



Kurrajong – Comleroy Historical Society Newsletter

The Kurrajong – Comleroy Historical Society is dedicated to researching, recording, preserving and promoting the growth of interest in the history of the Kurrajong district, the area west of the Hawkesbury River bounded by Bilpin and the Grose and Colo rivers

THIS ISSUE

3 Willow Glen & Westbury

Kath Dunston recounts some of her memories of the times she and her husband Joe spent on their two farming properties

4 Norman Wizard Smith

Born in North Richmond, Norman Leslie Smith became a national hero setting many world & Australasian land speed records. His achievements brought him little financial reward and since his death they have virtually been forgotten

6 Major floods nothing new

Articles from 1890 & 1905 showing that major floods, such as the recent ones in Queensland, have always been happening and always will. The 1890 articles also cover the death by drowning of local resident William Dunstan

7 Billy's steam truck & horse

Photos from the archives feature early & late examples of the transport Billy Hart used to get produce from the local area to markets

8 Dates for your diary

Final reminders for: **Mon 16 May** trip to Land & Property Management Authority at Bathurst; **Mon 23 May** general meeting; **Mon 6 June** trip to Blaxland Ridge Community Centre & Windsor Museum; **Mon 27 June** trip to Zig Zag Railway Lithgow

New Members

The Society would like to welcome the following new members

BRIAN FALLON
JENNIFER FALLON

March Hawkesbury field trip

VALERIE HOLLAND



Kurrajong railway goods shed constructed 1926

Photo: Les & Anne Dollin

On the morning of 7 March the Society held a field trip in the Hawkesbury. Members began the day by visiting the recently reopened Australiana Pioneer Village at Wilberforce. The site is on the banks of the Hawkesbury River and was part of a grant to William Mackay in 1797. A later record has some of the land owned by Joshua Rose, whose descendants manage *Rose Cottage*, built c.1811 and still standing just outside the village precinct.

The layout of the village is reflective of a streetscape from the Hawkesbury style of that era. It was established by Dugal (Bill) McLachlan and is an open air museum comprising eighteen cottages and other buildings. Most of the buildings are from the 1800s and come from a number of sites in the Hawkesbury, including the former Kurrajong railway goods shed, constructed in 1926, and the Quilty Barn in 1970.

The buildings of particular interest to our members were the *Black Horse Inn* stables which once stood on the corner of Bosworth and Windsor Streets, Richmond; St Matthews Church of England, Upper Macdonald; the Lolly Shop, *Perry House* and the Kurrajong railway goods shed.

We were met by Lesley George, president of the Friends of Australiana Pioneer Village, and our tour commenced at the impressive Salter barn constructed on this site between 1860-90. We then passed various animal enclosures and came to the Quilty barn, constructed for the Quilty race.

We were fortunate to see workmen constructing temporary buildings in preparation for a Channel 7 action series, 'Wild Boys' which will be set in the 1850s, and staff from Flair magazine preparing for a photographic fashion shoot at another section of the village.

A very enjoyable Devonshire tea was provided by the Friend's volunteers who were dressed in colonial attire. On the completion of our tour we thanked them and Lesley George for affording us such an enjoyable morning and congratulated them for their efforts in preserving the village for the benefit of the community.

The afternoon brought us to the former Hawkesbury Agricultural College at Richmond, the first established in NSW, 1891 where we were met by Jim Wilson, a former

Continued page 2

Continued from front page

dairy tutor, for a tour of their buildings. We commenced the tour at agricultural trial plots in Vine Street and a number of buildings which were being refurbished to accommodate visiting researchers.

Buildings were mostly of brick or timber construction. Key buildings were the administration block, memorial hall, Yarramundi House, the former principal's residence, staff quarters, stable square, and the archives and museum in the former dairy. The museum contains many interesting exhibits of medals, books, memorabilia including uniforms and caps, the college seal, bee products, a cheese vat and milk separator. The college once produced and sold many products including milk, cheese, ice cream and honey to assist with self-sufficiency.

Afternoon tea was spent with Professor Burgin who had facilitated our visit. All those present thanked her for her assistance. Later, wandering back to Londonderry road with Jim, we paused to thank and present him with a gift for sharing his time and memories with us.



Photo: Frank Holland

L-R: Stable of the Blackhorse Inn, The Damper Camp & St Phillip Church of England

President's Corner

We are entering a very active part of the year. Many of us are now looking forward to the trip to Bathurst, Les and Anne Dollin's presentation on Matthew Everingham's explorations, a trip to the Zig Zag Railway and Steve Rawling's talk at our annual dinner. Please check the Dates for Your Diary column on the back page for full details.

Andy Macqueen's talk in March was well received at our last general meeting.

Some preliminary discussions have been held with John Bryant of Hawkesbury Community Radio, 89.9FM for a series of historically based interviews with various members of the Society speaking on topics that interest them. This seems to be an effective way in which we can communicate with a wider audience. Once settled we will let you know the outcome and any proposed timing and dates of broadcasts.

I wonder if you have experienced the phenomenon of how quickly time seems to be passing faster each year. It only seems like yesterday that *The Millstone* was reporting the outcome of the elections at our September 2010 annual general meeting and now I need to let you know that a nomination form for the elections to be held in September 2011 will be included in the next issue of the newsletter. The names of nominees will be printed in the September/October issue which will be in your hands early September and prior to our annual general meeting.

The next few months are the time to consider who you would like to approach to help with the management of the Society in 2011/12. It is best that nominations are not left to the last minute so thinking caps on. Why not stand yourself?

Valerie and I will not be seeking re-election to the committee. The time has come where we will shortly need to make some lifestyle decisions that will require a good deal of our time and we will not be in a position to give the Society the attention that it deserves. I will talk more about our time in the roles of secretary and president in later issues for there are many people we would like to acknowledge for the help they have given us and for their contributions to the success of the Society.

The roles we have held can be busy but they also carry many rewards, not the least of which is becoming better acquainted with so many good people of the Kurrajong district.

Kurrajong – Comleroy Historical Society Incorporated

PO Box 174 Kurmond NSW 2757

www.kurrajonghistory.org.au

COMMITTEE

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Farming at Willow Glen & Westbury

KATH DUNSTON

Our family's farm, Willow Glen, was so named as a small creek ran from the south boundary to Wheeny Creek with willow trees growing in abundance on both sides of the creek.

Joe, my future husband, had a dairy farm on the property and the milk he produced was sent by truck to Windsor. He joined the war effort and was posted to New Guinea for some years. I knew Joe's brother well and it was through him that I started correspondence with Joe. On Joe's return to Willow Glen we met and married twelve months later.

The worst job on the farm I can recall was the clearing of the fireweed, the property had an infestation of it. Joe and I would pull it out manually, a real back-breaking effort, bag it, take it home and burn it. The following day we would return and continue the effort and notice what was not long ago cleared was now nearly as bad as before; very frustrating.

Joe grew corn and saccaline which when harvested was brought to a large shed near the dairy. There were two deep pits inside the shed and the corn and saccaline were put there after passing through a chaff cutter. Our family's and some of the neighbour's children would get into the pits and run around the chaff. This was not just for fun as it had the added benefit of trampling out the air.

Joe's mother passed away in 1958 and Joe inherited *Westbury*. In due course we moved back there.

We shot and trapped many rabbits for consumption as well as sale of their skins. After drying the skins on wire frames we took them to a factory in Windsor. We stripped bark from the black wattle trees which was taken to a tannery, also in Windsor.

Joe passed away in 1986 and as *Westbury* was too big and falling into disrepair I sold it. It has since been beautifully restored.



Photo courtesy: Kath Dunston

Members of the Dunston family outside *Westbury* c.1947

L-R: Kath & Joe Dunston, Billy, Edward, Sylvia & Rachel Sorby & Elizabeth.



From the Editor

Family history is one of the cornerstones of any historical society and it pleases me that my brother's interest in our family's roots has been reawakened. My mother has a bookshelf full of folders, clippings and notes relating to all the branches of our family tree and Greg is slowly compiling them into the new programme he now uses. It was during this that he picked up a reference to an obscure relative, Norman Leslie Smith, which he passed on to me, and resulted in me doing some research on the Internet. The information I managed to find I thought should be brought to a wider audience and this led to me writing the article which appears on pages four and five. I'm hoping Greg uncovers a few other obscure bits and pieces as the time I spent searching for information on Norman was most rewarding.

It is with regret that I read of Frank and Valerie's decision not to stand for president and secretary at the forthcoming annual general meeting. Over the time I have been editor their input in the production of the newsletter has helped me greatly in ensuring the content was relevant, accurate and allowed those members not able to participate in the many activities of the Society to be kept informed of each excursion or important meeting.

As I live in Lithgow the bulk of correspondence between myself, Frank and Valerie has been via email. I hope their successors have a reliable Internet service provider and I am confident that I will be able to form a similar relationship with whoever takes over the reins.

notpuc@bigpond.com



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NORMAN 'WIZARD' SMITH

1890 – 1958

CHRIS UPTON

My brother has a keen interest in our family's history. His research often uncovers some skeletons in the closet but also gems of obscure snippets concerning distant relatives. A recent find was a reference to one of our distant relatives, a second cousin three times removed, named Norman Leslie Smith. Norman was better known as Norman 'Wizard' Smith and he set many Australasian and world land speed records during the 1930s.

Norman Leslie Smith was born on 13 July 1890 in North Richmond, NSW. He was the ninth child of William Smith and Cecilia née Kennedy. William was a labourer, later a carpenter and the family was brought up on a property at Richmond. He married Harriett Ann Russ on 15 April 1911 in Sydney.

His first job on entering the workforce was as an apprentice mechanic at a motor car importer, I. Phizackerley. After being discharged from the Australian Imperial Force in June 1917 he was a salesman for Queensland Motor Agency, then around 1920 joined the firm Dalgety & Co., Sydney. He was appointed the motoring editor of the *Sunday Times* and *The Referee* in 1924. In 1936 he joined Stack & Co. motor dealers and remained with them until 1957 when he retired. During 1933 he was also an inspector employed by Independent Oil Industries Ltd.

During his time at Dalgety & Co. he decided to promote the cars they sold, Hudson and Essex, by entering rallies and races. In 1922 he won all the New South Wales' major trials and a Victorian alpine event. These successes earned him his nickname 'Wizard'. The following year he set inter-city speed records between Brisbane, Sydney, Melbourne, Adelaide, Hobart and Launceston in Australia, and Auckland and Wellington in New Zealand.

In following years he set many records, such as when in 1936 he drove around Australia in forty-five days. This attempt at the record also served the purpose of surveying a route around the continent for a reliability trial to be held in 1938 in conjunction with Australia's one hundred and fiftieth anniversary. When taken into account that sixteen days were spent in social calls and stops in capital cities, outback towns and stations, time spent on the road was just twenty-nine days.

One of the records he set in 1928 had a very local flavour. On Monday, June 11 1928 he drove up Bulli Pass and Bellbird Hill, in a showroom standard car, a Studebaker Commander,

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COURTEOUS GESTURE.

British Government.

TO AUSTRALIAN MOTORIST.

LONDON, June 4.

In the House of Commons to-day Mr. Montague, replying to a question, said the Government had agreed to loan a 1200 h.p. engine, the property of the Air Ministry, to an Australian private motorist who proposed to attack the world's speed record. The loan was subject to the payment of freight, insurance and reconditioning.

The racing engine is a Napier Lyon, manufactured in 1929 for the Schneider trophy. It was fitted to a Gloster seaplane, but did not participate in the Schneider Cup race. It is similar to the type which won the Schneider Cup in 1927.

The motorist concerned is Mr. Norman "Wizard" Smith, of Sydney.

Morning Bulletin (Rockhampton)
Friday, 6 June 1930

in top gear. This was a first for Kurrajong. As reported in The Advertiser (Adelaide), 25 January 1930: *To prove the excellence of this Studebaker model, Kurrajong was attempted under very severe circumstances; an official observer was carried, but the Studebaker was equal to the task, and went over in top without a murmur. The magnificence of its performance may be gauged by the fact that this is the first time a stock car has ever officially carried a passenger over Kurrajong in top gear. Incidentally this is the same car which holds all the Australian records for speed and endurance for 24 hours.*

Norman's goal was to set the world land speed record. He approached the engineer Donald Harkness to design and build a car powered by a Rolls Royce V12 aero engine bought from air force surplus for £40 and based on a Cadillac chassis. This car had its shortcomings and the hope of naming it *Anzac* was squashed by political red tape. Norman wrote to the federal Attorney General asking for permission to use the name *Anzac*, in part saying, "There is no doubt that this car is a national asset to Australia. It is in my mind a very fine advertisement." Unfortunately the federal government of the day thought otherwise, advising him, "No person shall, without the authority of the Governor General use the word *Anzac* in connection with any trade, business, calling or profession."

The most well-known car that Norman set records in was the *Fred H Stewart Enterprise* named in honour of its gaurantor. It was 7.9m in length, 1m in height and weighed 2.7 tonnes. It was powered by a Napier seaplane engine on loan from the British Government.

Norman and Donald had disagreements during the construction of the car and Donald's illness in this period added to the delays in its completion. Norman made major alterations to the radiators and cooling system of the car in New Zealand in December 1931 and this resulted in a very public falling out between them.

Prior to this attempt at the world speed record at Ninety Mile Beach, New Zealand, in November 1931, it was reported in the Cairns Post: *The Enterprise is now complete, and its construction and appearance are a credit to Australian workmanship and its designer, Mr. Don Harkness. Mr. Smith and his colleagues have carefully considered every detail in an endeavour to eliminate as far as is*



Norman and Enterprise surrounded by well-wishers prior to his successful attempt at the world land speed record, Aug 1931 Ninety Mile Beach NZ

humanly possible any question of unnecessary hazard, and those who have inspected the car and studied the details of organisation are optimistic that Wizard Smith will add this crowning achievement to his already brilliant list of records. Also: The car has been designed and constructed in Australia from Australian and British products and is fitted with one of the famous super-charged Napier Schneider Cup engines of secret design on loan from the British Government.

During his 1930 trip to New Zealand, in which he hoped to set another record, he was charged by police for having driven at an excessive speed at Huntly in 1924 when he set the record for the quickest time between Wellington and Auckland. The authorities felt they were justified in laying the charge as Norman would have reached considerable speed. His counsel argued that there had been many opportunities over the past six years to lay a charge; he remained in New Zealand for a month after the offence and had spent seven weeks there in 1927. The magistrate dismissed the charge but on the basis that there had been no identification of the driver submitted. He also stated that the charge was justified.

On 26 January 1932 Norman set a world speed record of 264 k.p.h. His attempt in May of the same year failed due to mechanical problems and unfavourable winds.

The Australian publication *Smiths Weekly* published an article in which they labelled Norman a coward. On his return to Sydney he commenced legal proceedings against them and on 19 May 1932 he served a writ alleging libel claiming £20,000



Norman 'Wizard' Smith at his attempt at the world land speed record Ninety Mile Beach, New Zealand

damages. It was a protracted legal battle with Norman winning the first round; he was awarded £1,000 damages. *Smiths Weekly* appealed the judgement but on 22 December the solicitor for the newspaper abandoned the appeal and both parties agreed to a settlement.

Although he was awarded damages Norman's public standing remained low and with insufficient funds he abandoned plans for further challenges to the world land speed record.

While employed with Independent Oil Industries Norman was involved with investigations into fuel substitution by service stations on behalf of the Purr Pull company. During the course of his investigations an attempt was made on his life. At the time a Royal Commission was being held into various aspects of the petrol industry and this attempt on his life became public.

While hiding in a room above a certain service station Norman observed the Purr Pull pumps being filled by a tanker from another firm, the Live Wire Company. He also overheard the driver of the tanker say that he was determined to 'get' Norman and Mitchell, another investigator. As the tanker left the service station Norman quickly followed but lost sight of it on busy Parramatta Road. Shortly after he noticed in his rear vision mirror that the tanker was bearing down on him and just as he thought he was about to be run off the road he managed to turn down a side street. The tanker soon caught up again and made many attempts at ramming his car. Luckily the car Norman was in had superior speed to the tanker and he was able to get away. After this incidence he applied for and was granted a gun licence.

Milton Orr, manager of the Live Wire Company, had stood trial on a charge of trying to destroy the Purr Pull depot. A bomb had been thrown at the tanks in the depot but did no damage. He was acquitted of the charge.

Norman died in Kogarah, NSW on 1 October 1958, his wife Harriet in Marrickville NSW on 10 March 1964, and their daughter Iris in Gympie NSW on 27 January 1973.

References

- E D Daw, *Australian Dictionary of Biography*
Melbourne University Press, 1988 p. 658
- The Advertiser (Adelaide)*
- Barrier Miner (Broken Hill)*
- Cairns Post*
- The Mercury (Hobart)*
- Morning Bulletin (Rockhampton)*
- Northern Territory Times*

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A SAD FATALITY.

On Wednesday afternoon a sad incident happened on South Creek, by which William Dunstan, aged 20, son of our much-respected townsman, Mr. Alderman R. W. Dunstan, lost his life. In company with William Armour, he went out in a flat-bottomed dingy on the creek. Prior to leaving the shore, both occupants of the boat removed their boots, and prepared for the wet weather which prevailed. They rowed across to where Mr. J. M. McQuade's lucerne paddock is on, the other side of South Creek, and here the boat commenced to fill. Armour divested himself of his clothing. The boat sank, and both were struggling in the water. Armour struck out towards another craft he saw a little way off, calling out to his companion "Keep up a little while longer, Bill, - here comes a boat." All at once a cry was heard, and Senior-Sergeant Fitzpatrick, who was on the Windsor side of the creek, states that he saw two hands in the air, which finally disappeared. Armour was picked up in an exhausted condition by the crew of the boat which had been seen in the distance, and he was landed in a few moments. A relief boat went out, but no signs of the body of the unfortunate young man could anywhere be seen. In a few moments several hundreds of people were in the vicinity of the South Creek bridge. Careful search was made throughout the early part of the evening, but as darkness came on the searchers had to desist. On Thursday the search was continued, but without success. The deepest sympathy is expressed everywhere for Mr. R. W. Dunstan, whose eldest son the deceased was. Mr. Dunstan himself was out in the boat earlier in the day, and it is said to have capsized, but only in consequence of it having on board a heavy load of pumpkins. Great difficulty was experienced on Thursday morning in getting a boat to go out in search of the body of the drowned man, and when at last Constable Egginton and Mr. Rosa seized on a brigade boat, which was not in use, for the purpose, an endeavour was made to prevent them from taking it. Even the knowledge of the purpose for which it was required was not sufficient to satisfy those who objected, and as a natural result a little disagreement occurred, which will be ventilated in the Courthouse very shortly.

Truly in this case the assertion that

Man's inhumanity to man

Makes countless thousands mourn,

was fully exemplified, and the father of the unfortunate young man who was drowned plainly spoke his mind to one of the two persons who objected to the boat being taken. Seeing the way in which this brigade has been mismanaged during this flood – that people who are not competent have been appointed captains and sub-captains, and that men who don't know a rudder from a pair of sculls have endangered the lives of boats crews by their bad steering – seeing this, we say that at an early meeting of the members of the Brigade all the useless and unornamental captains and deputy captains should be called out. It is but just to say that Messrs J. T. Gosper, and E. Cupitt, knew their business and did their work well.

The Windsor & Richmond Gazette
Saturday, 15 March 1890

FLOOD ON THE HAWKESBURY.

FLOODS.

(Contributed by J. T. M. Pitt, Sunnyside.)

PARTICULARS of floods which attained a height of over 40 feet above the ordinary summer level of the Hawkesbury River at North Richmond (about three miles below the junction of the Nepean and Grose rivers).

The figures given represent the heights of the floods as measured "above bridge deck level," which datum stands about 12½ feet above the ordinary summer level of the river. By adding this 12½ feet to the heights recorded "above bridge," some idea of the magnitude of these floods may be realized.

| Year | Month. | Bridge submerged. | Aproximate Height above Summer Level. |
|------|-------------|-------------------|---------------------------------------|
| 1864 | (June) | 38½ feet. | 51 feet. |
| 1867 | (June) | 52 feet. | 64½ feet. |
| 1870 | (April) | 40 feet. | 52½ feet. |
| 1873 | (February) | 35 feet. | 47½ feet. |
| 1875 | (June) | 31½ feet. | 44 feet. |
| 1879 | (September) | 33 feet. | 45½ feet. |
| 1890 | (March) | 31 feet. | 43½ feet. |
| 1900 | (July) | 35½ feet. | 48 feet. |
| 1904 | (July) | 30¾ feet. | 43¾ feet. |

The floods referred to covered in every instance practically all the rich fertile flats known as the Richmond Lowlands, and in some instances were most disastrous.

Hawkesbury - Shoalhaven Calendar Directory Guide & Historical Record
1905

THE HAWKESBURY FLOOD.

RECOVERY OF DUNSTAN'S BODY.

WINDSOR, SATURDAY.

The river is receding fast, and the weather continues fine. The body of the young man Dunstan was found to-day by a townsman named Henry Hough, who was dragging the same boat from which Dunstan was drowned on Wednesday evening. An inquest was held this afternoon. Deceased will be accorded a military funeral, having been a volunteer. Much satisfaction is felt at the recovery of the body.

The Sydney Morning Herald
Monday, 17 March 1890

DEATHS.

DUNSTAN.—March 12, accidentally drowned at Windsor. William C. Dunstan, aged 21 years 9 months.

The Sydney Morning Herald
Thursday, 27 March 1890

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 From
THE ARCHIVES

Billy Hart's load of wattle bark



Photo courtesy: Theima Groch

W E (Billy) Hart at Kurrajong atop a load of wattle bark ready for transport to the local tannery. The date the photograph was taken is unknown.

Hart carriers' steam truck



Photo courtesy: Joy Shepherd

Prior to the construction of the Richmond to Kurrajong rail line the local area's produce was transported to the markets by W E Hart carriers, Kurrajong. Pictured is either Billy Hart or Darcy Mason at the wheel of Billy's Foden steam truck, circa 1917. The cases of fruit are from Wilson Brothers and the bags on top contain peas.

Wilberforce Common.

A MEETING of the Commoners will be held at Cobcroft's Hotel, Wilberforce, on **WEDNESDAY**, 10th day of January, 1877, at 4 p.m., for **PRODUCTION OF ACCOUNTS**, in accordance with 9th Section of the Commons Regulation Act.

For Trustees,
STEPHEN J. DUNSTAN,
Pro the Trustees.

Australian - Windsor, Richmond & Hawkesbury Advertiser
30 December 1876

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DATES FOR YOUR DIARY

Monday, 16 May

Meet at the millstones in Kurrajong Village, 7.30 a.m. for a trip to the Land & Property Management Authority, 346 Panorama Avenue, Bathurst. They have allowed a one-off tour of their archival, printing, satellite and infrared imaging departments and the Geographical Names Board.

A Peppercorn bus will be hired. All available places have been filled but there is a waiting list available. Cost will be about \$22 for those using the bus and \$15 for those who opt to use their own transport. Morning tea and a light lunch included in cost.

There will be a limit of twenty participants so if you would like to attend please contact Valerie Holland on 4573 2226

Monday, 23 May

General meeting will be held at North Richmond Community Centre commencing 7.30 p.m. Guest speakers will be Graham & Carol Edds, heritage architects, and their presentation will cover their research into old barns of the district. A gold coin for supper will be appreciated.

Monday, 6 June

Morning tea at Blaxland Ridge Community Centre, 227 Blaxland Ridge Road, Kurrajong, commencing 9.30 a.m. Les & Anne Dollin will share a presentation of their research on colonial explorer Matthew Everingham

followed by a short tour. Following lunch at Windsor at own cost we will meet at Windsor Museum for a tour of the exhibits.

Cost for the presentation and morning tea \$10, the museum visit a gold coin donation. For information and bookings contact Valerie Holland on 4573 2226

Monday, 27 June

A day at the Zig Zag Railway, commencing 10.15 a.m. at Clarence station. David & Jenny Griffiths will be our driver, guard and guide and give historical commentary for the rail motor journey. There will be a photo stop at the magnificent sandstone viaducts at Top Points signal box and a tour of the workshop and depot at Bottom Points where toilets are available. We then return to Top Points to view the scene of the 1901 runaway train and expect to return to Clarence at 12.45 p.m.

After the tour those wishing to view Hassans Walls lookout and the Blast Furnace Park may meet at the Workmen's Club for lunch at own cost.

Bookings are essential, cost \$24 per person. Contact Valerie Holland by 30 May on 4573 2226

Thursday, 28 July

Mid year dinner at Panthers Club North Richmond. Guest speaker will be Steve Rawling AM. Cost \$30 pp.

Contact Valerie Holland 4573 2226

THE NATIONAL TRUST
of AUSTRALIA



Old Great North Road walk Sunday, 15 May

THE HAWKESBURY BRANCH of the National Trust is organising a group to explore the Devine's Hill & Shepherd's Gully sections of the road.

After meeting at Wiseman's Ferry the group will wander up the Devine's Hill section of the road, roughly 2kms, with spectacular stone buttresses, examining all points of convict & engineering interest on the way. We will return via either the same route or the less well - constructed but botanically interesting Shepherd's Gully track, which joins Settlers Road, linking Wiseman's Ferry and St Albans, at historic Primrose Hill House. Parties can then reunite to visit the old cemetery a few kilometres further along the road towards St Albans.

Transport will be self-drive and some car sharing will be necessary to have transport available at the end of the walk. Bring own lunch.

Cost per person is \$20 and bookings can be made by posting a cheque made out to 'National Trust Hawkesbury branch' with a stamped self-addressed envelope to:

The Secretary
NT Hawkesbury Branch
PO Box 737
Richmond 2753

Further enquiries contact
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- Parramatta Regional Awards for Business Excellence in Sales & Marketing Customer Service, Chairman's Choice Contributing to the Environment 2005 '06 '07 & '08
- Western Sydney Industry Awards Excellence 2002 '03 '04 '05 '06 '07 & 08
- Hotel Motel & Accommodation Association Best Short Break Accommodation in NSW 2003



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