*

***Condition and Use of Wolgan Homestead:*** *The old kitchen collapsed thirty years ago. Things were stored in the homestead for many years. Mrs Webb always remembers the chimneys being there.*

*Andrew and Nigel had eczema as babies and the doctor had suggested feeding them with goat's milk. Lucerne hay for the goats was stored on the homestead verandah. The goat stayed near the homestead and was milked there.*

**Work Around the Farm:** *The shearers that came to work at the farm were good and kind. Russell Lang, from near Mudgee, worked as a shearer with them for years. Generally two shearers and a rouse-about stayed in the little hut (men's quarters). This included Burt Tweegie, Jimmy Gale.*

*Brian was very busy herding the sheep in from the paddocks, branding, sorting, driving sheep back to the paddocks and wool-classing.*

*Mrs Webb enjoyed most farm jobs. She would cook for the shearers, work the tractors and do the cattle work, particularly when Russell was ill with the brain tumour. An unpleasant aspect of the farm was the inconvenience and noise of the power plant and kerosene refrigerators.*

*Ian and David went to school in Bathurst, to the Wallaroy School, at Orange, and boarded privately when they were at school at Lithgow. Both Ian and David received BHP scholarships and trained as an industrial chemist and a metallurgist. The eldest son was killed at the age of 32 in an accident at Mt Isa. His son loves flying and was recently doing cattle mustering using helicopters.*

**Plantings on the Farm:** *Fruit trees looked after themselves. There were cherry trees and blackberries along the river. Vegetable patches were located near the milking barns and we grew potatoes, onions and greens, spinach and asparagus.*

*The river provided a wonderful water supply. Russell and Brian Webb laid pipes and had a holding tank with pump. Tank water was also used.*

*The homestead was located because of the bushfire problems. The family always helped with the bushfire brigade. Not many fires went through the property. Sheep and cattle managed the clearing of the property.*

**Associations with Barton Park and Wallerawang:** *Ray Fitzpatrick owned Barton Park and the Webb family visited them at their house. Mrs Webb remembers it was a distinguished two-storey, brick and stone residence (with pink carpet on the bathroom floor!). Fitzpatrick's family didn't like living in the house. They preferred living in Sydney at Bankstown.*

*The Webb family was too busy to do much socialising with the Wallerawang community. Mrs Webb taught the boys correspondence until they bought a cottage in Rifle Parade, Lithgow to attend the local school. Andrew and Nigel later boarded at Wallaroy Agricultural School at Orange. It was inevitable that the boys would stay on the farm and run it.*



**Farm Outbuildings and Plantings:** Outbuildings included the Shearing Shed, Cow Bale, Barn, Chicken Coup and Meat House (for lamb, hogget and rabbits). Meat was only left outside to cool down; otherwise it was kept in the kerosene refrigerator. We usually kept three to five horses and a utility for travelling around the farm.

Fruit trees include: apricot, apple trees, mulberry, walnuts, pear (over 100 years old). The Oak tree was split possibly by lightening. Foxes often killed lambs and ewes, so baits were laid for the foxes. Falling wool prices and fox killings forced the Webbs out of sheep. After Russell died in 1979 we changed from sheep to cattle.

**Leaving the Land:** We were a quiet living, honourable family. Brian Webb died aged 91. He had never married and stayed in a nursing home at Cowra before he developed cancer and went to Portland. It will be hard to leave the land. Nigel is keeping a piece of the property (and wants to keep an eye on his mother). Mrs Webb moved to Wallerawang in the early 1990s because of health problems (had a heart attack). Lack of communication and isolation at Wolgan was a worry. We worked hard to get the phone. Mrs Webb is now 81, very healthy and walks every day.

**Rural Lands Board:** Brian Webb was on Rural Lands Board and Dingo Board. Mrs Webb was the first woman on the Bathurst Rural Lands Board. Started attending meetings after Russell Webb died in 1979. The work of the Board included rabbit problems, organising inspectors, annual inspections, wildlife issues, weed infestation and controls, stock diseases, sheep and cattle diseases. The work involved a lot of travelling around. It is compulsory for farmers to belong to the Rural Land Board. The major problems and issues were getting people to realise their responsibilities to their land, particularly with respect to noxious weeds and absentee landlords. Property subdivisions made more work for the Board.

**Reminiscences:** It was hard to do correspondence schooling, particularly when the farm offered so many distractions. We had some domestic help, a woman from Wallerawang who worked Monday to Friday. Mrs Webb moved to Wallerawang because she was not fond of bigger towns. Bathurst was more rural than it is now. I like to keep an eye on Andrew and Nigel and keep them busy with work. The years in the valley have gone very quickly.

**The Roads through Wolgan Valley:** There is a cut in overhanging rock on the Pass on Wolgan Road. Years ago the rock developed a crack and workers from Portland cement were engaged to blow the rock off. The explosion blocked the road for six weeks. We had an airstrip on the flats (from when we could afford to do aerial superphosphating) and this was used to drop off supplies. Mail and bread was handed over to us at the road through pipes. We used the old bullock track to take things into the valley.

The Cobb and Co Coaches used the road down the pass, on the upper side of Donkey Mountain near Ian and Gail Coates' property. The coach track was swampy. There are different paddock names on the property that tell the story of our use. These include the Blue Teapot Paddock, Swan Paddock, Yellow Box Paddock and Heifer Paddock.

## 2.9 Transport

### 2.9.1 Coach Lines

In the early years of colonial New South Wales most transport occurred on foot and convict labour was employed as 'beasts of burden'. Initially there was little harness work for horses as there were so few carriages or roads for carriages to use. After 1810 the situation began to change. Governor Macquarie set the tone by going about town and into the rural districts by carriage drawn by four horses.<sup>91</sup> However, it was not until roads were constructed that carriage and coach as a formal means of travel and transport was established.

The greatest of the carriage roads was built by a team of fifty convicts under William Cox in seven months in 1814. The road went from Emu Plains across the Blue Mountains to the banks of the Macquarie River at Bathurst. At the foot of the hill, the town of Hartley grew to serve the needs of the road users. It was a slow route for bullock drays which did well to cover more than seven miles a day. In these circumstances, only wool with its very high value relative to its weight could stand the expense of cartage costs.<sup>92</sup>

By 1822 there were 276 miles (444 km) of made road in New South Wales. By 1830 there were about 500 miles (800 km) of stone-paved roads, on which coaches and carriages could operate safely and reliably in most weathers. There were thousands more miles of tracks deep into the interior suitable for bullock drays or saddle horses. Surveyor General Mitchell had a deliberate policy of building high quality stone paved roads on the three major radial routes from Sydney: west (following Cox's line to Bathurst), south (to Goulburn) and north (to the Hunter Valley). On the western road (apart from the Victoria Pass) was the replacement of the Lapstone Zigzag on the eastern escarpment with a new, more easily graded road known as Mitchell's Pass.<sup>93</sup> More roads were created as squatters spread out beyond areas officially recognised for settlement and were obliged to create their own roads. This saw the construction of private roads (or tracks).

The first public carriage transport service began in 1805 when William Robert established a 'stage wagon' which ran from Sydney to the Hawkesbury. This took sixteen hours and cost 7s 6d. However, the service did not survive as the saddled horse could always do the trip faster, cheaper and more comfortably. In 1814, William Highland revived the route with a weekly service between Sydney and the two Hawkesbury towns of Richmond and Windsor. A stagecoach system based on the English model, with quality carriages and regular staging of horses, was not introduced until 1819, when services began between Sydney and Parramatta. William Watsford began a twice-daily service between Sydney and Parramatta, a route his coaches would dominate until he closed the service with the opening of the railway in 1855. By 1823 Watsford's coaching services had been extended to Penrith and Windsor and in 1824 other operators began services from Sydney to Parramatta, Windsor, Liverpool, Penrith and Bathurst.

A traveller in 1841 wrote that the most speedy way of travelling over the mountains was by mail cart. The mail cart from Sydney for Bathurst was too expensive to be adopted generally as the fare was 90/- per person. Those who could not afford this and had no carriage of their own were "under the necessity of travelling by some of the drays, numbers of which are

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<sup>91</sup> Australian Heritage Commission, 2003; *Linking a Nation, Chapter 3: By Track and Road*, online publication cited at [www.ahc.gov.au](http://www.ahc.gov.au)

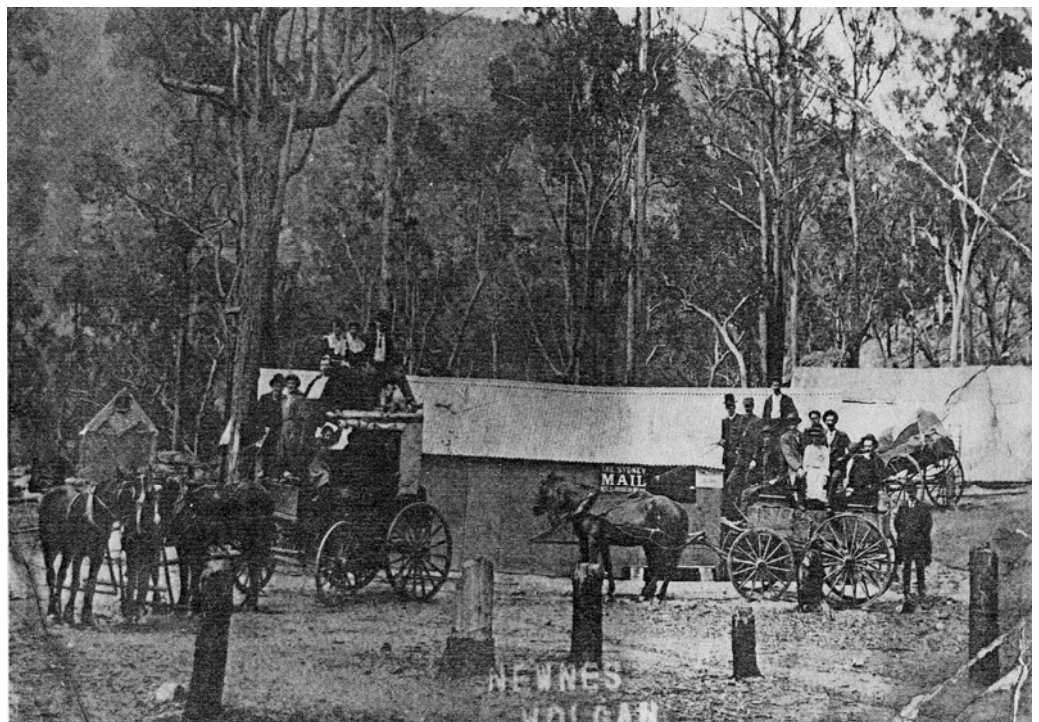
<sup>92</sup> Australian Heritage Commission, 2003; *Chapter 3: By Track and Road*

<sup>93</sup> Australian Heritage Commission, 2003; *Chapter 3: By Track and Road*

constantly on the road".<sup>94</sup> Operators in the Bathurst region included Robert Elliott and John Lupton who daily ran two or more horse coaches to and from Penrith, Hartley and Bathurst; William Hood who travelled twice a week on horseback to and from Bathurst and O'Connell; and Robert Ashworth once week on horseback from Bathurst and Rockley. Other early proprietors on the western road were Ford and Crane and Roberts who took over the mail contract from Danny Gaynor (a Bathurst publican) in the beginning of 1861.<sup>95</sup>

Regular services ran from Bathurst to Forbes, Dubbo, Mudgee and the many mining centres. The Mudgee line, which first went from Bathurst soon left the western road at Harley or Wallerawang and went on to form a huge network in New England, and joined up with Queensland lines.

Crane and Roberts held contracts with the Post Master General's Department for Parramatta to Penrith, Penrith to Bathurst, Bathurst to Sofala, Hartley to Mudgee, Cunningham's Creek to Rylstone and elsewhere. In 1864 all these lines were taken over by Cobb & Co. and were worth a total of £4,606 a year.<sup>96</sup>



**Figure 2.14:**The mail coach and passenger coach at Newnes 1908 (Source: Ferguson P, 1983; History of Australia's Shale Oil Industry, Southern Petroleum & Central Pacific Minerals, Sydney, p.11)

### **Cobb & Co Routes**

Originally known as the American Telegraph Line of Coaches, Cobb & Co was established by a small group of immigrant Americans, Freeman Cobb, John Murray Peck, John Lamber and James Swanton. First established in Melbourne in 1853 with the intention of servicing the Victorian goldfields, the first coach service left Melbourne for Castlemaine (formerly Forest Creek) and Bendigo on 30 January 1854. In May 1856 the company was sold for £16,000 to

<sup>94</sup> Rutherford J E L, 1971; *Cobb & Co.*, self published, Bathurst, p.30

<sup>95</sup> Rutherford J E L, 1971; p.31

<sup>96</sup> Rutherford J E L, 1971; p.35

Thomas Davies and changed hands again five years later when it was bought for £23,000 by a consortium headed by James Rutherford, William Franklin Whitney and Alexander William Robertson. Rutherford became the general manager and both he and Whitney were to become the driving forces behind the company's success.<sup>97</sup>

In 1862, the Cobb & Co company headquarters were transferred from Victoria to Bathurst, NSW, an initiative designed to follow the goldfield trade. Bathurst was an important centre for business and trade. On 26 June 1862, an impressive cavalcade of horses, coaches, wagons and drivers – with Rutherford at the reins of the first coach – arrived in Bathurst from central Victoria to be greeted by a grand turnout of locals and enthusiastic fanfare. Within a week, Cobb & Co was operating a regular service to Forbes, booking offices were set up in Bathurst, Orange and Forbes. Inns, shanties and post offices were used to service the passengers en route. The speed and skill of Cobb & Co were such that an entire day was cut from the previous journey time between Bathurst and Forbes. It was the efficiency of the service and the ability to regularly change horses that provided the competitive edge to the company's commercial operations.<sup>98</sup>

The company's fortunes went from strength to strength thanks to lucrative mail and gold escort contracts, the rapid increase of rural settlement across Australia and the company's innovative approach to conducting its business. Before long, Cobb & Co had bought out many of its rival firms and expanded into Queensland in 1865. The company embarked on a program of diversification including founding the Eskbank Iron Works at Lithgow, shipping jarrah from Western Australia to India, operating pastoral leases and becoming involved in the extension of the railway network across New South Wales. Under Rutherford's direction, Cobb & Co never attempted to compete with railways, but tailored their services to act as feeders to the new inland railway terminals. This ensured friendly relations with the colonial governments, who were investing huge sums in railways. These relations in turn led to Cobb & Co winning nearly all the colonial mail contracts which subsequently formed a reliable revenue base on which to run the coach services.<sup>99</sup>

## **2.9.2 Railways and Trains**

### **The Great Zig Zag Railway**

Following consideration of several alternative routes, the Great Western Railway from Sydney was extended along the high ridge of the Darling Causeway from Mt. Victoria. The major hurdle had been the descent to the Lithgow Valley. The original solution proposed had been a tunnel of two miles in length and finances were set aside for the purpose. However, due to the enormous cost, construction time and difficulty in finding a contractor willing to undertake such difficult and dangerous work, John Whitton, Engineer in chief of the NSW Railways selected the zig zag method of ascent and descent.

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<sup>97</sup> *History of Cobb & Co.* cited at [www.cobbandco.net.au](http://www.cobbandco.net.au)

<sup>98</sup> *History of Cobb & Co.* cited at [www.cobbandco.net.au](http://www.cobbandco.net.au)

<sup>99</sup> Australian heritage Commission, 2003; *Chapter 3: By Track and Road*

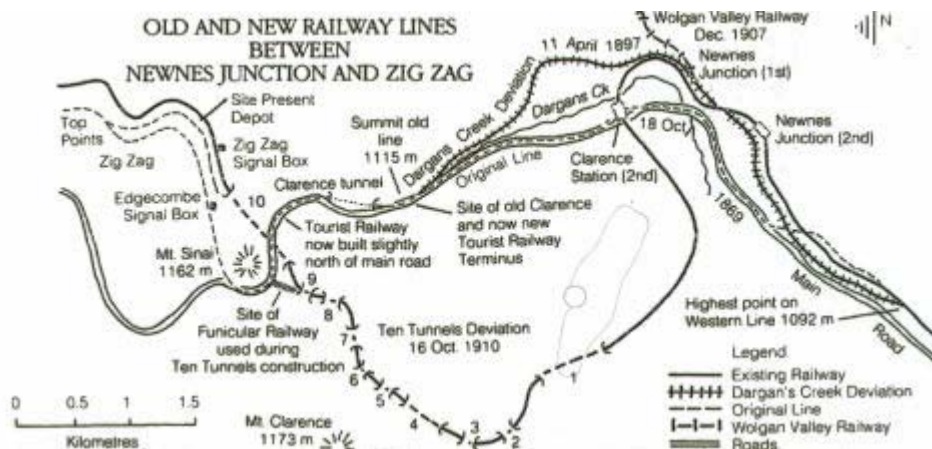


Figure 2.15: The Great Zig Zag Railway from Newnes Junction (Source: www.zigzagrailways.com.au)

The contract to build the Great Zig Zag railway was awarded to Mr Patrick Higgins in May 1866. This contract covered the Clarence to Wallerawang section of railway which consisted of seven stone viaducts, varying in height from 10 to 70 feet, three tunnels and nearly 1¼ million cubic yards of excavations, two-thirds through rock.<sup>100</sup>

On the 18<sup>th</sup> October 1869, the first official train ran across the Zig Zag to Bowenfels. This event was heralded worldwide as an engineering marvel resulting in many overseas sight-seeing parties arriving to view it.<sup>101</sup> By the late 1890s, rail traffic across the mountains had grown so much that the Zig Zag could no longer handle the loads. The limiting factor was the length of the reversing stations. In 1907, work started on the 'Ten Tunnel' deviation starting approximately 3km east of Clarence at Newnes Junction and forming a big semi-circle underground, crossing underneath the Zig Zag line with over 3 miles of tunnel.<sup>102</sup>

The Great Zig Zag Railway had a profound influence upon the development and economy of western NSW. In particular, allowed the Lithgow district to develop from a purely local supplier of fuel to a major commercial industry with high capitalisation. The rail link provided by the Zig Zag line allowed Lithgow to become a boom town in a period of merely four to five years following the opening of the rail line. In addition, the railway had a further direct effect. Iron rails were needed in great quantity, first for laying the track and thereafter for maintaining it and building industrial sidings. As a result, James Rutherford established the first blast furnace in the district on Thomas Brown's land.<sup>103</sup>

Lithgow was to develop as the railhead for the western region. Two stations were built in Lithgow to service the development of the coalmines, blast furnaces and other industries. Eskbank Station was positioned at one end of Main Street and Lithgow Station at the other. The line was then taken to Bowenfels and extended to Wallerawang and Rydal in 1870, eventually reaching Bathurst in 1876. A further branch was also taken out towards Mudgee with the first section to Capertee being completed in 1882.<sup>104</sup>

In 1951, the western rail line was to be electrified to Wallerawang, ahead of both the Wollongong and Newcastle lines. Proposals by the NSW Railways associated with the

<sup>100</sup> NSW Heritage Office, State Heritage Register listing for *Great Zig Zag Railway and Reserves* (Listing no. 00542), cited at www.heritage.nsw.gov.au

<sup>101</sup> State Heritage Register listing, cited at www.heritage.nsw.gov.au

<sup>102</sup> *The Great Zig Zag Railway*, cited at www.zigzagrailway.com.au

<sup>103</sup> University of Sydney, 1981; *Survey of Historical Sites Lithgow Area*, p.5

<sup>104</sup> *The Railways*, cited at www.lithgow-tourism.com

electrification were to provide a significant impetus, particularly in the development of Wallerawang. New town plans were drawn up for the township including a large railway workshops and a power station to supply the railways. The power station was to be supported by the Newcom Colliery. Unfortunately political decisions ensured that the electrification of the main line did not go further than Lithgow. The railway workshops were instead built at Lithgow and the plans for the town of Wallerawang were never put in place. In 1968, the state government decided to relocate the diesel workshops to Bathurst thereby reducing the workshop operations in Lithgow. As compensation the railway goods yards were increased at Lithgow at the expense of the yards at Wallerawang.<sup>105</sup>

## 2.10 Settling the Country – Accommodation

### 2.10.1 Homestead - Slab Construction and Bush Carpentry

The homestead and outbuildings at the Wolgan Valley were built almost entirely from materials found on the site. Because of the abundance of forests in the area it was inevitable that slab hut construction was used. The original wing of Wolgan Homestead is constructed using a horizontal timber slabs on a low stone base with shingle hipped roof. The later wing is constructed using vertical slabs on a low stone base with shingle hipped roof. The outbuildings are constructed using vertical slabs.

In the early colonial period slabs were one of the most common materials for buildings. Slab buildings are made entirely of timber using post-and-beam construction, with walls of slab and roof made of bark or shingles. True slab huts are split rather than sawn, from logs cut to the required lengths. A metal wedge driven into the timber (gum, stringy bark or iron bark) causes it to split into two or more sections<sup>106</sup>.

The construction method comprises planking about two inches (50mm) thick that vary in width from about eight to twelve inches (200 to 300 mm). Where vertical slabs are used their upper ends were tied or nailed to a horizontal member which spanned between the main upright posts. Alternatively, there were two horizontal members with the slab ends sandwiched between them. The ends of the slabs were often chamfered edges. In the simplest, crudest form the lower ends rest directly on the ground. This method was commonly used for outhouses. A more sophisticated form of vertical slab has them fitted with grooved top and bottom plates, rather than resting on the ground. Where split slabs were used it was possible to get smooth and windproof external walls by using plaster (comprising soil, cow dung and chopped grass) smoothed with a trowel.

The single storey slab cottage was widely used in Australia from about 1810 onwards. An early description of slab hut construction is given in an account by W Haygarth, in *Bush Life in Australia*, 1848:

*Bush or slab huts are built wholly of wood in the following manner; four posts are sunk in the ground to a depth varying with the height and size of the building and form the four corners; these support long beams or wall plates, grooved on the underside and immediately beneath these again wooden sleepers are laid on the ground, a little below the surface, which are grooved similarly to the wall plates and are, in fact, the main foundations of the building; the sides or wooden walls are formed on slabs, the ends of*

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<sup>105</sup> *The Railways*, cited at [www.lithgow-tourism.com](http://www.lithgow-tourism.com)

<sup>106</sup> R Roxburgh and D Baglin, (19XX), *Colonial Farm Buildings in NSW*, p14

*which are respectively fitted into these grooves or plates, and the sides are smoothed off with the adze to make them fit close together. On the wall plates a simple roof is fixed in the usual manner, the covering of which consists of either shingles or the long wires grass of the country or the bark of trees, usually of the 'stringy bark' or of the box tree. The bark is stripped from the trunk in sheets of about 6' by 3' and is fastened to the roof by means of a wooden frame so constructed as to press some part of every sheet, and thus to keep down the whole. The chimneys which are placed outside...are also built of wood and are fortified on the inside with stone which is carried up sufficiently high to prevent the flames from reaching the outer slabs.<sup>107</sup>*

The slab hut is a modification of the earlier wattle-and-daub hut and utilised widely available sources of timber. In areas where bricks and good building stone were readily available the chimney was made of masonry. Generally, more huts were built if the proprietor was prosperous and these were removed from the general workings of the property if occupied by staff or convict labour. The slab hut is the vernacular architecture of early pioneers and settlers. Slab houses have disappeared due to floods, fire, strong winds and termites. Surviving slab barns and outbuildings tell of a vanishing way of life and are often repositories of farm machinery and equipment.

Interior slab walls were often pasted over with cloth, newspaper or wallpaper. The gaps were sometimes filled with mixtures of cow manure, wattle and clay to provide a smoother surface finish than the rough slabs. Ceilings were formed from bark, stretched canvas, hessian or lath and plaster. The floors varied from packed earth to hardwood boards nailed to uniform logs which rested on the ground.

Corrugated iron was in the 1850s. Prior to that shingles was the most popular roofing material. Corrugated iron which was light, cheap and readily transportable had an enormous impact on roofing. To minimise the risk of fire the kitchen was detached. Where timber was used in the construction of the chimney, the fireplace was lined with thick clay, bricks or sheet iron.

The overseers and managers of the Wolgan outstation would have lived in the slab hut. To date it is unclear whether other huts or residences were built in the Wolgan Valley. If they were, none appear to have survived. It is unclear whether the hut would originally have had unglazed window openings. Timber shutters could have been used. Initially the windows may not have been glazed due to the cost and difficulty of transporting panes of glass. Photographs of buildings with shuttered openings survive showing details of other buildings.

There have been numerous additions and phases of 'improvements' to the homestead. Verandahs are later additions. The chimneybreasts appear to have been rebuilt using local stone, possibly in the 1870s (as seen in an engraved date in the stone). A drawing room wing was a major addition. The roofing shingles were covered with corrugated metal sheeting.

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<sup>107</sup> cited R Roxburgh and D Baglin, (19XX), *Colonial Farm Buildings in NSW*, p14

## 2.11 Environment, Cultural Landscape - Recreation & Tourism

### 2.11.1 National Parks and Natural Heritage Conservation

In the last decades of the nineteenth century a strong movement developed to conserve natural areas along the eastern coastline of NSW. From the earliest years of the New South Wales colony, natural features of importance for future public recreations were reserved. However, by the mid-19<sup>th</sup> century, each area was considered in isolation and there was no specific legislation for reserves and little supervision. Amongst the earliest public recreation reserves set aside under the *Crowns Lands Alienations Act* of 1861 were the Fish River Caves (Jenolan Caves) in 1866 and Grand Canyon (Bungonia) in 1872, both within the Greater Blue Mountains region. These and similar reserves in the southern Blue Mountains were in remote locations. In the central Blue Mountains, reserves were created and walking track systems developed to serve the growing number of people travelling the area to enjoy the spectacular scenery.<sup>108</sup>

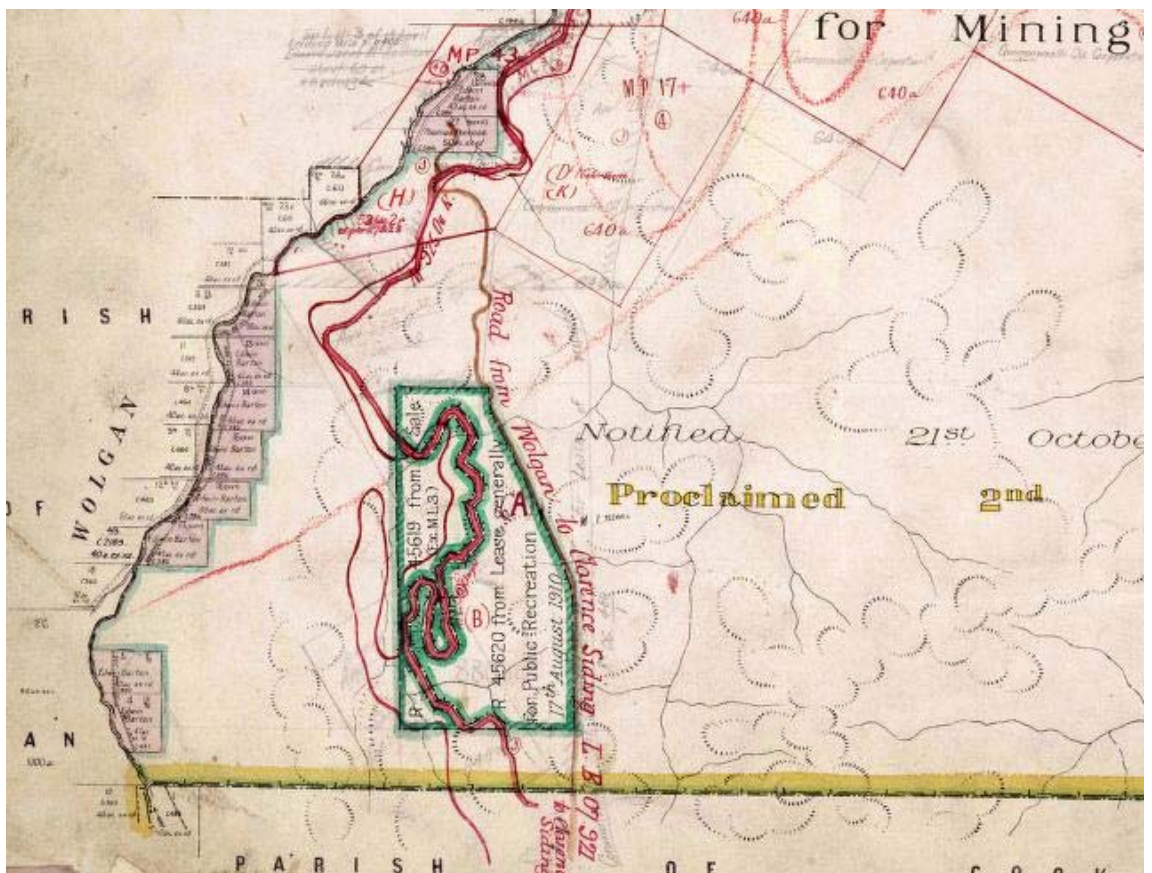
In the second half of the 19<sup>th</sup> century, the driving force for setting aside extensive systems of recreations reserves was the belief that the reserves would counter the oppressive and polluted conditions of cities and towns. The establishment of reserves for public recreation began in the upper Blue Mountains in 1867 with the gazettal of 11,380 hectare reserve "surveyed for public recreation, etc." along the railway line. Revoked in 1870, smaller reserves (between Blackheath and Govetts Leap) were created to protect the land between railways and views. In the late 1870s and early 1880s, reserves were established along the cliff lines and trustees appointed. Eventually the reserves began to be linked. In 1880 a petition was presented by citizens of Sydney to the NSW Legislative Assembly which called for a Katoomba Falls Reserve (gazetted 1883). The petition argued that it was for the health, morale and intellectual advancement of our daily increasing capital". Collectively, the string of reserves became known as the 'Blue Mountains Sights Reserve'. They were consolidated in 1917. Many passed into the control of the Blue Mountains City Council, once established in 1947, and incorporated into the Blue Mountains National Park in 1987.<sup>109</sup>

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<sup>108</sup> *The Greater Blue Mountains Area World Heritage Nomination*, 2000, p.171

<sup>109</sup> *The Greater Blue Mountains Area World Heritage Nomination*, 2000, p.172





**Figure 2.16:** Barton Parish 1915 showing area of land reserved for 'Public Recreation' in 1910 located on plateau to east of Wolgan Homestead Complex. The reserve is today a part of the Wollemi National Park (Source: Dept. of Lands/ Map ID. 11365801)

In the early part of the 20<sup>th</sup> century, many people were introduced to the pleasures of walking in the wilderness areas on the Blue Mountains bushlands tracks. Among them was Myles Dunphy and friends, who starting from Katoomba in 1912, began exploring the remote country of the Greater Blue Mountains between Jenolan Caves and Burragarang Valley. Out of these explorations developed a number of bushwalking clubs beginning with the mountain Trails Club in 1914. Initially the clubs were concerned with the craft of walking in difficult terrains but, by the mid 1920s, they had added conservation to their objectives.

Myles Dunphy led the way in the 1930s for the formal establishment of the Blue Mountains National Park. In 1931 while working at the Lands Department on an official walking map of the Southern Blue Mountains, Dunphy was encouraged to submit his proposal for a bold new Blue Mountains National Park scheme which he had been working on for eight years. In 1932, the Dunphy Park proposal was submitted to the Surveyor General and the Blue Mountains Shire Council. A Blue Mountains National Park committee was formed to promote the park and evolved the next year into the National Parks and Primitive Areas Council. The inclusion of 'primitive areas' reflected the Council's interest in promoting a new category of wilderness reserve, either as zones within parks or as separate reserves. What became known as the Greater Blue Mountains National Park proposal was in four sections and was quickly supported by the local authorities.<sup>110</sup>

<sup>110</sup> *The Greater Blue Mountains Area World Heritage Nomination*, 2000, p.176

### **Wollemi National Park and Gardens of Stone National Park**

The area known today as the Wollemi National Park was identified as the Northern section of Dunphy's initial scheme. By the 1970s, conservationists led by the Colo Committee campaigned against the development threats posed to the area in the form of major tourism developments. In 1976, the Colo/Hunter region (Wollemi) is identified as one of twenty areas which satisfies the definition of wilderness (the Helman Report). In consultation with the Colo Committee and other local environmental groups, the Colong Committee enlarges Dunphy's Northern Division expanding the northern boundary by 60 km to the edge of the Goulburn and Hunter Valleys. Later the National Parks and Wildlife Service and environmental groups decided to seek the reservation of the wilderness areas identified by the Helman Report. In 1979, 453,000 ha of land were gazetted as the Wollemi National Park. Originally the park was to be dedicated to 200 metres, however the NSW Premier, Mr N Wran, overrode this proposal and the park was gazetted to the centre of the Earth. In 1986 the Wilderness Working Group named Wollemi as one of thirty-six identified wilderness areas in NSW and in 1988, the NPWS recommended gazettal of 200,000 hectares of the Wollemi as wilderness. However, it is not until 1999 that the Environment Minister declared approximately 361,000ha as Wollemi Wilderness with many of the areas recommended by the peak conservation groups included in the revised wilderness boundary, including the section of the park containing the Wollemi Pine.<sup>111</sup>

Over the course of its history, various extensions have been made increasing the size of the Wollemi National Park and introducing additional reserve lands to the Greater Blue Mountains National Park. In 1932, the National Parks and Primitive Areas Council proposed Newnes Plateau as part of the Greater Blue Mountains National Park. The National Trust in 1966 proposed a Pinnacles State Park and the Pantoneys Crown Nature Reserve was gazetted in 1977. In 1984 the National Parks Association proposed a western extension of the Wollemi National Park and in September 1985 the Colo Committee, Colong foundation for Wilderness and Federation of Bushwalking Clubs made a detailed Gardens of Stone proposed for further extensions to Wollemi National Park. The Colong Foundation for Wilderness followed this proposal with a modified scheme in April 1993 which involved a proposed national park of approximately 18,000 hectares. In November 1994, the Gardens of Stone National Park was proclaimed.<sup>112</sup>

Gardens of Stone National Park consists of three separate areas comprising a total area of 15,010 ha. Of varied terrain from limestone outcrops of sandstone escarpments, the park extends east from the Castlereagh Highway between Cullen Bullen and Capertee, its eastern most boundary is the Wollemi National Park. To the north the park boundary is Glen Davis Road and farmland in the Capertee Valley. The central section of the national park encompasses Donkey Mountain located within the centre of the Wolgan Valley.

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<sup>111</sup> Colong Foundation, *NSW Wilderness Red Index*, cited at [www.colongwilderness.org.au](http://www.colongwilderness.org.au)

<sup>112</sup> NSW national Parks and Wildlife Service, 2004; *Gardens of Stone National Park Draft Plan of Management*, p.3

## 2.12 Chronology of Events

Year	Event
July 1813	William Walker visits Sydney on a brief business trip
March 1820	William Walker returned to Sydney
1821	William Walker granted 1000 acres from Gov Macquarie
Sept 1823	James Walker, brother of William, arrived in Sydney
1824	James Walker granted 2000 acres in what is now known as Wallerawang and built Wallerawang Homestead (managed by nephew, Thomas Archer). Andrew Brown overseer of the Wallerawang estate.
1824	Andrew Brown given a land grant of 200 acres and called his property "Coerwull".
1825	William Walker granted 1000 acres at Lue, near Mudgee
1831	William and James Walker established Walkers Bros & Co in London
17 May 1839	William Walker granted 1000 acres on land now occupied by Wolgan Valley Homestead and outstation. Ned Murray manages the outstation and lives there with wife, Rosie and daughter, Jeannie.
Jan 1849	William Walker conveyed Wolgan Valley outstation to James Walker.
1854	William Walker died
1856	James Walker died – land leased by various Walker family members. James's wife, Robina Walker, took over the management and licences for the stations
1860	Robina Walker established a school at the main street of Wallerawang and a private chapel at St John's
1860s	Kerosene shale discovered in the Wolgan Valley
1862	Cobb & Co company headquarters transferred from Victoria to Bathurst
Sept 1864	Georgina Lyon Wolgan Walker settlement to T Walker
1867	Robina Walker died
1870	Extension of Western Railway from Lithgow to Wallerawang
1871	Railway line to Wallerawang opened (terminus for travellers to Mudgee and Bathurst)
1870 - 1875	Numerous land grants around Wolgan to Edwin Barton
1875	Georgina Lyon Wolgan Barton (daughter of James Walker) and Edwin Barton given trusteeship of 1000 acres of Wolgan
1876	Completion of railway line to Bathurst

Year	Event
1881-83	Georgina Walker funded the construction of St John's Church, Wallerawang, designed by Edmund Blackett
1897	Construction of Wolgan Road into Wolgan Valley via Wolgan Gap
1906-1907	Construction of Newnes Railway Line
1911-1923	Oil-shale and coal mining leases at Newnes
1929	William Webb, Russell William Wilton Webb and Brian Neville Webb took a three year lease on Wolgan property from Barton family member
Sept 1935	Wolgan Valley property transferred to William Webb (Grazier), Elva Blanche Webb, Russell William Wilton Webb and Brian Neville Webb
1948	Lyon and Loveday Barton, grandchildren of Georgina and Edwin Barton, and resident at Barton Park (former Wallerawang Homestead) murdered.
1948	Barton Park (former Wallerawang Estate) taken over by the Joint Coal Board.
1950s	Brian and Russell Webb build the new homestead at Wolgan Farm
1951-1958	Construction of Wallerawang Power Station
1977	Walker-Barton cemetery relocated.
1979	Russell Webb, Wolgan Farm owner, died
1979	Barton Park demolished
Early 1980s	Former Barton Park flooded to create Lake Wallace
July 1980	Wolgan Valley land purchased by Heather Mabel Webb
1990s	Mrs Heather Webb moves to Wallerawang
2005-2006	Emirates prepare plans for the development of a resort for Wolgan Valley

## 2.13 Historic Themes

The heritage values of individual heritage elements and precincts may derive significance as a result of what they contribute to their context and environment. Consideration of heritage values in this context involves an appreciation of the underlying historical influences that have shaped and continue to shape the area. Historical themes have been developed to allow categorisation of the major forces or processes that have historically contributed to the development of a heritage context or environment and provided a framework within which the heritage significance of an item can be demonstrated. Historical themes are considered as National, State and local level.

## 2.14 Australian Themes

The nine national themes address broad issues of the development of Australia as a nation, with the classifications related to Australia's natural evolution, peopling the nation, developing a range of economies, settling the economies, settling the country, work, education, government, cultural development and the phases of life in Australia.

### 2.14.1 NSW State Themes

The 38 State themes, sub-classified under the National themes address the following:

- (Australia's Natural Evolution) the natural environment;
- (Peopling the Nation) Aboriginal, convict and ethnic origins, and migration;
- (Developing Local, Regional and National Economies) agriculture, commerce, communication, the cultural landscape, events, exploration, fishing, forestry, health, industry, mining, pastoralism, science, technology and transport;
- (Settling the Country) Urbanisation, land tenure, utilities and accommodation; (work) labour;
- (Education) education;
- (Government) defence, government and administration, law and order and welfare;
- (Cultural Development) domestic life, creative endeavour, leisure, religion, social institutions and sport; and
- (The Phase of Life in Australia) birth and death, persons.

### 2.14.2 Relevant Historical Themes

Australian Theme	NSW Theme	Local Theme
(2) Peopling Australia	Convicts	Ned Murray, an Irish convict, sentenced for horse stealing, was assigned to the Walkers and worked as a stockman at the Wolgan Valley outstation from 1824 to 1828. After his emancipation he continued to work on the outstation even after he purchased his own farm property.
(3) Developing Local, Regional and National Economies	Mining	The local townships of Newnes and Lithgow are associated with various mining ventures including coal and shale.
	Industry	Charcoal burning was undertaken on the Wolgan Homestead property during the 1920s and 1930s when petrol and gas was difficult to obtain because it was an expensive commodity.
	Agriculture	Throughout the past 180 years much of the subject sites have been continuously associated with agricultural pursuits.  Fruit trees planted on the perimeter of the kitchen garden nearest the homestead, and in close proximity to the river indicate associations with orchards, although probably not of a commercial nature.

Australian Theme	NSW Theme	Local Theme
<p>(3) Developing Local, Regional and National Economies</p>	<p>Pastoralism</p>	<p>James Walker was owner of the sizeable Wallerawang Estate and by the mid-nineteenth century had one of the largest collection of pastoral holdings in NSW. In 1839 William Walker was given a land grant of 1000 acres in Wolgan Valley which was utilised by his elder brother James who established a pastoral outstation, the Wolgan Valley Homestead Complex. Between 1824 and 1839, prior to the grant the Walkers used the Wolgan Valley as weaning and fattening pasturelands for their cattle and mares.</p> <p>Sheep were grazed in the area until the 1970s. After the 1970s cattle were grazed. The homestead and associated outbuildings are located on the site.</p>
	<p>Cultural landscape</p>	<p>The cleared pastoral landscape of Wolgan Valley Homestead contrasts with the natural landscape of the conservation areas of the surrounding national parks. Ornamental tree-plantings and fruit trees are planted on the property and reflect the European occupation in excess of 180 years. A family graveyard is located on the property that reflects those who have lived and worked in this remote outstation.</p>
<p>(3) Developing Local, Regional and National Economies</p>	<p>Transport</p>	<p>Coach lines, including Cobb &amp; Co, had stage-coach routes located in close proximity to the site and connected Wallerawang and Newnes.</p> <p>The railway line was opened at Lithgow in 1869 and Wallerawang in 1870 enabled the industrialisation and closer settlement of the valley. Until the line to Bathurst was completed in 1876 all passengers alighted at Wallerawang and joined a Cobb &amp; Co. coach for the journey west to Bathurst or north to Mudgee.</p> <p>A private railway line to Newnes was constructed between 1906-1907 and was the longest private railway line in NSW (32.5 miles in length and two tunnels).</p>

<b>Australian Theme</b>	<b>NSW Theme</b>	<b>Local Theme</b>
(4) Building settlements, towns and cities	Towns, suburbs and villages	<p>Newnes developed as a result of mining activities in close proximity to the town. A private railway was constructed to support the mining activities and to distribute the mineral and products across the state</p> <p>Wallerawang became a major stopover for those travelling between Sydney and the farming areas beyond Mudgee and for those travelling between Sydney and Bathurst.</p> <p>Charles Darwin, natural historian, stayed overnight at 'Wallerawang' farm in 1836 as a guest.</p> <p>The arrival of the railway at Lithgow in 1869 (and Wallerawang in 1870) enabled the industrialisation and closer settlement of the valley. A town developed adjacent Wallerawang station.</p>
(4) Building settlements, towns and cities	Land Tenure	Early fences on the site indicate early patterns of farm management of the property.
	Accommodation	As early as 1824 huts were built at the Wolgan Valley Homestead to provide accommodation for the stockmen working at the outstation. A complex of vertical and horizontal slab huts were constructed as accommodation and outbuildings for the Wolgan Valley Homestead.
(8) Developing Australia's Cultural Life	Leisure	Bush walking tracks and rock climbing have been activities associated with the Wollemi National Park.
(9) Marking the phases of life	Birth and Death	Grave sites associated with the Walker, Barton and Webb families are located in the western section of the property.