# Nomination of

# Hartley Valley NSW

## for inclusion in the National Heritage List under Sec 324c of the Environment Protection and Biodiversity Conservation Act 1999

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## November 2012

## Overview

This is a nomination of the Hartley Valley, located beyond the western escarpment of the Blue Mountains 120 kilometres west of Sydney , for inclusion in the National Heritage List pursuant to Sec 324C of the Environment Protection and Biodiversity Conservation Act 1999.

The immediate inspiration for this nomination has been the work done by the New South Wales Roads and Traffic Authority (RTA) in their investigation of options for the upgrade or duplication of the Great Western Highway between Mt Victoria and Lithgow.

Investigations by the RTA, consultant studies, community consultations and ongoing research by members of the community confirm that the Hartley Valley has exceptional cultural significance and has outstanding heritage value to the nation.

**The Hartley Valley marks the place, the manner and the moment of inland settlement of Australia.**

From 1813 settlement moved from coastal and river valleys to the unbounded interior of the continent.  The Hartley Valley symbolises the politics of settlement in 1813, the early colonial economy and its use of resources, the beginning of contact and conflict with Wiradjuri and (Dharug and Gundungurra) peoples, the establishment of inland towns and their administrations, and the introduction to inland Australia of new technologies, and of exotic plant and animal species, with their profound and enduring impacts on the people and the land.

Blaxland, Lawson and Wentworth ended their 1813 crossing of the Blue Mountains by walking from one side of the Hartley Valley to the other.  They were not the first from Sydney to see and walk through the valley, but they were the first to do so with the Governor's sanction, and their journey later came to embody many of the values and myths of pastoralism and inland settlement.

Specifically, the **vista** they saw across the valley from Mt York – which caused Macquarie to name the valley 'Clwyd after the vale of the same name in Wales' and which is now included on the local heritage list – came to acquire national significance.  Generations of school children in all states were taught about the exploits of the 'three explorers' who first saw this valley.

Macquarie's aide de camp Antill wrote the most graphic account, while looking into the southern part of the Hartley Valley from the ridgeline of Mt York: 'One of the grandest views that can be imagined was opened to our sight.  In the foreground was a deep glen, part of which we had seen yesterday, and around it an immense amphitheatre of lofty hills crowned with rocks, upon which the sun was shining, affording a variety of tints.  In the distance were lofty mountains as far as the eye could reach, forming a grand circumference and background – the whole coup d'oeil grand beyond the power of my pen to describe.'

The dramatic images of Wentworth's 'Australasia', Kendall's 'Blue Mountains Pioneers' and Paterson's 'Song of the Future' captured the national imagination, the real Hartley

Valley coming to represent, in Banjo's words, 'a wide expanse of plain/As far as eye could stretch or see/Go rolling on endlessly.'

The original written observations of the country by the 'three explorers' and by those who closely followed them into the Hartley Valley are highly significant. They tell us of the nature of the country, with open 'forest' and grasslands on the floor of the valley, at the point when Aboriginal management of the land was drastically disrupted.

**The Hartley Valley records the story of rural settlement, responding to the changing demands and technologies flowing from the state capital, while demonstrating exceptional continuity in community life, buildings, land uses and farming practices, resulting in a complex cultural landscape of outstanding interest, meaning and significance.**

Much of the 1815 formation of Cox's Road where it descends into the valley – including, according to local belief as evidenced on a brass plaque, axe marks made in the rock while creating a passage wide enough for Macquarie's large carriage – is extant, and visited by a continuous stream of visitors and bushwalkers. From that time, material evidence of settlement, government, farming, horticulture, mining, industry, forestry, transport and the flows of people, goods and commodities between the inland and the coast, is everywhere. These objects and places may be incompletely mapped and recorded, but they continue to be conserved, are highly valued by those who own and have custody of them, and command the attention and interest of the local and wider community and visitors. The following list indicates just some of these places.

- The final campsite of the 'three explorers' at the junction of the River Lett and the Cox's River, later the site of a military compound and grave on the original Bathurst Road, a campsite referenced in many historic memoirs, and the site of the Glenroy Station homestead.
- More than twenty early historic buildings, many having been built between 1820 and 1850 and listed in the State Heritage Register, including Moyne Farm, the first farm west of the Blue Mountains.
- The remnants of three convict/military stockades and many early settler homesites, the latter often marked by no more than, for instance, footings, structural fragments, hearth stones, a ruined chimney or distinctive plants.
- Many significant indigenous heritage sites (including known grave sites) including the immensely culturally significant Hyde Park site dedicated by the Colonial administration as a park in 1881.
- Six historic roads down the escarpment, four of which bear the marks of convict picks – convicts despatched in the reigns of George III, George IV and William IV.
- The massive and impressive sandstone work on Lockyer's 1823 track ascending the escarpment behind Collits Inn.
- The engineering of Mitchell's Victoria Pass 1832 causeway, still in use today on the principal highway to the west.
- Several heritage cemeteries containing the graves of early settlers and convicts and including the first inland grave and the grave of Henry Lawson's father.
- The holdings and homesteads of the earliest pastoral stations, some still farmed in similar ways.

- The outstandingly intact, and well conserved, village of Hartley, with its court house, post office, hotel, churches, presbytery, shops and cottages.
- Thus, the town plans for a Georgian settlement and a number of Victorian subdivisions.
- The first national school west of the Blue Mountains.
- Numerous farm and residential properties of historical significance that date prior to Federation, mostly listed in the local environment plan.
- A nineteenth century industrial site in Hartley Vale, once a village of approximately 600 people manufacturing kerosene and candles for Victorian Sydney.
- The remains of the incline railway that traversed the 200 metre escarpment to serve the Hartley Vale site, together with the 1860s railway infrastructure that connected the site to the main western line.
- Numerous places with infrastructure and mines relating to oil shale and coal.
- The farmhouses and sheds of the nationally famous Hartley apple orchards.
- A wide distribution of historical artefacts, sandstone blocks bearing convict marks, early convict bricks, ancient bottles and remains from the Hartley Vale industrial site, a once rich source of material for use on local farms.

**For an Australian rural community, the Hartley Valley displays exceptional authenticity, integrity and sense of place, matching its topographical and historical distinctiveness. This has nurtured a strong sense of community evidenced in the high level of mutual respect between the local families of many generations and the families who have moved to the valley precisely in response to these qualities.**

The Hartley Valley has seen the great oil shale industry flourish in response to global demand for fuels, and then decline and disappear. It has seen the coal industry explore and exploit the valley. It has seen agriculture intensify, prosper and slowly decline. It saw the apple industry grow to be a major supplier to the UK, and then disappear as demand fell. It has continuously offered services to travellers on their way west and back again, and diversions for visitors. It has explored new products, like alpacas, garden plants, and art and craft. More recently, it has supplied lifestyle lots to new residents looking for its engaging mix of tradition, innovation, bucolic landscapes and contemporary life.

The valley has adapted organically to these changes in external demands and opportunities. Throughout, its enduring character and patterns of life are almost unchanged, just as the names on many of the old farms endure through generations. The original highway inns, dating to the construction of the highway, are almost unchanged, and some still offer services to travellers. Tree lines, old fences, outbuildings and so much else are authentic and valued.

The Hartley Valley marks the beginning of inland settlement in at least two senses: chronologically, finding a way to the valley meant, as Blaxland said, that 'all the difficulties were surmounted which had hitherto prevented the interior of the country from being explored and the colony further extended'; and geographically, it was the very place where generations of settlers completed their crossing of the Blue Mountains, arrived at farmland and villages, and went on to the Central West and beyond. This makes the valley a singular place, not easily compared with other places of early exploration and settlement.

Just as outstanding a characteristic is its continuity. A community where there is an assembly of so many places of such significance, over a period of two centuries (as it will be in 2013) – and where the earliest uses of buildings and patterns of activity continue today – is extremely rare if not unique. The historic themes relevant to the Hartley Valley – inland settlement, farming, mining, transport, transit of people and goods between the coast and the interior – remain the themes of today. The vistas of forest, grassland, steep timbered slopes, sandstone cliffs and distant mountains are recognisably the vistas described by the 'three explorers' and those who followed them.

Finally, the Hartley Valley is geographically distinct and visually spectacular. It is the valley where the River Lett joins the Cox's River (the first name arising from Surveyor Evans's misspelling of rivulet as riverlett, and the second name being Macquarie's honouring of the colony's first real road builder). It is surrounded by walls of mountains – the western wall of the Blue Mountains to the east and north, the Great Escarpment rising to the Great Divide to the west. To the south the valley extends into the Kanimbla Valley as the Cox's River makes its way to join the Nepean (through what is now the Warragamba Dam). The Hartley Valley could not be more clearly defined, by more spectacular means. Just as this so forcibly struck those who recorded their first view of it, it has continued to give the valley its powerful sense of place, and sense of continuity.

Note   Much of the material incorporated in this submission was prepared by Sinclair Knight Mertz (SKM) for the New South Wales Roads and Traffic Authority, whose approval to this use of the material is gratefully acknowledged.

## Specific information in support of the nomination

### Q1. What is the name of the place?

The Hartley Valley, New South Wales

### Q2a. Where is the place? Address/location:

Located 120 kilometres west of Sydney, the Hartley Valley lies between the Blue Mountains town of Mt Victoria and Lithgow, and has at its heart the 1830s Hartley township. It is an arcadian valley that runs back into the oil shale mining village of Hartley Vale. The valley is bounded by the 200 metre precipitous escarpments of the Blue Mountain plateau and by the escarpment and Great Divide to the west, and is drained by the River Lett and the Cox's River.
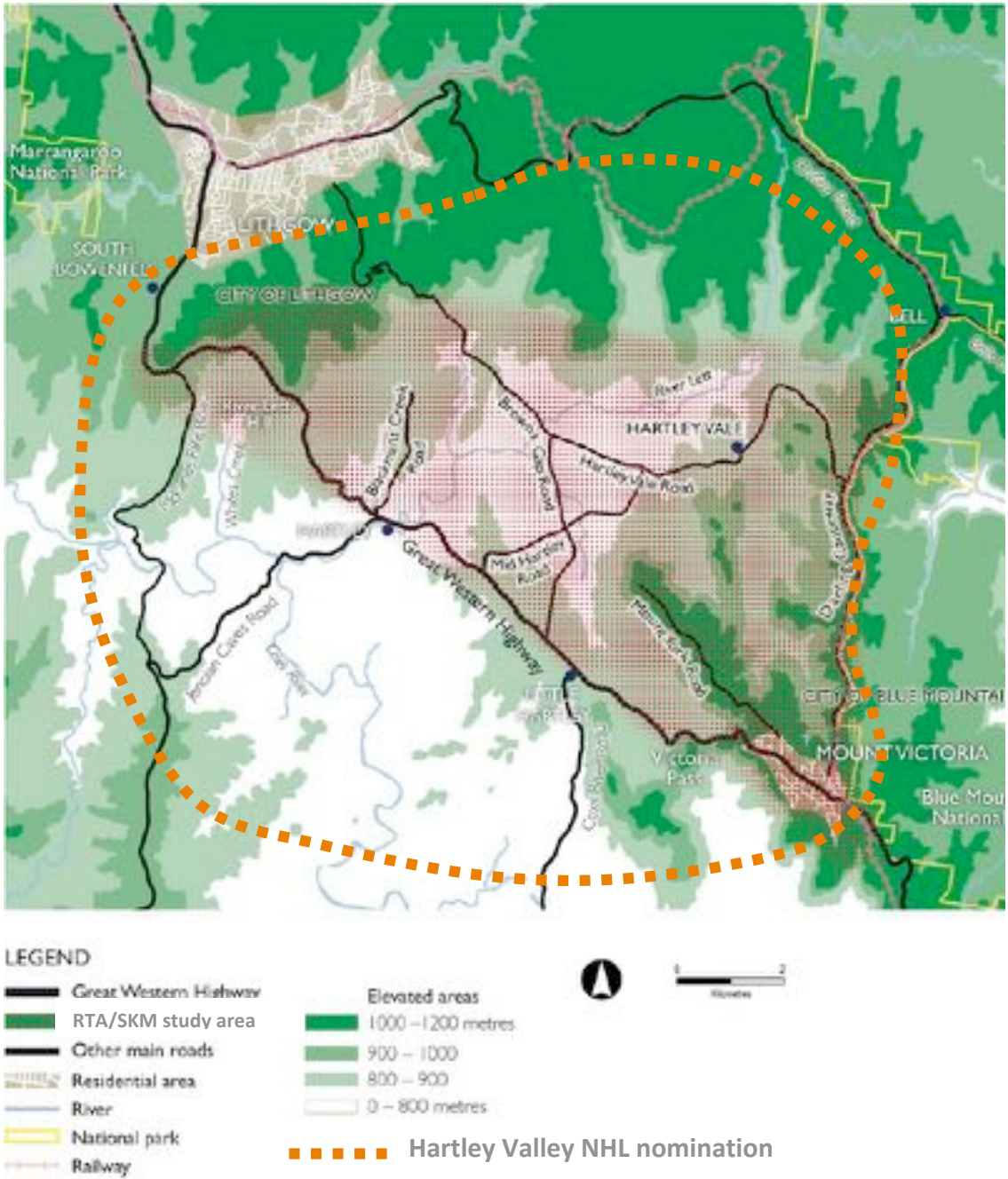
### Q2b. Boundary:

See the map on page 6. The eastern boundary generally traces the ridge which separates the Hartley Valley from the Grose Valley, from the southern extent of Mt Victoria to Bell (approximately, the Darling Causeway). The northern boundary generally corresponds to the plateau and escarpment northwest from Bell then southwest (that is, broadly following Chifley Road) along the Hassans Walls ridge to South Bowenfels. To the west, the boundary passes through Mt Blaxland and across the Cox's River to the ridge followed by the Jenolan Caves Road. The southern boundary runs south of Moyne Farm then to the starting point at the southern extent of Mt Victoria. The place thus defined includes the escarpments and surrounding

ridges which form an integral part of the valleys spectacular visual character. The studies carried out by SKM for the RTA focused on the heart of the area, shown hatched or stippled on the map.

It may be that during the assessment of this nomination the boundaries will need more precise definition. If so, the principal nominator will do whatever he can to assist.

**Q2c. Type of map you have supplied:**

The map has been taken from the SKM reports, with the boundaries of the Hartley Valley, as nominated, superimposed.



LEGEND

| | |
| --- | --- |
| Great Western Highway | Elevated areas |
| RTA/SKM study area | 1000 – 1200 metres |
| Other main roads | 900 – 1000 |
| Residential area | 800 – 900 |
| River | 0 – 800 metres |
| National park | |
| Railway | **Hartley Valley NHL nomination** |

**Q3a. Who owns it?** Owner's name (If more than one owner, attach a list):

It is estimated that there are in excess of three hundred property owners within the nominated area.

Subject to any necessary refinement of the boundary, the Lithgow City Council would be able to provide a list of the names and addresses of all land owners. If this is required, the principal nominator will do whatever he can to assist in the identification and notification of land owners.

### Q3b Is the owner(s) aware of the nomination?

No formal notice of this nomination has been given.

### Q4. Who has an interest in the place?

The Hartley Valley was a crucial route through the landscape and a topographic interface between the mountains and the plains. This geographical zone forms a cultural border between the Wiradjuri, the Gundungurra and the Dharug peoples, who retain a strong interest in the valley. Others with significant interests are the owners and occupiers of land, the owners of businesses ranging from a quarry to a produce store, nurseries, B&Bs, eateries and galleries, the Lithgow City Council, the RTA, National Parks and the Sydney Catchment Authority. The transport and tourist industries have interests in the valley, as do a number of community groups including the Hartley District Progress Association, the Hartley Bush Fire Brigade and the National Trust Group.

### Q5. What is its significance?

**The Hartley Valley is topographically spectacular and distinct. It is historically and culturally distinct, as it marks the place, the manner and the moment of inland settlement and in this sense occupies a unique place in the history of Australia. It is strongly associated with many of the key figures in the early development of New South Wales. It was the first locus of ongoing contact and conflict with the Wiradjuri people, and was the place where generations of settlers completed their crossing of the Blue Mountains, arrived at farmland and villages, and went on to the interior. It came to represent significant national values and myths about the inland, settlement, pastoralism and later mining and horticulture. It has maintained exceptional continuity in patterns of life and industry, and as a result has a cultural landscape enriched with places of great heritage significance from first settlement until today.**

### Q6. Which criteria does it meet?

– the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history

This valley is the pass that facilitated the development of Western New South Wales. It's discovery led to the immediate development of the valley as agricultural land with a well developed service sector serving the needs of those making their way to the Bathurst plans and places further west . Those early settlers have left their mark in tracks, buildings, tree plantings, gravesites and in the boundary lines of their early land grants that are still clearly visible in the landscape today. This is a significant cultural landscape giving a deep insight into early colonial rural development.

– the place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history

The valley has a collection of some ten or more historic inns all located within a few kilometres in the valley. The Hartley Vale village still has one of the only two horizontal oil shale retorts still known to exist in the world. These two examples provide an insight into feature of the valley that are uncommon aspects of our cultural history.

– the place has outstanding heritage value to the nation because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history

This valley has huge archaeological potential in respect of both indigenous and non indigenous cultural history. Even in the last few months new discoveries( the cellar) have been made at Collits Inn, long a focal point of research , that has provided further understanding of the potential of the various standing building and archaeological sites in the valley to provide insight into our past. Not just one or two sites, but dozens of sites, with even the roads between offering potential, because of the intensity of traffic that travelled them and rested on their sides.

– the place has outstanding heritage value to the nation because of the place's importance in demonstrating the principal characteristics of:

i.            a class of Australia's natural or cultural places or

ii.            a class of Australia's natural or cultural environments


This valley provides an insight into the colonial pastorale. It remains the tranquil rural setting much as it was in the mid nineteenth century, all the more significant for its proximity to a city of 5million people within two hours drive. Driving down the old 1823 Bells line of road into the back of this valley, the feeling of history is palpable.

– the place has outstanding heritage value to the nation because of the place's importance in exhibiting particular aesthetic characteristics valued by a community or cultural group

Within the valley and the overhangs surrounding it are a range of marks left by the traditional custodians of this country, the aesthetics of which would be highly significant to the descendants of these people. Furthermore there are at least two distinctive physical sites within the valley believed to have spiritual significance.

To hold a rhyolite axe head that fits the sharpening grooves in the sandstone rock shelf above a known traditional custodian's campsite, has an overwhelming aesthetic dimension to it, to the descendants of the person that ground that rock, I am sure the reaction would be beyond the aesthetic and into the spiritual.

– the place has outstanding heritage value to the nation because of the place's importance in demonstrating a high degree of creative or technical achievement at a particular period

Within the valley are a plethora of items that give an insight into a high degree of creative or technical achievement ;

- The engineering ingenuity of the incline railway that served Hartley Vale from the 1870s,

- The fine sandstone work of Edmund Lockyers 1823 track ascending  the escarpment behind Collits Inn
-  The engineering of Mitchell's Victoria Pass 1832causeway  that we still use today as the main road to the west
- The pragmatic creativity of the slope of William Cox's 1814 road  down the escarpment and many more

the valley is loaded with assets that leave one marvelling at the creative and technical achievements of our forefathers.

## Q7a. How would you describe the place?

The most historic valley in Australia, a valley littered with listed and unlisted  non indigenous and indigenous heritage assets and surrounded by an escarpment that has inspired travellers from Governor Lachlan Macquarie to the present day.  A valley, the heritage value of which is not inherent in just  those assets; but in the assets, the physical context in which they lie, in their relationship to each other and  in their overall positioning on the western escarpment of the original barrier to non indigenous settlement  of Western New South Wales.

## Q7b. What condition is it in? Describe whether the place is intact or if there has there been any damage or disturbance.

As a large and geographically distinct area that has adapted organically to changes in technology and the economy for nearly two centuries, and which has experienced positive and negative impacts from these changes – while at the same time valuing its cultural assets and maintaining its core traditions and practices – its condition is excellent.  The condition of the surrounding, and definitive, landscape of timbered slopes, escarpments and mountains is essentially untouched.

## Q8. What is its history?

**8.1 Non-Aboriginal heritage**

This section provides an analysis of the heritage issues within the nominated area including the identification of listed heritage items. The heritage assessment has been prepared by Casey and Lowe Archaeology and Heritage, with the historical background researched and written by Professor Ian Jack.

**Historical background**

The Blue Mountains have been a challenge and an opportunity to Europeans. Within months of white settlement at Sydney Cove in 1788, the colonists were aware that a major barrier lay to the west. For the first Europeans, the Blue Mountains were the west wall of the big detention centre on the Cumberland Plain. The building of the first road across the Mountains in 1814-15 by William Cox's convicts and the unlocking of inland Australia was a significant event. Symbolically the western road was a necessary step in the transition from penal settlement to free colony.

Whilst the Europeans viewed the mountains as a barrier, for Aboriginal people for millennia before 1788 the Blue Mountains, were not so much a divider as a meeting-place. They lay on the periphery of several language groups. For the Wiradjuri, the Gundungarra and the Dharug people, the Mountains were a natural point of contact. One result was that the Aboriginal people had a good knowledge of how to reach the top of the mountains from the plains and valleys on all sides, including the west, and how to cross the dramatic landscape of the mountain top. For everyone on the Mountains, Aboriginal or European, travel in the region was best described as a 'negotiation of the perpendicular' (Thomas, 2003).

The Blue Mountains are bisected by the gorge of the Grose River. Travelling from Sydney there has proved to be only one viable traffic corridor across the mountain ridges south of the Grose. Another, less travelled, north of the gorge. The southern route, now the Great Western Highway, had several narrow points along the ridge and the railway from the 1860s onwards had to share this limited space. There were, and still are, problems ascending the eastern escarpment from the Hawkesbury-Nepean Valley onto both traffic corridors, north and south of the Grose. The descent to the Bathurst Plains also poses several challenges.

The current investigation by the NSW roads and Traffic Authority of a new route between Mount Victoria and Lithgow represents merely another stage in two centuries of experimentation in crossing the Blue Mountains. If a new route is identified and a new road link built, it will be the eighth since William Cox's convicts negotiated the first route at Mount York late in 1814. While the Great Western Highway and Bells Line of Road over the plateau have remained basically stable routes, they have both resulted in a series of diverse routes down into Hartley Valley. In the 1860s the railway engineers were unable to find suitable gradients adjacent to any of the road alignments descending south of the Grose and chose a western extension of the Bells Line of Road instead. This skirted the Newnes Plateau and involved the construction of the now well known ZigZag between Clarence and Lithgow.

The result of these physical constraints is that the nominated area from Mount Victoria to Hassans Walls is criss-crossed with many lines of earlier roadways. At the eastern perimeter is the narrow Darling Causeway, which runs from north to south and links the two sides of the Grose River gorge and carries the railway line from Mount Victoria to Bell.

The various routes into Hartley Valley, whatever their deficiencies, opened the valley to settlement in the 1820s. As a result, Hartley Valley, the core of the nominated area, with attractive grazing potential, was more densely populated in the early Victorian period than the Blue Mountains plateau above. The plateau only became a holiday ground for city-folk with a dozen village service centres after the western railway was fully functioning in the 1870s.

The late Victorian period brought major industrial development to Hartley Vale in the form of the most successful and long-lived oil-shale plant in Australia. Heavy transport of materials and products was, however, largely by rail, not by road. The company built a rail incline up to the Darling Causeway where it joined a private tramway to the main western railway. In the twentieth century the impact of the motor car reinvigorated the Great Western Highway and also prompted the construction of Berghofers Pass. This was the first alternative route to Mitchell's Victoria Pass of 1832.

The result of all this sporadic change is a remarkable concentration of over a hundred items with heritage significance in the nominated area, including roads and railways. More than half of these items are in the urban area of Mount Victoria, which was the gateway to the west both by road and by rail. Many more lie along the line of the Great Western Highway, at Hartley, Little Hartley and South Bowenfels. In the paddocks of Hartley Vale, to the north of the Great Western Highway, there are twenty-three identified heritage sites, including rural homesteads, important cemeteries, the important industrial remains of the oil-shale works and the substantial company town called Hartley Vale.

From the top of the oil-shale rail incline on the western edge of the Darling Causeway, the industrial oil-shale plant and Hartley Vale town can be viewed tucked away below. The main vista is a colonial rural scene. Within that vista, the boundaries of the original grants are still clearly distinguishable as far as Hassans Walls, the dominating cliffs which close the valley to the north. Most of the land remains in farming use and successive homesteads and outbuildings have been constructed over a long period. Hartley Vale is an important cultural landscape (**Figure 8-1**).

The broader area known as Hartley Valley, straddling the Great Western Highway, and including Hartley Vale, is the earliest settled area beyond the Mountains. When the distinguished judge and litterateur, Barron Field, first rode along Coxs Road in 1822 and looked down on Hartley Vale, he enthused:

> "Mount York redeems the journey across the Blue Mountains, for it leads you to the first green valley. The earliest burst of Christian transalpine country … is very beautiful. … After three days' starving on the mountains, your cattle now get plenty of grass" (Mackaness, 1950).

Although Evans himself in 1814 had noted that the best grazing lay further west, on the Bathurst Plains, Hartley Valley attracted settlement throughout the 1820s for precisely the reasons Field enunciates. The area continued to develop and benefited from the growth of Bathurst. Its original farmers and

innkeepers still live through their building complexes, tree plantings, archaeological sites and burial-grounds. The railway bypassing the valley slowed development along the Highway in the last thirty years of Victoria's reign, but this was counter-balanced by the success of the major oil and kerosene industry in Hartley Vale for half a century.

After World War I, which coincided with the end of the local shale oil industry, Hartley Vale became relatively deserted. But the Great Western Highway, with its villages, Little Hartley, Hartley and South Bowenfels, became increasingly busy with the coming of motor transport in the early twentieth century. Berghofers Pass replaced Victoria Pass for a while, as the gradients were less arduous for early cars, but Victoria Pass was again preferred in the 1920s as cars became more efficient.



**Figure 8-1 Hartley Vale from the top of the oil-shale incline on the western edge of Darling Causeway. The industrial company village of Hartley Vale is in the left foreground.** Photograph by Ian Jack, 5 May 1997
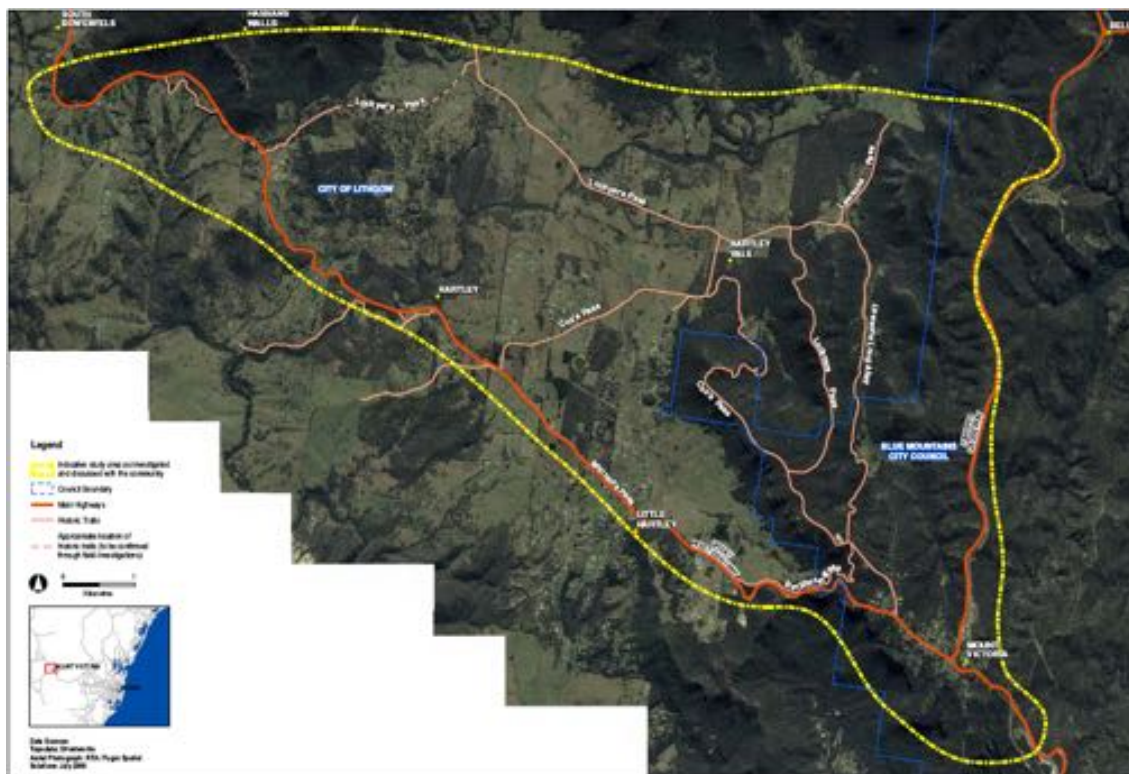
**Figure 8-2 Historic routes across the western escarpment of the Blue Mountains** RTA

**8.1.1 The seven lines of road to the west**

As mentioned above, as a result of the physical constraints of the Blue Mountains western escarpment the nominated area from Mount Victoria to Lithgow is criss-crossed with significant lines of earlier roadways. These historic routes are summarised below and are shown in **Figure 8-2**.

**Cox's Road, 1814-15**

After a series of explorations in the Blue Mountains beginning with Dawes and Johnston in 1789, a route across the plateau to find new grazing lands was finally established in 1813. The route was identified by Blaxland, Lawson and Wentworth and was surveyed, refined and extended by George William Evans later in 1813. Governor Macquarie recalled Evans from his surveying duties in Tasmania to establish the new route to the west and to explore beyond as far as the site of the future Bathurst. Evans' route from Emu Plains to Bathurst was formed into a dray road by convict labour under the supervision of William Cox, the Windsor magistrate and entrepreneur. Coxs Road was completed over six months, from July 1814 to January 1815 (Karskens, 1988). The top of Mount York was reached on 12 November 1814, but a preliminary reconnaissance had already convinced Cox that:

> "it is not possible to make a good road to go down and up again without going to a very great expense. I have, therefore made up my mind to make such a road as a cart can go down empty or with a very light load without a possibility of its being able to return with any sort of load whatever; and such a road will also answer to drive stock down to the forest ground" (Cox, 1901).

Mount York juts out prominently into Hartley Vale and its rocky faces to the north and west are a significant obstacle to road-building (**Figure 8-3**). Cox's solution was to go down the eastern side of the mountain and then turn north, turning west only after reaching the valley floor near the later Hartley Vale cemetery (**Figure 8-2**).

**Figure 8-3 The north face of Mount York, viewed from Hartley Vale** Photograph by Ian Jack, 20 May 1997

Cox's own assessment of the quality of the pass down to Hartley Vale was correct. Wheeled vehicles could only go down if logs were attached behind to act as brakes. Governor and Mrs Macquarie had to walk down the pass in 1815, while their carriage was manhandled over the steep and uneven surface (Macquarie, 1979). When the first farms were established beyond the mountains in 1821-22, soon followed by Collits Inn, there was incentive to find an alternative route.

**Lawsons Long Alley, 1822**

After assuming responsibility for road-building in the colony , in 1822 William Lawson constructed a new stretch of road starting well to the east of Cox's descent, going due north down the valley of what was later named Kerosene Creek, and then turning west to join Cox's Road on the floor of the valley (**Appendix 1**) (Karskens, 1988).

**Bells Line of Road, 1823**

In the following year, 1823, Archibald Bell, the son of an important landowner at North Richmond, embarked on a series of three expeditions, assisted by Aboriginal people, to find a route across the Mountains north of the Grose River. Bell successfully identified the route that is still known as Bells Line of Road in 1823. Once over Mount Tomah, the road followed the only practicable ridgeline to the Darling Causeway, where it turned south towards Mount Victoria and Coxs Road. Bell's road did not join Coxs Road on the plateau but instead turned west halfway along the Causeway and went down the only viable gully into Hartley Vale, above part of the headwaters of the River Lett. Bell's route is the only one of the four earliest routes that is still in use today for light vehicular traffic and is known as Hartley Vale Road. Once down the western escarpment, Bells Line of Road met Lawsons Long Alley and then, after passing the Collits Inn, the combined Lawson-Bell road merged into Coxs Road (**Figure 8-2** and **Figure 8-4**).
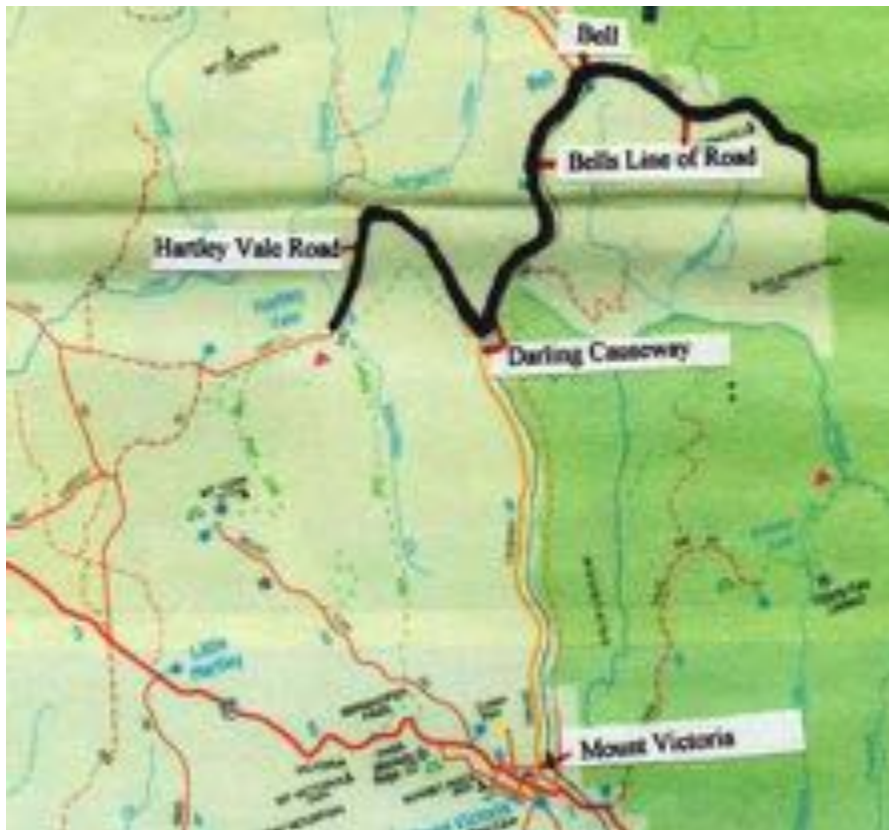
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**Figure 8-4 Bells Line of Road, western end, in heavy black.** Source: NRMA Map 5, 1998, adapted by Ian Jack

### Lockyers Road, 1828

Though Lawsons Long Alley was less difficult for wheeled vehicles than Coxs Road, its upper stretches had posed comparable problems for the convict builders. A former army major, Edmund Lockyer, who had settled at Marulan and was appointed police magistrate at Parramatta in 1827, was in the following year made Governor Darling's principal surveyor of roads and bridges in the colony (Lockyer, 1967). Prior to 1929, Lockyer partially succeeded in designing and constructing an alternative to the section of the western road that was common to the Cox, Lawson and Bell routes (**Figure 8-2**). Unlike the others, Lockyer built his road from the west to the east, so to him the challenge was the ascent to the Blue Mountains plateau rather than the descent to the valley floor (Wilson, 1949). Lockyer approached Hartley Valley from the north. He had deviated from Coxs Road near Bathurst, where the old road crossed the Macquarie River, and directed his route through the Tarana and Sodwalls area before reaching South Bowenfels. At Hassans Walls, instead of heading south-east down the long steep hill to the River Lett at what is now the site of Hartley Historic Site, the route chosen by Mitchell in 1832, Lockyer turned east close to the base of Hassans Walls, where it seems that he established a stockade for his convict workers and accommodation for the military in charge.

After travelling north-east through the land granted to John Blackman, Lockyers Road turned at the main Blackman homestead of Rosedale and followed the line of what we know as the Gap Road south-east in a fairly straight line down to Collits Inn. Lockyer then tackled the escarpment halfway between Coxs Road and Lawsons Long Alley. The approach to the cliff comprised a wide raised carriageway supported by retaining walls, but the ascent to the ridge required a zigzag and strenuous rock removal.

Lockyer's convicts, like Cox's, were divided into separate gangs so that work on the new road up on the plateau going south to join Coxs Road south of Mount York could proceed simultaneously with the more difficult work of scaling the escarpment. Lockyer's works were still incomplete when Mitchell took over in 1829 and determined a quite different approach.

Lockyer's Road was not a failure, and the section running between Collits Inn and Lockyer's bridge over the River Lett was improved by the Collits family: when Larner surveyed the area in 1832, he described

this part of the road as 'Young Colletts Road'. The entire route through the centre of Hartley Vale was needed by the new settlers there and is still in use as the Gap Road ( Browns gap Road). What fell out of public use and became a private access road was the east-west section under Hassans Walls, which connected the Blackman properties of Fernhill and Rosedale.

Lockyer's route up the escarpment continued in use also, well into Victoria's reign but only as a stock route (Hickson, 1980).

**Victoria Pass**

Despite some initial enthusiasm  for Bell's more direct route to the west on the north side of the Grose, the Great Western Highway remained the preferred route across the plateau. This was confirmed by the Surveyor General Thomas Mitchell's commitment to Victoria Pass as the final answer to the difficult descent of the western escarpment.

Mitchell's preference was for as straight a route as feasible. To go in the shortest distance from the eastern end of Mount York road to the site of the later Hartley, Mitchell chose to use the northern slopes of the mountain called Mount Victoria, going down what has since 1921 been called Mitchells Ridge (Fox, 2006). A massive causeway had to be built in the upper reaches of this descent, supported by buttressed masonry walls (**Figure 8-5**). Mitchell named the new descent Victoria Pass, after the princess who became queen in 1837. The comparable new route on the eastern escarpment of the mountains from Emu Plains up to Glenbrook was already known as Mitchells Pass (Fox, 2006)

Large gangs of convicts were needed to construct Victoria Pass. In the adjacent Victoria Stockade (refer to **Section 8.1.2**) there were 282 convicts in early May and by the end of May there were 378 convicts, with thirteen draught animals. In October 1832 Governor Bourke opened the Pass. Soon afterwards part of the sustaining wall and the parapet of the central causeway section failed. The damage was temporarily repaired and the road continued to be used by the increasing traffic. Only in 1838 were permanent repairs to the damaged wall made, using lifting engines which were sketched by Conrad Martens.



**Figure 8-5 Victoria Pass, buttressing on north side of the causeway, from west** Photograph by Ian Jack, 1984

Victoria Pass, although steep, was in most ways very successful. Its surface did not satisfy the graziers, however, and in the 1840s George Cox (the road-builder's son) who had large grazing interests near

Mudgee, was advising his son to avoid droving sheep on 'all that pounded Red Ironstone' on Victoria Pass. Instead Cox recommended Bells Line of Road all the way from Hartley Vale to Kurrajong and Richmond, bypassing the Great Western Highway entirely. As an alternative, he suggested that Lockyer's

Road up to Mount Victoria where it joined the Great Western Highway was also preferable to Victoria Pass when sheep had to be driven for shearing on the plateau or for sale to coastal markets (Hickson, 1980). Collits Inn in Hartley Vale was strategically placed to provide paddocks to muster stock before the drovers tackled Bells Line or Lockyers Road.

Victoria Pass was a difficult climb for the increasing number of bullock teams hauling laden drays from the western plains in the years up to the 1870s. The whole Great Western Road (Great Western Highway) had deteriorated during the gold-rush years of the 1850s through over-use and under-maintenance. Matters improved for a while after the Main Roads Management Act of 1858, the creation of the Department of Public Works in the following year and the appointment of a commissioner and Engineer-in-Chief for Roads in 1862. At the end of the 1860s, the construction of the western railway relieved the pressure on the road for the transport of wool and grain and made the mineral industry possible. The railway reached Bathurst in 1876 and the Mudgee area in the 1880s. This reversed the problem of excessive use of the Great Western Highway in that there was little incentive for the government to upgrade the highway in the closing decades of the nineteenth century or to reconsider its route just beyond Mount Victoria.

### Berghofers Pass

The internal combustion engine changed attitudes towards roads in the twentieth century. Early motor vehicles found the grades of Victoria Pass challenging and for the first time since the 1830s serious consideration was given to bypassing Mitchell's descent. Constructive action was taken by John Berghofer, a German immigrant with a long experience of Mount Victoria, Kanimbla Valley and Hartley Valley. After 1892, he and his family lived in the old Victoria Inn at the foot of Victoria Pass.

Berghofer was primarily responsible for the construction, between 1907 and 1912, of a new pass, bearing his name. At the top the new route started on Mount York Road, directly opposite the start of Lawsons Long Alley. Unlike Lawson, Berghofer headed south and then turned west, more or less parallel to Victoria Pass, but across the gully which Victoria Pass skirted to the south (**Figure 8-2**). This new road wound around the cliffs with sheer drops beyond the barrier fencing, but it avoided the more severe gradients of the 1832 pass and was quite popular with motorists. As car engines became more powerful, however, Victoria Pass once again became the preferred route and Berghofers Pass was relegated to a minor route. It finally became a walking track after Victoria Pass at last received major improvements in 1934 (Wilson, 1949).

### The Road from Bell to Lithgow

Bells Line of Road had veered south along Darling Causeway at what became Bell. The construction of the railway in the 1860s along the Causeway and then westwards to Lithgow created a new communications corridor from Bell past Dargan and Clarence, culminating in the majestic railway ZigZag down into Lithgow Valley. No significant road accompanied the railway until World War II, although the construction of the Clarence tunnels to replace the ZigZag brought massive investment in the rail system. The strategic importance of Lithgow, with its Small Arms Factory, prompted the development of a new major road link paralleling the railway and in some places using old railway cuttings which had been superseded by later tunnels.

This new road from Bell, completed in 1950, made its descent from the escarpment just above Lithgow Valley on Scenic Hill, which is as steep and has more bends than Victoria Pass (Department of Main Roads, 1976). The new route, named Chifley Road after the then Prime Minister, is now often referred to as Bells Line of Road. This name is misleading as none of the nineteenth-century roads down the western escarpment led anywhere but the Hartley Valley.

### 8.1.2 The Stockades

Road-building in the 1820s and 1830s was done by gangs of convicts guarded by soldiers. When not working, the convicts were housed in a stockade. There are two convict stockades within the nominated area, one under Hassans Walls, the other in the valley of Butlers Creek below Victoria Pass. Neither has been excavated archaeologically, although they have been explored and materials removed by Ollie

Leckbandt (Leckbandt, 1998). Coxs River Stockade no. 2, beyond the nominated area to the west, has been excavated and analysed, giving useful comparative material for Hassans Walls Stockade and Victoria Stockade. They are both important sites and are shown in **Figure 8-6**.



**Figure 8-6  Location of archaeological sites** RTA

**Hassans Walls Stockade** Hassans Walls Stockade is located in the north-west corner of the nominated area (**Figure 8-6**). The site is on a part of Lockyers Road which is now a property track to the east of Mitchell's Great Western Highway opposite Fernhill. The stockade is 300 metres north-east of Fernhill, the barracks on the opposite side of Boxes Creek some 200 metres further away. Its relationship to Lockyers Road and not to Mitchells Highway makes it likely that it was founded in 1828, although it was used off and on by Mitchell for his own road works. In two 1837 surveys, four or six huts are shown in the stockade on the 'old road'. Four stone chimney bases are still discernible. The stone barracks across the creek were photographed in the 1890s and were still visible ruins in 1914 but there are now only sub-surface remains (Leckbandt, 1998).

The Hassans Walls establishment was used by Mitchell's road works and for law and order. There were 83 convicts there in 1832, but they seem to have been moved to Coxs River Stockade No.2 in the mid 1830s, though 70 convicts were back at Hassans Walls in 1837 and 143 in the following year. The barracks continued to be occupied by soldiers in 1839 and 1840 (Jack, 1999). The land where the complex had grown up was granted to William Richards in 1837 and once the military finally left early in 1840, the stockade was incorporated in a working farm.

**Victoria Stockade**

Victoria Stockade, also known as No.1 Stockade, lay in Butlers Creek valley, a little north of both Victoria Pass and the later Berghofers Pass (Appendix 1). This housed more than 200 convict road-builders from 1830 to 1833, with less consistent use during the rest of the decade (Rosen and Pearson, 1997). Because a surveyor, W.R. Govett, published a good description of Victoria Stockade in 1836-37, the complex is more adequately known in physical detail than Hassans Walls Stockade.

The convicts were housed in a fenced stockade above a swamp. Huts for constables, barracks for soldiers and a cottage were nearby. A bridge, probably a corduroy, led across the swamp to the thatched cottage of the commissariat officer and a storehouse built of logs (Govett, 1836-37). The site has been disturbed by subsequent farming activities, including the building of dams, and Mr Leckbandt has removed a good deal of physical evidence in his series of visits to the site (Leckbandt, 1998). There is some doubt whether the site has been correctly pin-pointed, although the site identified by Leckbandt is

certainly in the vicinity of the stockade.

### Glenroy Stockade

Marked on the map at Appendix 2 outside the marked study area, at the junction of the River Lett and the Coxs river are the remnant remains of the early Glenroy Stockade used for the accommodation of soldiers on the Bathurst road and the site of the grave of the infant daughter of Sergeant James Rodd, Eliza Rodd who died aged 8 months and was buried there in September 1831.

### Service centres in the Hartleys

The completion of Coxs Road in 1815 did not instantly bring much traffic to the west, but as government policy towards western expansion relaxed, an increasing number of land-grants were issued in the 1820s. This created a perceived need for an accommodation house with a liquor licence in Hartley Valley. The establishment of inns was slow in the 1820s. Pierce Collits opened his Golden Fleece in 1823 where Lawsons Long Alley curved west to join Coxs Road (Collits, 1966). This remained the only service in Hartley Vale until it was bypassed by Mitchell's new highway in 1832.

Collits had been aware from 1830, when Mitchell's plans became known, that the Golden Fleece would no longer be successful, so he applied for a grant near the intended line of Mitchell's road, at Little Hartley, hoping that a surveyed village would cluster round his new Royal Garter inn. But Little Hartley did not become a nucleated village, but a hamlet instead, with houses spread out along a single street, the Great Western Highway (**Figure 8-7**).

The Royal Garter did not lie directly on the new line of road and immediately faced competition from the Harp of Erin, which opened right on the road in 1833 and was a store as well as a public house. The western end of the Harp of Erin today is the oldest continuously occupied store over the mountains, closing only in 1960. The Royal Garter did not survive long as licensed premises.

Other rival hostelries in Little Hartley in the 1830s were also short-lived with the notable exception of the Victoria Inn. This inn opened in 1839 and was intermittently licensed until 1893. The Victoria Inn is a gracious Georgian two-storey house built in ashlar (dressed stone). It still impresses travellers as they come towards into Little Hartley after descending Victoria Pass. In the 1840s it had competition from the Rose Inn, now Ambermere, built by a son of Pierce Collits, and facing the Harp of Erin across Mitchell's highway. Rivalry for the coaching contract was intense when coaches ran regularly to Bathurst and the Rose benefited from this in the 1860s.



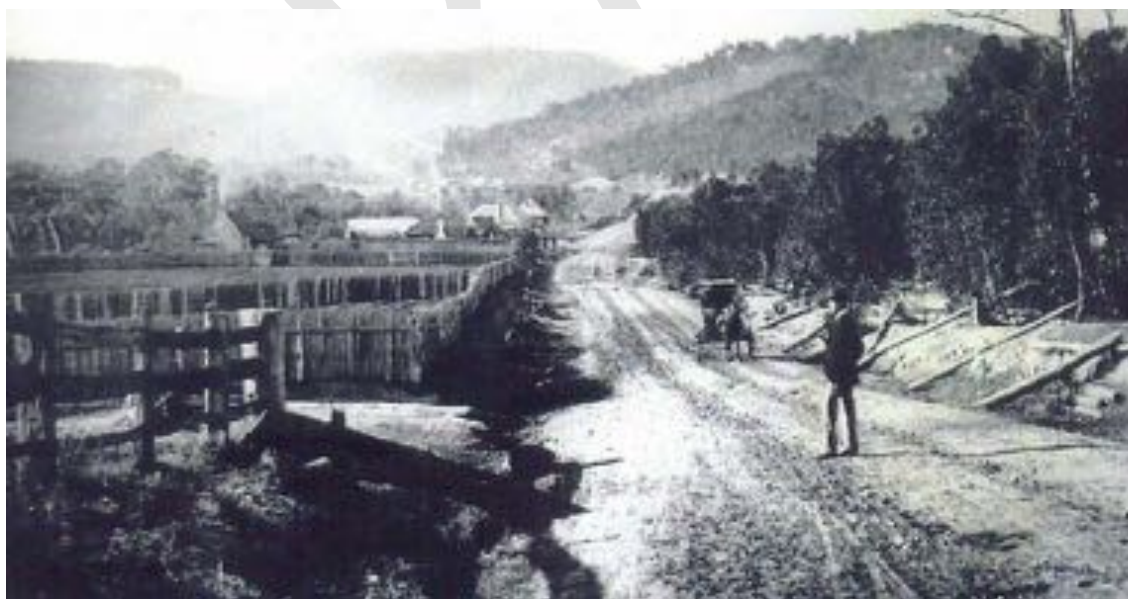**Figure 8-7 The Great Western Highway at Little Hartley, with the Kerosene Hotel on the middle left. From the north-west in 1872.** Source: Mitchell Library, State Library of NSW, Holtermann photographs 1/17741.

The establishment of the oil-shale works in Hartley Vale in 1865 brought a new population to the area. There were no licensed premises in the company town at Hartley Vale, so in 1866 the Kerosene Hotel

opened in Little Hartley. It became a tradition that on each pay-day at the oil works, the men would march behind their brass band across country to the Kerosene Hotel. But all this ended when the Comet Inn was built in Hartley Vale village in 1879 and the Kerosene Hotel reverted to being a farmhouse in 1882 and is known as Meads Farm today (Lavelle, 1999).

Little Hartley was fairly quiet in the late Victorian and Edwardian period, but the coming of the motor-car prompted the building of a bed-and-breakfast and dance hall in the early 1930s, followed by the Log Cabin, serving afternoon teas in an American-style context.  This café, known as Cockatoo Cabin, still flourishes. Four kilometres to the north-west of Little Hartley along the Great Western Highway was the nucleated village of Hartley, with its 1837 court-house and two churches, one Anglican, the other Catholic. There were also licensed facilities, a post office and a store in Hartley. Mitchell's original road went through Hartley, but the present highway bypasses the village, which has become a historic site under National Parks and Wildlife within the Department of Environment and Climate Change.

Three kilometres to the north-west of Hartley on the highway there was another inn, halfway to South Bowenfels. This former inn, Fernhill, was built between 1856 and 1859 to the design of the local builder and architect, Alexander Binning. It lay just north of the crossroads where Mitchell's highway had intersected Lockyers Road. The owner was John Blackman, whose substantial landholdings lay between the highway and the Gap Road (formerly Lockyers Road into Hartley Vale from the north-west). Blackman homestead, Rosedale, was three kilometres away from Fernhill on the Gap Road and he and later his widow continued to live at Rosedale while the stone inn was leased as the Australian Inn until 1873. After a period under the control of the National Trust, Fernhill, its stone stables and other out-buildings are back in the ownership of the Merricks, the direct descendants of the Blackmans (**Figure 8-8**).



**Figure 8-8 Fernhill stables, South Bowenfels** Photograph by Ian Jack, 27 May 1997

### 8.1.3 Hartley Vale as a farming community

The first travellers over the Mountains reacted warmly to Hartley Vale, for its relative lushness after the rigours of the high plateau. It was 'the first green valley' (Field, 1978). Although better land was soon found to the west on the Bathurst Plains, in the 1820s and 1830s most of the area bounded by Hassans Walls to the north and the Darling Causeway to the east had been occupied by settlers in a mosaic of land grants. The properties varied in size, but most were over 100 acres (40 hectares) and the largest,

one of John Blackman's properties near Hassans Walls, was 453 acres (180 hectares).

Although the area was best suited to grazing, crops were grown from the outset. Pierce Collits, the earliest inhabitant, found it necessary to plant oats to supply fodder for the horses at his inn and maintained the crop until he left in 1838 (Paridaens, no date). The main water supply in the valley was supplied by the River Lett and Collits' original grant of 200 acres (80 hectares) had the river as its northern boundary.

Hartley Vale has retained its rural qualities, except at the extreme eastern end where the oil-shale works and company village permanently changed the character of settlement.

There are important physical remains of the early pastoral period. Collits' Inn itself survives with its outbuildings as they evolved over the nineteenth century. But all that remains of Blackman's Rosedale, built on his 1839 grant, is one ruined stone wall and rubble and on the hill above the ruins the private graveyard containing early graves of the Blackkman and Merrick families.

Along the Gap Road from Hassans Walls down to Hartley Vale village, there are a number of homesteads of varying age, but mostly early twentieth-century, on much older properties. From west to east, these are Southleigh, The Oaks, Vellacott Park, Hillview and, just east of Collits Inn, Wondalga.

### 8.1.4 Hartley Vale and the oil-shale industry

In the second half of the nineteenth century oil products became an indispensable part of life. In the Victorian period, paraffin or kerosene became essential for basic home requirements while waxes and lubricating oils were essential to steam engines used both on rails and in the factory. Oils from plants, such as olives and rapeseed, and animals, principally whales and seals, had long been known, but the large-scale exploitation of oil wells and oil-shale in the 1850s and 1860s transformed the oil industry and chemical manufacturing more generally (Jack, 1995).

The oil-shale deposits of Hartley Vale proved to be among the largest, richest and most consistent in New South Wales. The area had been known to be rich in oil-shale at least since the 1840s and a piece of the shiny black mineral had been exhibited at the Paris Exhibition in 1854. The New South Wales geologist W. B. Clarke had already examined the Hartley Vale outcrop in 1841 and he published a paper on it in 1861.

In 1865 at both Mount Kembla and at Hartley Vale several entrepreneurs sought to gain oil wealth. At Hartley Vale two companies were launched within months of each other in the second half of 1865, first the Hartley Kerosene Oil and Paraffine Co. Ltd, then the Western Kerosene Oil Co. The Hartley Kerosene Oil and Paraffine Co. Ltd made the initial running, establishing the Petrolea Vale retorts and refinery in the valley and marketing Star brand kerosene. By 1868 the company had sixty employees, mostly living in a sizeable private village and a new bench of retorts of a more advanced shape was installed.

Meanwhile the rival company, the Western Kerosene Oil Co., pursued an alternative strategy, opening up mines but building its retorts and refinery in Sydney, at Waterloo, in 1868.

Road transport on the untreated shale from Hartley Vale was impracticable in the 1860s, so, as soon as the western railway was built along the Darling Causeway, an industrial siding and spur line was constructed by the Western Kerosene Oil Co. running westwards across a kilometre of flat plateau to the top of an incline. This incline, built in 1870, remained in use throughout the life of the Hartley Vale plant. It is exceptionally steep, with grades of up to 1 in 2. The western end of the tramway, which was designed by Norman Selfe, a highly significant Australian engineer, still displays brick and stone foundations of coal bunkers, the winding engine house and boiler footings.

The Petrolea Vale retorts and refinery of the Hartley Kerosene Oil and Paraffine Co. Ltd closed down in 1870 and for some seven years no processing was done in Hartley Vale. Late in 1871 the two companies, under the leadership of T. S. Mort, merged to form the New South Wales Shale and Oil Co., dominated by directors of the Western Kerosene Oil Co. (Eardley and Stephens, 1974).

The oil refinery in Waterloo continued to process Hartley Vale shale. In 1877, however, new retorts were built in the valley to distil crude oil on the spot, as had been done from 1865 to 1870. Unlike the earlier practice, however, the crude oil was then sent to Waterloo for refining. An early form of oil tanker was produced to transport the crude. The incline and tramway were modified to cater for the new needs and locomotives were introduced progressively both on Hill Top and on the increasing number of rail-tracks connecting mines and plant in the valley below.

The amount of shale raised is reflected in the increasing number of retorts. Five had been built in 1877,

40 more horizontal retorts were brought from Waterloo in 1880 and, when retorting ceased entirely at Waterloo in 1883, there were over 70 retorts at Hartley Vale. In 1885-86 the decision was taken to move the refinery from Waterloo to Hartley Vale and by 1887 the new refinery, under the direction of one of the Fell family who dominated the Australian industry, was producing kerosene and heavy oils in the valley.

As this building called for a large supply of bricks, a brickworks flourished using clays from seams adjacent to the oil shale adits. In 1900, the bricks for the new oil works at Torbane were also made at Hartley Vale. But the Commonwealth Oil Corporation purchased the Hartley Vale operation in 1906 and soon started to develop a new oil-shale works at Newnes. When Newnes became operational, Hartley Vale was closed down in 1913.

The site of the 1880s refinery is on the opposite side of Hartley Vale Road (Bells Line) from the retorts and the incline. The line of tramway curving across the flat paddock to the refinery is still very clear. The surviving foundations of brick buildings on the refinery site represent the changes made after the Commonwealth Oil Corporation purchased the plant in 1906 and constructed substantial new buildings, including nine holding tanks on massive bases in 1908-10 (**Figure 8-9**).



**Figure 8-9 Aerial view of Hartley Vale oil-shale and part of the company village, c.1930s. The Comet Inn is the two-storey building in the centre. The refinery site is in the rear left, the retorts, ash-heap and incline are in the rear right.** Source: Department of Mineral Resources, photograph, Sydney 0609

Although very overgrown, there are meaningful remains of the retorts and other plant on the south side of the road. The horizontal retorts are the only ones known to survive in situ in the world, other than at Joadja.

The company village adjacent to the works provided accommodation for the workers. Until 1879, when the Comet Inn opened, the village lacked licensed premises. A slab school building had been opened in 1872 and was replaced on company land in 1878-79 by a brick schoolroom designed by Mansfield in 1894. Because of population pressures, a second classroom was added in 1882-83 and a third (the

surviving part) in 1894. Although much has disappeared, the grid plan of the company village is still clear enough and the manager's stone house and a rich variety of workers' housing, as well as the Comet Inn and part of the school, make Hartley Vale village a highly significant place.

### 8.1.5 Heritage sites within the nominated area

**Table 8-1** and **Table 8-2** provide a list of heritage sites within Blue Mountains and Lithgow local government areas, respectively, based on the Blue Mountains and Lithgow local environmental plans (LEP) and heritage studies. The list includes:

• Scheduled heritage items.
• Heritage conservation areas.
• Items on the State Heritage Register.
• Items listed on the Register of the National Estate.
• s170 items managed by statutory authorities.
• Potential archaeological relics as protected under s139 of the NSW Heritage Act 1977.



**Figure 8-10  Known non-Aboriginal heritage sites**  RTA

This lists in Tables 8-1 and 8-2 were produced based on a desktop review of the State Heritage Inventory, Council's LEP heritage schedules, relevant heritage information contained on council websites (Blue Mountains and Lithgow), the Australian Heritage Council website, the RTA s170 register on their website, discussion with the DECC manager of their s170 register and preliminary consultation with council planners to provide a bases for identification of heritage items and a review of statutory issues as well as the status of LEPs and schedules. Where locations of sites are known, they are shown on **Figure 8-10**. It is noted that the location for sites in the Lithgow area have some level of inaccuracy that will need to be checked.

| Item No | Item | Significance | LEP | SHR | S170 | Relic | NT | RNE |
|---------|------|--------------|-----|-----|------|-------|----|----|
| 435 | Karawatha House | Local | 1991 | | | ? | | |
| 436 | Exeter | Local | 1991 | | | ? | | Reg |
| 446 | Closeburn | Local | 1991 | | | ? | | |

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| 512 | Marcus Clark Cross (site) | Local | 1991 | | | ? | | Reg |
|---|---|---|---|---|---|---|---|---|
| 709 | The Grange | Local | 1991 | | | ? | yes | |
| 984 | Trig Station | Local | 2005 | | | ? | | |
| 985 | St Peters Church Of England | Local | 2005 | | | ? | | |
| 986 | Gatekeeper's Cottage | Local | 2005 | | | ? | yes | |
| 987 | Public School | Local | 2005 | | | ? | yes | |
| 988 | Victoria & Albert Guesthouse | Local | 2005 | | | ? | yes | |
| 989 | Semi-Detached cottages/Larsden cottages | Local | 2005 | | | ? | yes | |
| 990 | House/Marie P | Local | 2005 | | | ? | | |
| 991 | Bay Tree Tea Shop | Local | 2005 | | | ? | yes | |
| 992 | Station Master's Cottage (site) | Local | 2005 | | | yes | | |
| 993 | Railway Barracks/Mount Victoria Railway Rest House | Local | 2005 | | | ? | | |
| 994 | House | Local | 2005 | | | ? | | |
| 995 | The Maples' | Local | 2005 | | | ? | | |
| 996 | Selsdon | Local | 2005 | | | ? | | |
| 997 | High Lodge | Local | 2005 | | | ? | | |
| 998 | House | Local | 2005 | | | ? | | |
| 999 | House | Local | 2005 | | | ? | | |
| 1000 | Victorian cottage | Local | 2005 | | | ? | | |
| 1001 | House/'Marthaville' | Local | 2005 | | | ? | | |
| 1002 | Public Hall/Mount Victoria 'Flicks' | Local | 2005 | | | ? | | |
| 1003 | Fermoy | Local | 2005 | | | ? | | |
| 1004 | House | Local | 2005 | | | ? | | |
| 1077 | Police Station & Lock Up | Local | 2005 | | | ? | | |
| 1078 | Pressed Metal Cottage | Local | 2005 | | | ? | | |
| 1079 | The Manor House/Coopers Grand Hotel | Local | 2005 | | | ? | | |
| 1080 | Pump Cottage | Local | 2005 | | | ? | | |
| 1081 | Weatherboard House & Garden | Local | 2005 | | | ? | | |
| 1082 | House/'Rossmoyne' (Sunny View) | Local | 2005 | | | ? | | |
| 1083 | Post War Fibro Duplex | Local | 2005 | | | ? | | |
| 1084 | Brick House | Local | 2005 | | | ? | | |
| 1085 | Late Federation Weatherboard Cottage | Local | 2005 | | | ? | | |
| 1086 | Brighthelm | Local | 2005 | | | ? | | |
| 1087 | Post War Fibro Cottage | Local | 2005 | | | ? | | |
| 1088 | Stratford | Local | 2005 | | | ? | | |
| 1089 | Federation Weatherboard Cottage | Local | 2005 | | | ? | | |
| 1090 | Federation Weatherboard Cottage | Local | 2005 | | | ? | | |
| 1091 | Weatherboard Cottage | Local | 2005 | | | ? | | |
| 1092 | Weatherboard Cottage | Local | 2005 | | | ? | | |
| 1093 | Acorn | Local | 2005 | | | ? | | |
| 1094 | Sunnihi | Local | 2005 | | | ? | | |
| 1095 | The Village Green | Local | 2005 | | | ? | | |
| 1096 | Imperial Hotel | Local | 2005 | | | ? | | Reg |

| 1097 | Post Office / Stable | Local | 2005 | | | ? | yes | Reg |
|------|----------------------|-------|------|---|---|---|-----|-----|
| 1098 | Weatherboard Shop | Local | 2005 | | | ? | | |
| 1099 | Weatherboard Cottage | Local | 2005 | | | ? | | |
| 1100 | Cafe & Weatherboard Cottage | Local | 2005 | | | ? | | |
| 1101 | Mount Victoria Gallery | Local | 2005 | | | ? | | |
| 1102 | Shop/ /Blackheath Antiques & Books | Local | 2005 | | | ? | | |
| 1103 | The Foyle, Lough Swilly, Bank House | Local | 2005 | | | ? | yes | |
| 1104 | The Gallery | Local | 2005 | | | ? | | |
| 1105 | Shops | Local | 2005 | | | ? | | |
| 1106 | Federation Cottage Group | Local | 2005 | | | ? | | |
| 1107 | Memorial Park Structures | Local | 2005 | | | ? | | |
| 1108 | Wilson Memorial Gates | Local | 2005 | | | ? | | |
| 1159 | Concrete Steps | Local | 2005 | | | ? | | |
| 1175 | Mount Victoria Memorial Park | Local | 2005 | | | ? | | |
| 1176 | Weatherboard Cottage | Local | 2005 | | | ? | | |
| 1227 | Cherished Belongings | Local | 2005 | | | ? | | |
| 1228 | Post War Brick Shop Building | Local | 2005 | | | ? | | |
| | Railway Station Group | State | 1991 | 1203 | SRA | ? | yes | |
| 439 | Mitchell's Ridge Monument | Local | 1991 | | | ? | yes | Ind |
| 506 | Berghofers Pass | State | 1991 | 980 | DECC | yes | | Ind |
| 507 | Barden Lookout | Local | 1991 | | | ? | | |
| 508 | Eddy Rock Lookout | Local | 1991 | | | ? | | |
| 509 | Cox's Pass | State | 1991 | 980 | DECC | yes | | Ind |
| 510 | Lawson's Long Alley | State | 1991 | 980 | DECC | yes | | |
| 511 | Lockyer's Pass | State | 1991 | 980 | DECC | yes | yes | |
| 513 | Commemorative Pavilion | Local | 1991 | | | ? | | |
| 514 | The Obelisk | Local | 1991 | | | ? | yes | Ind |
| 515 | Watsford Memorial | Local | 1991 | | | ? | | |
| 516 | Blaxland Wentworth Lawson Memorial | Local | 1991 | | | ? | | |
| 517 | Rustic Arch, Chair & Timber Seat | Local | 1991 | | | ? | | |
| 468 | Track Fairy Bower & Old Railway Track | State | 1991 | yes | DECC | ? | | |
| 433 | Soldiers Pinch | ? | 1991 | ? | | ? | | |
| 427 | Pulpit Rock | ? | 1991 | yes | ? | ? | | |
| 428 | Engineers Cascade | State | 1991 | 980 | DECC | ? | | |
| 429 | Bushrangers Cave | ? | 1991 | ? | ? | ? | | |
| 441 | Little Zig Zag | State | 1991 | 980 | DECC | yes | | |
| 469 | Track Engineer's Cascade & Henry Lawson Walk | State | 1991 | 980 | DECC | ? | | |
| | Fairy Bower to Cox's Cave | State | | 980 | DECC | yes | | |
| | Track from Little Zig Zag to Pulpit Rock | State | | 980 | DECC | yes | | |
| | Track from Little Zig Zag to Ross Cave | State | | 980 | DECC | yes | | |
| | Mount Piddington to Witches' Glen | State | | 980 | DECC | yes | | |
| | Mount Piddington to Ferris Cave | State | | 980 | DECC | yes | | |
| | Toll House to Fariy Bower | State | | 980 | DECC | yes | | |
| | Fariy Bower to Kanimbla Valley | State | | 980 | DECC | yes | | |
| | Dunn's Leap | State | | 980 | DECC | yes | | |

| | Track to Hornes Point | State | | 980 | DECC | yes | | |
| | Pulpit Rock to Wilsons Glen | State | | 980 | DECC | yes | | |

**Table 8-1 List of known heritage items within the nominated area within Blue Mountains local government area**

Abbreviations used in Table: LEP Blue Mountains Local Environmental Plan HCA Heritage Conservation Area NSWSHI Listed on the New South Wales State Heritage Inventory  SHR Listed on the State Heritage Register

| Mapping/ SHI NO | ITEM NAME | Significance | LEP | SHR | S170 | Relic | NT | RNE |
|---|---|---|---|---|---|---|---|---|
| 1960030 | Hill Top Tramway above Hartley Vale | State | - | ? | DECC | yes | yes | |
| 1960031 | Hartley Vale Incline | State | - | ? | DECC | yes | | |
| 1960032 | Lockyers Pass | Local | 1994 | | DECC | yes | yes | |
| 1960033 | Hartley Vale Shale Mining & Works Remains (Group) | State | 1994 | | | yes | yes | |
| 1960034 | Collits/Mount York Burial ground | State | 1994 | | | yes | yes | Reg |
| 1960035 | Victoria Stockade Site | State | - | | | yes | | |
| 1960036 | Hartley General Cemetery | State | 1994 | | | yes | yes | |
| 1960038 | Eliza Rodd grave | State | 1994 | | | yes | yes | |
| 1960039 | Glenroy | State | - | | | yes | | |
| 1960040 | Hassans Walls Stockade and Barracks | State | - | | | yes | | |
| | Moyne Farm | State | | | | | | |
| 1960136 | Southleigh | Local | - | | | ? | | |
| 1960137 | The Oak | Local | - | | | ? | | |
| 1960138 | Timber slab cottage 'Crazy Cottage' | State | 1994 | | | ? | yes ? | |
| 1960139 | Hartley Public School | Local | - | | | ? | | |
| 1960140 | Lyndoch Orchard | State | - | | | ? | | |
| 1960141 | Meads Farm | State | 1994 | | | ? | yes | Reg |
| 1960143 | Ambermere | State | 1994 | | | ? | yes | |
| 1960144 | Billesdene Grange | State | - | | | ? | yes | |
| 1960144 | | | | | | ? | | |
| 1960145 | Rosedale (Victoria Inn) | State | 1994 | | | ? | yes | Reg |
| 1960146 | Nioka (Victoria Hotel) | State | - | | | ? | | |
| 1960147 | Log Cabin Farmhouse Village Shop | Local | - | | | ? | | |
| 1960149 | Harp of Erin (Williams Store) | State | 1994 | - | | ? | yes | Reg |
| | Hartley Historic Site (general area) | State | | 992 | NPW | ? | yes | |
| 1960150 | St John the Evangelist's Anglican Church | State | 1994 | 992 | | ? | yes | Reg |
| 1960151 | Royal Hotel | Local | 1994 | 992 | NPW | ? | yes | yes |
| 1960152 | Bungarribee | Local | - | ? | | ? | | |
| 1960153 | Old Trahlee | State | - | 992 | | ? | | |
| 1960154 | Post Office | State | - | 992 | | ? | | |
| 1960155 | St Bernard Catholic | State | ? | 992 | | ? | yes | Reg |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Presbytery | | | | | | | |
| 1960156 | St Bernard Roman Catholic Church | State | 1994 | 992 | | ? | yes | Reg |
| 1960157 | Hartley Court House | State | 1994 | 992 | NPW | ? | yes | Reg |
| 1960158 | Corney's Garage (Hartley Garage) | Local | - | 992 | | ? | | |
| 1960159 | Cottage (Corneys) | Local | - | 992 | | ? | | |
| 1960160 | Bonnie Blink | State | - | ? | | ? | | |
| 1960161 | Fernhill (Aust Arms Hotel) | State | 1994 | 225 | | ? | yes | Reg |
| 1960162 | Emoh+stone culvert (Emu Store/Corderoy's Store) | State | 1994 | | | yes | yes | |
| 1960163 | Umera (Bowenfels Inn, Tricks House) | State | 1994 | | | ? | yes | |
| 1960164 | Ben Avon (former Royal Hotel) | State | 1994 | | | ? | yes | Reg |
| 1960165 | National School Group | State | 1994 | 761 | | ? | yes | |
| 1960166 | Co-operative Slaughter yards | Local | - | | | ? | | |
| 1960167 | Somerset House | State | 1994 | | | ? | yes | Reg |
| 1960168 | Parsonage Farm | Local | - | | | ? | | |
| 1960169 | Presbyterian Church Bowenfels | State | 1994 | | | ? | yes | Reg |
| 1960170 | Cottage and outbuildings | Local | - | | | ? | | |
| 1960171 | Caldwells House | Local | - | | | ? | | |
| 1960797 | Rosedale | Local | - | | | ? | | |
| 1960800 | Ivy Cottage | Local | - | | | ? | yes | |
| 1960819 | Farmers Inn | Local | - | | | ? | yes | |
| 1960820 | Shamrock Inn | Local | - | 992 | | ? | yes | |
| | House | ? | - | | | ? | | |
| | McKanes Bridge (RTA) | ? | | | | ? | | |
| 1960375 | Six Foot Track (A182) | State | 1994 | 992 | | yes | | |
| | Lawson Long Alley (no inv sheet created) | State | | 992 | DECC | yes | | |
| | Berghofers Pass (no inv sheet created) | State | | 992 | DECC | yes | | |
| 1960373 | Mount Victoria Pass Complex (A183) | State | 1994 | ? | DECC | yes | yes | |
| | Mount York Road Complex | State | | yes | DECC | yes | | |
| 1960792 | Bowens Creek Bridge Abutments | State | - | | | yes | | |
| | The Greater Blue Mountains Area | | | | | ? | | |
| **Conservation Area** | | | | | | | | |
| CA1 | Hartley Valley Landscape Conservation Area | | | | | | yes | |

**Table 8-2 List of known heritage items within the nominated area within Lithgow local government area**

### 8.2 Indigenous heritage

A search of the DECC's Aboriginal Heritage Information System (AHIMS) has indicated that there are seven known sites within the nomination area and five just outside the western boundary of the

nomination area. Details of these sites are provided in **Table 8.3.** These sites were recorded in three separate surveys and are detailed below.

| AHIMS No. | Location | Environmental context | Description |
|---|---|---|---|
| 45-4-0114 | "The Oak" on Blackmans Creek, near Browns Gap Road | Overlooking Blackmans Creek | Open artefact scatter consisting of more than 100 flakes made from predominantly chert with some quartz |
| 45-4-0115 | "The Oak" on Blackmans Creek, near Browns Gap Road | Overlooking Blackmans Creek | Open artefact scatter of approximately 30 chert and quartz flakes |
| 45-4-0116 | Hyde Park | On southern bank of River Lett | Open artefact scatter "area extensively covered with chert and quartz flakes" |
| 45-4-0117 | Hartley | Overlooking River Lett | Open artefact scatter containing 1015 chert and quartz flakes |
| 45-4-0128* | Junction Rock | 10m above Govett Creek | Small open artefact scatter |
| 45-4-0900* | "Karingal" | On a spur overlooking Yorkeys Creek | Open artefact scatter containing "flakes, flaked pieces, cores, blades and debitage" |
| 45-4-0901* | "Karingal" | Edge of spur overlooking Cox's River | Open artefact scatter containing 10 artefacts of "flaked pieces, core, a blade and debitage" |
| 45-4-0935 | Rear of Hartley Courthouse | | Isolated find |
| 45-4-0989 | Hyde Park | Located at the head of an open valley with easy access to the plateau, overlooking River Lett | Open artefact scatter containing 154 artefacts |
| 45-4-0990 | Hyde Park | Site recording form unavailable | Open artefact scatter – female site |
| 45-4-0992 | McKanes Falls Bridge on Cox's River | On bank of Cox's River | Open artefact scatter containing approximately 6 artefacts |
| 45-4-0993* | Lett River, Jenolan Caves Road | Site recording form unavailable | Open artefact scatter |

**Table 8-3 Known Aboriginal heritage sites within or adjacent to the study area**

**NB:** It is not possible to provide a significance assessment for each site as all sites contain high social significance because all of the sites are of significance to Aboriginal people and all of the sites contain scientific significance.

By email dated 21 October 2008 to the RTA, DECC have advised that there are no Declared Aboriginal Place(s) within the nomination area.

Four disturbed open artefact scatters (AHIM 45-4-114, 45-4-0115, 45-4-116 and 45-4-0117) were recorded by Aden Ridgeway in 1982. He was then employed by the NPWS and undertook a survey of Hartley Valley to assist in the development of the Hartley Plan of Management. Two of these sites were overlooking Blackmans Creek and two were overlooking River Lett. As can be seen from **Table 4-5**, these sites are fairly large. Their location and size conforms to McIntyre & Hagland's (1990) predictive model that large sites would exist above major creek lines. He also referred (Ridgeway 1982:7) to a granite tor recorded by Surveyor Liddell within Hartley Valley which had an Aboriginal name of "Key-Y-Ahn". Ridgeway (1982:7) stated "I suspect very much so, that this rock was significant to the Aborigines of the Hartley Valley". He further stated (Ridgeway 1982:10) "The archaeological survey itself, represents only a portion of what really exists in the Hartley Valley and all that is left to say is, that it is rich in Aboriginal culture".

In 1993 Mills & Wilkinson surveyed an area at Hartley in respect of a proposed rhyolite quarry. They

recorded two open artefact scatters (AHIM 45-4-900 & 45-4-901) and three isolated finds for which site recording forms were not located. They also identified an area of "potential archaeological deposit" on a knoll adjacent to site 45-4-900. Site 45-4-900 contained an "open scatter of flakes, flaked pieces, cores, blades and debitage" and was located "on a spur overlooking Yorkeys Creek". Site 45-4-901 was described as "an open scatter of flaked pieces, core, a blade and debitage" located on the edge of a spur overlooking the Cox's River. Again, this site location conforms to McIntyre (1990) & Haglund's (1990) predictive model. Consents to Destroy were issued for Sites 45-4-900 and 901 to allow the rhyolite quarry to proceed.

In February 2008, Hyde Park Reserve was surveyed by Tessa Boer-Mah of AMBS for Lithgow City Council in respect of rehabilitation of Hyde Park Reserve, Hartley. The survey was undertaken in association with Robert Clegg of the Wiradjuri Council of Elders. A total of 154 stone artefacts were recorded in Hyde Park Reserve (AHIMS 45-4-0989). The artefacts were recorded in a disturbed context and it was suggested that it was likely that sub-surface deposits existed (AMBS 2008:11). Hyde Park Reserve overlooks the River Lett which joins the Cox's River approximately 4 kilometres south west of Hyde Park Reserve. In addition, a women's site which includes an artefact scatter (AHIMS 45-4-0990) is located within Hyde Park Reserve. Hyde Park Reserve and its immediate environs appear to be a major site complex of immense cultural significance. It contains a large artefact scatter and a women's site. Hyde Park Reserve's location at the head of an open valley with easy access to the plateau conforms to the model of site occupation as developed by McIntyre (1990) & Haglund (1990).

Five other sites have been located either by bushwalkers or NPWS staff. They are AHIMS 45-4-128, 45-4-0935, 45-4-0092 and 45-4-0093. Each of these sites contains small artefact scatters and appears to be located on elevated positions above River Lett, Cox's River and Govett Creek. Again these sites conform to the model of occupation posited by McIntyre (1990) & Haglund (1990).

Burials have been recorded at Hassan's Walls which is approximately 6 kilometres north-west of Hartley. Historian William Foster recorded the following in 1932 (Foster 1932:242):

> "Leaving the road at the gateway of Drew's orchard, a rustic pathway leads us to the rear of the apple orchard where stands the most historic cemetery of the district. Nine headstones in excellent state of preservation will be seen, but old inhabitants declare that they originally numbered twenty. Behind the graves is the old burial ground of a tribe who lived in the Valley. Mr James Field gave me interesting information concerning this historic ground. As a young boy, he witnessed the burial of a member of the tribe. After the body had been placed into the ground in the manner usual to Aboriginal burial, the trees were marked for some distance around in order to indicate to all that here was hallowed ground."

The above site is not recorded on DECC's AHIMS. However, it has been recorded as part of the Lithgow Heritage Study and has been given a study number of A024 and a SHI No. of 1960043. The Lithgow Heritage Inventory form has named the site the "Hassans Walls Aboriginal Burial Place". The inventory form states that "none of the carved trees survives". The cemetery is located at 3029 Great Western Highway, Bowenfels (SHI 1960043). Bowenfels was previously known as Hassan's Wall in recognition of the nearby landscape feature. The owners of the property at 3029 Great Western Highway, Bowenfels have advised (email dated 23 October 2008) that they are aware of the location of the site and that the last carved tree was removed some time ago. According to Downes (nd:7), the cemetery overlooks a creek at the bottom of the property.

### 8.2.1. Predictive Model

The background environmental and archaeological data as detailed above allow a predictive model to be developed for the nomination area which indicates that different landscape units were utilised for different activities. Whilst known data for the nomination area is incomplete due to limited previous archaeological investigation in the region, it could be extrapolated from the available information that the following landscape units are culturally sensitive:

- The head of open valleys where east access to the plateau was available and where upland swamp resources were concentrated might contain major site complexes.
- The areas above major creek lines and around swamps may contain large sites.
- The areas above with tributaries may contain small sites.
- Elevated positions above creeks and swampy area may contain small, sparse artefact scatters.

They may also contain axe grinding grooves.
- Rock art sites and rock shelters which may contain evidence of occupation may be located within sandstone escarpments.
- Scarred trees may be located in areas of old growth forest in association with open artefact scatters.

In addition, Aboriginal people traditionally used ridgelines, creek lines and valley corridors for travel and sites will often be located in such areas.

**Figure 8-11** provides a map of the predictive model, highlighting areas of potential archaeological significance. It is important to note that there is potential for Aboriginal heritage sites to be located outside the identified areas of potential archaeological significance. Further investigation is required to determine the presence of Aboriginal heritage sites within the nomination area.
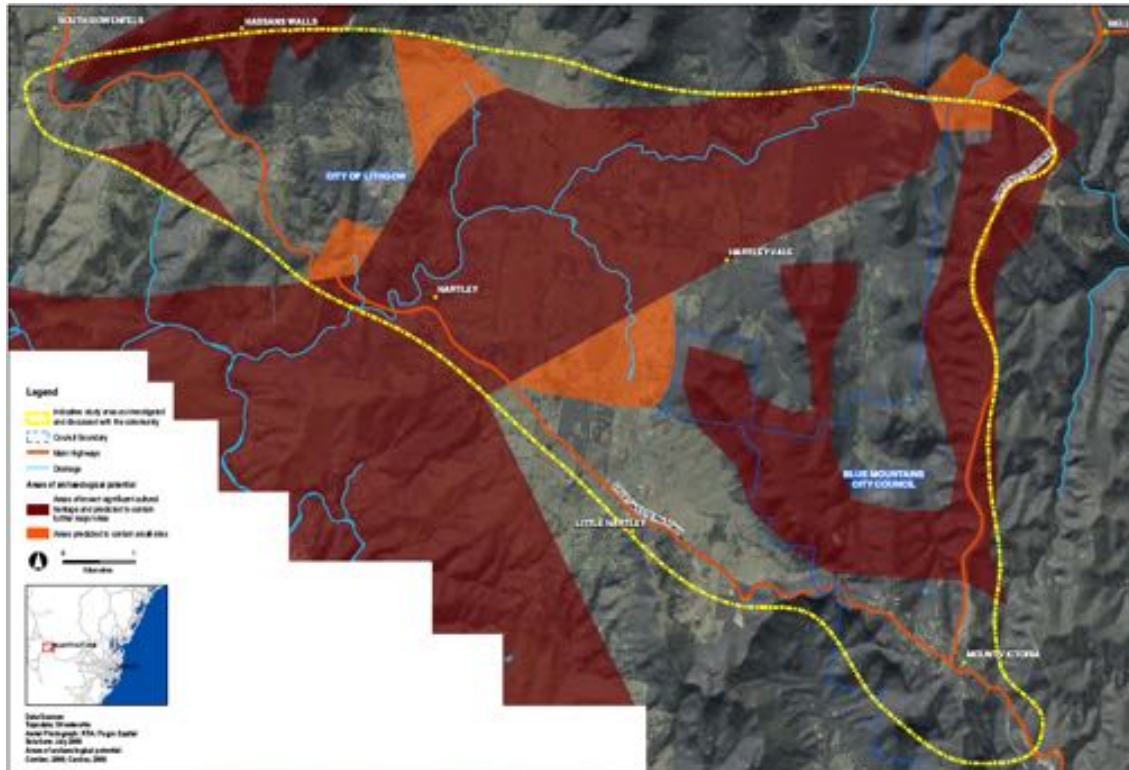


**Figure 8-11  Areas of archaeological potential**  RTA

### Q9. What other places have similar characteristics? How do these places compare with the place you are nominating?

Many successful National Heritage Place Nominations have covered areas of land of greater size however few have had the number of individual owners as this nomination. The  Glen Rowan precinct the Kingston and  Arthurs Vale and Lord Howe Island nominations were seen as possibly having some similarity n terms of number of owners of the nominated place.

### Q10. What other information is available on the place?

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**Q11. Are there sensitive issues associated with the place?**

No

**Q12a. Do the values reflect a National Heritage Theme announced by the Minister?**

## Your details

*Your details are needed in case we require more information on the nominated place. Your identity is protected under the Federal* Privacy Act 1988 *and will not be divulged without your consent or as allowed for under that Act.*

| | | |
|---|---|---|
| Title: Mr | First name: Ramsay | Family name: Moodie |

Are you nominating a place on behalf of an organisation? NO

If you answered no, please complete the address details below, if yes, please name the organisation and your position in it and then complete the address details for the organisation below: N/A

Organisation: N/A                                  Position: N/A

Address:28 Pentecost Ave
St Ives

State:NSW          Postcode:2075

Telephone:02 9983 0134          Fax: N/A          Email: ramsay.moodie@bigpond.com

The principal nominator declares an interest in a heritage property within the area of the Hartley Valley National Heritage Place nomination that comprises an historic timber homestead building a substantial stone barn and two early settler house sites.

List of those nominating the Hartley Valley for inclusion in the National Heritage List

Mr Ramsay Moodie (primary contact)
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Mr John James OAM
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Ms Joan Kent
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Mr Dennis Plink
'Palmers Gully', Fields Road, Hartley Vale NSW 2790

Mr Greg Noble
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Mr Col Macdonald
Collit's Inn, Hartley Vale NSW 2790

Ms Lynda Lovegrove
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Mr Jeremy Dawkins
'The Valley', Hartley Vale Road, Hartley Vale NSW 2790


**Miscellaneous Photographs**

| | | |
|---|---|---|
| Photo 1 | Ambermere | 1846 |
| Photo 2 | Meades Farm | 1860 |
| Photo 3 | Bungarribee | 1859 |
| Photo 4 | Catholic cemetry | 1840s |
| Photo 5 | Early homestead  site beneath Mt York | |
| Photo 6 | Hartley Court House | 1837 |
| Photo 7 | Crazy Cottage | c Victorian |
| Photo 8 | Farmers Inn | 1840s |
| Photo 9 | Fernhill | 1858 |
| Photo 10 | Harp of Erin | 1832 |
| Photo 11 | Hartley Historic village | 1837-60 |
| Photo 12 | Ivy Cottage | 1850s |
| Photo 13 | Shamrock Inn | 1841-56 |
| Photo 14 | Hyde Park                                 reserved | 1881 |
| Photo 15 | Billesdene Grange | 1831 |
| Photo 16 | Old Trahlee | 1840 |
| Photo 17 | Royal Hotel | 1849 |
| Photo 18 | Rosedale | 1839 |
| Photo 19 | Original Butta house ruins | c victorian |
| Photo 20 | Southleigh farmhouse and barn | 1903 |
| Photo 21 | St Bernards Catholic church and presbytery | 1842 |
| Photo 22 | St Johns Anglican church | 1859 |
| Photo 23 | Comet Inn | 1879 |
| Photo 24 | Nthn escarpment from Mt York | |
| Photo 25 | Collitts Inn  from Mt york | 1823 |
| Photo 26 | Mary Collits' Grave | 1841 |
| Photo 27 | Industrial artefact | c1870s |