

Wingecarribee Shire

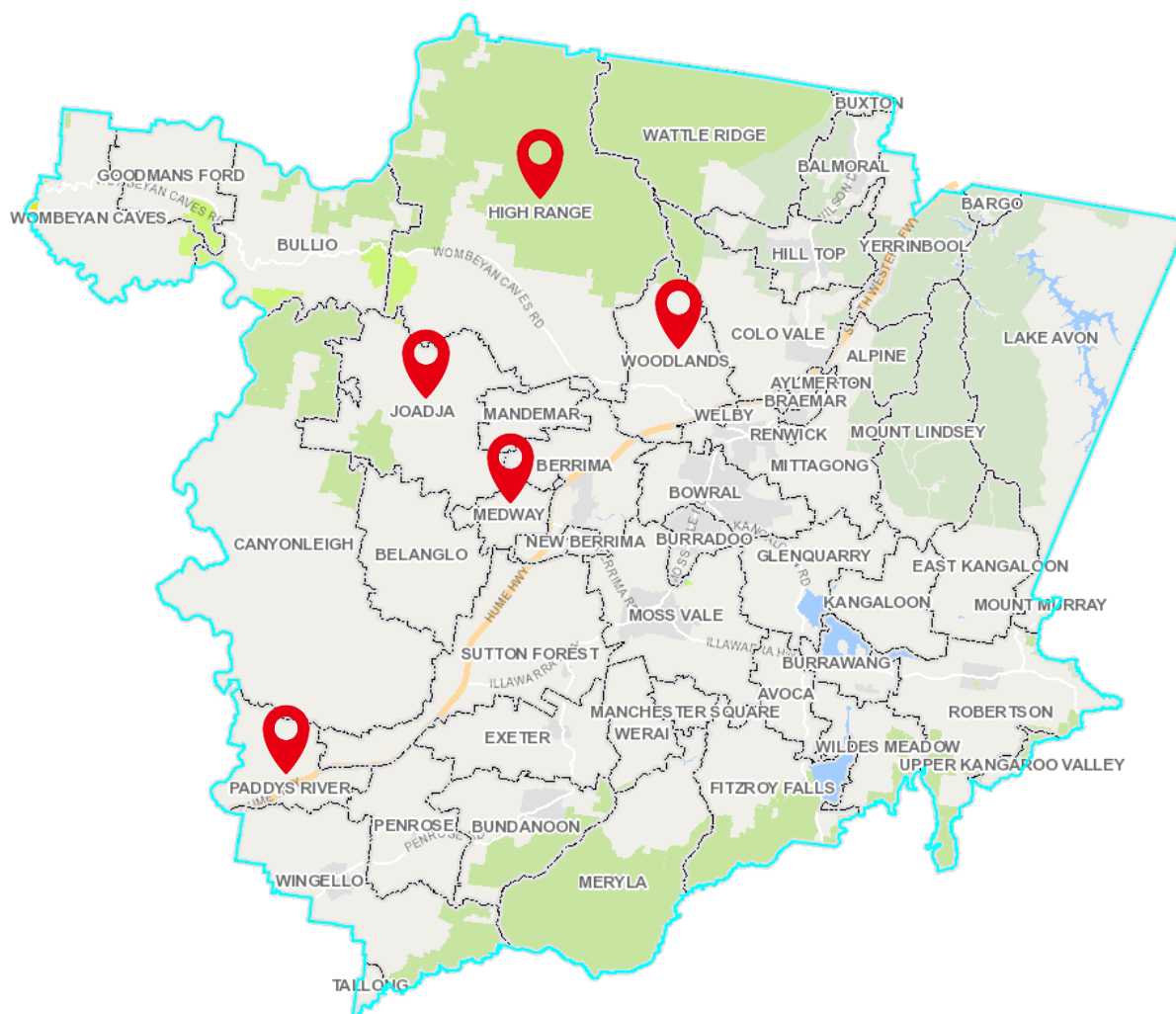
Heritage Study 2021-23

A Community Based Heritage Study

Volume 3.17

Preliminary Evidence Sheets for **Western Shire** (High Range, Joadja, Medway, Paddys River & Woodlands)

August 2023



We're with you

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Part A: Recommended Heritage Places



1321 Wombeyan Caves Rd, High Range. St. Thomas Anglican Church and Cemetery

Recommendation

Include as a new heritage item in Schedule 5 (Part 1 Heritage items) of the Wingecarribee Local Environmental Plan 2010.

Heritage Survey 2009 Recommendation

List as a heritage item with the following statement of significance:

The church has historic significance for its role in the development of the community. The church is important for its aesthetic and landmark qualities.

As a place of public worship, the Church has social values for the community.

Description

October 2020: A freestanding 1892 church set on a large site in a rural setting that has retained its context. The building is setback from the road and has a post and rail fence. The church is located in a landscaped setting of trees and grass with numerous graves nearby. The roof is gabled with a steep pitch and has closed eaves and is clad in corrugated sheet metal.

The front door is centrally located in the western elevation over which a 1972 stone portico has been constructed. Fenestration comprises vertically proportioned Gothic timber windows. The building appears to be in excellent condition and is highly intact. Alterations include sympathetic entry portico and colorbond roof. A very attractive rural scale church constructed in 1891 from dimensional sandstone and maintained in good condition. The church remains in active use by the local community.



Above: October 2020: 3 photos at this site:

https://www.waymarking.com/waymarks/WMJWNQ_St_Thomas_Anglican_Church_High_Range_NSW

Internet Review

October 2020: Notes at this site:

https://www.waymarking.com/waymarks/WMJWNQ_St_Thomas_Anglican_Church_High_Range_NSW

History

Heritage Survey 2009 History

The church was completed in 1891. High Range and Joadja Creek residents built the church on an original land grant purchased for that purpose. Although the first service was held on 5 April 1891,

the church and burial ground was not consecrated until 12 May 1893. This service was conducted by the Archbishop of Sydney, Right Reverend William Saumraez-Smith.

Names to appear in the early church register were Bunter, Cordeaux, Chant, Dobson, Franklin, Smith, Goodfellow, Handley, Howard, Kell, Lake, Willis, McDonald, Malcolm, Mudford, Small and Styles. Life has not always been easy for the little church. Its congregation has altered frequently as families came and went. The grounds became overgrown and the church was laden with dust and leaves that had blown in under the door. It was 24 years later before the little church again opened its doors and was filled with the sounds of the organ and the singing of a strong congregation. At this time a porch was added to the building to help keep out the strong winds that found their way under the door. The church may be small but it has offered comfort to many since it opened its doors in 1891. Since its recent closing and reopening, it has again brought together many new residents who fought to save their little church. (Existing WSC Inventory)

Heritage Significance Assessment

The proposed item has been assessed against the seven NSW Heritage Assessment Criteria. To be considered for local heritage listing, an item must meet one or more criteria on a local level. To understand more about the NSW Heritage Assessment Criteria, refer to the Heritage NSW publication *Assessing Heritage Significance* available online at <https://www.environment.nsw.gov.au/research-and-publications/publications-search/assessing-heritage-significance>.

NSW heritage assessment criteria	Assessment of site (no content = site has not been assessed against that criterion)
(a) HISTORICAL SIGNIFICANCE	<i>Of significance to the history of the local area because it illustrates the development of the High Range area in the late 19th Century.</i>
(b) ASSOCIATIONAL SIGNIFICANCE	<i>Of significance because of its association with very early pioneer and then later families - Bunter, Cordeaux, Chant, Dobson, Franklin, Smith, Goodfellow, Handley, Howard, Kell, Lake, Willis, McDonald, Malcolm, Mudford, Small and Styles.</i>
(c) AESTHETIC OR TECHNICAL SIGNIFICANCE	<i>Of significance in demonstrating aesthetic achievement in the local area for its setting and simple architectural form.</i>
(d) SOCIAL SIGNIFICANCE	<i>Of significance because of its ongoing association with the Anglican church community of the High Range area and district.</i>
(e) RESEARCH POTENTIAL	
(f) RARITY	
(g) REPRESENTATIVENESS	<i>Of significance in demonstrating the principal characteristics of a class of the local area's heritage in this case a stone built late Victorian era Gothic style Church.</i>

Integrity/Intactness

Substantially intact although some alterations have been made.

Statement of Heritage Significance

The St Thomas Anglican Church and Cemetery at 1321 Wombeyan Caves Road, High Range is significant because it illustrates the development of the High Range area in the late 19th Century and its association with very early pioneer and later families - Bunter, Cordeaux, Chant, Dobson, Franklin,

Smith, Goodfellow, Handley, Howard, Kell, Lake, Willis, McDonald, Malcolm, Mudford, Small and Styles and its ongoing association with the Anglican church community of the High Range area and district. It is also of significance in demonstrating aesthetic achievement in the local area for its setting and simple architectural form and in demonstrating the principal characteristics of a class of the local area's heritage in this case a stone built late Victorian era Gothic style Church. The cemetery has significance for its potential to yield information that will contribute to an understanding of the local area's history. It has graves dating from 1900 to the present.

299 Richards Lane, Joadja. 'Mandemar'—sandstone and timber slab house

Recommendation

Include as a new heritage item in Schedule 5 (Part 1 Heritage items) of the Wingecarribee Local Environmental Plan 2010.

Heritage Survey 2009 Recommendation

List as a heritage item with the following statement of significance:

The house has significance as an important early stone homestead.

Description

October 2020: A one storey freestanding house that dates from the 19th Century set on a large site in a rural setting that has retained its context. The building is setback 30 metres from the road. The site has a front fence of steel and wire with photinia. The site also features subsidiary buildings, sheds and garage which are of a later date and compliment the setting of the place. The front garden is large informally landscaped and provides a picturesque setting. The façade faces north rather than the road and presents a simple symmetrical elevation. End walls incorporating chimneys are constructed of roughly dimensioned sandstone, with front and back walls of vertical timber slabs. The roof is gabled with a steep pitch and is clad in galvanized corrugated sheet metal and features stone chimneys in the end walls. The verandah runs across the façade and has a straight profile in an extension of the roof. It is clad in galvanized corrugated sheet metal and features timber posts. The door is centrally located and is 4 panelled.

Fenestration comprises vertically proportioned with 2-pane 6 plus 6 pane double hung timber windows. The building appears to be in good condition and is highly intact.

This is an important building because of its age and form and vernacular construction technique. The use of massive stone end walls with split slab infill walls is relatively uncommon. This is possibly the first major dwelling in the area. Its high integrity makes it very significant.





Above: Images 299 Richards Lane, Joadja October 2020.

Internet Review

Nil

History

Heritage Survey 2009 History

Nil.

Heritage Significance Assessment

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NSW heritage assessment criteria	Assessment of site <i>(no content = site has not been assessed against that criterion)</i>
(a) HISTORICAL SIGNIFICANCE	<i>Of significance to the history of the local area because it illustrates the early development of the Mandemar area in the 19th Century.</i>
(b) ASSOCIATIONAL SIGNIFICANCE	
(c) AESTHETIC OR TECHNICAL SIGNIFICANCE	<i>Of significance in demonstrating aesthetic value in the local area because of its setting and architectural form.</i>
(d) SOCIAL SIGNIFICANCE	
(e) RESEARCH POTENTIAL	
(f) RARITY	<i>Of significance because the item possesses a rare aspect of the local area's heritage in this case because of its unusual construction of two stone gabled walls joined by slab walls.</i>
(g) REPRESENTATIVENESS	

Integrity/Intactness

Substantially intact although some alterations have been made.

Statement of Heritage Significance

Mandemar at 235 Richards Road Joadja is significant because it illustrates the early development of the Mandemar area in the 19th Century. It is also of significance in demonstrating aesthetic value in the local area for its setting and architectural form and for possessing a rare aspect of the local area's heritage in this case because of its unusual construction of two stone gabled walls joined by timber slab walls.

526 Medway Road, Medway. Coal Mine and Colliery

Recommendation

Include as a new heritage item in Schedule 5 (Part 1 Heritage items) of the Wingecarribee Local Environmental Plan 2010.

Heritage Survey 2009 Recommendation

List as a heritage item with the following statement of significance:

The site is of historic significance for its ability to evidence early industries which contributed to the development of the area.

Description

October 2020: Viewed from gate only.

The Study Group discussed this site in the context of three large industrial sites in the Shire – this site, Bowral Brickworks and the New Berrima Cement Works. It was agreed that they should be LEP listed and any information noted on the NSW Heritage Data base but that the management of them is best handled at the time of any major development proposal or redevelopment of the sites and that words to that effect should be included in the listing record. At such time it would be normal to require a CMP to set out more fully the heritage values of the site including recommendations for items and artefacts that should be retained and interpreted.

Heritage Survey 2009 Description

The coal mine appears to be a mid Twentieth Century facility, and it is not known if there is any significant fabric from the late Ninetieth Century or early Twentieth Century. The facility is active and requires permission to enter. Mining is an important local industry and this mine is likely to have some heritage significance, historically if not otherwise.

Internet Review

A lot of images at this site. https://www.google.com.au/search?q=Medway+++coal+Mine&hl=en-GB&source=lnms&tbn=isch&sa=X&ved=2ahUKEwiC2MzYq7vsAhWcyDgGHZ2sAf4Q_AUoA3oECAQQBQ&biw=1275&bih=598#imgsrc=q46s_ch5mABfiM



Above: A lot of images at this site including one above
https://www.google.com.au/search?q=Medway+++coal+Mine&hl=en-GB&source=lnms&tbn=isch&sa=X&ved=2ahUKEwiC2MzYq7vsAhWcyDgGHZ2sAf4Q_AUoA3oECAQQBQ&biw=1275&bih=598#imgsrc=q46s_ch5mABfiM

History

Historical Notes below from pages 18-19. Philip Morton “Early Industries in the Berrima District”. 2012

This document expands upon the research material used to compile the “Early Industries in the Berrima District” exhibition at the Berrima District Museum. Philip Morton, Volunteer Researcher, Berrima District Historical & Family History Society Inc. April, 2012

Mining commenced at Medway in 1867 and continues today

Coal mines in NSW are usually subject to faults, elevated stresses, gas, rolls and igneous intrusions. However the only geological problems experienced at Medway are igneous intrusions in the form of dykes and volcanic plugs. The limited sandstone cover (100-150 metres) causes little stress at the working face. Thus mining conditions are exceptionally good, with a minimum of roof support required to work safely.

The Cataract Mine, opened in 1867, was located next to a waterfall on the banks of the Medway Rivulet, a tributary of the Wingecarribee River. It was the intention of the owners to sell coal to the Fitz Roy Iron Works. It would appear that the mine was very small and basic and it closed in the late 1870s when the iron works shut down.

New company at Medway built rail link in 1881

The Berrima Coal-Mining and Railway Company was formed in 1880 by James John Atkinson, son of James Atkinson who from 1822 held two grants of land in the Sutton Forest area totalling 2000 acres - one was Oldbury and the other Mereworth.

The company intended to mine coal on the Medway Rivulet about 500 metres west of the earlier Cataract mine. A private rail line was built from the company's Berrima Colliery to a junction with the main southern line near Moss Vale. The new line was mostly ballasted with small coal.

In September 1882 a saddle tank shunting type locomotive (No. 6114) arrived from the USA, having been built for the colliery by the Baldwin Company. It weighed about 16 tons, had a 6 foot wheelbase and a boiler pressure of 120 lb/sq. inch.



Above: Image Baldwin loco No. 6114 brought into service on Medway private line in 1882

About 40 miners were working the pit and facilities were primitive. Daily output was estimated between 80 to 100 tons. Most of this was supplied to the NSW Railways for steam locomotive use. The company operated for eight years, but due to lower than expected income and the high cost of inefficient transport it was liquidated in 1886. The mining equipment and the rail line fell into disrepair.

Loch Catherine mines reinvigorated Medway in the 1920s

In 1923, W.E. Marsh opened the Loch Catherine Colliery, south of the original Berrima Colliery. A third mine known locally as the Flying Fox Mine was also established on the Medway Rivulet near Loch Catherine. Men and materials entered via a flying fox.

Stan Taylor acquired Medway colliery and established cement works

In 1924 the Medway Colliery and Railway Company, formed by A. S. (Stan) Taylor, took over the Loch Catherine mine and opened a new Medway site. Stan was an industrious local man who had a sawmill business at Berrima.

He relocated the old rail tracks to a new colliery site and rebuilt the run-down rail spur from Medway to Berrima Junction near Moss Vale, mostly on the original 1881 railway right of way with its crushed coal formation (still visible today). It opened in February 1927.

In 1926 Taylor created the Southern Portland Cement and Coal Company in fulfilment of his dream to construct a cement works on land south of Berrima linked by rail to the colliery at Medway and to a limestone source at Marulan on the main line.



Above: Image Stan Taylor

Pit ponies used at the Medway mine until mechanisation in 1968

Berrima Colliery at Medway is situated half way down a steep cliff on the bank of the Wingecarribee River. Within the mine, pit ponies hauled coal from the coal face up to a clipping flat half a mile from the mine entrance. The coal was then transported out on a rope skip-way and over the river by bridge, then up to the railhead on the river bank.

Pit ponies leave the Medway mine alongside a skip for the last time in April 1968.

The pit ponies were 17-hand draught horses.

Stabled at the surface, they went down into the darkness of the mine each day, where they soon

learnt their way around underground. These

horses were a vital part of the process until finally

retired in 1968.

Up to 150 men were employed at the Berrima Colliery until it became mechanised in 1968. Modern mining machinery, conveyor belts and electrically hauled cable shuttle cars replaced some 60 men, 36 horses, and 300-plus 36 cwt capacity skips. Haulage of the coal by rail ceased some little time after mine mechanisation. Road transport replaced rail and eventually the western half of the company rail line was removed. The company today does not itself operate any more trains.

Medway still supplies coal to the New Berrima cement works

Berrima Colliery is the only coal mine in the district that has been in more or less continuous production since the mid 1870s. Since 1929 it has supplied up to 220,000 tonnes annually of high-ash coal to its single customer, the New Berrima cement works.

In 1994 Centennial Coal acquired the Berrima Colliery from Boral (who had purchased it with the cement works in 1988) and continued supplying fuel coal to Boral; since 2009 the colliery has been owned and operated by the Australian company Delta SBD Limited.



Above: An image of the mine taken in 1968 from BDHS in SHN from 11/11/2013

Ryerson Index for Arnold Stanley Francis (Stan) Taylor c.1896-1952

TAYLOR	Arnold Stanley Francis	Death notice	20MAY1952	Death	56	late of Hillside, Berrima	Sydney Morning Herald	21MAY1952
TAYLOR	Arnold Stanley Francis	Other	20MAY1952	Death		late of Berrima	Southern Mail (Bowral)	23MAY1952
TAYLOR	Arnold Stanley Francis	Obituary	30MAY1952	Publication	56	late of Berrima	Southern Mail (Bowral)	30MAY1952

Heritage Significance Assessment

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NSW heritage assessment criteria	Assessment of site
	<i>(no content = site has not been assessed against that criterion)</i>
(a) HISTORICAL SIGNIFICANCE	<i>Of significance to the history of the local and wider area as a major industrial enterprise and one of the earliest commencing 1867. Berrima Colliery is the only coal mine in the district that had been in more or less continuous production since the mid 1870s until its closure in 2014.</i>

NSW heritage assessment criteria	Assessment of site
(b) ASSOCIATIONAL SIGNIFICANCE	<p><i>Of significance because of its association in the local area with The Berrima Coal-Mining and Railway Company formed in 1880 by James John Atkinson, son of James Atkinson who from 1822 held two grants of land in the Sutton Forest area totalling 2000 acres - one was Oldbury and the other Mereworth.</i></p> <p><i>Arnold Stanley Francis (Stan) Taylor c.1896-1952, Industrialist of Berrima. In 1924 the Medway Colliery and Railway Company, formed by Taylor, took over the Loch Catherine mine and opened a new Medway site. Stan was an industrious local man who had a sawmill business at Berrima. He relocated the old rail tracks to a new colliery site and rebuilt the run-down rail spur from Medway to Berrima Junction near Moss Vale, mostly on the original 1881 railway right of way with its crushed coal formation (still visible today). It opened in February 1927. In 1926 Taylor created the Southern Portland Cement and Coal Company in fulfilment of his dream to construct a cement works on land south of Berrima linked by rail to the colliery at Medway and to a limestone source at Marulan on the main line.</i></p>
(c) AESTHETIC OR TECHNICAL SIGNIFICANCE	<p><i>Of significance in demonstrating technical achievement in the local area because of the quality of the coal produced from this site and the technology used.</i></p>
(d) SOCIAL SIGNIFICANCE	<p><i>Of significance because of its strong association with the Medway, Berrima, New Berrima and wider community as a major presence and local employer.</i></p>
(e) RESEARCH POTENTIAL	
(f) RARITY	<p><i>Of significance because the item possesses a rare aspect of the local area's heritage in this case a local coal mine that had been in more or less continuous production since the mid 1870s until its closure in 2014.</i></p>
(g) REPRESENTATIVENESS	

Integrity/Intactness

The mine has been closed since 2014. Infrastructure substantially intact.

Statement of Heritage Significance

The Medway Coal Mine and Colliery at 526 Medway Road, Medway is significant to the history of the area as one of the earliest commencing in 1867 and for being in more or less continuous production since the mid 1870s until its closure in 2014. It is significant for its association with 1. The Berrima Coal-Mining and Railway Company formed in 1880 by James John Atkinson, son of James Atkinson of Oldbury. 2. Arnold Stanley Francis (Stan) Taylor c.1896-1952, Industrialist of Berrima. In 1924 the Medway Colliery and Railway Company, formed by Stan Taylor opened a new Medway site. He relocated the old rail tracks to a new colliery site and rebuilt the run-down rail spur from Medway to Moss Vale. It opened in February 1927. In 1926 Stan Taylor created the Southern Portland Cement and Coal Company in fulfilment of his dream to construct a cement works at New Berrima linked by rail to the colliery at Medway and to a limestone source at Marulan. 3. The Medway, Berrima, New Berrima and wider community as a major presence and local employer. The site is also of significance

in demonstrating technical achievement in the local area because of the quality of the coal produced from this site.

‘Leicester Park’—stone house and slab house

37 Kells Creek Road, Woodlands

Recommendation

Include as a new heritage item in Schedule 5 (Part 1 Heritage items) of the Wingecarribee Local Environmental Plan 2010.

Description

A single storey stone house on a large site in a rural setting. It has a steep pitched hipped roof with bullnose timber post supported verandah which return to both sides of the house. Both roofs of galvanised iron. The internet site states that the separate vertical slab hut on the site was built in 1865. It has a hipped roof and straight verandah both in corrugated iron.



Above: Images of stones inscribed to Charles R Loseby 1900.
<https://trinityventures.com.au/portfolio/leicester-park-mittagong/>

Internet Review

Main site here and it has images of stones inscribed to Charles R Loseby 1900.

<https://trinityventures.com.au/portfolio/leicester-park-mittagong/>

There are 2 extra cottages on the site - Catherine's Place and The Slab Hut

1. Catherine's Place at this site. Possibly a newer house.

https://www.airbnb.com.au/rooms/48333999?source_impression_id=p3_1622003064_iC%2BJSKQ76j432jKZ&guests=1&adults=1

The Cottage @ Leicester Park is an beautifully designed timber 2 bedroom and 2 bathroom cottage. It has been exquisitely decorated and is a cosy, luxurious retreat for the discerning traveller. The large

open plan living room features a wood burning fireplace, fridge, electric stove, oven, dishwasher and Nespresso coffee machine. Both bathrooms have heated floors for those chilly winter evenings. The backyard features a BBQ and a fire pit that is perfect for toasting marshmallows.

2. The Slab Hut at this site

<https://www.airbnb.com.au/rooms/43743384>

The Slab Hut, built in 1865 is on the beautiful property Leicester Park, a 62 acre horse stud. It has been lovingly restored and consists of a large open plan living room/kitchen/dining. It has a wood burning pot belly stove, fridge, gas stove and oven, and a Nespresso coffee machine. There is one large bedroom with 2 beds that are made up with crisp white cotton sheets with alpaca blankets and cozy doonas for those chilly winter evenings.



Above: The Slab Hut at this site. Source <https://www.airbnb.com.au/rooms/43743384>

History

Notes from Linda Emery Sep 2021

Leicester Park was built by Charles Robert Loseby, son of Thomas Loseby who came to Australia in the army in 1832. He had land along the Old South Road (Harby Farm). The family came from Leicestershire hence the name of the property. I think the land at Woodlands could have originally been granted or purchased by Thomas Loseby. The Loseby story in the area is well covered in our files at the archives.

Internet check September 2021

<https://www.geni.com/people/Charles-Loseby/6000000106698979006>

*Charles Robert Loseby born 6/1/1839. Son of Thomas Loseby and Margaret Carrol
Brother of Isabella Wood; Mary Ann Loseby; Joanna Loseby; Alfred Loseby and Eudora Irvin Loseby.*

Below Ryerson Index

LOSEBY Charles Death 25OCT1919 Death 78 late of Sydney 28OCT1919
Robert notice Mittagong Morning Herald

Heritage Significance Assessment

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NSW heritage assessment criteria	Assessment of site (no content = site has not been assessed against that criterion)
(a) HISTORICAL SIGNIFICANCE	<i>Of significance to the history of the local area because it illustrates the development of the Woodlands area of the Shire in the 19th Century.</i>
(b) ASSOCIATIONAL SIGNIFICANCE	<i>Of significance because of its association in the local area with the early pioneering Loseby family and in particular Charles Robert Loseby 1839-1919 who commissioned Leicester Park. Charles was the son of Thomas Loseby who came to Australia in the army in 1832. The family came from Leicestershire hence the name of the property.</i>
(c) AESTHETIC OR TECHNICAL SIGNIFICANCE	<i>Of significance in demonstrating aesthetic value in the local area because of its setting and architectural form of both the main house and early slab house.</i>
(d) SOCIAL SIGNIFICANCE	
(e) RESEARCH POTENTIAL	
(f) RARITY	
(g) REPRESENTATIVENESS	<i>The main house is of significance in demonstrating the principal characteristics of a class of the local area's heritage in this case a single storey Victorian era symmetrically fronted house of stone construction with iron clad hipped roof and timber post supported bullnose verandah</i>

Integrity/Intactness

Substantially intact although some alterations have been made.

Statement of Heritage Significance

Leicester Park, 37 Kells Creek Road, Woodlands is significant because it illustrates the development of the Woodlands area of the Shire in the 19th Century. It is also of significance because of its association in the local area with the early pioneering Loseby family and in particular Charles Robert Loseby 1839-1919 who commissioned Leicester Park. He was the son of Thomas Loseby who came to Australia in the army in 1832 from Leicestershire hence the name of the property. It is also of significance in demonstrating aesthetic value in the local area because of its setting and the architectural form of both the main house and early slab house. The main house is of significance in demonstrating the principal characteristics of a class of the local area's heritage in this case a single storey Victorian era symmetrically fronted house of stone construction with iron clad hipped roof and timber post supported bullnose verandah.

Part B: Not Recommended Heritage Places



Paddy's River Crossing (near former town of Murrimba)

Hume Highway, Paddys River

Recommendation

Record only. Do not list as a heritage item.

Description

Crossing over Paddys River near former town of Murrimba. Little to no remaining physical evidence of earlier bridges constructed prior to the two lane concrete bridges over the Highway completed in November 1974.

Internet Review

Southern Highland News article dated 19/11/2012 about the various crossing and bridges (accessed 16 June 2021): <https://www.southernhighlandnews.com.au/story/1128378/paddys-river-crossings-and-bridges/>

History

Extract from *Paddy's River crossings and bridges*, Southern Highland News 19 November 2012

UNTIL Paddy's River Bridge is crossed when heading southward on the Hume Highway from the Berrima exit, you are still within the Wingecarribee Shire. Beyond that is the Mulwaree Shire and the highway makes for Marulan

Paddy's River is a perennial stream commencing at the junction of Reedy Creek and Munros Gully, between Bundanoon and Penrose. It flows generally west-north-west for about 32 km through the Murrimba parish locality and then joins the Wollondilly River.

The name 'Paddy' is a contraction of 'Patrick', the name given to the river by Surveyor James Meehan who led an expedition to the south country in 1818 that camped by its banks.

Meehan had trained as a surveyor in Ireland and, sentenced for taking part in the Irish rebellion, was transported to Sydney where he took on important surveyor duties and was conditionally pardoned.

The 1818 expedition with Meehan as leader was initiated by Governor Macquarie to 'try if a communication can be effected from Sydney to Jarvis's Bay by land'. The party included Hamilton Hume, Charles Throsby, Joseph Wild and several Aborigines.

They had crossed the Wingecarribee River at Bong Bong on 11 March and veered southwest but were thwarted by a boggy swamp caused by recent heavy rain.

Heading more directly south they came to a swollen river on 17 March. Meehan would have been aware that this was St Patrick's Day, so later named it Patrick's River.

UNABLE to cross their loaded carts, they camped there for several days to feed the horses and dry out stores and equipment. Meehan explored down the river's south side and two miles away found a suitable place for the carts to cross. The expedition then resumed, with Meehan's party exploring beyond Bungonia to the Lake Bathurst district.

When Macquarie made a tour of inspection to the south country in 1820 he kept a journal, from which is this extract: "After passing through long tiresome thick close Brush or Forest, we arrived at St. Patrick's River, a very pretty clear little stream, running northerly and with a good Bridge over it. About a mile from this little Rivulet, we came to the Wallandilly River, a very fine Stream of Water being quite fresh."

As the Governor was travelling along Throsby's branch road that headed through Canyonleigh to the Cookbundoon Ranges, the 'good bridge' mentioned by him (probably just a few rough timbers) was further west and closer to the Wollondilly than the crossing point of Meehan's 1818 expedition.

Throsby also referred to the river as 'St Patrick's', but Meehan had definitely named it 'Patrick's River' according to historian James Jervis (RAHS Journal, Vol 32, p108). However in local usage it soon became Paddy's, and this name has endured.

Meehan's traverse of 1818 became the (Old) Argyle Road that crossed Paddy's River near present-day Penrose and then headed to Barber's Creek (Tallong) and beyond. This road was immediately used by settlers seeking new lands.

IN THE 1830s a more direct line was surveyed to Goulburn township and this became the Great Southern Road (renamed Hume Highway in 1928). It was aligned to cross Paddy's River at an easy ford located where the river made a bend through level ground. Possible sites for this original crossing can be found in the vicinity under the current highway's dual carriageway bridges.

Tenders were first called for a bridge at this crossing in the 1850s and a local settler, James Murray, won the contract to build a basic timber structure. This would have saved the bullock drays and horse-drawn carriages from having to ford the river - a dangerous task when it was running high.

However the bridge was eventually washed away and again the river had to be forded, as shown in a circa 1880's postcard sold by Taylor Bros of Moss Vale titled 'Paddy's River Crossing'.

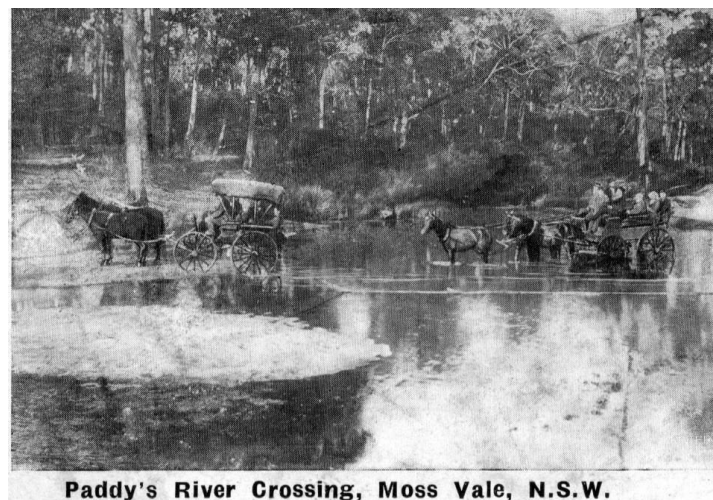
A second bridge was constructed in the early 1900s and a 1914 photograph shows it as a low and basic timber structure without side railings and prone to being submerged when the river ran high.

This bridge was replaced in the early 1920s by a much more elegant, elaborate timber structure complete with side posts and railings that spanned above the high-water mark from embankments at either end.

Over following decades this bridge was upgraded to cope with heavier traffic loads through until the 1970s - no mean feat for an old timber structure.

Now, as one dashes across at 110km, there's barely time to notice the signs 'Paddy's River Bridge'.

o This article is sourced from the archives of Berrima District Historical & Family History Society, Bowral Rd, Mittagong.



Above: FORDING ACROSS: A circa 1880s Moss Vale postcard sold by Taylor Bros shows Paddy's River Crossing in use. Photo: BDH&FHS



Above: TWO BRIDGES: Washing up after a picnic at Paddy's Crossing in the 1920s beside the old bridge with new bridge in background. Photo: BDH&FHS

Further information by Philip Morton, October 2021

Early inns and store at Paddy's River now long gone. Part 5 of a series compiled by PD Morton of the BDHS, published in Southern Highland News

From the 1830s, numerous inns traded locally between Nattai and Murrimba (Paddy's River). As well as at Berrima, at least five of these were located further south, at intervals along the main Southern Road (now Hume Highway). All were put out of business by the railway which opened through the district in 1867 and caused a serious decline in road traffic.

A history of Berrima's inns and several southward has already been provided. For travellers through the Southern Highlands, the first or last inn stop (depending on direction) was at Murrimba, where the road crossed Paddy's River.

Two inns traded there until the 1860s, the Jolly Miller/Murrimba Inn and the Rose, Thistle & Shamrock. These are described by Shylie Brown in the book 'Life Behind the Bar: Inns and Hotels in the Southern Highlands'. Extracts follow here.

The Jolly Miller Inn was opened by William Beadman without the official granting of a publican's licence. It is known to have been in operation in July 1833, being named in a Sydney Gazette advertisement calling for tenders to construct a wooden bridge across Paddy's River next to the Jolly Miller's Inn.

Beadman retired in May 1839 and his nephew John Beadman Ward became proprietor and licensee, changing the name to the Murrimba Inn. Shortly afterwards the inn was robbed by bushrangers. A customer, Mr Smedley, who witnessed the robbery, recognised one of them in Sydney later that year, gave chase and, with the assistance of police, caught him.

John Ward had arrived in NSW from Lancaster, England in 1818, transported as a convict sentenced for seven years. He married Mary Myers in 1836 and they would have seven children. He advertised the Murrimba Inn for sale in 1853 but the lease was not transferred until 1856, when George Dawson became the licensee. Following him as licensee was Henry Jeffreys who had married Ellen Valpy in 1852 at Dunedin, New Zealand. The couple moved to Sydney where a son and daughter were born. After taking up at Murrimba, Henry became insolvent and had to sell all his assets. Sadly, Ellen died in 1858 and, to add to Henry's woes, fire destroyed a cottage he still owned in Goulburn, which he rented to supplement his income. He died in Goulburn in 1868. What happened to the two children is unknown.

Through this period of the 1860s, bushrangers were still menacing small communities. A newspaper report described that the quiet of Paddy's River was thrown into a state of great alarm by an unwelcome visit by Messrs Gilbert and Co. These desperadoes made their appearance, rifling all 15 houses in Murrimba, marching the inmates to Jeffreys' inn where they regaled with the best the

house could afford. They later struck at the tollbar, then proceeded to rob the Black Horse Inn and head to the Crossroads.

In 1867, Ann O'Neill was listed as licensee of the Murrimba Hotel but no further information has been found about her, the establishment or its demise.

In 1863 the Rose, Thistle and Shamrock Inn was opened by Thomas Mooney on the Southern Road near Murrimba Road and Paddy's River. Little information has been found about this inn or Mooney except that he was one of a number of Mooney family members who were innkeepers in the Goulburn district. The inn was put up for auction in 1864 and described as a weatherboard house with six rooms, on an acre of land. There was also a detached kitchen, a nine-stall stable with loft enclosed by a paling fence. The inn's licence was cancelled in 1868.

That completes the description of these early inns at Murrimba. They closed because the surrounding rural community was not sufficient to keep them in business after road traffic declined and the railway to Goulburn took a different route than the road.

Even a general store which James and Jane Murray opened at Murrimba in 1843 did not survive, although at first doing well. From 1862 Jane ran the store and raised their nine children herself as James was incapacitated after falling from his bullock wagon. He died in 1879 and she moved down the river, buying a property, Canyan Leigh, where she opened a post office.

By the 1920s, when motor vehicles had come into use and the southern road was busy again, local inns trading between Berrima and Murrimba were just a memory.



Above: BY PADDY'S RIVER: James & Jane Murray opened a store at Murrimba in 1843. Photo: BDH&FHS