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WATERING THE GEE-GEES: A SURVEY OF BLUE MOUNTAINS HORSE TROUGHS, PART 2.

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Abstract

In Part 1 of this article (Low, 2015) I began a survey of the old horse troughs still surviving in the Blue Mountains City Council area arguing that, though generally now redundant and disregarded, they are valuable reminders of a time when the horse was central to community life and of the rise in consciousness that has led to the modern animal welfare movement. Part 1 covered the geographic area between Glenbrook and Wentworth Falls, Part 2 continues the survey onwards from Wentworth Falls to Mount Victoria and Bell. As before, each entry includes the trough's location and present condition, historical context and, where appropriate, any significant associations it has to specific people.

Key Words: horse troughs, water, animal welfare, wayside features, Bills, Goyder, Marr, Blue Mountains

Introductory Note

Readers are referred to the initial paragraphs of Part 1 (Low 2015) for the rationale and organisation of this two part paper. Here it suffices to explain that Troughs No.1 to No.5 were described previously and to avoid confusion the numbering has been continued so here it commences with No.6. Figures 1 to 17 were the numbers used for illustrations in Part 1 - here they have been started at Figure 21 to signify that they relate to part 2.

Trough No. 6: Leura (Figures 21 & 22).

Location: At the *Meeting of the Waters* on the north side of the old Chelmsford Drive, west of the arch bridge and opposite the lower park (formerly the men's section of the old Katoomba Swimming Baths).

Description & Condition: This small water trough has been hewn from the natural sandstone and was designed to tap the natural water flow before it channels under the road. The main bowl (Figure 21), measuring approximately 175 x 60 x 20 cm, is at ground level while, in a grotto-like cavity above there is a smaller bowl (Figure 22), measuring approximately 70 x 30 x 5 cm, probably intended for

human use. On last inspection (16 August 2016) both continue to fill with water and, despite some sediment and obscuring vegetation, are accessible.

History: In the late nineteenth and early twentieth century the *Meeting of the Waters*, with its cascades, waterfalls, walking tracks and picnic area, attracted hundreds of visitors, especially during the summer season. As early as 1902 there were complaints from holiday makers about the lack of good drinking water



Photo J. Low 2016

Figure 21. *Meeting of the Waters* trough, Leura (lower bowl).



Photo J. Low 2016

Figure 22. *Meeting of the Waters* Trough, Leura (upper bowl).

and calls from local carriage drivers for the provision of “a drinking-trough for horses”. In support, *The Mountaineer* newspaper declared that:

“We would like to see a natural spring tapped at the top of the falls.”. (Anonymous 1902b).

While the small trough at the *Meeting of the Waters* may have been constructed in response to this demand, its appearance could have waited until work on the Chelmsford Drive and the ladies and men’s swimming baths took place some ten years later; these were officially opened in December 1913 (Anonymous 1913b). The improvements of drive, bridge and baths incorporated sweeping curves into a design that accentuated the natural beauty of the place and into which the small drinking trough fitted snugly. The trough is not on any heritage listing.

Trough No. 7: Park & Main Streets, Katoomba (Figures 23 & 24).

Location: This trough, now in the Mount Victoria & District Historical Society Museum (Accession No. 0217) (Figure 23), was originally located at the intersection of Park and Main Streets in Katoomba.

Description & Condition: A covered, cast iron trough (184 x 39 x 37cm) with two drinking holes and the mark of the maker, Gordon Marr & Sons Ltd., Pyrmont, stamped on **top**. While there are signs of deterioration (rust, missing bolts etc.) it appears to be in generally good, though inoperative, condition.



Photo Keith Painter 2016

Figure 23. Katoomba Trough now in the Museum at Mt. Victoria.

History: This cast iron trough, installed at the corner of Park Street and Bathurst Road sometime between 1904 and 1910 (Figure 24), appears to have been the first Council sponsored trough in the town. As Katoomba grew in the latter part of the nineteenth century the proximity of this section of Bathurst Road (soon to be known as Main Street) to the railway station made it the early focus of the town’s commercial life. It was full of horse-related activity, with carriages and carts of all kinds coming and going

throughout the day, loading and delivering goods and collecting visitors off the trains. It is not surprising that a horse trough was considered necessary in this vicinity or that it’s siting and condition remained an issue of public debate.

Before the trough was installed sources of drinking water in the vicinity were limited. In early 1899 the licensee of the Railway Hotel had placed a trough in front of his premises opposite the station (Anonymous 1899), though how long it survived is unknown and, anyway, on its own it would not have been enough to cope with the increasing demand. The only alternative seems to have been a water hole in Railway Park (later known as Russell Hawke Park and destroyed during construction of the highway by-pass in the 1980s), a remnant of the earlier stone quarry. It, too, found the increasing demand difficult and suffered from over use and resultant issues of cleanliness. In 1902 it dried up and the press suggested that the town’s horse owners band together to get it “thoroughly cleaned out” (Anonymous 1902a). As a permanent source, it was unreliable and problems with it persisted even as a supplementary supply after the Bathurst Road trough had been installed.

When Frederick Charles Goyder, Katoomba’s first Mayor, died in January 1900 a committee was established to raise money for an appropriate public memorial and by the end of the year had announced its judgement that

“a horse trough of freestone and trachyte and lamp at the intersection of the Bathurst road and Katoomba street would be most suitable, and would be in accordance with the views of the late highly respected gentleman.” (Anonymous 1900b).

By the time the memorial lamp was unveiled in June 1901, however, the horse trough component had been dropped (Anonymous 1901b).

It was, nevertheless, clearly picked up again following a suggestion two years later for a similar lamp to be installed at the corner of Park Street and Bathurst Road (Anonymous 1902c, col.4) for, by 1910, both lamp and horse trough were *in situ* at the second intersection. The horse trough, however, was not the stone one of earlier conception but rather a cast iron model sourced from a Sydney manufacturer.

Though gaps in the contemporary newspaper record and in the KMC minutes make it difficult to determine the precise date of the trough’s (or indeed the lamp’s) installation, the fact that the trough’s manufacturer, Gordon Marr & Sons Ltd., was registered under that

name in 1904 and that the trough was referred to in a newspaper account of a runaway coach in December 1910 (Anonymous 1910), place its installation sometime between those two dates. It is also possible that the lamp was erected soon after the proposal was accepted by Council and that the trough was a later addition, possibly added following the establishment of a town water supply in 1907. Though the memorial was originally intended to mark the coronation of Edward VII (Anonymous 1902c), it soon came to be seen as a second memorial to F.C. Goyder. Both lamp and cast iron trough appear in a photograph by Harry Phillips dated ca.1910 (Figure 24).



Photo H. Phillips c.1910 [BMHS P566]

Figure 24. Trough at Intersection of Park & Main

Goyder's trough did not have an altogether happy life, its location becoming increasingly problematic. While the coach mentioned above narrowly averted a collision with the horse trough, a few months later another carriage was not so lucky. In April 1911 a "coach was dashed into the water-trough ... upsetting the trough and severing the connecting water pipe". (Anonymous 1911).

The trough again figured in a 'traffic' incident at the end of 1912 when a groom employed by local businessman Patrick Mullany lost control while exercising a racehorse and was thrown heavily as his mount "swerved to avoid collision with the watertrough (*sic*).". (Anonymous 1912).

Though, once again, the absence of KMC minutes for this period hinders specific dating, sometime during the next two years the cast iron trough appears to have been removed. In August 1914, a report appeared in the press of a proposal by Council for the

"removal of the lamp post, [no mention of the trough] and the provision of a water trough at the intersection of Main and Park streets."

and tenders were called

"for the construction of a trough in accordance with a plan submitted by the Town Clerk. The new trough is to be circular and uncovered and the cost is estimated at about £25." (Anonymous 1914).

When the new stone trough was installed the lamp was again incorporated into the design.

By the early 1920s, however, this replacement trough was also experiencing problems. Its "dirty state" was raised during a Council meeting in September 1923 and its contents described as more like

"a concoction of chop suey and billagong (*sic*) juice" (Anonymous 1923d).

When a columnist in the local press remarked in February 1924 that the trough

"looks as if it is only cleaned by Council's officers on February 29 of each Leap Year." (Anonymous 1924, col.4)

it was clear that little had changed during the intervening months. And, not only was the trough becoming an oft remarked upon public eyesore and a health risk to the horses that used it, but its pump was also malfunctioning.

"The flow is too slow to meet requirements and half the time the convenience is useless for thirsty horses" (Anonymous 1925a).

While these problems persisted, motor traffic, too, was increasing and it soon became obvious that public unsightliness, mechanical failures and equine health were not the only problems posed by the 'new' Goyder trough. It was, to put it mildly, awkwardly located and its fate was finally sealed in early January 1927 when a traffic accident involving the trough resulted in a cyclist breaking his thigh (Anonymous 1927a). Promptly, the Council moved in and demolished the old trough. Its stonework was crushed and sent for use in road-making, the site was tarred over and the lamp "which sat so proudly on its crest," set aside to be erected elsewhere (Anonymous 1927b).

But that was not the end of the matter, for the removal of the trough and the subsequent tardiness of Council to honour its promise to erect another at the Cascade Street corner nearby upset the carters and carriage operators. Finding the Main Street trough had been removed, a local identity wrote an angry letter to the local press arguing that the cavalier manner in which the memory of the town's first Mayor was discarded was bad enough but with his memory

"went the only small trough in this Municipality where Dobbin and his co-workers could get a drink."

He further recounted how he had approached a Council employee about the matter and was told to “Let ‘em go to the pond” – meaning the dirty slush pool at the foot of the small park near the Court House. This has been tried but horses used to good treatment and clean water will not tackle the semi-stagnant slush, and, when they do, are sick for days after.” (Vanman 1927).

[When, a year or so later, the park was ‘renovated’ and became Russell Hawke Park the “slush pool” became an ornamental pond and probably off-limits to horses completely.]

Percy Tabrett, owner of a large coaching business in the town, urged the Katoomba Chamber of Commerce to lobby Council, “in the interests of humanity”, to expedite a replacement for

“the only available drinking trough [that] had vanished”. (Anonymous 1927c).

Again, when put on the spot, Council moved swiftly and as quickly as its predecessor had vanished a replacement appeared at the intersection of Main and Cascade Streets (Anonymous 1927d). A week or so later the *Echo*’s satirist, casting his eye over the whole saga, summed it up in a long piece of humorous verse (Double-Yew 1927).

The original cast iron horse trough that stood at the intersection of Park and Main Streets until ca.1914 had apparently been placed in storage by the KMC for, many years later, it was donated to the Mount Victoria & District Historical Society (est. 1966) by the Blue Mountains City Council. There are similar cast iron troughs, though by a different maker, at the Lithgow Showground and in the Bathurst District Historical Society. This Katoomba trough is not on any heritage listing.

Association with Particular People: Frederick Charles Goyder (1827-1900) (Figure 25) was born in Tewkesbury, Gloucestershire, England in 1827.

In 1856 he migrated to Australia where he settled in Melbourne, becoming a prominent and successful businessman in the hotel and sporting community, interests he had brought with him from England. For many years he ran the Victoria Hotel in Bourke Street where he ‘practiced’ as one of Melbourne’s early bookmaking identities and where a small rear bar of the hotel, known as ‘Goyder’s Lounge’, became a regular meeting place for the city’s racing men. In the early 1870s buying and selling horses became another of his business concerns when, for several years, he and a partner managed sales in Kirk’s Bazaar, the famous centre of Melbourne horse trading located



Photo BMHS P632.

Figure 25. Frederick Charles Goyder.

adjacent to his hotel (Anonymous 1871). Even as late as 1882, he was advertising to buy and sell

“by public or private contract all kinds of horse stock.” (Augur 1882, col.5)

at the Tattersall’s Horse Bazaar in Stephen Street, Melbourne. During his time in Victoria Goyder, himself, owned numerous racehorses, his most successful being *Sussex*, winner of the inaugural Grand National Steeplechase at Flemington in 1881 (Anonymous 1881a, col.4) and rated by many as one of the greats of the Australian turf.

Goyder’s career during this time, however, was not without controversy and his involvement in a number of racing-related ‘scandals’ landed him in court. Among these was an accusation of falsely and publically accusing a fellow owner of ‘pulling’ his horse in the Victoria Derby of 1859 (Anonymous 1859) and a charge of organising an illegal sweep on the 1881 Melbourne Cup (Anonymous 1881b). Each of these cases captured wide media attention, though in both instances the charges were dismissed.

In the early 1880s Goyder, now in his mid-fifties, sold his business and sporting interests in Melbourne and

cast his gaze north, investing in a sheep station in western NSW, on the Warrego River near Bourke (Anonymous 1890, col.1.). Though the railway was due to reach Bourke in 1885 and the future of the area seemed bright, the venture ended badly, his pastoral hopes killed off by drought. Again he looked elsewhere, this time to the Blue Mountains and a profession he knew, purchasing the Great Western Hotel at Katoomba in the latter half of 1885. With an eye to its image and with the permission of the Governor (one of the hotel's most prominent visitors), he re-named the hotel *The Carrington* and set about extensive additions and improvements, soon turning it into one of the most grand hotels in NSW. While its profitability was tempered by the depression of the early 1890s, its prestige remained high.

In Katoomba, Goyder quickly involved himself in community affairs. By December 1885 he was on the Katoomba Progress Committee (Anonymous 1885) and, during the next fifteen years, interested himself in a wide spectrum of town and district activities, including membership of the Cricket & Athletic Club, Recreation Reserves Trust, School of Arts and even a Katoomba Jockey Club, formed to establish a racecourse for the town. In 1890 he was elected to the new Katoomba Municipal Council and, as well as serving several terms as an alderman, was briefly the municipality's first Mayor. Following several years of debilitating ill-health, he died in January 1900 (Anonymous 1900a), in his seventy-second year, and was buried in Katoomba Cemetery. Goyder was survived by his second wife, Emily, three daughters and three sons. Of the various memorials erected in the years after his death only the small cast iron horse trough in the Mount Victoria museum survives. A small avenue in South Katoomba also bears his name.

Gordon Marr & Sons Ltd. was a Sydney firm of engineers and iron founders which operated from a factory on the corner of Jones and Miller Streets, Pyrmont up to the early 1920s when it relocated to Bourke Street, Waterloo. It was still in business there in the 1960s. The founder, Gordon Marr, was born ca.1840 at Fyvie in the North of Scotland and arrived in Sydney on the *Rifleman* in 1863 where he entered into a partnership in an engineering works. Originally in Clarence Street, the successful business soon outgrew its premises and moved to a larger site in Pyrmont. By the early years of the twentieth century, with his partners both departed, the firm was operating under his own name. Marr had married in 1867 and

in 1904 several of his sons entered the business necessitating a further (and final) re-registration as Gordon Marr & Sons Ltd. In private life Gordon Marr was an active member of the Highland Society and the Masonic Lodge. He died at his Woollahra residence in 1915 and was buried in Waverley Cemetery, his wife Sarah predeceasing him by a couple of years. He was survived by six sons and three daughters (Anonymous 1915; Marr 1862-1972).

Trough No. 8: Katoomba Showground (Figure 26).

Location: This trough can be found on the north-west (Orient Street) side of the Katoomba Showground, 183-187 Great Western Highway, across from the grandstand and near what is now the Men's Shed and separated from the Orient Street fence by a wooden storage 'container' (against which it sits).



Photo J. Low 2016

Figure 26. Katoomba Showground Trough.

Description & Condition: This is a basic, unembellished, uncovered concrete trough, measuring approximately 200 x 65 x 40 cm and supported on sloping ground by bricks at one end. It is no longer operational, the cistern having been removed, and on last inspection (16 August 2016), except for some dirt and leaf litter, was empty. Signs of neglect and 'wear and tear' to the concrete are apparent, with the corners especially badly chipped. A distinguishing feature is its body's beveled edges.

History: The creation of a Katoomba Showground with an accompanying trotting track occurred during the decade following World War I and, while rugby league was played on it from 1925 (Anonymous 1925b), it was not for another two years that the

grandstand and other associated improvements were completed (Anonymous 1928b). Horse-related activities – gymkhanas, trotting club meetings etc. – were to feature prominently in the ground's use in subsequent years and when the first District Show on the new grounds took place in January 1928, impressive equine accommodation had already been provided in the form of twenty stalls

“constructed of magnificent posts of mountain ash ... with iron roof supported on sawn scantlings.” (Anonymous 1928a, col.5).

No mention was made of a horse trough, however, and while it is possible that its installation at the showground could have coincided with (or come soon after) these developments, the trough could equally have been an addition made any time during the next two decades. The mounted division of the Volunteer Defense Corps, for example, were using the ground during World War II (Anonymous 1944c) while, at the end of the war, a new Blue Mountains Trotting Club was established that initiated considerable improvements and began to organize successful meetings which drew people and horses from all over NSW (Anonymous 1945a,b). The trough may well date from this period. It should be noted, too, that its present location may not be its original one; it could well have come even from somewhere beyond the perimeters of the showground. Though the trough does not have an individual heritage listing, the Showground (and its accompanying amenities) is listed in the Blue Mountains City Council's Local Environment Plan (LEP) as having local heritage significance (NSWOoEH 1999).

Trough No. 9: Victoria Street, North Katoomba (Figure 27).

Location: This trough is outside what used to be a small corner store, on the eastern side of Victoria Street near its intersection with Camp Street, North Katoomba.

Description & Condition: This is a basic, unembellished, uncovered concrete trough, measuring approximately 200 x 65 x 40 cm and supported level on a sloping street by a concrete slab. On last inspection (16 August 2016) there were signs of general distress and neglect – the rim especially is badly chipped – and the trough is no longer operational. It was filled with dirt, weeds and several hardy flowers perhaps surviving from its use as a ‘garden’ pot. Some remnant piping was still attached to the section once housing the cistern.



Photo J. Low 2016

Figure 27. Victoria Street Trough, North Katoomba.

History: The trough was clearly in existence by 1944 when the local newspaper reported it becoming the subject of a brief exchange at a KMC meeting in August of that year. Alderman Hodgson claimed that it was too high, provoking a response from the Mayor (Alderman Frelander) that he would instruct Council to make it lower “or raise the ground up a bit,” (Anonymous 1944b). One might conclude from this exchange that the trough had not long been in operation and the fact that the RSPCA had donated a concrete trough to the Blackheath Municipal Council (BMC) earlier in 1944 (State Records NSW 1944) suggests that KMC may also have been the beneficiary of that organization.

Sometime after it ceased to operate as a water trough it was converted into a “flower garden” and was still functioning as such in 2006 (pers. comm. Mrs. Evelyn Harvey 2006). The small general store appears to have closed around this time and when I visited the trough in 2007 the weeds had already taken over. The trough is not on any heritage listing.

Trough No.10: Railway Parade, Medlow Bath (Figure 28).

Location: This ‘Annis & George Bills’ trough is situated in Railway Parade, backing on to the railway fence opposite the entrance to Somerset Street, Medlow Bath.

Description & Condition: The trough is similar in size, structure and design to those at Glenbrook, Warrimoo and Wentworth Falls (Low 2015). It is made of concrete, measures approximately 240 x 40 x 40 cm, is supported on three concrete blocks and possesses the usual pediment section that includes the

inscription “Donated by Annis and George Bills Australia”. Like the trough at Wentworth Falls the concrete does not appear to have been painted and, on its right-hand side, it is accompanied by a small dog and cat trough, approximately 60 x 30 x 14 cm. A major difference with the other three Blue Mountains ‘Bills’ troughs, however, is the use of a terrazzo panel rather than a plain concrete one to carry the inscription. On last inspection (16 August 2016) there was water in the trough (though not in the dog/cat trough), the wall dividing off the uncovered cistern was still in place and the trough appeared to be in good condition and its surrounds clear of vegetation. The inscription to Annis and George Bills, however, was almost illegible.

History: Funded through the estate of businessman and animal welfare activist George Bills (Low 2015), it has not been possible to determine the date of this trough’s arrival in Medlow Bath nor if it’s present (seemingly ‘out of the way’) site is its original location. Long-time local resident John Pike remembers it being in its present position “by the mid-1940s” (pers. comm. J. Pike 27 July 2016) and while it is possible that it was received and installed around the same time as the three Blue Mountains Shire Council ones, the small embellishment of the terrazzo inscription panel does suggest that this is a distinct and, perhaps, earlier model. The trough is listed in the Blue Mountains City Council’s LEP as having local heritage significance (NSWOoEH 2000b).

Associations with Particular People: George and Annis Bills. For information on the Bills see Part 1 of this article (Low 2015).



Photo Peter Rickwood April 2016

Figure 28. Annis & George Bills Trough, Medlow Bath.



Photo J. Low 2016

Figure 29. Neate Park Trough, Blackheath.

Trough No.11: Neate Park, Blackheath (Figure 29).

Location: This trough can be found against the railway fence in Neate Park, Great Western Highway (opposite 211 Great Western Highway) and near the statue of the bushranger and his horse.

Description & Condition: This is a basic, unembellished, uncovered concrete trough measuring approximately 200 x 65 x 40 cm and supported on two concrete blocks. At last inspection (16 August 2016) it was empty of water and no longer operational (cistern and connections removed) but was in good condition with minimal chipping. The area around the trough is kept mown and tidy.

History: The landscape through which the Western Road passes in the vicinity of Blackheath features a number of natural aquifers, making this one of the few spots on the upper ridge possessing permanent, accessible water. When Governor Macquarie travelled through the area in 1815 he noted “plenty of good water for Man and Beast” (Macquarie 1815) and later travelers would make good use of “several stock watering pounds” (Rickwood & West 2005, p.127) located along the road here. No doubt, too, there were early water troughs associated with the inn built in 1831 by Andrew Gardiner, the military stockade that operated during the 1840s and possibly others erected as the fledgling village of Blackheath evolved following the arrival of the railway in 1868.

The earliest horse trough I have been able to find any specific reference to, however, did not appear until after the establishment of the Blackheath Municipal Council (BMC) in 1919. Following a recommendation from the BMC Engineer in June 1922, a concrete horse trough was purchased from the

State Monier Pipe and Reinforced Concrete Works and erected “in front of the gardens on the main western road” in early 1923 (Anonymous 1923a; State Records NSW 1920-1925, Minute No.154, 6 February 1923, p.2). Its purchase appears to have been the culmination of advocacy led by Ald. Peter Sutton and proved to be

“a great boon during the hot spell, not only horses, but house-keepers availing themselves of its cooling waters. It seems likely to develop into the village pump.” (Anonymous 1923b).

Peter Sutton (1891-1970) had a long aldermanic career on the Blackheath Council, spanning the years 1922 to 1947 and serving as Mayor during 1930-1931. His interest in animal welfare was acknowledged in June 1923 when he was appointed an RSPCA Inspector (State Records NSW 1920-1925; Minute 29 June 1923, p.1.).

The trough’s location “opposite The Gardens” was soon considered unsuitable for, in early August 1928, Council resolved that it be “removed to another position” and a committee was formed to meet at the Gardens the following day to decide on its new home (State Records NSW 1925-1928). This decision to move the trough may have had something to do with the imminent erection of a “Soldiers Memorial Arch” at the entrance to the Gardens, though I have not been able to determine what resulted from the committee’s deliberations. If indeed the trough was shifted at this time it was certainly to another spot nearby on the Main Western Road for Ald. Sutton had to remind Council several times in the early 1930s

“to have the horse trough in the main highway cleaned and kept in good condition.” (Anonymous 1932, col.4; also see Anonymous 1934).

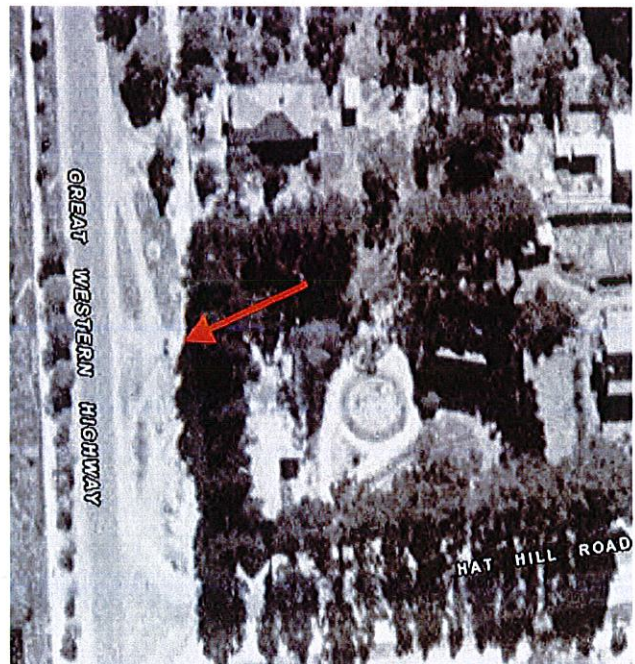
By the mid-1930s further difficulties emerged with the increasing motor traffic along the highway. When “Mr. George Bentley’s well-known grey saddle horse” (Anonymous 1936) was frightened while drinking at the trough and bolted into the path of an on-coming car, the dangers associated with the trough’s siting on the main highway became clear. The horse was so seriously injured that he had to be put down. However, when the trough was moved again (or ultimately disposed of) I have been unable to discover. Could it be the one now in Neate Park?

While this seems to have been the earliest concrete trough erected in Blackheath, the installation of others eventually followed. In April 1944, for example, BMC accepted an offer from the RSPCA to provide a

“suitable water trough ... complete with concrete stand and stop cock and valve”

on condition that the Council accept responsibility for its freight, installation and on-going maintenance (State Records NSW 1944). It was decided, reported the local newspaper, to locate it “at the top of Hill 33, near Whitley Park,” (Anonymous 1944a). Could this trough have found its way to Neate Park!

There is, also, photographic evidence of a horse trough outside St. Aidan’s church in 1943 (Figure 30) and a Heritage Inventory Sheet (NSWOEH 2000a) records that in 1998 it was moved to its present site in Neate Park. But there is, in fact, conflicting information regarding this.. Local historian Geoff Bates, explained that its relocation from St. Aidan’s was the result of impending roadwork, but he said it took place around the time of the erection of the ‘Govett’ bushranger statue in 1974, a re-siting that was thought would enhance that sculpture’s equine associations (pers. comm. G. Bates 23 February 2008). Both of these accounts contrast with a further recollection that the trough had already been in Neate Park for some time before the bushranger statue arrived (pers. comm. W. Hanley 2016 in which he relayed the opinion of Dick Harris who with his brother Phil had installed the bushranger statue in 1974). Nevertheless, irrespective of which account is correct the question of whether any agreed former site was in fact the trough’s *original* site still remains. It seems an element of mystery will



1943 AUSIMAGE © Sinclair Knight Merz Pty. Ltd.
Figure 30. 1943 Aerial photograph of Blackheath. A horse trough (arrowed) is outside of St. Aidan’s Church with tracks to it from both directions along the Great Western Highway (SixMaps 2016).

continue to surround the origin of the Neate Park trough.

As a footnote to this, in 1989 the Blackheath District Progress Association made a recommendation to BMCC that the Neate Park trough

“be repositioned to Bundarra Street, Blackheath, near the RSL Hall and have a water service connected” (BMCC 1989).

This was, clearly, not taken up. The trough is listed in the Blue Mountains City Council’s LEP as having local heritage significance (NSWOEH 2000a).

Associations with Particular People: While there is no evidence that the Neate Park trough was the original council-installed trough initiated by Ald. Peter Sutton in the early 1920s, it could still be appropriate to see it as bearing a memory of the man whose concern led to BMC supplying accessible, public water troughs for the local working animals.



Photo Marika Low 2008

Figure 31. Shipley Road Trough, Blackheath.

Trough No. 12: Shipley Road, Blackheath (Figure 31).

Location: Travelling out from Blackheath this trough can be found on the section of Shipley Road between its intersection with the Megalong Road and its meeting with the Old Shipley Road at the bottom of Glen Esk Hill. The trough is on the right-hand side of the road and, because of its tendency now to be concealed by vegetation, the best guides to its location are the numbered electricity poles – it is between poles 627 and 628.

Description & Condition: This trough, measuring approximately 125 x 35 x 17 cm, has been hewn out of the solid sandstone and is fed by a natural spring. It is not easily visible because of the vegetation growth

but, on last inspection (16 August 2016), was filled with clear water and in good, usable condition. It should be noted that, because of traffic on the narrow road, access can be dangerous.

History: The Shipley Road deviation on which the trough is located was opened to traffic in the first half of 1902, eliminating several steep sections that travelers were forced to navigate when using the old road. Though narrow, the road accommodated considerable and varied traffic, everything from pedestrians and riders to all manner of horse-drawn vehicles and bullock teams (Rickwood & West 2005, p.108). The ‘Drinking Trough’, hewn from the natural sandstone and

“utilising the water from the permanent spring, which, hitherto, had been running to waste.” (Anonymous 1922)

was an improvement proposed by the Shipley Progress Association in January 1922, along with a number of seats to be placed along the road for the benefit of walkers (Anonymous 1922; Rickwood & West 2005, p.110). The trough is not on any heritage listing.

Trough No. 13: Kanimbla Drive, Shipley (Figure 32).

Location: This trough is located on Kanimbla Drive (formerly Kanimbla Valley Road), on the left-hand side approximately 0.9 km from the junction with Mount Blackheath Road.

Description & Condition: Like the trough on Shipley Road (No.12), this too has been hewn out of the solid sandstone and is fed by a natural spring that continues to fill it with clear water. It measures approximately 200 x 120 x 65 cm and on last inspection (16 August



Photo Marika Low 2008

Figure 32. Kanimbla Drive Trough, Shipley.

2016) remains accessible and in usable and excellent condition.

History: Kanimbla Valley Road was constructed under the Unemployment Relief Scheme during the Great Depression. Work on the road began in October 1937 and the section on which the trough is located was completed by September the following year (Anonymous 1938). Workers were accommodated in camps and the trough was most likely constructed to provide them with a water supply in the first instance and then later to service those using the road when completed (Rickwood & West 2005, p.115). The trough is not on any heritage listing.



Photo Petah Low 2010

Figure 33. Former Mt. Victoria trough now at the Kanimbla Valley farm.

Trough No. 14: Mount Victoria Railway Station (Figure 33).

Location: Though originally located in the goods yard at Mount Victoria Railway Station, this trough is now operating on a sheep property in the Kanimbla Valley. It is not accessible to the public.

Description & Condition: This is a concrete trough of plain and functional design, manufactured by the Concrete Pipe Works of Richard Taylor Ltd. at Marrickville. It is approximately 240cm long, 65cm wide and 40cm deep, was in good condition and working order when I inspected it some years ago and, I understand, remains so.

History: With the arrival of the railway in 1868, Mount Victoria emerged briefly as a busy rail and road interchange where people, livestock and wagons interrupted their journeys to elsewhere. Outside the One Tree Inn, wrote one traveler in 1868,

“were congregated some thirty wagons ... Some were empty waiting the arrival of their loading by the train; some were loaded up with the goods which were about to be taken into the interior, and others still had their loads of wool and produce from the bush which they were waiting to discharge into the railway goods trucks. Around and about the wagons was a regular troop of horses.” (Anonymous 1868, col.2).

All these horses, like their handlers, required feeding and watering, accomplished with the help of a large timber trough outside the inn and makeshift canvas ‘mangers’ hung between the shafts of the wagons. What additional feed and water facilities, permanent or impermanent, existed to cater for the multitude of other transiting livestock (cattle, sheep etc.) in these early years remain un-recorded. And, even when the railway extended beyond Mount Victoria, travelling stock continued for many years to be a significant part of local station activity. For the period June 1903-June 1904, for example, three thousand, nine hundred and thirty two sheep, among lesser numbers of other livestock, were loaded at the Mount Victoria Railway Station (Anonymous 1904).

The early animal welfare legislation was generally weak on affirming a positive duty of care to ensure that an animal’s basic needs were satisfied (MacCulloch, 1994). That meant that, from the time animal welfare groups were established in the 1870s, the treatment of stock in transit was an issue that occupied much of their time and attention. As late as 1923 the Department of Railways was still being taken to task over the appalling conditions endured by animals being “cooped up, bumped, and waterless for days,” (Anonymous 1923c) during their journey to market. The resultant lobbying of authorities responsible for the work areas where such animals congregated – railway stations, wharves, markets etc. - and the gradual improvements to legal protection, created an increasing demand for water troughs to accommodate these areas, to which companies in the business of manufacturing cement products responded.

The date of its installation in the railway goods yard at Mount Victoria is not known, though it could have been as early as the 1920s. By the 1970s the trough had become redundant and was marked for removal. When he heard that it “was to be broken up and taken to the tip” a farmer, Ross Fragar, approached the station master and purchased it for the nominal sum of one dollar. He transferred the trough (which had been “mounted on 2 stands, each 2ft. high”) to his sheep property in the Kanimbla Valley on,

appropriately, 'the horse's birthday', 1 August 1975 (pers. comm R. Fragar July 2016). The trough is not on any heritage list.

Association with Particular People: Little is known of the manufacturer, Richard Taylor, though he appears to have played something of a pioneering role in the cement and concrete industry in Australia. Indeed, in 1936, his Marrickville firm claimed the distinction of being

"the oldest and largest private concrete pipe and culvert works in New South Wales" (Marrickville Council 1936, p.179).

Apparently "English-trained" and with some experience in New Zealand, he arrived in Victoria in the 1880s and during the following decade, in association with Peter McCann, was involved in cement manufacture in Geelong and the nearby town of Fyansford (McKay 1986). By the early 1900s he had also become the Melbourne representative of the NSW-based Commonwealth Portland Cement Company (Taylor 1907; Anonymous 1920).

In January 1913 it was reported in the press that:

"Richard Taylor, Ltd. has been registered with a capital of £10,000 in shares of £1 each, and will acquire the New South Wales rights for the Kielberg Patent, as well as certain lands at Marrickville for the manufacture of concrete pipes." (Anonymous 1913a).

Those "certain lands" were located at 46-72 Edinburgh Street, Marrickville and, by 1927, as well as pipes Taylor's works were turning out box culverts, gutter bridges, culvert covers, tanks, slabs and, of course, horse and cattle troughs and were advertising their role as

"Contractors and Suppliers to Leading Municipalities, Shires, Surveyors, Estate Agents and Contractors" (Marrickville District Hospital 1927, p.48).

The company operated at the Marrickville site until its closure in the early 1940s (pers. com. C. Meader, Marrickville Council's historian, 26 April 2010).

Today, few troughs manufactured by Richard Taylor's company seem to have survived and even in the suburb where the business was located none now exist. Though there may be more, I know of only two other Taylor troughs: one on Clark Road at Anderson Park, North Sydney & one in the tip at the Royal National Park in Sydney's south.

Trough No. 15: Berghofer's Pass, Mount York (Figures 34 & 35).

Location: This trough is located on the old Berghofer's Pass (now a walking track), access to which is on the left hand side of Mount York Road about 1km from its intersection with the Great Western Highway. Proceeding down the Pass, the water trough can be found on the left of a sharp bend not long before arriving at the boundary marker between the Blue Mountains and Lithgow Council areas. A clear wooden signpost marks its presence.

Description & Condition: This is another water trough hewn out of the solid sandstone and fed by a natural spring that keeps it filled with clear water. It measures approximately 97 x 42 x 25 cm and, on my last inspection (16 August 2016), remains usable, with clear access and in excellent condition. There is also a smaller cup-like bowl (approximately 20 x 20 x 10 cm) hewn at the front right.

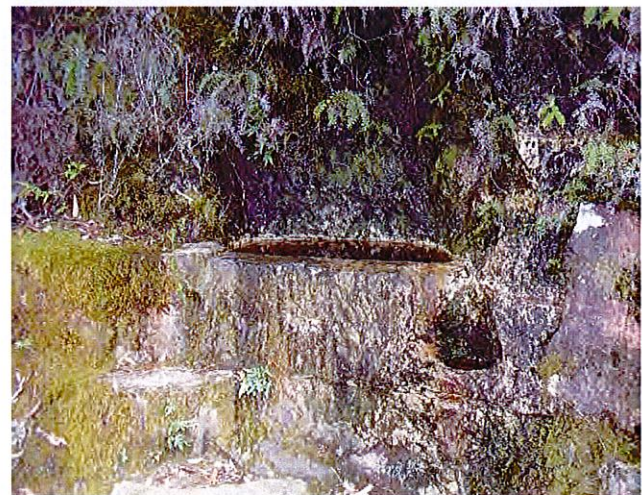


Photo J. Low 2007

Figure 34. Trough on Berghofer's Pass, Mount Victoria.

History: Berghofer's Pass was constructed as a direct result of the arrival of the motor car, early models of which found difficulty with the steep grades of Victoria Pass. Its construction was largely at the instigation of the remarkable early Blue Mountains resident and community leader, John William Berghofer (1840-1927), first President of the Blaxland Shire Council and owner of *Rosedale* at the foot of Victoria Pass. His pass was begun in 1907 and opened in 1912 and its easier grades made it the preferred route on and off the western escarpment until motor cars became more powerful and improvements to Victoria Pass were effected in the 1920s. It finally closed in 1934 and was re-opened in more recent times as a walking track. The stone trough would not only

have satisfied the thirst of human and animal traffic using the pass but, most probably, also the demands of many passing motor vehicles. Individually, the trough is not on any heritage list though Berghofer's Pass as a whole is listed in the Blue Mountains City Council's Local Environment Plan (LEP) as having local heritage significance (NSWOoEH 2008b).

Association with Particular People: Though not (as far as is known) specifically associated with John William Berghofer, the trough is an integral part of the pass that he initiated and that bears his name. Indeed, members of his family regard it as significant for on the rock wall to the right of the trough is a small memorial plaque to the memory of his great grandson, Cyril 'Bruce' Parker (1922-2004) who claimed this as "His Chosen Resting Place" (Figure 35).

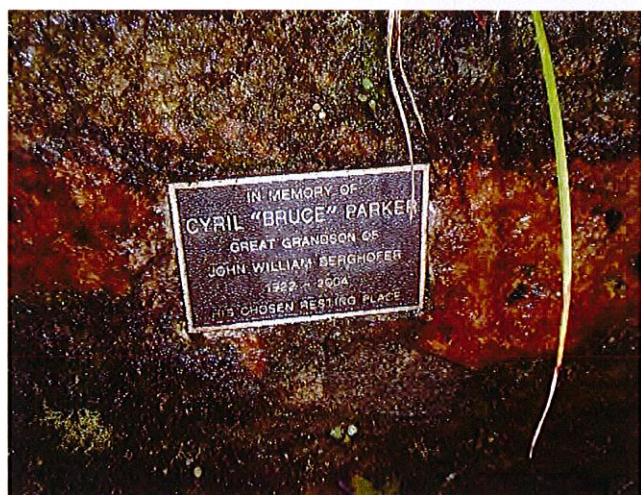


Photo J. Low 2016

Figure 35. Plaque accompanying the trough on Berghofer's Pass, Mount Victoria.

Trough No. 16: Water Trough Hill, Bell (Figure 36).

Location: This trough can be found by travelling for about 3km east along the Bells Line of Road from its intersection with the Darling Causeway (or, alternatively, 4.5km west from the Mount Wilson turn-off) to the eastern base of Water Trough Hill (WTH). Here a remnant section of an earlier road veers off on the southern side of the current road and passes along the southern edge of WTH before rejoining the present road a kilometre or so further west. By walking west along the old road (in process of being reclaimed by nature and damp in parts) the trough can be found about 150m in on the right hand side. It is easily missed, however, being somewhat hidden by growth and the site can be a bit wet and boggy.



Photo Peter Rickwood 2016

Figure 36. The Bell Trough, Water Trough Hill, Bells Line of Road.

Description & Condition: The trough has been cut out of a natural sandstone shelf about 60cm above the ground, is fed by a permanent spring and is approximately 85cm in length, 52cm wide and 9cm deep. The date 1894 is carved into the rock face beneath the pool. At my last inspection on 12 April 2016 it was in good, serviceable condition, filled with cool clear water.

History: Bells Line across the Blue Mountains into the Vale of Clwydd, though following the route of an already established Aboriginal pathway, was 'discovered' in 1823 by Archibald Bell Jnr. and provided access to the west for travelers and stock from the Windsor and Richmond districts. Crossing to the north of the Grose Valley, it offered an alternative to the older line (the Western Road from Penrith) that followed the more southerly ridge. The earlier section of Bells Line on which the trough is located (also possessing good examples of dry stone walls, rock surfaces etc.) was by-passed, probably during the later major road improvements that began in 1939 under an unemployment relief scheme and continued during World War II and into the post-war

period (Anonymous 1950). The origins of the trough, though dating from 1894, are unknown. It is possibly the

"pool by the roadside, much patronized by horses and dogs"

mentioned in the account of a trip from Blackheath to Mount Banks published in the *Mountaineer* in 1901 (Anonymous 1901a). The trough is listed in the Blue Mountains City Council's Local Environment Plan (LEP) as having local heritage significance (NSWOoEH 2008a).

Conclusion:

If nothing else, I hope this survey of the surviving horse/water troughs in the Blue Mountains, an on-going project, has demonstrated the importance these unassuming relics of an earlier age can have in enhancing our experience of community. They are the bearers of memories and lost histories, they speak of the changes in our work-a-day world and of enduring values of respect and compassion, and as such are worthy of our attention and preservation.

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Abbreviations:

BMC	Blackheath Municipal Council
BMCC	Blue Mountains City Council
BMHS	Blue Mountains Historical Society Inc.
KMC	Katoomba Municipal Council
LEP	Local Environment Plan
n.d.	no date
NSWOoEH	NSW Office of Environment and Heritage
pers. comm.	personal communication
RSPCA	Royal Society for the Prevention of Cruelty to Animals
WTH	Water Trough Hill

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