

THE MILLSTONE

KURRAJONG ~ COMLERoy HISTORICAL SOCIETY

The Society is dedicated to researching, recording, preserving and promoting the history of the district. Covering the area west of the Hawkesbury River - North Richmond, Kurrajong, Berambing, Bilpin, Grose Vale, Bowen Mountain, Colo, Wilberforce, Ebenezer, Glossodia, Tennyson, Freemans Reach.

THE RICHMOND BRIDGE STORY Part 2 by Deborah Hallam

As stated in Part 1 of the story in the March/April 2022 newsletter, the original Richmond Bridge was built by a private entity *The Richmond Bridge Company*. In 1876 this bridge was purchased by the Government for £7000.

Flood data is not readily available for the first few years of Government ownership, although it was recorded as covered to a height of 32 ½ ft in 1879, this being one of the few floods of any magnitude between 1875 and 1889 during which time periods of drought interspersed regular rainfall years. A short severe drought was noted in 1882-83 followed in 1888 by the lowest rainfall year on record at the time, giving rise to the severe *Centennial Drought*. This gave rise to a growing demand for a more reliable water supply for Richmond and surrounding areas, replacing private wells and Pughs Lagoon, surrounded as it was by a cemetery, a Chinaman's garden, a slaughterhouse and a pig run.

As a result a water supply for Richmond was constructed with water pumped from the river at a high point and delivered to Richmond via pipes running along Grose Vale Road and under Richmond Bridge.

FLOODS & IMPROVEMENTS A substantial flood in May 1889 resulted in an inspection by the Government Engineer for Bridges in 1890 who reported: *The piles of the substructure were found to be sound and in good order*. The bridge itself was repaired with the laying of a new hardwood deck and a *new collapsible railing of a more modern type* added at a cost of £1500. This work was not completed for 18 months during which time the bridge remained in use and was regularly

flooded, resulting in the loss of a number of animals washed off the bridge while the rails were down. Luckily there were no recorded human fatalities. Further work included the asphaltting of the deck and improvement of the access by shaving six feet off the North Richmond Hill.

THREE EXCURSIONS OVER THE BRIDGE *On Easter Sunday an excursion trip was made in Mr D Mayne's steam launch "Colonel" to Richmond Bridge, by a party of 10, starting from Windsor at 11, the boat steamed along until Richmond Bridge being reached a little after 2. The boat was taken over the structure, there being eight feet of water above it. It was intended to disembark at North Richmond, but whilst an attempt was being made to bring the boat to shore, a quantity of Willow debris became entangled about her propeller, and it was some time before she could be got into travelling trim again. The idea then had to be abandoned, so a start was made for home which was reached at 5.30. The trip was a most enjoyable one throughout. It may be remarked the "Colonel" is the first steam-boat to ever cross the Richmond Bridge. (W&R Gaz. 31/3/1894)*

PICNIC trip Conversely in 1896/7 the river was so silted, including as far as the Grose, that it was possible to cross in barely ankle-deep water, a situation remedied by a huge late 1897 flood. *A picnic party, consisting of local gentlemen, started for a trip up the Grose on Sunday last, and on reaching Richmond Bridge they found they had to carry the boat from there up to the mouth of the river, which was not altogether a pleasant task. And then to fall overboard shortly after one's arrival, as one of the party did – well that was awful. (W&R Gaz 9/1/1897)*

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NOTE: K-CHS General Meeting & Excursion
Glenhuntly 11am 23rd May 2022



The 1860 to 1904 Richmond Bridge crossing over the Hawkesbury River. The Woolpac Inn can be seen on the rise to the left along Bells Line of Road in what was then known as the Village of Enfield, later changed to North Richmond in the late 1800s.

President's Report

We held our March General Meeting and managed to trigger another rain event that led to a flood! :-) Our planned guest speaker was unavailable so we resorted to some fun historical trivia. We also had a presentation from member Carolyn Williams about the book she has written, which is described on Page 8. Carolyn was kind enough to donate a copy to the Society library at the GM.

Our next General Meeting and excursion is a daytime event on the 23rd of this month (May). We will be having lunch (BYO picnic) in the delightful setting of *Glenhuntly* Bells Line of Road, Kurrajong Heights, approximately a kilometre past the Bowling Club. There is plenty of undercover if it rains (again). Then we will travel to Berambing for an exclusive tour of Lionel Bucket's Wollemi Wilderness Cabins. These are truly unique and well worth a look. Lionel's property borders the famous *Bulgamatta* property - now the site of Chapel Hill function centre.

During April, Frank Holland and myself had the pleasure of showing HCC's new Heritage Officer, Chris Reeves, around the highlights of heritage in Kurrajong and Bowen Mountain. Chris was very interested in what he saw and we look forward to an ongoing productive working relationship.

We are still planning our proposed trip to Singleton. From the responses I received it seems there is insufficient interest to charter a 52 seat bus, so we are exploring the option of a mini bus. This of course limits the numbers and should be slightly cheaper. More details soon.

David Griffiths

Contact: president@kurrajonghistory.org.au

Ph: 4567 8999 Mob: 0498 646 899

Over the Tabarag Ridge

In company with Archibald Bell, three men and two aboriginal men, Robert Hoddle as Assistant Surveyor to John Oxley, set off from Richmond in 1823 to survey the newly discovered Bells Line route over the mountain.

At *Bulgamatta*, ten miles past the *Tabarag Ridge* (Kurrajong Heights), Hoddle was impressed with the "rich soils, density of vegetation and the prodigious size of many of the trees at Mt Tomah", recording that the "area would be suitable for small settler holdings". Hoddle reported the newly discovered route to be "superior in every respect to the old Bathurst Road, with the descent from Mt Tomah less dangerous than many along the Great Western road".

Basing his request on Hoddle's report, GMC Bowen, as deputy to the newly appointed Surveyor General Major Mitchell (Oxley's successor), made a submission to develop Bells Line to Bathurst as a viable route to the West. But Mitchell was focused on the Great Western, including improvements to the 'Pass' at Mt Victoria and vigorously dismissed Bowen's submission.

It is considered that if John Oxley had remained Surveyor-General, Bells Line of Road could well have become the main route to the West.

KURRAJONG – COMLERoy HISTORICAL SOCIETY INC.

PO BOX 174 KURMOND NSW 2757

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Committee

PresidentDavid Griffiths

Vice PresidentAirdrie Martin

SecretaryMarguerite Wyborn

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secretary@kurrajonghistory.org.au

WELCOME to NEW MEMBERS

The Society would like to welcome new members

Brian & Ruth Schembri

Helen Colagiuri

Alexander John Lister

It was around this time in 1831 that GMC Bowen developed his land grant of 2,560 acres at the base of Mt Tomah, naming his property at Berambing, *Bulgamatta*, an aboriginal name, meaning mountain water. Bowen with a contingent of 30 convicts built a substantial stone house, along with a mill on Mill Creek.

In 1836 Bowen sold his property to Robert Town, who ran cattle on the property, managed by his caretaker Sam Senior. Bowen's stone house *Tamar* was largely demolished in 1848, the remnants serving as a hostelry for drovers and gold diggers using Bells Line to the west.

In Memory of Kenneth Raymond Macmillan Bennett
17th June 1937 – 11th February 2022

Ken Bennett was born at Richmond Hospital in June 1937, the third child of Jack and Grace (nee Merriman) Bennett, who resided at *Craig-a-Lea* in Bilpin. They later moved to Kurrajong Village, where Ken attended Kurrajong Public School.

Ken married his childhood sweetheart Pamela Taylor, in 1959 and together they had four children: Linda, Michael, Sally and Matthew. Married life began on the farm at Masons Lane in Kurrajong, where they produced stone-fruit and vegetables and raised cattle.

Ken and Pam entered the real estate industry in the 1970s to assist Ken's father Jack in his transition to retirement.

The business grew into the now well known, Bennett Property. Ken worked hard in the business, as well as on his farm.

Ken passed away in the Adventist Aged Care, Kings Langley. He is survived by his loving wife Pam, their four children and twelve grandchildren, along with his brothers, Ernest, Ronald and Colin. Ken was predeceased by his sister Pam and granddaughter Lily. He was a devoted husband, father and grandfather.

Ken's wishes were, that his ashes be buried with the planting of a young tree on his beloved farm in Kurrajong, the land that he had worked on from his youth. Rest in Peace Ken.

Society members wish to extend sincere condolences to Ken's wife Pam and the family.



**Ken Bennett hosting the
 October 2004 K-CHS
 Kurrajong Village Tour**

Below is a summarised extract, from Ken's *Historical Walk of Kurrajong* booklet, produced for the tour. Ken was awarded a RAHS Certificate in acknowledgement.

'Kurrajong beginnings ... In 1809 Colonel William Paterson gave land grants to Mary Post, Patrick Mason, William Lawson, Rowland Edwards, John Howe and Thomas Dargan. These grants were dependent on immediate cultivation of the land and owners were not to dispose of their property for five years.

In 1823 Archibald Bell blazed a route to the west across Mt Tomah to the Hartley Valley. Robert Hoddle surveyed the original line in 1825, with convicts constructing a rough road. Later in the 1830s the first soldier settlement grants, were located on small holdings to the west of Cut Rock, in Bilpin.

Early Kurrajong was known as Richmond Hill and was referred to as the Curryong or KurryJung Brush. The soils vary greatly in The Kurrajong. The most productive soil was a reddish basalt that follows two contours running north-south about 3km apart, the full length of Kurrajong. On the western side of the ridge, it starts from where Camp Mackay now stands and runs to Carters Road, in Grose Vale. The soils supported rainforest trees such as red cedars ...the dense growth made it difficult for settlers to clear, but also created a barrier from bush fires.

The indigenous Aboriginal people travelled between the Colo River, Blaxlands Ridge and the Grose Wold area ... travelling down to the rivers to hunt and fish, and it is these areas that hold evidence of aboriginal settlement.

By the 1850s it was evident that a lot of land clearing had occurred and the settlers had planted orchards in place of the bush. There was a mill on Little Wheeny Creek, which was kept busy by farmers bringing their wheat and corn for milling. Little Wheeny Creek provided a permanent water supply and has never been known in living memory to stop flowing. This constant water supply operated the water wheels, which drove the mills.

Benjamin Singleton had established two water mills on Little Wheeny Creek, with research records indicating the mills existence around 1811. The top mill was known as the *Speedwell*, which was an overshot mill and a short time later Benjamin with his brother James also established the bottom mill called the *Wellington*, which was an undershot mill. After processing, the bagged flour was transported by wagons along the grain road (Kurmond Road) to the government store at Wilberforce. It was from the Wilberforce stores that the grain was loaded into boats on the Hawkesbury River and transported via Broken Bay to Sydney Town.

One of the interesting paradoxes of the locality we define as Kurrajong Village is that while the earliest land grants date from 1809, almost the entire area of some 500 acres was granted to one individual, William Lawson. This large holding remained in the Lawson family for some 70 years, and was locked away and left partially undeveloped, while other areas such as Comleroy, Blaxlands Ridge, The Slopes, Tennyson and South Kurrajong (known as Grose Vale from 1910), were subdivided into smaller holdings of 40, 50 and 100 acres, allowing these areas to develop faster ...all of these localities had a post office by the mid 1800s, while Kurrajong's post office, was located in what later became known as the Goldfinders Inn, and the locality known as Wheeny Creek.

A Mr Whittaker was the agent looking after the Lawson estate, with local farmers leasing areas for grazing cattle. The Kurrajong was central for drovers heading west over the mountains, or north to the Hunter and Queensland along the Comleroy and Bulga tracks ...*with head to the ground you could hear the long-horned cattle rumbling along to the resting yards in Kurrajong*’.

The Townsends of Kurrajong - A Family History by Glenn Townsend

The Clan's Arrival The family initially arrived in the Hawkesbury in 1822 with various branches represented among the Hawkesbury's residents today. This article will introduce the family, its first generation and discuss some important aspects of the family's life in the Kurrajong Hills.

The Kurrajong clan traces its roots back to William Townsend and Rebecca Sunderland who arrived under different circumstances ten years apart. The couple married in 1820 and had fourteen children, all of whom survived to adulthood. From these, the couple were to have 145 grandchildren. After William's death in 1848, Rebecca married James Ball, with whom she had another thirteen grandchildren through their daughter, Rachael. Of the fifteen branches, I belong to that of their eighth child, Thomas, who was born at *Mount Pleasant* in March 1833.

The Sunderlands The first members of the clan to arrive were John and Mary (nee Burton) Sunderland, on board the *Speke* in November 1808, with their children, George (7), Sarah (4), John (2), and my 3x great grandmother, Rebecca, then aged six. Several more children were born after the family had settled in Sydney.

The settlement in NSW in 1808 was still very much a penal colony, and aside from convicts, the majority of the non-convict population was made up of a multitude of administrative and support personnel to maintain the outdoor prison. John was close to finishing his service in the British Army when he enlisted as a private in the NSW Corps whose role was to protect the settlement and guard the prisoners. Initially stationed in Sydney, he was later assigned to Parramatta and Windsor.

The Townsends Unlike John Sunderland, William's decision to come to Australia was not one of his own making. Ten years after Rebecca's arrival, William stepped off the *Batavia* in April 1818 (having been arrested in October 1816) onto Australian soil manacled in irons, to serve a seven year sentence for the theft of two shawls and a towel, valued at 15 shillings.

1235. WILLIAM TOWNSEND was indicted for stealing, on the 31st of October, a shawl, value 2s. the property of Maria Trimmel; a shawl, value 12s. the property of Sarah Cox; and a towel, value 1s. the property of Richard Simmons.

WILLIAM WALKER. On the day in the indictment, in consequence of the suspicious conduct of the prisoner, and two other persons who were with him, I pursued them, and at last secured the prisoner, who had in his possession the several articles named in the indictment belonging to the several persons whose names are stated.

GUILTY, aged 18.

Transported for seven years.

Third Middlesex Jury, before Mr. Common Serjeant.

Above: William's Old Bailey trial transcript dated 30 October 1816. Source: *Old Bailey Proceedings Online* www.oldbaileyonline.org, October 1816, trial of WILLIAM TOWNSEND (t18161030-137).

A native of London, it is thought he was born in either 1797 or 1798, and supported himself as a porter or labourer before being arrested in October 1816. At present, we know nothing

of his parents or any siblings he may have had, although several theories exist about both this and his year of birth.

Following his arrival in Sydney, William was sent to Parramatta where he was assigned to the publican, John Lacey, who owned *The Struggler* beer or public house opposite the Toll-Gate on Sydney Road, known today as Church Street (south). It is thought that William remained in Lacey's employ for the entirety of his sentence although not always at Parramatta.

At present, we don't have any photos or pictures of William or Rebecca, and it is not expected that we ever will. We do have photos of several of their children though.

Within eighteen months of William's arrival, both he and Rebecca were living at Parramatta, William at Lacey's public house, whilst Rebecca and her family were living only a short distance away on what was then called the Dog Trap Road (present day Woodville Road). In October 1820, the pair were married by Banns at St John's Church of England, Parramatta, just over a month before the birth of their first child, William. (For ease of recognition we will call him Will). Rebecca's brother George and her sister, Sarah, were the witnesses.

Love, Land and Family: 1820 – 1840 Between 1820 and 1828 the family moved from Parramatta to Windsor and then out to Mulgoa where their twins, George and John, were born. Given that William's sentence didn't expire until the end of October 1823, it is possible that Lacey had moved the couple out to the Hawkesbury where he owned land, before they moved out to Mulgoa. In 1822, both William and Rebecca were in Windsor, William still assigned to Lacey, whilst Rebecca was farming ten acres. No record of Lacey owning or leasing land in Mulgoa or Bringelly has been found. In doing so, William and Rebecca gained the necessary skills to establish themselves on their own plot.

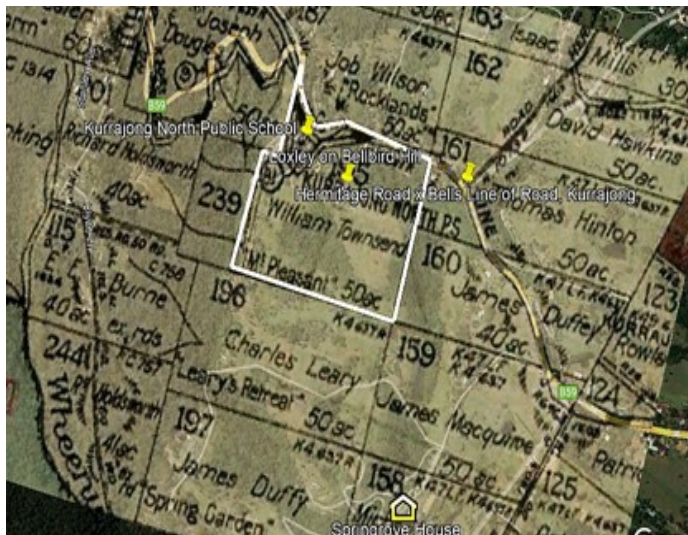
The couple were still living at Mulgoa when William received his Certificate of Freedom in February 1824. The following July he applied for a land grant in which he stated that he was supporting his wife and four young children via agricultural means on a clearing lease. Government policy at the time allowed the granting of land to emancipated convicts at a rate of ten acres for each child being supported. It is likely that he used some creative accounting in describing the size of his family as, at the time, Rebecca was pregnant with their fourth child and first daughter, Mary Ann, who was born the following January at Irish Town, today known as Bass Hill.

In November 1828, the couple were living at North Richmond on 40 acres, with six children. In addition to Will (8), John and George (6), the couple also had Mary Ann (3), Charles (2) and James (5 months). It is thought that the 40 acres described in the census is the *Mount Pleasant* grant which was yet to be gazetted. Of the 40 acres, fifteen had been cleared and under cultivation, most likely with maize given the time of year and their previous experience whilst living in Windsor. On the property they also kept one horse and seven cattle. It should be noted that Rebecca's brothers, George, John and their parents were living at Richmond, whilst her nine year old brother, William Sunderland was residing with another sister, Mary, her husband John Pittman, and their two children, Hannah (3) and Henry (18 months) at North Richmond. John Sunderland sadly passed away in 1830 his headstone suggesting he had suffered quite a painful ordeal.

Cont. p 5

The Townsends of Kurrajong cont.

Mount Pleasant was officially granted in March 1833 with the usual clearing and cultivation requirements of at least 15 acres or the construction of a dwelling and fencing of the property to a value of £75. If the land William and Rebecca's family had been living on was *Mount Pleasant*, then the former had been accomplished as early as November 1828. The property bordered the southern side of Bell's Line of Road and included the hairpin bend, not far from where the Kurrajong North Public School and the Loxley on Bellbird Hill Reception Centres were later located. (see Map below)



The family continued to grow and prosper between 1828 and 1839 with another four children added to the fold: Henry (January 1831), Thomas (March 1833), Elizabeth (April 1835) and Sarah (April 1838).

Drought, Depression and Death: The 1840s

The 1840s were an important decade for the family. Several more births were recorded bringing the total to fourteen children. The decade was also important for the marriage of one of the children and the arrival of William and Rebecca's first grandchild. It was also a decade of severe drought, bushfires, and an economic depression. It saw the deaths of one of the babies, one of the older children, and of William himself.

The decade began with the arrival of another daughter, Rebecca, in April 1840. To ease any confusion, we will refer to Rebecca (1840) as Ruby. After Ruby, another three were added to the clan, Eliza (July 1842), Richard (November 1844) and Louisa (December 1847). At the time of Louisa's birth, Rebecca was forty-five and had delivered fourteen healthy babies in twenty-seven years including a set of twins. She was probably hoping that Louisa would be the last.

The (March) 1841 Census provides us with another handy snapshot of the family, although it is devoid of the personal information of the 1828 Census. It also provided us with some unexpected twists. The first is an unknown female child under two, and the second in the form of a convict house maid. With Rebecca having eleven children at the time, five of whom were under eleven, the youngest, Rebecca, being just eleven months old, it's not surprising she had a house maid to help both herself and sixteen year old, Mary Ann, manage the ever growing clan.

The housemaid was Margaret Carroll, an assigned convict who arrived on the *Margaret* in August 1840. The twenty-three year old Kilkenny native was working as a house maid when she was transported for seven years for stealing clothes. In late March 1841, whilst assigned to William Townsend, she was reported as having not returned from an errand in Sydney. Nothing is known about this episode but we do know she received her Certificate of Freedom in December 1847, before marrying and having three children. She was living in Gilles Plains, South Australia when she died in 1875. It is possible that William had other convicts assigned to him but at present no others have been found.

There is no record of any other children being born to Rebecca and William at this time and it is possible that the extra infant daughter was due to confusion with the 22 or 23 year old, Margaret Carroll.

To add further confusion, Will and his future wife, Katherine (Kate) Mostyn welcomed the arrival of baby Rebecca in December 1841 which saw the beginning of the second generation of the family born in Australia. It is quite likely that (Granny) Rebecca was involved in the delivery of her namesake and as time went on, little Rebecca would not be the last baby she delivered as a midwife or as a mother.

Little Rebecca was with them for only a short time but long enough to see her parents married, before she died in June 1842. At present, no burial record has been located for her.

Before the end of the year the family were to suffer the agony of another death, this time of Will himself, who, according to family lore drowned in Redbank Creek. Whilst the coroner's records confirmed the cause of death, it does not state the circumstances or the location of the event. If it was Redbank Creek, it is possible that it occurred not far from his uncle, George Sunderland's property, which is only a short distance from the creek.

Six years after the death of their eldest son and brother, the family was again rocked, this time by the death of the patriarch. The cause of William's death near the Fish River has long been a source of many discussions, especially the jury's *Found Dead* verdict, which has caused more laughs than arguments. In what position this event left the family is not yet known.

The Townsend family history to be continued in the next issue.

Note: A detailed account surrounding the death of William Townsend can be found in the BMACHO *Heritage* Newsletter Jan/Feb 2022 Issue.



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The RICHMOND BRIDGE Story Part 2 continued from page 1
PROMISES for a HIGH-LEVEL BRIDGE – *Visit of Minister for Works. The 2nd December 1899 was for a long time to come, looked on as a day brimful of good things, as far as the residents of Richmond and surrounding districts are concerned.* On that day in a heat of 114 degrees, the Minister for works personally, eventually inspected Richmond Bridge. *A large throng of residents congregated on the railway platform ... to welcome the Minister and his party. Drags were also waiting and in shafts of the vehicle set apart for the visitors were five spanking horses... it appeared that Richmond was holding a gala day on a grand scale.* After welcoming speeches, the crowd headed to Nth Richmond where Mr. G. M. Pitt accompanied the Minister on a boat ride under the bridge. *"Yes" said Mr Pitt, "Old age is beginning to tell on it; these iron girders were originally ¾ of an inch thick, now they are about a sixteenth. The timbers are all in a rotten state and in hardly any case have the bolts any hold. Then the bridge has sunk 5 or 6 inches in places"* .(Summarised from the *Hawkesbury Advocate* Fri 8/12/1899).

The party then proceeded to *Sunnyside* for refreshment and speeches and thence to *Belmore Lodge*, during which trip refreshments were handed out and *the picturesque lodge decorated with flags and bunting, and the verandah piled up with dainties and refreshments of all kinds, put new life into all present.*

Thereafter lunch was consumed accompanied by many speeches, toasts in bumpers of champagne, musical honours and mutual admiration. The return to Richmond was made via Charley's *Belmont* where speeches were again enhanced by toasts with *champagne in bumpers*. Thereafter having assured the company of a new bridge 20ft higher than the present one, *with granite pillars*, the minister and party departed Richmond by train.

A STANDING COMMITTEE Ministerial promises aside, there was no action on a new bridge until after the flood of July 1900 when *The Richmond and Windsor Gazette* reported;

The decking of the bridge over the river at North Richmond received a great tearing about by the recent flood. The planks for a distance of 20 feet on the North Richmond side are twisted out in all directions, and several baulk logs have been washed away. The heavy flagstones have been shifted and five feet of sand lodged on the North Richmond side and it is believed that only for the water pipes staying the structure it would have been carried away.

In February 1901 a Parliamentary Committee was formed to consider the construction of a High-Level bridge. A summary of the evidence and findings follows.

MINUTES OF EVIDENCE TAKEN BEFORE THE PARLIAMENTARY STANDING COMMITTEE OF PUBLIC WORKS RESPECTING A HIGH-LEVEL BRIDGE OVER THE HAWKESBURY RIVER AT RICHMOND. TUESDAY, 12 February 1901 The Committee considered the need for a new bridge and took evidence from

Ernest McCartney de Burgh, Engineer for Bridges on behalf of the Minister for Public Works. De Burgh deposed that the settlement is sparse with an estimated population of only 1250 persons west of the river and there is no *great capacity for extended settlement beyond the bridge.*

Annual average usage figures for produce and stock were presented; *Richmond to Kurrajong – 3768 ton, Kurrajong to Richmond-7286 ton, Livestock– 2573 head.* With regards to floods, it was noted that the main produce over the Bridge was citrus fruits for which a transport *delay of three or four days (would not) be of supreme importance to fruit of that kind.* It was also noted that the Richmond traffic could get round by Windsor although *it is a long detour and if it wanted to reach the railway it would not matter. If they were going to Sydney they could always go to Windsor.*

The Committee requested consideration of two alternatives for a new High-level bridge:

No.1 *Providing for a high-level bridge over both level and flats, giving uninterrupted communication at all times and estimated to cost £60,000.*



No.2 *A high-level bridge over the main river, which would be clear of flood, and an inclined approach down to the existing road across the flat. Cost £40,000.*



PLANS COME TO NOUGHT The nail in the coffin of a high-level bridge came with some creative accounting by the above-mentioned Mr. Ernest McCartney de Burgh who concluded that a new bridge would have a viable life of 30 years over which time the total cost including initial cost, maintenance and interest on borrowings would be £188,000.

No further findings were made and the project was shelved although it must be said that discord in the community over a requirement for the bridge to support a railway were not helpful. A final attempt to prolong the life of the old bridge was made in early 1902 when 200 tons of metal, at a cost of £350 was used to asphalt the deck again. It is not surprising an inspection noted the bridge was *out of plumb* at one end by 9ft and had sunk somewhat in the middle. **Cont. page 7**

From THE ARCHIVES



The new Richmond Bridge in 1904 under construction over the Hawkesbury River. The gentleman is standing at the edge of the old bridge crossing.

Image: K-CHS Collection 096834



The new Richmond Bridge C1910 - note the road follows the original line of road on the Eastern side of the river, now known as the Old Kurrajong Road.

Image: HCC Library Collection

The RICHMOND BRIDGE Story Part 2 (Continued from page 1 & page 7)

The arguments for a high or even medium level bridge were lost and on 30 September 1903 the tender of Mr. F. J. Carson was accepted for a bridge at a cost of £18,663. The Gazette and many members of the public lobbied *The Brinsley Hall Bridge* to be named for the local MLA.

The local community celebrated the turning of the first sod on 14 January 1904. The eastern end of the bridge was elaborately decorated with bunting, willow boughs and flags. The Premier Sir John See turned the first sod with a *spade of frosted silver, the handle being of Australian blackwood. On top of the handle was a silver band, with a waratah on back and front, while on the blade were two fronds of ferns.* Following the speeches, a large banquet was held in the Richmond School of Arts, with as usual, many speeches and toasts.

A FLOOD PROOF BRIDGE? NO SUCH LUCK On 16 July 1904 The Gazette noted; *The contractor for the new Richmond Bridge, which is being constructed alongside the one which is now submerged, managed to get most of his plant removed before the water claimed it, although he narrowly escaped accident to himself and some of his men in his endeavour.*

GRAND GALA OPENING DAY

A public holiday was declared for the GRAND GALA OPENING of the bridge on 4 September 1905 by the Premier, Hon. Joseph Carruthers, who was accompanied by a large Official Party of influential locals and politicians.

The bridge was officially named *The Richmond Bridge*, by Hon. C. A. Lee, MLA, Minister for Works, while the Sydney Morning Herald of 5 September announced the grand opening of A **FLOOD PROOF BRIDGE - OPENED AT RICHMOND.**



The new Richmond Bridge GRAND GALA OPENING DAY
4th September 1905 - officially named *The Richmond Bridge*

Image: HCC Library Collection

The Village Kitchen Kurrajong

83 Old Bells Line of Road Kurrajong Village

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ERRATUM March/April 2022 Issue

Richmond Bridge Story Page 1 Paragraph 2 - the first land grant dates should read 1794. *"In 1794 the first land grants were issued by Lieutenant Governor Grose in 1794:".*

Dates for Your DIARY

K-CHS GENERAL MEETING

11am 23rd MAY 2022

Glenhuntly Kurrajong Heights

GM & PICNIC LUNCH followed by
excursion to the Wollemi Cabins Berambing

A welcome is extended to members & friends to
bring a picnic lunch to enjoy undercover,
in a delightful bushland setting
Tea, coffee & water available. BYO CUP.

Venue address details will be forwarded to members
by President David closer to the date.

The GM will include a short history talk

K-CHS EVENTS & EXCURSIONS 2022

A number of Society excursions for the year are currently
being organised and negotiated by committee members.
Most activities are planned to be held within our local
Hawkesbury region. The *K-CHS Mid-Winter Dinner* will be
held the fourth week of July and negotiations are under-
way with a new restaurant *The Baan*, along Blaxland Ridge
Road, as a possible venue. A *Pub Tour of historic hotels* in
the Hawkesbury is in the planning stage. A tour of four
historic properties at Kurrajong Heights is proposed for the
Spring months.

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K-CHS proposed SINGLETON COACH TOUR

Celebrating 200 Years since Benjamin Singleton left *The Kurrajong* to settle in the area that would become known as the town of Singleton. By 1827 Benjamin had built a residence on a 200 acre grant, established the first Inn in the district, constructed a flour mill and was district constable. The idea is that we link in with the Singleton Historical Society & Museum Group, to tour historic areas of the region. If you are interested in this Springtime bus tour & exploration of Singleton's history, which will include over-night accommodation and a dinner, please contact David Griffiths: president@kurrajonghistory.org.au

New PUBLICATION available from the
K-CHS Members Library

The SINGLETON, CAMPBELL, DINES & BLAXLAND FAMILIES of The Hunter Valley NSW by Carolyn Williams

From the Hawkesbury to the Hunter Valley and on to the
Liverpool Plains - the book is a history of early Hawkesbury
settlers who later obtained land grants in the Hunter Valley
and beyond, including Benjamin Singleton, the Howe,
Loder, Yeoman, Nowland & Baldwin families.

A PDF copy is available for free OR purchase a
hardcopy \$27.00 plus \$11.00 postage
Contact: carolyn.r.williams@bigpond.com

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