APPENDIX II

PHOTOGRAPHS
1. Breast wall, c80th, type 2A stormwork bedded in earth 25.2km/15.6m north of Baulkham Hills.

2. Obelisk standing, c20th, with line of c18th adjoining breast wall, 25.2km/15.6m north of Baulkham Hills.
3. Chiselled cutting, c20m, with sloped face.
28.5km/17.9m north of Saulkheer Hill.

4. Jackhammer marks in cutting, c20m, with a very fine face.
21.4km/13.3m north of Saulkheer Hill.
5. Breast wall and cutting, C20th, type T4 stonework bedded in earth. Cutting has sloped face and jackhammer marks. 12.2m
20.0m north of Boulkham Hills.

6. Breast wall and cutting, C20th, type T4 stonework bedded in earth and partly collapsed. Chiselled cutting has sloped face. 17.3m, 9.0m
north of Boulkham Hills.

7. Partly collapsed breast wall, C20th, type T4 stonework. 33.7m
21.7m north of Boulkham Hills.
3. Unlined cutting with vertical side and broad weathered illustration, abandoned section. 10 km north of Baulkham Hills.

9. Remains of rubble retaining wall on side of embankment, 23 m, abandoned section, 30 km north of Baulkham Hills.

10. Retaining wall, type 1a, abandoned up to 13 m, with broken stone fill, surface not clear. Additional section, 40 m north of Baulkham Hills.
11. Jumper holes in cutting, 40 cm long, vertical, 315 cm, abandoned section, 40.4 km/25.1 m north of Baulkham Hills.

12. Large section of broken slope surface. Water erosion has cut a channel, exposing a cross section of construction, 332-341 m, abandoned section, 40.4 km/25.1 m north of Baulkham Hills.

13. Retaining wall, type 2a. Stonework, 30 cm, abandoned section, 40.4 km/25.1 m north of Baulkham Hills.
14. Stone culvert with small square outlet, primitive in form and finish, 369m, abandoned section, 40.4km/25.1m north of Baulkham Hills.

15. Stone culvert outlet set at base of retaining wall, type 1b stonework, 369m, abandoned section, 40.4km/25.1m north of Baulkham Hills.

16. Inlet of stone culvert, drop-entered with roughly-rough-laid sill, 369m, abandoned section, 40.4km/25.1m north of Baulkham Hills.
18. Retaining wall, quality diminishes to type 1b and
1b stonework 399m,
abandoned section, 40.4km/
15.1m north of Baulkham
Hills.

19. Retaining wall, type 1a
stonework, 199m, abandoned
section, 40.4km/15.1m north
of Baulkham Hills.

20. Broken stone, visible through
sandy surface, 453m,
abandoned section, 40.4km/
25.1m north of Baulkham
Hills.
SECTION 1: BAULKHAM HILLS TO WISEMANS PERRY

21.
Cutting, up to 7m high with modern drill holes at the base.
1943-44, 40.6km/25.2m north of Baulkham Hills.

22.
Detail of cutting.
1943-44, 40.6km/25.2m north of Baulkham Hills.

23.
Vugge pits in small cutting, very weathered, 48.0km/30.0m north of Baulkham Hills.
24. Modern drill holes in parallel formation on cutting, 49.9km/30.4m north of Baulkham Hills.

25. Chiselled cutting with vertical face and closely spaced chisel marks, 49.9km/30.4m north of Baulkham Hills.
Retaining wall, view of northern end, type B1, approximately 12.2m in the north of Houdak Hill.
29. Culvert-interior construction of stone blocks and slate curving slightly to the south, 51.5cm 21.3m north of Baulkham Hills.

30.orage of retaining wall through insertion of round pipe culvert, 51.0m/20.2m, north of Baulkham Hills.

31. Dislocation of stone courses, retaining wall, 41.0m/16.8m north of Baulkham Hills.
32. Bridge I, interior, view to east showing plinth of type 3a stonework and timber beams, 51.0km/31.2m north of Sulkhan Hills.

33. Bridge I, interior, view to west showing abutment, beams and later rubble work over a concrete culvert, 51.0km/31.2m north of Sulkhan Hills.

34. Bridge I, eastern end, showing contrast between original and later stonework and concrete culvert, 51.0km/31.2m north of Sulkhan Hills.
Bridge 1, view of western and showing timber beams and nails, 51.0km/51.2m north of Baulkham Hills.
37. Retaining wall near summit, type 2b stonework. The insertion of guide posts appears to have resulted in displacement of stones in the top course, 0-10m, descent to Wisemans Ferry.

38. Culvert 1 outlet, set obliquely with walls of slabs, 7m, descent to Wisemans Ferry.
39. Retaining wall adjoining Bridge 2, type 3a stonework, 60-90cm, descent to Wisemans Ferry.

40. Bridge 2 outlet, showing tapered buttresses and recent timber deck, type 3a stonework, 77m, descent to Wisemans Ferry. 32.9km/33.9m north of Baldram Hills.

41. Bridge 2 interior showing rough construction of the abutments and mortar added to the upper courses where the new beams of the deck have been inserted, 77m, descent to Wisemans Ferry.
42. Quarry, with vertical face, modern drill holes at the top and horizontal quarrying lines below. 93-97m, descent to Wisemans Ferry.

43. Quarry with vertical face, modern drill holes at top and horizontal quarrying lines. 127-47m, descent to Wisemans Ferry.

44. Quarry, detail of face including drill hole (right) and horizontal lines, 127-47m, descent to Wisemans Ferry.
567.

Retaining wall and culvert 2 outlet at base; type in stonework with pronounced batter, 15cm, descent to Wiseman's Ferry.

568.

Side drain, showing the pits of chisel strokes, 20cm, descent to Wiseman's Ferry.

569.

Retaining wall and culvert 3 outlet. Type in stonework with same uneven courting, 35cm, descent to Wiseman's Ferry.
48.
Culvert 3 outlet, 60cm x approximately 30cm, damaged at base and slitted up.
23km, descent to Wiseman's Ferry.

49 and 50.
Retaining wall, type 3a stonework in 1980 [81] and with dislodged upper courses in 1983 [80]. 255m, descent to Wiseman's Ferry.
51. Retaining wall decreases gradually in height by gradual tapering of the coping course, 31/2m, descent to Wiamans Ferry.

52. Massive beached quarries 160-180m, descent to Wiamans Ferry.
33. Retaining wall with culvert & outlet located at top of the wall. Quality diminishes to type 2b, although weight increases dramatically. 367m, descent to Wisemans Ferry.

54. Culvert & outlet, approximately 100cm x 60cm, with slightly curved aperture and angled slab spillway. 431m, descent to Wisemans Ferry.
36. Retaining wall, Type 2b stonework, evenly battered, 400m descent to Wisemans Ferry.

37. General view of road, showing retaining wall, quarried cutting and slab spillway of culvert 9 (central 400m, descent to Wisemans Ferry).

37. Slab spillway of culvert 9, from above, set at an angle to correspond with the direction of the culvert, 47m, descent to Wisemans Ferry.
58. Culvert 10 inlet. The side drain curves 30° to pass water under the road. A single row of stones marks the edge of the road above the lintel, 45km, descent to Mismana Ferry.

59. Masses of rubble, broken and partly dressed stones lie on the gully slope below the retaining wall, 915-940m, descent to Mismana Ferry.
60. Retaining wall, type 2a stonework, approximately 1m high, 6.72m descent to Wiseman's Ferry.

61. Retaining wall remains, showing the break in continuity, 6.92-7.12m descent to Wiseman's Ferry.
32. First turn of the zig-zag descent, with a turning circle of 6m/20ft. Retaining walls are poorly constructed and damaged. 75m, descent to Miserana Ferry.

33. Retaining wall near the first turn of the zig-zag descent, 75m, descent to Miserana Ferry.

34. Retaining wall on the second reach, type of stonework in very poor condition, with uneven profile, 760-780m, descent to Miserana Ferry.
55. Side drain, showing chisel strokes and sill, 790-790m, descent to Wiseman Ferry.

56. Benched quarried cutting with chiselled side drain at base. Numerous round holes are scattered on the surface, 780-810m, descent to Wiseman Ferry.
07. Retaining wall, more recent, with margined rough-faced stones and projecting, slopes coping, 320m, descent to Wisemans Ferry.

08. Retaining wall runout beneath the last reach, with second turn in the background, 420m, descent to Wisemans Ferry.
69. Wisemans Ferry Inn, formerly The Branch, originally Cobbhan Hall. A Georgian style house built by Solomon Wiseman in 1826 and converted to a hotel in 1827.

70. A later wing of Wisemans Ferry Inn which faces the road at Wisemans Ferry.
71. Item 1, view to N.E., with Item 2 in background, centre.

72. Item 2, view to S.E.W.
73. Item 3, view to N.W.N.

74. Item 6, view to N.E.

75. Item 10, view to North.
77. Item 9, view of north wall, with extension of west wall on far right, bottom.

78. Item 11, view to south.
70. Item 14, view to East.

71a. Item 15, four sand cut steps in a rock face, east of Group 1.
40.
Broad axe blade, hoe blades, leg iron (top, right) located near Group 1 by Hawkesbury Historical Society, 1980. (Courtesy National Trust of Australia (N.S.W.))
83. Item 17, view of southern end, facing south, remains of fireplace on right; the intact corner of building at left also shown in photo 84.
24. Detail of area, southeastern corner.

25. Detail of area, northeastern corner.

26. Detail of area, northeastern corner.
91. Present-day Abbotsford Wharf, Parramatta River. The projecting stone wharf in centre is probably a reconstruction or replacement of the original.

92. Stone wharf, Abbotsford Point, view to east (front).
1. Berowra Wharf (right) and road at Berowra Point, Parramatta River.

2. Berowra Point Wharf, view of east, showing type Ib construction, fill profile, and large stones lying below the waterline.

3. Berowra Point Wharf, base of south (front) wall, towing gaps left in use course.
96. Fill profile showing, right to left, (1) course of large stones and dressed stones, 30-40cm diameter; (2) course of stones 4-10cm gauge; (3) compacted small stones 2.5cm-6cm gauge; (4) asphalt; (5) clay, large stones and broken bricks; (6) grass.
77.
Cutting on ascent,  
Bedlam Point, showing  
timber mark (left).

88.
Series of wedge pits in  
cutting, indicating  
quarrying operations.  
Ascent from Bedlam  
Point Wharf.

99.
Rock end, Punt Road  
Bedlam Point, Gladesville.  
This house may have  
originally been built by  
the Government in 1831  
as an accommodation  
house. It is at  
present being restored.
100. Ferry landing on north bank of Hawkesbury River at Wisemans Ferry, showing remnants of stonework.

101. Remnants of early retaining wall/wharf (centre), ferry landing, Wisemans Ferry. Large blocks are placed perpendicular and have inclined beds. Broken stone comprising bank shown on left and right.
103. Bridge 3 spanning a mountain stream at the base of massive cliffs, 0.57km/0.36m north of Wisemans Ferry.

104. Bridge 3 outlet, with flared abutments and recent deck. Type 3a stonework to exterior, rougher on interior, 0.57km/0.36m north of Wisemans Ferry.

105. Broken stone placed below the mouth of bridge 3 to dissipate water. 0.57km/0.36m north of Wisemans Ferry.
106. Interior of southern culvert attached to bridge 3 showing slab and block construction. The northern abutment is visible through the mouth of the culvert, 0.57km/0.36m north of Wisemans Ferry.

107. Partly intact northern culvert outlet attached to bridge 3. The attached interior and channel has been buried/destroyed, 0.57km/0.36m north of Wisemans Ferry.

108. Addition of new deck to bridge 3, showing upper courses mortared, concrete beam and timber deck, 0.57km/0.36m south of Wisemans Ferry.
109.
Surface near base of Devine's Hill. Erosion has exposed the formation, showing the incorporation of natural shelly rock, 0-30m, ascent of Devine's Hill.

110.
Culvert: inlet and coverstones of lining, curved diagonally across the road, 135.6m, ascent of Devine's Hill.

111.
Culvert: outlet with curved softfit, 123.3m, ascent of Devine's Hill.
112. Culvert 3 outlet with simple rectangular lintel forms top course of retaining wall, 180m, ascent of Devines Hill.

113. Culvert 4 outlet with curved soffit and roughly paved spillway projecting slightly from the retaining wall, 190m, ascent of Devines Hill.

114. Culvert 4 inlet with unusually pronounced curve to the soffit and rounded lintel, 210m, ascent of Devines Hill.
115. Culvert outlet, showing use of specially shaped and sized stones to incorporate it into the retaining wall. 21m, ascent of Devine's Hill.

116. Northern mouth of double inlet of culvert 7, with stone block edged side drain, 282m, ascent of Devine's Hill.

117. Triangular indentation made by base of juniper in cutting, 300m, ascent of Devine's Hill.
119. Surface showing part original course of broken stone up to 10cm/4" gauge on the right. c300m, ascent of Devines Hill.

120. Culvert & outlet, large example, 77cm x 10cm, c15m, ascent of Devines Hill.
121. Culvert inlet. The base and sides are cut from solid stone as are those of the side drain connected to it. 307 m. ascent of Devine's Hill.

122. Uniselled cutting, showing fine, closely spaced striate marks. 345 m. ascent of Devine's Hill.
123. Culvert 9 inlet has unusual double slab lintel supported on stone walls. The lower slab is slightly curved. Ind. ascent of Devine's Mill.
Broken stone surface, stones av. 4"/10cm gauge, with the fine gravel course visible near the retaining wall (left). 366-78m, ascent of Davines Hill.

Detail of fine gravel course lining the edge of the road adjacent to the retaining wall. 366-78m, ascent of Davines Hill.

Culvert 18, projecting slab spillway with damaged corner. 373m, ascent of Davines hill.
17. Concreted broken stone surface, stones **4 cm** gauge, walls Donation, eastern aspect of Devine Hill.

18. Slabbing in a central of slabs, **1.3 cm** gauge, horizontal, eastern aspect of Devine Hill.

19. Slabbing in a central of slabs, **1.3 cm** gauge, horizontal, eastern aspect of Devine Hill.
Cutting, showing sequence of work, with chiselled section at top, left; short jumper holes (21, centre, left; chiselled section and long jumper holes along base, 523m, ascent of Devines Hill.

Side drain, square cut, adjoins cutting, 537m, ascent of Devines Hill.

Outlet 15 outlet with roughly finished trenched and slab spillway resting on the ground, 560m, ascent of Devines Hill.
133. Quarried and blasted cutting, showing numerous jumper holes at all levels. 969m, ascent of Devines Hill.

134. Culvert 16 outlet with projecting slab spillway set high up in retaining wall. A projecting stone course at the base of the wall forms a "toe" to keep water off the base, 985m, ascent of Devines Hill.

135. Graffiti on a rock face, including a "man on a gibbet" (far right) and numerous initials, 603m, ascent of Devines Hill.
136.
Culvert 17 inlet
sinks the arched
voussoir stones
typical of fanlights
of Georgian buildings,
sim. ascent of Devines
Hill.

137.
Culvert 20, invert
comprises both solid
stone and stone slabs,
forming a step, 671m,
ascent of Devines
Hill.

138.
Single course of
stones lines the side
drain, 600m, ascent of
Devines Hill.
139. Culvert 21 inlet was exposed by recent clearing work. It is lined to imitate arched voussoir stones, 720m, ascent of Devines Hill.

140. Jumper holes of different diameters in cutting, 750m, ascent of Devines Hill.

141. The coping of the retaining wall comprises large blocks set endwise, 764m, ascent of Devines Hill.
142.
Culvert 24, missing coverstones reveal the floor and one wall cut from solid stone, while stone blocks form the other wall, 774m, ascent of Devines Hill.

143.
Buttress 1, front, showing type 3b stonework, culvert 25 cutlet, race, and top of inclined spillway, 796m, ascent of Devines Hill.
144. Buttress 1, side and inclined stone block and slab spillway below, 295m, ascent of Devines Hill.

145. Inclined spillway of stone block and slab, Buttress 1, 295m, ascent of Devines Hill.

146. Buttress 2/Culvert 26 inlet with both walls and floor cut from solid rock, covered with stone slab lintels, 821m, ascent of Devines Hill.
147. Buttress 2, side, showing loosened stonework, damaged coping and adjacent retaining wall, 816m, ascent of Devines Hill.

148. Buttresses 2 and 3 and retaining wall, view to north, ascent of Devines Hill.

149. View of Buttresses 1, 2 and 3 from cutting above, 6840m, ascent of Devines Hill.
950. Internal retaining wall, type 2b stone wall. This reinforcing wall was originally located within the formation, c85m, ascent of Devines Hill.

951. Internal retaining wall is interrupted by large mounds of stone and earth at the point where Butress 4 was torn away from the road. c76m, ascent of Devines Hill.

952. Intact section of retaining wall with part of Butress 4 still intact lies on the steep slope approximately 20m below the road, c64m, ascent of Devines Hill.
153. Benched quarries line the side of the road, surface is of broken stone rubble, c870m, ascent of Devines Hill.

154. The hand-cut square drain located above the quarries, c870m, ascent of Devines Hill.

155. Pick or chisel marks are clearly visible on the square drain above the quarries, c870m, ascent of Devines Hill.
156. Buttress 5, the damage to the southern side shows the immense size of the stone blocks, 888m, ascent of Devines Hill.

157. Buttress 5, with edge of retaining wall in foreground, left. Construction is anomalous since both buttress and interrupted, jagged retaining wall adjoinning it stand proud of the main retaining wall, 888m, ascent of Devines Hill.

158. Inclined spillway of Buttress 5, stonework is much rougher than for the first three buttresses, 888m, ascent of Devines Hill.
159. Bench quarry, showing jumper holes, (bottom and middle) and \( \) sets of wedge pits (near top), 889m, ascent of Devines Hill.

160. Wedge pits, showing the process of cracking or splitting the rock already begun (left - middle), 889m, ascent of Devines Hill.

161. Profile of triangular jumper hole typical in this section, 889m, ascent of Devines Hill.
162. View of road curving towards the summit showing quarries and retaining walls, c1000m, ascent of Devines Hill.

163. Recent clearing work by National Parks and Wildlife Service has exposed side drains and culvert inlets, and removed trees from the edge of the road, c900m, ascent of Devines Hill.

164. Culvert 30 outlet with slab spillway set in curved type JA retaining wall, 941m, ascent of Devines Hill.
165. Culvert 30 inlet comprising solid stone and blocks. The channel extends 2m from the mouth, and the road fill is visible above the lintel, 941m, ascent of Devines Hill.

166. Fill of broken stones of large gauge exposed by the erosion of the layers above, 950m, ascent of Devines Hill.
Small natural cove with hand cut steps and sockets, known as "Hangmans Cove" or "Hanging Rock", 1050m, ascent of Devines Hill.

Hand cut socket, presumably for a timber upright, one of two on floor of the cave, 1050m, ascent of Devines Hill.
169. New sandstone covers for culverts have recently replaced timber beams such as those shown in photo 170. Culvert 93, 1106m, ascent of Devines Hill.

170. The coping course of an apparent reinforcing wall set within the formation at the centre of the road, 1114m, ascent of Devines Hill.

171. Wide side drain, partly slit by up, with part of chiselled edge visible, 1140m, ascent of Devines Hill.
172. Culvert 34 outlet, with wedge-shaped stone used above it to keep the top of the retaining wall level, 1144m, ascent of Devines Hill.

173. Culvert 34 inlet with unusual drop entry into deep solid stone channel set perpendicular to the road, 1155m, ascent of Devines Hill.

174. Short jumper holes at base of cutting, 1165-70m, ascent of Devines Hill.
175. Culvert 35 inlet with walls and floor cut from solid stone and picked/chiselled water race curved into it, 1226m, ascent of Devines Hill.

176. Culvert 35, lining showing the use of timber slabs as covers on stone walls, many of which have collapsed. These have since been replaced with new stone slabs, 1214m, ascent of Devines Hill.

177. Single course of a wall on the right side, 1250m, ascent of Devines Hill.
3. Retaining wall, type 3a stonework, resembling work on the descent to Wisemans Ferry, 1425-1470m, ascent of Devines Hill.

9. Extensive set of 10 wedge pits, 1520m, ascent of Devines Hill.

0. Heavily chiselled cutting, 1530m, ascent of Devines Hill.
181. Possible diagram of culvert layout picked into cutting above culvert 36 inlet, 1654m, ascent of Devines Hill.

182. Culvert 36 inlet, lintel and sides carved from a single stone, 1654m, ascent of Devines Hill.

183. Culvert J7 outlet, a particularly deep example which in 1980 had collapsed but which was repaired in 1981, 1724.5m, ascent of Divines Hill.
184. Square cut side drain, with adjoining cutting and sheet stone surface, 1746m, ascent of Devines Hill.

186. Road surface and absence of formation on the ridge above Devines Hill, 2.9km/1.9m north of Wisemans Ferry.

185. Culvert 38 outlet with very large lintel, projecting walls and stone water race, 1795m, ascent of Devines Hill.
187. Retaining wall, type 1: stonework, 2.95km/1.83m north of Wisemans Ferry.

188. No. 2 milepost, timber, bearing faint numbers "39", 3.5km/2.2m north of Wisemans Ferry.

189. One course of stone marks the road's edge, 3.6km/2.2m north of Wisemans Ferry.
190. Barthen-floored stone culvert outlet with missing lintel, 3.6km/2.2m north of Wisemans Ferry.

191. Double inlet of a culvert set perpendicular to the road, 4.5km/2.8m north of Wisemans Ferry.

192. Culvert outlet, roughly built, 4.5km/2.8m north of Wisemans Ferry.
193. Retaining wall, type 1b with broken stone formation above, 4.8km/3.0m north of Wisemans Ferry.

194. Curved type 2b retaining wall, Mitchells Loop, 5.7km/3.5m north of Wisemans Ferry.
195. Timber culvert. The beams and one slab project from the embankment, with broken stone formation visible above, 264m, Mitchell's Loop.

196. Timber culvert - the parallel beams securing the slab covers are visible on the road surface, 254m, Mitchell's Loop.
197.

Broad arrow cut into rock with pick or chisel, 6.4km/4m north of Wisemans Ferry.

198.

Retaining wall, type 2b, 7.9km/4.9m north of Wisemans Ferry.

199.

Rough culvert with earthen floor set in retaining wall, 8.1km/5.1m, north of Wisemans Ferry.
202.

Chiselled cutting and initials "V.L.C.", 8.4km/5.2m north of Wisemans Ferry.

203.

Timber culvert with only one parallel and one cross beam intact, 8.5km/5.3m north of Wisemans Ferry.

202.

Stone-edged side drain with chiselled floor adjoining a quarried cutting, 9.4km/5.8m, north of Wisemans Ferry.
201.
Retaining wall, type 2a stonework, supporting road at a hairpin bend, 9.9km/6.2m north of Wisemans Ferry.

204.
Retaining wall, type 2a stonework, showing partial collapse, 9.9km/6.2m north of Wisemans Ferry.

205.
Short jumper wall, round, in low cutting, 9.9km/6.2m north of Wisemans Ferry.
Timber culvert outlet in good condition, 10.65km/6.6m north of Wisemans Ferry.

Slab covers of timber culvert are visible through the surface material, 10.65km/6.6m north of Wisemans Ferry.
209. No. 8 Milepost originally reading "WISEMANS FERRY 8M". The man is 174cm/5'8" tall, 11.6km/7.2m north of Wisemans Ferry.

210. Eastern retaining wall of ramp, type 2b stonework with snecking and stepped courses to provide batter, 11.2km/7.3m north of Wisemans Ferry.

211. Retaining wall, type 2b, with stepped courses to provide a batter, 12.9km/8m north of Wisemans Ferry.
212.
Slight drain and cutting, 13.1km/8.1m north of Wisemans Ferry.

213.
Partly exposed walls, Ten Mile Hollow, view to southwest, 16.3km/10.1m north of Wisemans Ferry.

214.
Partly exposed walls, Ten Mile Hollow, view to south, 16.3km/10.1m north of Wisemans Ferry.
216.
Bridge 4, west elevation showing corbels and reconstructed south abutment, 17.3km/10.7m north of Wisemans Ferry.

217.
Bridge 4, showing reconstructed south abutment, east facade, (left) and T-shaped central pier (middle-right), 17.3km/10.7m north of Wisemans Ferry.

218.
Bridge 4, specially shaped "nose" for the apex at the end of the V-shaped central pylon, 17.3km/10.7m north of Wisemans Ferry.
219.
Stone remains of Wisemans Hut, Frog Hollow, Item 1, view to northeast, 20.9km/13m north of Wisemans Ferry.

220.
Stone remains of Wisemans Hut, Frog Hollow, Item 1, view to east, 20.5km/13m north of Wisemans Ferry.

221.
Stone remains of Wisemans Hut, Frog Hollow, Item 1, view to northwest, 20.9km/13m north of Wisemans Ferry.
222. Stone remains of Wisemans Hut, Frog Hollow, Item 2, view to east, 20.5km/13km north of Wisemans Ferry.

223. Heavily chiselled cutting and sheet stone surface, 20.6km/12.8km north of Wisemans Ferry.
224.
Ascent of Mt. Baxter, showing quarried cuttings with jamper holes, broken stone formation, and battered retaining wall, 21.4 km / 13.3 mi north of Wisemans Ferry.

225.
Retaining wall, type 2b, ascent of Mt. Baxter, 21.4 km / 13.3 mi north of Wisemans Ferry.

226.
Retaining wall, type 2b, ascent of Mt. Baxter, 21.4 km / 13.3 mi north of Wisemans Ferry.
227. Jumper marks which are numerous on the cutting, ascent of Mt. Baxter, 21.1km/13.1m north of Wisemans Ferry.

229. The sheet stone beneath the formation at the side of the road has been recently gouged by the types of road-making machinery. 35.2km/22m north of Wisemans Ferry.

228. Graffiti etched deeply into cutting, 24.8km/15.4m north of Wisemans Ferry.
Continuous chiselled cutting and sheet stone surface with no slice drain.
33.7km/20.3m north of Wisemans Ferry.

Boulder at the road's edge chiselled flat by broad, widely spaced strokes.
<33.5km/20.8m north of Wisemans Ferry.

The original road veers to the west and has become partly overgrown.
It is marked by chiselled edging.
33.5-34.6km/20.8-21.7m north of Wisemans Ferry.
Square cut side drain and adjoining heavily chiselled cutting, 34.3m/21.3m north of Wisemans Ferry.

Views of square cut side drain with zig-zagged cutting and stone block edging, 34.3m/21.3m north of Wisemans Ferry.
237. Retaining wall, type 'b', showing poor construction, stack bonding and dense overgrowth, Sampsons Pass, 35.5km/21.8m north of Wisemans Ferry.
238.

profile of retaining wall at Sampson Pass, showing uneven construction, 35.2km/21.8m north of Wisemans Ferry.

239.

Unused quarried stone at the side of the road, 35.1km/21.8m north of Wisemans Ferry.

240.

Rock platform above cutting, Sampson Pass, 35.2km/21.8m north of Wisemans Ferry.
Retaining wall deteriorating towards end of Sampsons Pass section, Type 1a-1b stonework, 35-2-35.5km/21.8-22m north of Wisemans Ferry.

Retaining wall, collapsed, Sampsons Pass, 35.5km/22m north of Wisemans Ferry.

Chiselled cutting, Sampson Pass, 35.5km/22.3m north of Wisemans Ferry.
244. Bridge 5, west elevation showing south and remains of north abutment with flared buttressing, 35.9km/22.3m north of Wisemans Ferry.

245. Natural shelved rock below the outflow of Bridge 5 dissipates water, 35.9km/22.3m north of Wisemans Ferry.
246. Remains of northern abutment and attached retaining wall, type 3a stonework. The modern earth fill between the abutment is visible on far right, 35.0km/22.3m north of Wisemans Ferry.

247. Southern abutment of Bridge 5, intact apart from top 3-4 courses, showing flared buttressing and retaining wall attached, 35.0km/22.3m north of Wisemans Ferry.

248. Retaining wall attached to south abutment of Bridge 5, type 2b stonework, 35.0km/22.3m north of Wisemans Ferry.
SECTION 3: WISEMANS FERRY TO MOUNT MANNING

250. Sheet stone surface, 37.8km/23.5m north of Wismans Ferry.

251. Chiselled cutting with neat, evenly spaced marks, 37.8km/23.5m north of Wismans Ferry.
252. Bridge 6, western elevation, showing north and south abutment walls (left), 38 km/24 m north of Wisemans Ferry.
3.2. Bridge c, western elevation, showing north and south abutments, remains of coping courses, corbels, and curved wall (left), 78.3km/24m north of Wisemans Ferry.
256. Sheet stone surface with road edge on the southern approach to Bridge 6, 38.6km/24m north of Wisemans Ferry.

257. Small section of chiselled cutting with marks unusually far apart, 38.6km/24m north of Wisemans Ferry.
Bridge 6, eastern elevation, 38.6km/24m north of Wisemans Ferry.

Bridge 6, view of corbels on the interior, southern abutment, 38.6km/24m north of Wisemans Ferry.

Detail of stonework, Bridge 6, showing marks of a broad-edged chisel, 38.6km/24m north of Wisemans Ferry.
SECTION 3a: THE FIRST ASCENT OF THE NORTH BANK OF
THE HAWKESBURY RIVER (1828 ASCENT)

258. Retaining wall, type 1b stonework on the first reach of
the ascent, 100m-437m, 1828 ascent.

259. Retaining wall, type 1b stonework, climbs towards the
first corner, c487m, 1828 ascent.
260.
Curved retaining wall, type 1b stonework, and overgrown road surface, 86m, 1828 ascent.

261.
Retaining walls above and below the road on the approach to the first zig-zag corner, 731m, 1828 ascent.

262.
Retaining wall, type 1b stonework, close to the first zig-zag corner, 654m, 1828 ascent.
263.

View of high retaining wall (from above) supporting the lower embankment of the first zig-zag corner. 816m, 1828 ascent.

264.

Retaining wall, type 3a stonework, supporting the upper embankment of the first zig-zag corner. 816m, 1828 ascent.

265.

Cutting, showing chiselling (above) and jumper hole, round (below), 816m, 1828 ascent.
266.
2 wedge pits in boulder near 4th turn of zig-zag, 1157m, 1928 ascent.

267.
Narrow culvert outlet below retaining wall, 1+31m, 1928 ascent.

268.
Culvert outlet, irregular, at base of retaining wall. Natural rock forms a spillway, 1914m, 1928 ascent.
269.

Massive stones forming the top course of retaining wall on steep slope, 2215m, 1818 ascent.

270.

ulação cut stone lying at the side of the road, 2402m, 1828 ascent.

271.

Cutting bearing inscription "25 R. Party", the gang which built this section, c3700m, 1828 ascent.
SECTION 3a: THE FIRST ASCENT OF THE NORTH BANK OF THE HAWKESBURY RIVER (1828 ASCENT)

272. Chiselled cutting, c3700m, 1828 ascent.

273. Retaining wall, type 2b stonework, is loosened and partly collapsed, 3800m, 1828 ascent.
SECTION 3B: THE FIRST ASCENT OF THE NORTH BANK OF THE HAWKESBURY RIVER (1829 ASCENT)
275. Item 1, view to southeast.

276. Item 1, view to northeast.
SECTION 3b: CONVICT STOCKADE SITE, DEVINES HILL, 2.1KM NORTH OF WISEMANS FERRY

277. Item 3, view to northeast.

278. Item 3, view to northwest.
SECTION 3b: CONVICT STOCKADE SITE, DEVINES HILL, 2.1KM NORTH OF WISEMANS FERRY

279. Item 5, view of back of southeast wall.

280. Item 5, view of southeast and southwest wall, view to southeast.
The "I" shape carved into a boulder at ground level, possibly a foundation for pillory or stocks.

Stone trough originally located at the stockade site, front.

Stone trough originally located at stockade site, side.
284.
Southeast retaining wall of ramp, type 3a stonework, 0.35km/0.4m north of Mt. Manning junction.

285.
Dislocation of upper courses in southeast retaining wall of ramp, 0.65km/0.4m north of Mt. Manning junction.

286.
Curved southern end of southeast retaining wall, ramp, 0.65km/0.4m north of Mt. Manning junction.
287.
Snaking used to incorporate irregularly sized blocks, southeast wall, ramp, 0.65km/0.4m north of Mt. Manning junction.

288.
Northwest retaining wall of ramp, type 3a stonework, 0.65km/0.4m north of Mt. Manning junction.

289.
Tree growth and snaking in northwest wall, ramp, 0.65km/0.4m north of Mt. Manning junction.
290.
Damaged south end of northwest wall, ramp, 0.65km/0.4m north of Mt. Manning junction.

291.
Partly exposed stones, north end of northwest wall, ramp, 0.65km/0.4m north of Mt. Manning junction.

292.
Side drain cut from stone on southern approach to the ramp, 0.65km/0.4m north of Mt. Manning junction.
293. Culvert outlet flanked by wing walls, damaged, 20m, abandoned section, Mt. McQuoid, 4.7km/2.9m north of Mt. Manning junction.

294. Wing wall remains, originally type 3b stonework, and culvert (lintel visible far left) 20m, abandoned section at Mt. McQuoid. (Court. C. Crisp).
295. Lintel with curved soffit lies in gully below culvert outlet. 20m, abandoned section at Mt. McQuoid.

296. Broken stone pavement 15cm/6 inches thick, 51m, abandoned section at Mt. McQuoid (Courty. E. Crisp).
297. Chiselled cutting and attached stone side drain 161-253m, abandoned section at Mt. McQuoid (Court. C. Crisp).

298. Sheet stone surface, side drain and cutting, 163m, abandoned section at Mt. McQuoid.
Culvert outlet with projecting apron and large stones placed below to dissipate water, 312m, abandoned section at Mt. McQuoid (Court. C. Crisp).

Culvert outlet of coursed stones and slabs, 317m, abandoned section at Mt. McQuoid (Court. C. Crisp).

Culvert inlet with large slab (right) in creek bed to prevent erosion, 315m, abandoned section at Mt. McQuoid (Court. C. Crisp).
302.
Broken stone pavement, 312-329m, abandoned section at Mt. McQuoid (Curt. C. Crisp).

303.
Detail of broken stone pavement in 302, 312-329m, abandoned section at Mt. McQuoid (Curt. C. Crisp).

304.
Broken stone pavement, up to 10cm/s" gauge, 312-329m, abandoned section at Mt. McQuoid.
305. North abutment of Bridge 7, type 3b construction, 104-1/3 m, abandoned section at Mt. McQuoid (Court. C. Crisp).

306. Recent mortar-jointed stone and concrete pipe at present filling the waterway of Bridge 7, 110-1/3 m, abandoned section at Mt. McQuoid.
307. North retaining wall attached to Bridge 7, type 3b
stonework, 104m–143m, abandoned section at Mt. McQuoid.

308. South retaining wall attached to Bridge 7, type 3b
stonework, 104m–143m, abandoned section at Mt. McQuoid
(Court. C. Crisp).
309.
Curved retaining wall at Ramsay's Leap, type 3b stonework, 7.3km/4.5m north of Mt. Manning junction.

310.
Culvert outlet and buttressing flume at Ramsay's Leap, 7.3km/4.5m north of Mt. Manning junction.
311. Slab spillway at culvert outlet, damaged, Ramsay's Leap, 7.3km/4.5m north of Mt. Manning junction.

312. Spillway at base of wall beneath culvert outlet, Ramsay's Leap, 7.3km/4.5m north of Mt. Manning junction.

313. Culvert inlet with inclined, rounded spillway, Ramsay's Leap, 7.3km/4.5m north of Mt. Manning junction.
314. Triangular jumper hole in cutting, Ramsay's Leap, 7.3km/4.5m north of Mt. Manning Junction.

315. Bench mark in cutting, Ramsay's Leap, 7.3km/4.5m north of Mt. Manning Junction (courtesy C. Crisp).
316. Hand-knapped stone causeway, 9.3km/5.8m north of Mt. Manning junction.

317. The stones of the causeway are more intact near the junction with the present road, 9.3km/5.8m north of Mt. Manning junction.

318. The stones are more broken-up towards the central section of the causeway, 9.3km/5.8m north of Mt. Manning junction (Court. C. Crisp).
Stone culvert with curved lintel; set in retaining wall, 12.35km/7.7m north of Mt. Manning junction.

Stone and timber culvert; outlet, 13.7km/8.5m north of Mt. Manning junction.

Stone and timber culvert inlet, 13.7km/8.5m north of Mt. Manning junction.
322.
Arched stone culvert outlet set in retaining wall, 13.95km/8.7m north of Mt. Manning junction (Court. C. Crisp).

323.
Culvert outlet, showing arched voussoir stones and interior lintels, 13.95km/8.7m north of Mt. Manning junction (Court. C. Crisp).

324.
Detail of arched voussoir stones and interior lintels, 13.95km/8.7m north of Mt. Manning junction (Court. C. Crisp).
305. Thompson's Bridge/Bridge 8, northeast abutment and recent deck, 14.75km/9.2mi north of Mt. Rainier Junction.
326. Retaining wall, type 2b, on Lockyer's Pass, Hartley Vale, Blue Mountains, 1828-1829.

The beds of the lower courses were inclined to provide a batter for the wall. Broken stone and earth formation visible on right. Lockyer's Pass, Hartley Vale, Blue Mountains, 1828-1829.

330. Viaduct at Victoria Pass, type 3b stonework with more recent coping. Curved walls on both sides of the formation support the road over this precipitous gully, Mt. Victoria, Blue Mountains, 1830-1832.

(cf Plate 10)

331. Detail of stonework, Victoria Pass, showing random bonding, and split and tapered courses, Mt. Victoria, Blue Mountains, 1830-1832.
332 and 333. Buttresses at Victoria Pass, contrasting in construction style with those at Devine's Hill on the Great North Road. These buttresses have sharply inclined course beds and the batter of the faces is steeper than that of the retaining wall behind them. Mt. Victoria, Blue Mountains, 1830-1832.
334 and 335. A cave with door-frame and pathway hewn from stone may have been used to store gunpowder used in road construction, Bull's Camp, Woodford, Blue Mountains, 1840's.
APPENDIX III

PLATES
PLATE 1.
A woodcut showing early nineteenth-century English surveyors using theodolite, gunter chain and a horse; frontispiece from The Elements of Land Surveying, A. Crocker, London 1817.
PLATE 2.

Surveyors at work in N.S.W. using circumferentor and gunter chain, and marking the trees on the line with an axe. S.T. Gill, "Surveyors", in The Australian Sketchbook, Melbourne, 1863.
Plate 3.
Exploration by parties of settlers often preceded official expeditions and surveys; "An Exploring Party in N.S.W.", from J. Atkinson, State of Agriculture and Grazing in N.S.W., facing p.9.

Plate 4.
Construction of temporary shelter near water by party of settlers.
The tents prescribed by Edmund Lockyer for convicts in road gangs were put up in the same manner, using canvas instead of bark; "Party preparing to bivouac", from J. Atkinson, State of Agriculture and Grazing in N.S.W., facing p.48.
Plate 5.
A small group of convicts under guard break stone with hammers for the construction of the road at Mt. York, Blue Mountains, N.S.W. The man in chains on the left is the water-carrier for the gang, while the two men in hats on the right appear to be travellers. Augustus Earle, "View from the Summit of Mount York looking towards Rainworth Plains, Convict Breaking Stones, N.S.W.", R.M. Kivel Collection, National Library of Australia.
Plate 6.
Convicts working on Mitchell's Pass and Lennox Bridge on the eastern ascent of the Blue Mountains, N.S.W. The overseer directs the work from a rocky platform above, while the convicts quarry and dress stone, pick the embankment and build the retaining wall under the soldiers' strict order. The man at the table in the foreground appears to be "handling" or putting handles on tools and probably repairing and sharpening them. The cleared line with fallen trees stretches into the background. Artist unknown, "View taken on Major Mitchell's Pass to the Pilgrim Inn", Nov. 5 1832, Mitchell Library.
Plate 7.

Construction of the Great Western Road in the 1830's. Most of the convicts are working on the surface, although two are employed in rolling a large stone off the road (centre) and another two are working in the massive bench quarries, identical to those found on the Great North Road (see photos 52, 66, 71).

The overseer views the work from above, while a soldier sits on the opposite side. Charles Rodius, "Convicts building the road over the Blue Mountains", Rex Nan Kivell Collection, National Library of Australia.
Plate 9.

Mitchell's new line at Mt. Victoria was cleared of trees by convict gangs in 1830; Sir T.L. Mitchell, "New Line cleared of Trees 31 July, 1830", Mitchell Library.
Plate 10.
Victoria Falls, Blue Mountains, complete, showing the extent to which the cliffs were cut down and the line raised above the valley by the formation and walling face during 1922-1931. Sir S. Mitchell, "Victoria Falls" n.d. Mitchell Library.
Plate 11.
Methods of felling trees and splitting slabs, showing cross-cut saw, wooden mallets, broad axes and iron wedges. A loaded timber cart drawn by oxen stands in the background; S.T. Gill, "Splitting Timber", in The Australian Sketchbook, Melbourne, 1861.
Plate 12.

A corduroy road through a forest in N.S.W. These surfaces were invented by John Metcalfe in the early nineteenth-century and were especially suitable for muddy, marshy conditions, comprising tree-trunks or limbs placed perpendicular to the road alignment.

Mitchell Library.
Plate 11.

An ironed gang of convicts bearing sallets, picks and spades and holding the chains of their leg irons are marched to work under guard; "A Chain Gang: Convicts going to work nr. Sydney N.S.W." from J. Backhouse, *Narrative of a Visit to the Australian Colonies*, London, 1841.
Plate 14.

Leg irons found on Greath North Road, in Dharug National Park, photo G. Karakias, 1960.
Plate 15.

Moveable huts, or caravans, were introduced on the Great North Road in 1833. Anon, "Sketch of a Portable Wooden House to contain Twenty Iron’d Ganged Convicts", Mitchell Collection.
Plate 16.
Arnon, "East View of Mr. Wiseman's Villa", c. 1830. A primitive watercolour showing Solomon Wiseman's house/inn, the Hawkesbury River and the punt in the foreground, and the Great North Road winding up the mountain slope.
S.H. Ervin Gallery.
Plate 17.
Detail from "East View of Mr. Wisemans Villa" above showing timber punt and smaller boat, possibly horse boat.

Plate 18.
Detail from "East View of Mr. Wisemans Villa" above showing stone of retaining wall picked out on the zig-zag descent to Wisemans Ferry.
Plate 19.
Detail from "East View of the Wiseman's Villa" (above) showing the Branch Inn, originally Cobham Hall and outbuildings. [see photo e]]

Plate 20.
Detail from "East View of Mr. Wiseman's Villa" (above) showing a simple symmetrical cottage and outbuildings. Its location, when compared with a contemporary sketch map [see Fig. 1] suggests that it was Assistant Surveyor Percy Sissons's dwelling.
Plate 22.

A view of the Great North Road from the summit of Devines Hill, overlooking the Hawkesbury and MacDonald Rivers. The steep, sharp curves of the road have been exaggerated and rectangular enclosure and small cottage (centre) may represent the convict stockade on Devines Hill; Capt. R.M. Westmascott, "Road near Portland Head, N.S.W.", in Sketches in N.S.W. No. 3 1832.
Plate 93.
An inaccurate, if suitably impressive depiction of a buttress on the Great North Road (see photos 143, 144, 147, 148). The construction shown is much more similar to the buttressing at Victoria Pass; James A. Willis, *Deposition of Great North Road, South of Wisemans Ferry, Hawkesbury River* 1882, Mitchell Library.
Plate 2a.
Travellers on the ascent of Devine's Hill, showing the massive retaining walls and perpendicular cliffs above. James A. Willis "Great North Road, Half a Mile North of Winemans Ferry", 1882. Mitchell Library.
Plate 29.

One of Marten's numerous pictures of Wisemans Ferry and its environs, showing the Great North Road descending towards the valley and river in the foreground, and winding up the mountainside in the distance. Remaining walls and quarries have been included in the painting. Conrad Martens, "Wisemans Ferry in 1838", Art Gallery of New South Wales.
Plate 26.

View of Bedlam Point on the Parramatta River showing two roads scaling the slope and the lunatic asylum, now Gladesville Hospital, on the right. (cf. photo 93 and map 111.)