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HISTORICAL RELICS ON  
THE GREAT WESTERN  
ROAD

BY FRANK WALKER.



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### **Excursion to Linden and Woodford, May 20, 1916.**

Excursionists will proceed by 8.27 a.m. train to Woodford, Saturday, May 20th. Second class return tickets, 4/5

Intending visitors are asked to notify the Secretary of their intention to take part in the Excursion **not later than Saturday, May 13**, so that one, or more, compartments may be reserved in the train (see attached slip).

It is requested that each visitor will bring refreshment for one person, with drinking vessel. Lunch at "Bull's Camp" 1 p.m.

#### **Objects of interest to be inspected at Linden and Woodford.**

(Leave train at Linden.)

1. Site of Cox's bridge on old line of road, near Linden Station.
2. Grave of Constable Donaghue, shot by bushranger King.
3. Remains of old Bathurst Road, near Linden Station.
4. King's cave, used by bushranger King and others.
5. "Caley's Repulse" Memorial.
6. Dark cell, near main road.
7. Sections of Cox's road, Sydney to Bathurst, constructed in 1814.
8. "Bull's Camp." Formerly occupied by road gangs. The convicts were guarded by a squad of the 80th Regiment, under Captain Bull.
9. Dark cell and "Flogging stone."
10. Woodford House. Formerly in use as headquarters of the military. Afterwards a noted hotel, known as "Bus's Inn."
11. Site of Convict Stockade, near Woodford House.
12. Site of building where the Transit of Venus, was observed in the Seventies.
13. Return from Woodford Station, 5.13 p.m.

NOTE.—Arrangements will be made for a thorough inspection of Woodford House. The area to be covered by walking will not exceed 5 miles.

1916

*To the Hon. Secretary,  
Australian Historical Society,  
Education Department, Sydney.*

*Dear Sir,*

*Please enrol my name as an intending excursionist for the outing on Saturday, May 30, 1916,*

*Name* .....

*Address* .....



William Welch Esq. J.R.G.S.  
Attn J. McKee's Compt.

May. 19. 16.

NOTES ON THE  
HISTORICAL RELICS  
ON THE  
GREAT WESTERN ROAD  
(LINDEN- WOODFORD)

Compiled and arranged by

FRANK WALKER

(Past.Pres.Australian Historical Society)

MAY.1916



NOTES ON THE

HISTORICAL RELICS

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GREAT WESTERN ROAD

(LINDEN - WOODFORD)

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(Past Pres. Australian Historical Society)

MAY, 1918



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"The First Bridge erected West of Emu Plains. Sept. 12. 1814"

Extracts from William Cox's Journal

Notes

The bridge was commenced on August 29.

This rocky bluff is situated on the south side of the line between Linden station, but is considerably reduced in bulk by reason of the material of which it is composed being used for the railway embankment.

September 12:- "No person on sick list. Continued with 10 men to get on at the bridge and pass until Thursday, when it was completed all but the hand-rails and battening the planks. .... The bridge we have completed is 80 feet long, 15 feet wide at one end, and 12 feet at the other; 38 feet of it is planked, the remainder filled up with stones. The face from the bluff end of the rock was about 20 feet before we began the work. At the left there is a side wall cut from the solid rock. At the right, where the ground is lower, we have put up a rough stone wall about 100 feet long, which makes the pass to the bridge quite a lane. It is steep from the top of the mountain quite to the lower end of the bridge, a distance altogether, of about 400 feet. The bridge and pass have cost me the labour of 12 men for three weeks. .... It is now complete-a strong solid bridge, and will, I have no doubt, be reckoned a good-looking one by travellers that pass through the mountains"

It is a singular circumstance that in all subsequent road making in this locality, there is no mention of this bridge. The Railway Departmental records fail to speak of it, yet it must have been destroyed just prior to the construction of the embankment, which passes through the centre of the old bridge. F.W.

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September 3:- "Augmented the men at work on the pass at the bridge to 10, both yesterday and to-day. The road finished to Caley's heap of stones, 17 $\frac{1}{2}$  miles" (x)

(x) Note:- The site of this memorial lies about one-third of a mile from the "bridge", showing that portions of the road gang were busy with the making of the road whilst others were engaged on the bridge. On September 13, another 3 $\frac{1}{2}$  miles of road were completed, the bridge being finished 12, (making, in all, 21 miles of road completed from the Ford at Emu Plains). F.W.

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"The first bridge erected west of San Francisco, 1812"

Excerpt from William Cox's Journal

September 12:--"No person on either side. Considered with 10 men to get on at the bridge and pass until Thursday, when it was completed all but the parapets and battering the planks. The bridge we have completed is 80 feet long, 15 feet wide at one end, and 12 feet at the other; 38 feet of it is planked, the remainder filled up with stones. The face from the bluff end of the rock was about 80 feet before we began the work. At the left there is a steep rise from the solid rock. At the right, where the ground is lower, we have put up a rough stone wall about 100 feet long, which makes the pass to the bridge quite a lane. It is steep from the top of the mountain quite to the lower end of the bridge, a distance of about 400 feet. The bridge and pass have cost me the labor of 12 men for three weeks. It is now complete—a strong solid bridge, and will, I have no doubt, be used as a good-looking one by travellers that pass through the mountains"

September 13:--"Augmented the men at work on the road at the bridge to 10, both yesterday and today. The road finished to Calaveras heap of stones, 1 1/2 miles" (1)

(x) Note:--the site of this memorial lies about one-third of a mile from the "bridge", showing that portions of the road were busy with the making of the road while others were engaged on the bridge. On September 13, another 31 miles of road were completed, the bridge being finished 12 (looking in all, 81 miles of road completed from the fort at San Francisco). F.W.

Note  
The bridge was commenced on August 29. This rocky bluff is situated on the south side of the line between your district station, but is considerably retrenched in bulk by reason of the material of which it is composed being used for the railway embankment.

It is a singular circumstance that in all subsequent road making in this locality, there is no mention of this bridge. The Railway Departmental records fail to speak of it, yet it must have been destroyed just prior to the construction of the embankment, which passes through the centre of the old bridge. F.W.



Extract from

(The Official History of the First Crossing of the Blue  
Mountains Centenary Celebrations, 1913.-F. Walker)

"Caley's Repulse"

The first mention of "Caley's Repulse" is found in Blaxland's Journal in the following terms:- ".....at a little distance from the spot at which they began the ascent"(of the second ridge)"they found a pyramidal heap of stones, the work, evidently of some Europeans".

The next reference to the cairn is contained in Cox's Journal, where under date, Sept. 3 (1814), he says:- "..... the road finished to Caley's heap of stones, 17 $\frac{1}{2}$  miles".

In the following year Governor Macquarie and party ~~in~~ drove over the newly constructed road, and on Thursday, April 27, (1815), Major Antill records in his Diary of the trip, =..... about five miles further on, making eighteen in all=(from Emu Ford) "we came to a very extensive prospect from a lofty spot where we found a heap of stones ..... to which the Governor gave the name of "Caley's Repulse".

Lawson's Journal, also contains this reference "..... ascended a high mountain west a  $\frac{1}{4}$ , north-west a  $\frac{1}{4}$ ..... From the mountain we had a beautiful view of the whole settlement..... here we found a large heap of stones".

In a General Order, under date, June 10, 1815, Governor Macquarie speaks of the position of the cairn in the following terms:- ".....it is close to the line of road on the top of a rugged and abrupt ascent".

The old N.S. Wales Calendars are all unanimous in referring to the cairn as "Caley's Repulse", one edition, published in 1834, adding, that it was "well known in the history of the road

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Table of distances at which the cairn is set down, measuring from Emu Ford, with the authority for each:-

Blaxland's Journal	...	...	18 $\frac{3}{4}$ miles
Cox's Journal	....	...	17 $\frac{3}{4}$ "
Major Antill's Journal	.	...	18 "
N.S. Wales Calendars	...	...	15 $\frac{1}{2}$ "

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The cairn was re-discovered, or rather its remains, for only the lower tier of stones was in position-on September 6, 1912, by a party of members of the Australian Historical Society, and is situated almost in a direct line, and about thirty or forty yards approximately, north of the present 50th mile-post on the Great Western Road. Allowing 34 miles as the distance from Sydney to the Nepean River, this gives an approximation of 16 miles from the banks of that stream to the vicinity of the cairn.

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Extract from

(The Official History of the First Crossing of the River)

Mountain Cemetery Celebrations, 1913 - E. Walker

"Calley's Refuge"

The first mention of "Calley's Refuge" is found in Bix's Journal in the following terms: "..... a little distance from the spot at which they began the ascent" (of the second ridge) "they found a pyramidal heap of stones, the work, evidently of some Europeans".

The next reference to the cairn is contained in Cox's Journal, where under date, Sept. 3, 1814, he says: "..... the road finished to Calley's heap of stones, 17 1/2 miles".

In the following year Governor Macdougall and party in 1815, Major Antill records in his diary of the trip, "..... drove over the newly constructed road, and on Thursday, April 27, about five miles further on, making eighteen in all (from Fort) "we came to a very extensive prospect from a lofty spot where we found a heap of stones ..... to which the Governor gave the name of "Calley's Refuge".

Lawson's Journal, also contains this reference: "..... ascended a high mountain west of north-west a ..... from the mountain we had a beautiful view of the whole settlement ..... before we found a large heap of stones".

In a General Order, under date, June 10, 1815, Governor Macdougall speaks of the position of the cairn in the following terms: "..... it is close to the line of road on the top of a rugged and abrupt ascent".

The old N.S. Wales Calendar are all unanimous in referring to the cairn as "Calley's Refuge", one edition, published in 1834, adding, that it was "well known in the history of the road".

Table of distances at which the cairn is set down,

measured from Fort, with the authority for each:-

Bixland's Journal	18 1/2 miles
Cox's Journal	17 1/2
Major Antill's Journal	18
N.S. Wales Calendar	18 1/2

The cairn was re-discovered, or rather its remains, for only the lower tier of stones was in position on September 8, 1813, by a party of members of the Australian Historical Society, and is situated almost in a direct line, and about thirty or forty yards approximately north of the present 50th mile-post on the Great Eastern Road. Allowing 3 1/2 miles as the distance from Sydney to the Nepean River, this gives an approximation of 16 miles from the banks of that stream to the vicinity of the cairn.



"Bull's Camp".near Woodford

During the construction of the present Western Road in the thirties, camps were formed by the soldiery in charge of the convicts engaged in forming the road.

"Captain Bull's Camp" is that cleared space of ground on the right of the railway line, proceeding westward, about midway between Linden and Woodford, close to the 51st mile-post on the road. The remains of the buildings formerly in existence have now disappeared, but were quite visible a few years ago. The clump of aloes marks the spot where the Commandant's residence stood.

About seventy or a hundred yards due west from the dam in the centre of the cleared space, is a "dark Cell", excavated in the rock, and some few yards north of this is a flat slab of stone deeply scored with parallel lines. This is known as the "Flogging-Stone", and the grooves were designed to prevent the executioner's feet from slipping, when administering punishment.

On the high ground, on the opposite side of the line, and facing the camp, Captain Bull's "arm-chair", and "bath", cut out of the solid rock formerly existed, but both these interesting objects were destroyed when the railway deviations were made.

The camp was in use for about two years (1834-5), and as the road progressed, it was abandoned for a spot about eighty yards beyond Woodford House, on the high ground to the right of the road. One or two graves of soldiers belonging to "Bull's Camp" exist in the scrub to the north of the settlement, but they are difficult to locate at the present day.

Captain Bull was a strict disciplinarian, and was attached to the 80th Regiment. He took a prominent part, under Major (afterwards Sir Thomas) Mitchell, in the construction of the present road.

About 200 yards along the road, going west from the camp, on the right hand side, is a solid stretch of masonry, constructed by the convicts as a buttress to the road.

The curve in the road to the left, just before reaching the above spot, was the scene of many "Sticking-up" cases, in the Forties and Fifties. Here the coaches were bailed up by bush-rangers, heavy logs being placed across the road in a position where they would be hidden from sight around the bend.

The original Bathurst Road, constructed by William Cox, in the year 1814, may still be traced for some miles on the high ground, to the south of Bull's Camp. This was in use for many years after the present road was completed for driving cattle over at night.

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"Bull's Camp", near Woodford

During the construction of the present Western Road in the thirties, camps were formed by the soldiers in charge of the convicts engaged in forming the road. "Captain Bull's Camp" is that cleared space of ground on the right of the railway line, proceeding westward, about midway between Linton and Woodford, close to the slate mill-pond on the road. The remains of the buildings formerly in existence have now disappeared, but were quite visible a few years ago. The camp of slaves marks the spot where the Government's resistance stood.

About seventy or a hundred yards the west from the dam in the centre of the cleared space, is a "dark Cell", excavated in the rock, and some few yards south of this is a flat area of stone heavily scored with parallel lines. This is known as the "Killing Stone", and the grooves were formed to prevent the executioner's feet from slipping, when standing on the line.

On the high ground, on the opposite side of the line, and facing the camp, Captain Bull's "arm-chair", and "bench", out of the solid rock formerly existed, but both these interesting objects were destroyed when the railway deviations were made. The camp was in use for about two years (1834-5), and as the road progressed, it was abandoned for a spot about eighty yards beyond Woodford House, on the high ground to the right of the road. One or two graves of soldiers belonging to "Bull's" camp exist in the scrub to the north of the settlement, but they are difficult to locate at the present day.

Captain Bull was a strict disciplinarian, and was attached to the 60th Regiment. He took a prominent part, under Major (afterwards Sir Thomas) Mitchell, in the construction of the present road.

About 200 yards along the road, going west from the camp, on the right hand side, is a solid stretch of masonry, constructed by the convicts as a barrier to the road. The curve in the road to the left, just before reaching the above spot, was the scene of many "sticking-up" cases, in the forties and fifties. Here the coaches were halted up by banditti, heavy loads being placed across the road in a position where they would be killed from right about the bend. The original Western Road, constructed by William Cox in the year 1814, may still be traced for some miles on the high ground to the south of Bull's Camp. This was in use for many years after the present road was completed for driving cattle over it.



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Woodford House. Blue Mountains

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Woodford House was erected in the early twenties, and in its original state became the residence of the commanding officer in charge of the road gangs. It is substantially built, the walls in places being over two feet in thickness, and an extensive paved courtyard, containing a deep well, and flanked by outbuildings occupies a space at the rear. The long row of lofty pine trees forming one boundary of the orchard, show conclusively by their height, the comparative length of time that has elapsed since they were planted, and they are no doubt contemporary with the erection of the building.

After its abandonment by the military, the old house was turned into an hotel, under the name of the "King's Arms", and was kept by a man named Buss, the locality being known as Buss's. In the late fifties when the Western Road was a scene of great activity, and bore endless processions of vehicles and wayfarers, en route to the Turon and other Gold Fields, the old hostelry was filled with eager and excited crowds, and business was decidedly brisk. This was the only place, other than those of official distinction, where the Gold Escort halted on its journey to Sydney.

The late Alfred Fairfax bought the property from Buss's widow in the early seventies, and converted it into a private residence. He appears to have given the house the name of "Woodford". The property subsequently passed through several hands, amongsts the Mr Hague Smith, who added another storey, and put the building practically in its present condition. For many years it was used as an accomodation house, and was once the property of Lord Roseberry.

It is now in occupation by a Mr M'nanemy, and is used as a scholastic institute for boys, under the name of "Woodford Academy".

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"Donoghue's Grave." Linden

Donoghue is the name of a police officer who was shot by King, the bushranger, near the present site of Linden station, and buried on the place where he fell. When the railway line was under construction, the grave was on the exact line of survey, so the stone was removed and placed at the foot of the embankment on the north side, where it may now be seen. The remains were left in the grave, and the embankment was constructed directly over them.

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"King's Cave"

This is a natural cavern some distance north-west of Linden station, overlooking a deep valley. It was used by the notorious bushranger, King, as a place of refuge, and was so well concealed that he was able to slip into it by a path known only to himself, and lie hidden until the pursuit was abandoned. A path from the main road was formed some years ago and present access to the cave offers no difficulty.

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(Note)- Properly speaking, there were no police in these days, the force specially charged with the suppression of convict and bushranger outrages being drawn from the military regiments stationed in Sydney, and was first established in Governor Brisbane's time, 1825. At the time of its establishment it consisted of 2 officers and 13 troopers only, but in 1839 it had grown to a strength of 9 officers, 1 sergeant-major, 156 non-commissioned officers and men, with 136 horses, 20 of the troopers being footmen. F.W.

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"Donoghue's Grave" - Limerick

Donoghue is the name of a police officer who was shot by King, the postmaster, near the present site of Limerick station, and buried on the place where he fell. When the railway line was under construction, the grave was on the exact line of survey, so the stone was removed and placed at the foot of the embankment on the north side, where it may now be seen. The remains were left in the grave, and the embankment was constructed directly over them.

"King's Cave"

This is a natural cavern some distance north-west of Limerick station, overlooking a deep valley. It was used by the notorious postmaster, King, as a place of refuge, and was as well concealed that he was able to slip into it by a path known only to himself, and his hidden ally, the postman. A path from the main road was formed some years ago and present access to the cave offers no difficulty.

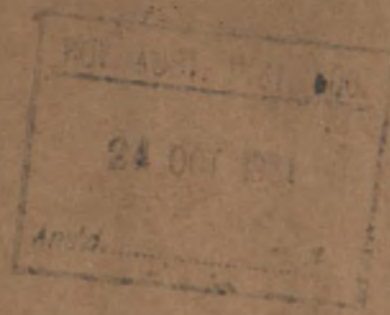
(Note) - Properly speaking, there were no police in these days. The force specially charged with the suppression of convict and postmaster charges being drawn from the military regiments stationed in Sydney, and was first established in Governor Brisbane's time, 1825. At the time of its establishment it consisted of 2 officers and 15 troopers only, but in 1832 it had grown to a strength of 3 officers, 1 sergeant-major, 156 non-commissioned officers and men, with 136 horses, 32 of the troopers being footmen. F.F.







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Donated by

M<sup>rs</sup> Houlstone

Date 22/10/61