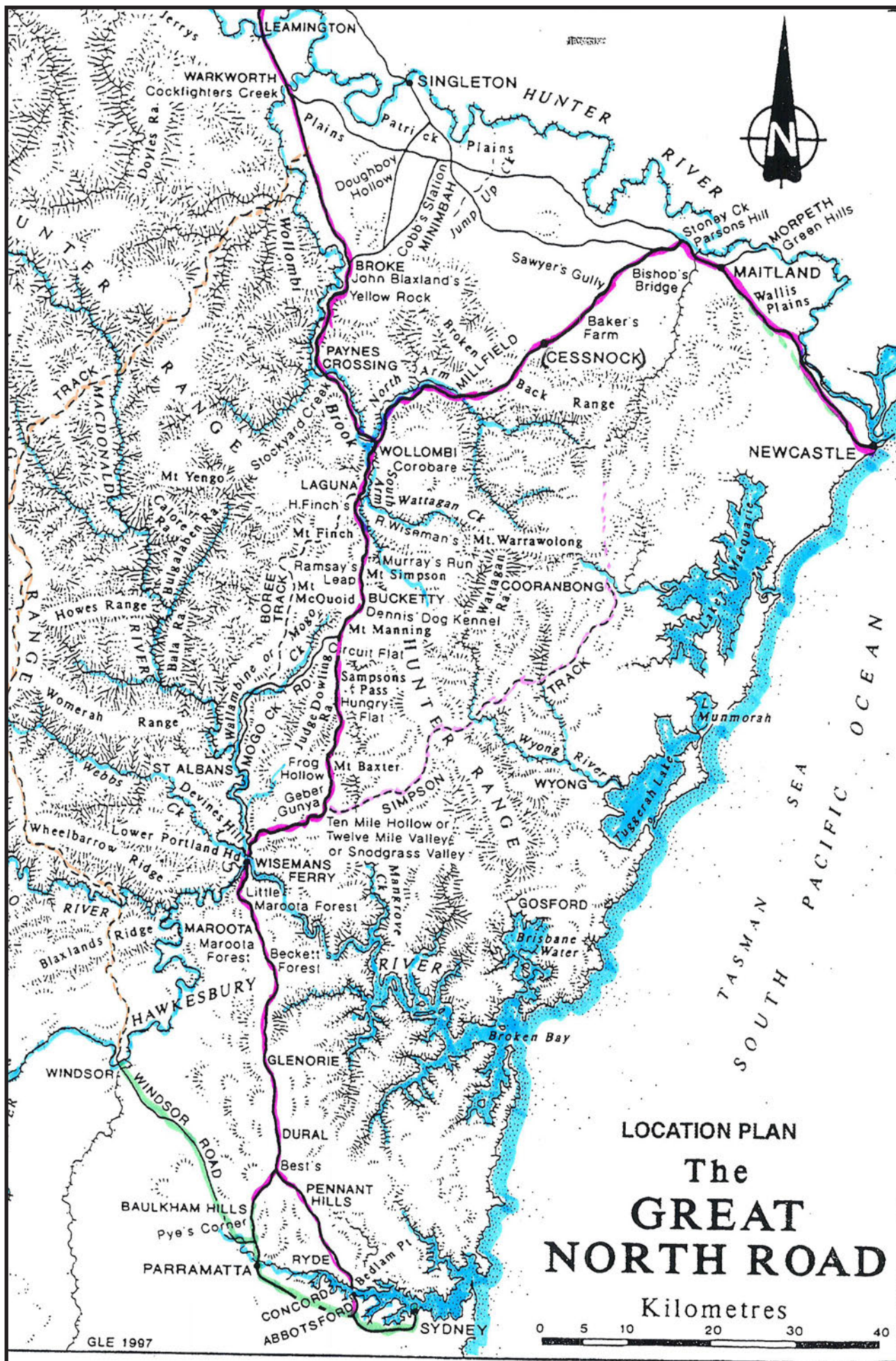




ANNUAL REPORT
CONVICT TRAIL PROJECT INC.
2018 - 2019

Caring for the Great North Road



GLE 1997

LOCATION PLAN
**The
GREAT
NORTH ROAD**
Kilometres
0 5 10 20 30 40

CTP SPONSORS AND SUPPORTERS



Central
Coast
Council



THE HILLS
SHIRE COUNCIL

The Convict Trail Project Inc. is sponsored by:

NSW Government Department of Premier and Cabinet
Cessnock City Council
Hills Shire Council
Hornsby Shire Council
Central Coast Council
Yancoal Australia

The Convict Trail Project Inc. is supported by:

Canada Bay Council
Hawkesbury City Council
Maitland Council
Ryde City Council
Singleton Council
RMS
NPWS
Del Rio Riverside Resort at Wisemans

Other Supporters include:

Abermain Heritage Preservation Society, Brisbane Water Historical Society, Broke Fordwich Tourism Association, Bucketty Tidy Bush Community, Castle Hill Historic Site Community, Central Coast 4WD Club, Central Coast Tourism, Cessnock & District Historical Society, Coalfields Heritage Group, Dharug & Lower Hawkesbury Historical Society, Dural & District Historical Society, Hawkesbury Family History Group, Hawkesbury Historical Society, Hornsby Shire Historical Society, Hunter Valley Wine Country Tourism, Hunters Hill Historical Society, Institute of Engineers (Aust), Maitland Family History Circle, Maitland Historical Society, National Trust of Australia, Newcastle Family History Society, Royal Australian Historical Society, Ryde Historical Society, Singleton Historical Society, Singleton Tourism, The Hills Historical Society, Wat Buddha Dhamma, Wollombi Chamber of Commerce, Wollombi Valley Tourism - Tourist Drive 33, Wollombi/Laguna Tidy Valley Committee, Wyong Family History Society and Wyong Museum & Historical Society.

THE FOUNDING CTP CHAIRPERSON

A Tribute to Paul Budde, CTP Chairperson 1990-2017

It was on Australia Day 1990, that Paul noticed that a large number of sandstone blocks had been stolen from part of the Great North Road convict-built wall on the other side of the road, at the bottom of his property. He alerted the authorities and, along with other members of the Bucketty community, tried to get official authorities interested in preventing further damage and restoring the monument. While the Great North Road was classified as a National Monument, no action was taken. So together with Carl Hoipo from Wollombi Tidy Valley committee, he then established what is now known as the Convict Trail Project. The project had a two-tiered approach to protecting the Road:

- Act locally by restoring, cleaning up and maintaining the convict-built road and its monuments in the local area;
- Develop a plan nationally to obtain overall support for the restoration, maintenance and promotion of this “240km museum of convict engineering”.

The Convict Trail Project quickly gained the support of the local communities along the Great North Road between Sydney and Newcastle, who began to take responsibility for the convict heritage in their own areas. More than 30 organisations, including Councils, Historical Societies, Tidy Towns, NPWS, NSW Heritage Council, State Authorities, National Trust and Australian Geographic participated in this project. The aim was to protect, restore, maintain and promote this unique piece of Australian heritage.

Merlijn Budde, Paul’s daughter, wrote the Tourism Plan for the Convict Trail Project, which was presented to the Minister for Tourism in 1997. The Bucketty and Wollombi communities took a leading role in the early years and restored and cleaned up large sections of the Road within their communities. In 1996 the organisation received funding for a part-time Executive Director and appointed Lorraine Banks to this position.

Since 1996 there have been a number of contract Project Directors who have assumed the role of the day to day operations of the CTP. The direction has been guided by the development of a targeted CTP Management Plan, a Conservation Plan and a set of key accountabilities embodied in the contract for the Project Director. During all that time Paul, our chairperson, was the go-to person and the face that the media recognised as the centre of knowledge for the CTP.



Funding for the CTP was mainly from NSW Heritage Council with support from Councils along the route of The Great North Road. Due in part to the work of CTP under Paul’s guidance, sections of the road are now State listed and the section north of Wisemans Ferry, referred to as Divines Hill, is now World Heritage Listed.

It was in 2017, that Paul decided to sell his business at Bucketty and go into semi-retirement. It was always intended that he would maintain a connection with the CTP by representing Bucketty Tidy Town on the CTP Board, however, at times fate, or should I say Louise [Paul’s wife], intervenes. One of their three children lived in Brisbane and when another recently moved to Brisbane, the decision on where they should retire was a “no brainer” for Louise. So they sold the Bucketty property

THE FOUNDING CTP CHAIRPERSON

with the view of moving to Brisbane to be close to the family. Paul and Louise have purchased and moved into an apartment overlooking an inner-city park.

Despite owning and managing a worldwide telecommunication business, Paul took the time to act as the central focus for the Convict Trail Project from its inception in 1990, until he stood down from the Executive Management in 2018. Paul was passionate about the need to maintain and restore Australia's early convict history. To that end the Convict Trail Project and Australia should say a big "thanks you" to Paul for the 28 years spent in nurturing and guiding the preservation of our treasured convict history.

A Tribute to a Friend, by Reg Norris, CTP Board Member and Treasurer.

Photos [right and below] taken at Paul's Farewell Luncheon held at the home of Liz & John Roberts. Paul received several books and a pair of stone book-ends which were engraved with the convict arrow.



CHAIRPERSON'S REPORT

Stuart Gibson - CTP Chairperson

It is with pleasure that I present this Chairman's report for the Convict Trail Project. I feel I should use this opportunity to introduce myself to the members and stakeholders of the CTP, as I have not previously been formally involved in CTP matters. My work background included acting as the heritage architect on significant buildings in Sydney, Morpeth, Maitland and Wollombi over many years. My 'volunteer' roles have included running Wollombi Progress Association for 17 years. Many of those years, and the heritage issues fought by the organisation over that time, coincided with the early years of CTP. I was president of Cessnock Family History and Historical Society for 8 years during the period in which the Wollombi Endeavour Museum was taken from being permanently closed to open 7 days a week, and a new constitution and management organisation was put in place to guarantee the ongoing viability of the museum. I was also responsible for the 2012 edition of "Wollombi – The Place the History", and over the last 6 years have carried out major original research for a revised history of the Wollombi Valley and as a commissioned contributing author for a new book on Eliza Dunlop, an early colonial inhabitant of Wollombi. The CTP has always been close. Carl Hoipo, who started the project with Paul Budde in 1989, is a close history colleague. Carl and I have presented a monthly history lecture on Wollombi history for the last 4 years at the old Wollombi Public School. I have been on the Committee that manages, and has managed to preserve this school for public use after its closure 4 years ago. Equally, I had many dealings with the deeply missed Gil James through assisting Wollombi Tidy Towns, an early financial and volunteer contributor to the CTP, on its CTP projects. Enough.



It has been a steep learning curve for what is effectively the new Convict Trail management team that was put in place at the AGM held late January this year. After advertising had been carried out and the selection process was completed, we welcomed Wesley Warren to the team as Project Director in March and the process of identifying the priorities began.



An examination of the Chairman Reports since the 1990s show that Paul was aware of the long term structural and financial feasibility problems that faced the CTP. The enthusiasm of the volunteers, the exciting sense of creating a new meaningful organisation, the satisfaction in identifying and

CHAIRPERSON'S REPORT

implementing the various individual projects all provided a driving force for the success of the organisation. The incorporation of a significant proportion of the Great North Road on the UNESCO World heritage List in 2010 was an extraordinary recognition of the work carried by the many volunteers and corporate supporters over the previous 20 years. However, Paul kept returning to the problem of sustainable financing of and centralised administration of the Great North Road as the long term goals. This has become more so as the role of managing the asset becomes more obvious as against the instant reward of bringing individual projects to completion. Equally, funding for individual projects with visible end results appears an easier goal than funding long term administration. So, the last 6 months have involved commencing a review of the revised priorities of the Management Plan, of identifying areas where specific management plans should be developed. The changing environment that exists now can be summarised as:

1. Volunteering.

The level of volunteers in general community organisations appears to have dramatically dropped over the last twenty years. Exceptions to this include very specific, and obviously emotionally appealing groups, such as the Firies or Life Saving. For the rest, it has become obvious that from the aging of volunteer organisations, the reduced availability of a volunteer labour force and the time starved general population that volunteer community organisations are under pressure. I am aware of many long term community organisations that have shut down in recent years. I am aware that all community organisations are having trouble attracting young members. The implications of this for CTP is the need to rejuvenate our educational role to reach a wider and younger audience. To make the experience involving and memorable, to awaken a sense of community responsibility and caring for, in our case, heritage.

2. Financial Sustainability

As a corollary to the above, there will be more reliance on paid labour rather than volunteer labour. This will change emphasis of the volunteer base to administration, research and project identification and from fundraising rather than to project management. At the same time we have witnessed an apparent severe reduction in funding from traditional sources in matters of art or heritage. Paul's early identification of tourism as an outcome of the GNR was very prescient. Again, a specific plan to optimise the benefits of this for the long term preservation of the GNR is required. An analysis of this year's financial statement show that we are not long term financially sustainable. That the recurrent expenditure, once the Yancoal monies are fully distributed, exceeds our expenses and our reserves are only good for the next 3 or 4 years. This at



CHAIRPERSON'S REPORT

a time when, with increasing administrative complexity and GNR maintenance, there is more need for and commitment to paid administration. Our paid Project Directors have been on part time returns for what should be more than a full time contracted job. At a time when funds for maintenance as against restoration is becoming the main game, we need to have a very specific plan incorporating new income sources in place to address this future

3. The Great North Road

At all times we have to return to the our goal of preserving the GNR. Many of the projects that have restored the significant parts of the road are reaching a stage that without long term, programmed maintenance these restorations will decay. Equally, the need for an integrated management approach for the entire project is needed. It is necessary for all the stakeholders in the GNR to come together to identify the most economic, managerially efficient and simple manner to achieve this. I suggest that this group is the CTP and a plan needs to be prepared in consultation with the stakeholders, and that this is becoming urgent.

These are matters that we will pursue over the next year. We are looking to our members, volunteers and stakeholders to be proactive in coming forward with suggestions or any other level of assistance. In the interim, I thank all those that have been of assistance in the past and wish all a happy 2020.



PROJECT DIRECTOR'S REPORT

Wesley Warren - CTP Project Director

Working at the coal face of such an old and important heritage artefact, which is the 240km long Great North Road, is a huge honour but also an immense responsibility. The effective management of this immense asset reaches back in time almost 200 years and our work today creates a legacy lasting far into the future.

I took on this role in April of 2019 after many years of involvement with the CTP and a life-long interest in Australia's heritage. My background is high school science teaching. This perspective of history and legacy helps us to understand ourselves and guide our future paths.

"How can we know who we are and where we are going if we don't know anything about where we have come from and what we have been through, the courage shown, the costs paid, to be where we are?" — David McCullough, Brave Companions: Portraits in History

The interest and appreciation of our heritage is demonstrated by the continuing support and activity of the Convict Trail Project and the many events we conduct each year. Some event include these:

Sharpe's Track Tour

The CTP is concerned with the heritage values of other convict era roads which join with the Great North Road. One of these is a very interesting link road, traversing a route from the ridge tops down to the Hawkesbury River, possibly built for the Reverend Thomas Sharpe. A large group of over 50 guests, led by Barbara Appleton, visited this road and examined the extensive hand-built walls and cuttings.

The creation of any sort of road through such rugged terrain is a remarkable achievement. Many of the road construction techniques used on the Great North Road were also used on this road. Evidence of blasting holes, created by hand using "jumper bars", are abundant. Some convict era engravings of supervisors and road gangs can also be found.

A book describing this road, "Tracking Mr Sharpe", was written by Barbara. It was published and launched by the Dharug and Lower Hawkesbury Historical Society (DLHHS) with the help of the CTP.



PROJECT DIRECTOR'S REPORT

Devines Hill Visit

The World Heritage-listed section of the Great North Road at Devines Hill, just north of Wisemans Ferry, is a very popular destination for visitors. This section of road is well maintained and has many original convict features which are still easily seen. I conducted a tour of this site with Glynn Jacobs for a large group from the Kuring-gai Motor Yacht Club, for a land-based outing. They were very appreciative of the guidance we provided and were suitably impressed by this large monument to convict era engineering.

Cartoscope Map Launch

Version 2 of the ever-popular Cartoscope map of the Great North Road was launched in August 2019 at Wollombi Colonial and Indigenous Fair at Wollombi Museum. It was a well-attended event with convict re-enactments and an official launch by the mayor of Cessnock, Bob Pynsent. This map is very high quality and is provided for free in both electronic PDF version and a multi-fold paper strip map.



Australian Heritage Festival

Prominent in the CTP calendar again was the Australian Heritage Festival. We supported a number of events which brought extra public awareness to the Great North Road. The festival starts with notable activities including the Wisemans Ferry Colonial Weekend. There we again had a popular display and busy bookstall run by our faithful and tireless volunteers including Elizabeth Roberts, Jan Kofron, Jenny Brand and Robyn Downham.

The Great North Road starts in Sydney so I organised a visit to the commencement of the road in Five Dock and a tour of Bedlam Point, where a punt took travellers across Parramatta River. On the north side of the river, a largely intact site with numerous important features from the convicts can be found. Numbers were low for this tour but the site is very interesting and is a focus in our plans for future restoration work.



PROJECT DIRECTOR'S REPORT

Although the original route for the Great North Road saw it finish in Newcastle and the Hunter Valley, the needs of the colony and pioneers lead to the road being extended far north along the current route of the New England Highway. One original section was bypassed by the modern road and survives in the hills between Blandford and Wingen. A well-attended group visited this site, which includes a notable monument to Peter Clark, who was murdered by a bushranger while travelling on the road. This tour was led by noted bushranger historian, Gregory Powell.



Future Events

Through the summer a number of projects will be targeted for completion including extensive maintenance works on Ramsay's Leap and the development of a plan to restore Bedlam Point. As the fire dangers abate and the weather cools, a working bee will be conducted at Clare's Bridge to remove vegetation which has regrown and poses a continuing threat to this wonderful site's integrity. Extensive works are also planned by the RMS for the southern descent into Wisemans Ferry and these will be monitored carefully by our volunteers and myself.

Sustainability

Absolutely vital to the future effective protection, preservation and promotion of the Great North Road is a well resourced Convict Trail Project organisation. Our success in the development and implementation of correctly funded works programs is dependent on our sustainability and appropriate staffing.

The CTP is a unique organization with a holistic focus on all 240 kilometres of this significant part of Australia's convict heritage. The road's actual management currently falls under multiple and separate branches of Government, making the effective coordination of activities across these branches a major task. At times the size of this task has led to less than optimum protection and maintenance of the road with sections exhibiting serious deterioration over many years. It is a duty inherent on us all to be vigilant and work together to manage this asset. We look forward to refocussing our shared commitment to the Great North Road and its protection, preservation and promotion.

So far the CTP has done a tremendous job in looking after the road, so to build on these successes we are looking at new funding and staffing models for 2020 and beyond. One model being explored is that of the organisation established in England to look after Hadrian's Wall. This wall is a similar large linear historical feature and is managed under multiple government jurisdictions.

We now have an injection of financial resources from Yancoal which is specifically tied to the CTP goal of achieving ongoing sustainability. This presents us with a unique opportunity in our organisation's 30-year history. It is my passion and focus to establish a Convict Trail organisation which is both optimally structured and financially equipped to look after the road far into the future.

HISTORY OFFICER'S REPORT

Elizabeth Roberts - CTP History Officer

Ramsays Leap

Late in 2016 Cessnock City Council (CCC) at the urging of the CTP applied for a grant for maintenance conservation works at Ramsays Leap. The CTP promised to give \$20,000 of the Rio Tinto funds, CCC promised to put in \$10,000, which gained a matching grant of \$30,000 to give \$60,000 worth of works. This was to re-remove the trees cut but not poisoned in the last road works and to remove the vegetation from the wall. In addition a council maintenance process to keep the vegetation out of the walling and the cliff face was to be initiated. The council was also to carry out stabilizing works on the newly found section of the wall still supporting the road at the base of Mt Simpson a short distance uphill (south) from the Travelling Stock Reserve. This grant was to be acquitted in May 2019. The council obtained an extension to January 2020. The physical works have still not commenced by November 2019.

Early in 2019 the council employed RCA Australia (geotechnical engineers) to investigate the road-way rock face cutting at Ramsays Leap. The draft report, dated July 2019, showed that sections of rock face with evidence of the convict cutting of the rock face, is being severely damaged by root jacking from the current trees. These were cut in 2010 but not poisoned and allowed to regrow.

This same report noted that the February 2009 CMP for Ramsays Leap, prepared for Cessnock City Council (CCC) by Bill Jordon and Associated P/L, recommended amongst other actions that "removal of all plant growth in and around the wall and implement of a maintenance program". In 2016 RCA Australia was engaged by CCC to undertake a slope stability assessment of this site and recommended amongst other things "the cutting and poisoning of all vegetation growing on the cutting face particularly trees growing in the rock face joints". The current 2019 report shows that neglecting to follow these recommendations has led to the current situation where the root jacking is so bad it is likely that a lot of the evidence of convict work in cutting the rock face will be lost. Some has already been lost.



In August 2019 the archaeologist Wendy Thorpe was asked to inspect the site and quote on preparing a Section 60 application for the work. Initially the Council had submitted an Exemption Notification Form but this was rejected. A request for a Section 60 by Council has been greatly delayed.

An additional problem identified was that the middle of the road, adjacent to the newly found section of walling, was failing in the centre of the road. This suggests the culvert, that emerged near part of this wall, had collapsed under the road. The culvert exit has a large tree growing out of it, which had dislodged some of the stonework, making it difficult at first to realise the tree was growing in a culvert exit. It is anticipated the section 60 will be lodged in December, but currently Section 60s are taking several months to be processed. It is not known if the council will get another extension of the grant.

HISTORY OFFICER'S REPORT

Great North Road Bucketty to Mt Manning

In the 2017-18 Annual report it was noted that the MOU between Hawkesbury Council and the Central Coast Council, regarding the maintenance of this section of road, was not completed. A draft drawn up by Hawkesbury Council, has been with the Central Coast Council for many months. Unfortunately nothing further has progressed with this.

Grant for signage update

Early in 2019 the CTP Executive Officer and the History Officer applied for a Community Grant to update the current brown road signs that were installed in 2001. These have reached their use by date. Whilst the application was successful conditions were applied that included updating the Conservation Management Plan (CMP) to reflect the world heritage listing. Clarification was sought as to what was required and the answer was some months in receiving. The CTP is required to add an addendum to the current CMP stating that the approach taken by the NPWS CMP shows consistency of interpretation along all sections of the Great North Road. A standard set of words to use on signage and collateral is to be developed that shows the connection of all parts to the World Heritage listing. Addendum work will be completed by 30 November 2019, with the replacement signs to be installed in 2020.



The Pick

It had been anticipated that Volume 10 and 11 would have been published in 2019. Unfortunately the research for Volume 10 is proving more complicated than initially anticipated. It is now hoped both will be published in 2020. Much of the research for Volume 11 has already been completed. The theme for Volume 10 is the Hunter Valley landholders who in 1826 signed the petition that requested the road to be built. The Theme for Volume 11 is connecting road and tracks and maybe the militaries' relationship with the Great North Road

Fire Trails and Sampsons Pass

In 2016 the Rural Fire Service produced a Fire Trails Standards that grades all fire trails as to the type and level of vehicle that can be driven over them. This has to be implemented by 2021. From a fire management aspect the most important asset to be protected in the Central Coast Council is their water supply, Mangrove Dam. It is serviced by three fire trails. Two from the east called "Blue Door", and "Across the Dam Wall" and one from the west called "Sullivan Arm" fire trail. The heads of these three trails are connected by a section of the Great North Road.

In the past the Great North Road, between Mt Manning and the "Across the Dam Wall" fire trail has been used as a fire trail for hazard reduction burns and could be used in an emergency situation. Sampsons Pass bridge space was filled when the Mangrove dam was being built. This whole section of road was described in the 1998 CMP of the Great North Road written for the Convict Trail Project as the most degraded section of the road. Due to its difficult access it remains untouched, twenty years of storms have allowed some of the stones of bridge support walls to emerge from the fill. These will be potentially damaged if used as a fire trail without some form of protection. Large fire vehicles could also put undue pressure in the walls supporting the road leading to the bridge. As this section is state heritage listed the two fire authorities and the two councils whose boundary is the Great North Road should be having discussions with Heritage NSW Department of Premier and Cabinet.

CTP FINANCIAL REPORT

CTP Financials Report - year ending 30 June 2019

| | 2018 | 2019 |
|--|-------------------------|-------------------------|
| Opening Balance | \$151,007 | \$181,687 |
| Income | \$ | \$ |
| Councils / Heritage Office (see Note 1) | 20,000 | 20,000 |
| Mining Lease Compensation (see Note 2) | 50,000 | 50,000 |
| Membership | 756 | 686 |
| Sales - Publications | 75 | 30 |
| Donations | 15 | 0 |
| Interest | 480 | 440 |
| Other Income | 180 | 100 |
| Grants | 1,721 | 407 |
| Total | <u>\$73,227</u> | <u>\$71,663</u> |
| | \$224,234 | \$253,350 |
| Expenditure | | |
| Service Providers | 38,250 | 30,390 |
| Travel Expenses | 1,694 | 1,684 |
| Printing Postage & Stationary | 988 | 589 |
| Insurances | 773 | 764 |
| Memberships & Conferences | 204 | 318 |
| General Expenses | 314 | 815 |
| Website | 324 | 70 |
| Total | <u>\$42,547</u> | <u>\$34,630</u> |
| Closing Balance | <u>\$181,687</u> | <u>\$218,720</u> |
| Represented by: | \$ | \$ |
| Bank Account No 1 - Working account | 11,158 | 9,558 |
| Bank Account No 2 - Mining Contribution | 102,826 | 152,939 |
| Bank Account No 3 - Interest Bearing | 70,503 | 60,806 |
| less Accrued Liability | <u>- 2,800</u> | <u>- 4,583</u> |
| | <u>\$181,687</u> | <u>\$218,720</u> |
| Notes to and forming part of the accounts | 2018 | 2019 |
| Note 1: Income – Councils / Heritage Office | \$ | \$ |
| The Hills Shire Council | 5,000 | 5,000 |
| Cessnock City Council | 5,000 | 5,000 |
| Hornsby Shire Council | 5,000 | 5,000 |
| Central Coast Council | 5,000 | 5,000 |
| NSW Heritage Office | <u>0</u> | <u>0</u> |
| | <u>\$20,000</u> | <u>\$20,000</u> |
| Note 2: Mining Lease Compensation-conservation Work | \$50,000 | \$50,000 |

MINUTES OF THE CTP 2018 AGM

The Convict Trail Project Annual General Meeting, held at the Memorial Hall, 604 Old Northern Road, Dural, opened at 2.38 pm on Wednesday the 23 January 2019. It was the AGM for the financial year 2017-2108. The meeting opened with an acknowledgement to country, with Kylie Christian in the Chair.

Item 1 – Attendees (included the following): Barbara Appleton, Ken Bradley, Paul Budde, Kylie Christian, Stuart Gibson, Glynn Jacobs, Jan Kofron, Mari Metzke, Reg Norris, Elizabeth Roberts, John Roberts, Wesley Warren and Pam Wilson.

Item 2 – Apologies were received from: Cr Robert Browne, Dr Runcie, Rebecca Cardy.

Moved by Pam Wilson, seconded by Paul Budde that the apologies be accepted. Carried.

Item 3 – Minutes of previous AGM had been circulated before the meeting.

Moved by Mari Metzke, seconded by Kylie Christian that Minutes be accepted. Carried.

Item 4 – Business Arising from the Minutes:

The question was asked whether any of the Local Government Councillors elected in the previous year had taken part in CTP meetings. The retiring Project Officer (Glynn Jacobs) and others answered that rules no longer permit Councillors to function as an active part of a community organisation or to represent their council. Council employees are expected not to take such roles.

Item 5 – Chairperson's Report: Kylie Christian noted that:

The CTP had worked to broaden knowledge of the road, both with the public and councils

- Heritage festivals had been useful publicity events.
- Convict Trail icons had been added to maps, especially in Cessnock LGA.
- Some media made requests for information from the CTP and they have now added it to their websites. For example, Air Caledonie have added convict history to their booklet (no copy available as yet).
- The CTP website has been made more user-friendly. Items from The Pick were added and made accessible.
- The CTP has worked with authorities on planned works.
- Two grants were received which were tied to Council actions but have been delayed.
- Yancoal funding is ongoing.
- CTP Online banking is in place.
- CTP finances are now kept in Excel and continually updated and readily available.
- Governance has generally improved.
- A calendar of CTP activities for 2019 has been prepared. Once approved by the new Board, it is should be sent out to members monthly.
- The new Cartoscope map of the Road, launched in August, is successful and in high demand.
- CTP offers sincere thanks to Glynn Jacobs for her hard work and look toward a smooth transition to the new Board.

Moved by Paul Budde, seconded by Jan Kofron that the Chairperson's Report be accepted. Carried.

MINUTES OF THE CTP 2018 AGM

Item 6 – Treasurer's Report: Treasurer Reg Norris noted that:

- Some CTP funds are earmarked for certain projects, others are not tied.
- The account balances are greater than expected and recent figures have been reconciled with the bank accounts.
- The new Board must decide whether to present the accounts to an auditor.

Moved by Pam Wilson, seconded by Paul Budde that the Treasurer's Report be accepted.
Carried.

Item 7 – Project Director's Report: Glynn Jacobs noted that:

- The full report is printed in the Annual Report booklet.
- There has been a changeover from Rio Tinto to Yancoal, and she believes there is a subsequent decrease in interest in heritage matters. (Noted by Paul Budde that funding from Yancoal has a limited life so we must look for other sources of funding.)
- RMS have planned alterations to the descent into Wisemans which puts certain historical features at risk.
- Social media including Instagram are proving very useful at reaching younger people. (Paul suggested that we must use social media to foster a love of heritage.)
- A fallen tree at Clare's Bridge is still causing problems. Council staff are apathetic and for the removal to be done by crane, the cost may be \$1600. (Noted by Paul that re-growth of trees is causing problems on GNR near Bucketty also.)
- In response to a question, Glynn replied that the matter of the Memorandum of Understanding between Hawkesbury Council and the Central Coast Council re responsibility for the road had not progressed despite the efforts by Rebecca Cardy at Central Coast Council.

Moved by Kylie Christian, seconded by ohn Roberts that the Project Director's Report be accepted. Carried.

Item 8 – The Annual Report

Moved Reg Norris that the printed Annual Report of the Convict Trail Project 2017-2018 accepted as a whole, seconded by Pam Wilson. Carried.

Item 9 – Election of Board Members:

Barbara Appleton acting as Returning Officer. All CTP Board positions were at this point declared vacant. A number of unopposed nominations were received so that the following positions were declared filled and the following members of the Board declared elected:

Four representatives of community organisations:

Stuart Gibson (Wollombi)

Pam Wilson (Hills District Historical Society)

Mari Metzke (Hornsby Shire Historical Society)

Ken Bradley (Dural and District Historical Society)

Four strategic representatives:

Elizabeth Roberts

Reg Norris

MINUTES OF THE CTP 2018 AGM

Paul Budde

Cr Robert Browne

Two individual members:

Jan Kofron

John Roberts

Executive Partner's Representative: The new Board would invite Yancoal to appoint a representative and to inform them of the proposed 2019 Board meeting dates.

Barbara Appleton declared the election of the board completed and at 3.40 pm the meeting closed for afternoon tea.

CTP BOARD MEETING

After a break for afternoon tea, the new Board met at 4.00 pm to elect the Executive with Barbara Appleton acting as Returning Officer.

Board members present were; Paul Budde, Ken Bradley, Stuart Gibson, Jan Kofron, Mari Metzke, Reg Norris, Elizabeth Roberts, John Roberts and Pam Wilson.

Board Members elected to the Executive were:

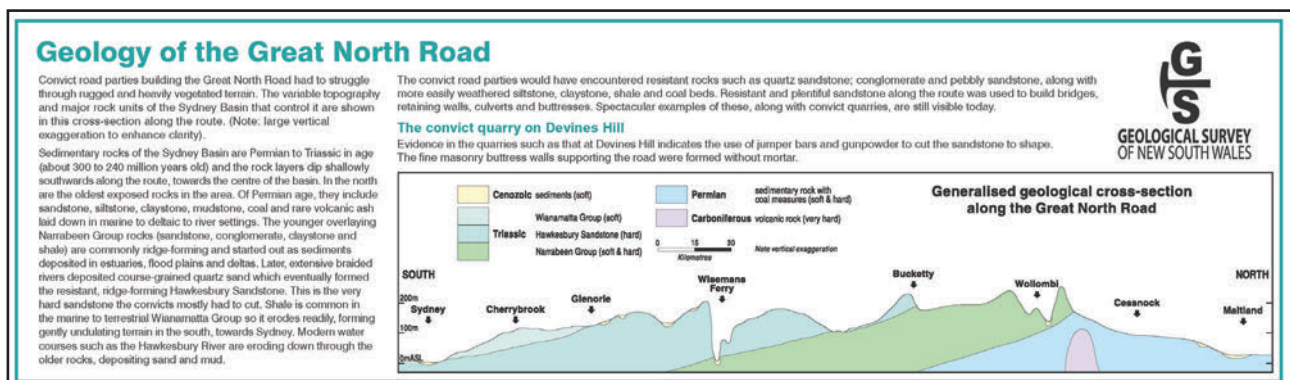
Chair – Stuart Gibson (nominated Paul Budde, seconded Mari Metzke)

Vice-Chair – Mari Metzke (nominated Mari Metzke, seconded Paul Budde)

Secretary – Jan Kofron (nominated Mari Metzke, seconded Paul Budde)

Treasurer – Reg Norris (nominated Reg Norris, seconded Jan Kofron).

The Board Meeting closed at 4.30pm.



CTP CONTACT INFORMATION

Project Director: Wesley Warren
Email: director@convicttrail.com.au Phone: 0488 025 256

Website: www.convicttrail.com.au

Facebook: @ConvictTrail

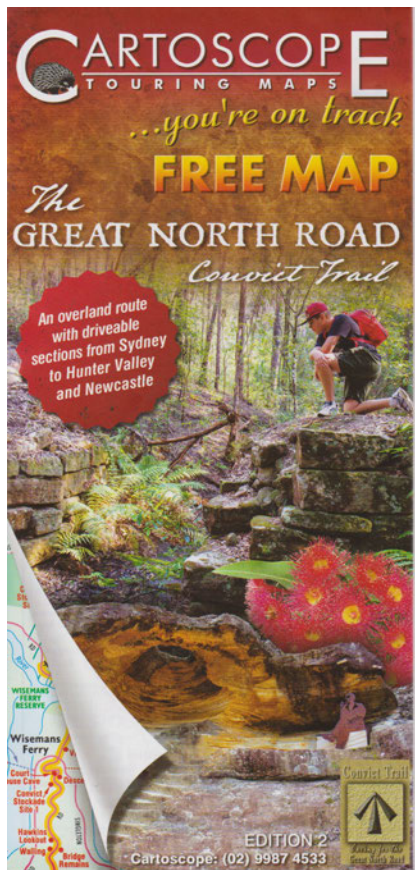
Chairperson: Stuart Gibson
Email: sjgibson1@bigpond.com

History Officer: Elizabeth Roberts
Email: earoberts@bigpond.com

Postal address:
CTP Secretary, 7 Coolabah Close, Thornleigh NSW 2120

IMAGES USED IN THIS ANNUAL REPORT

Front Cover: Original road pavement from 1830 at Bucketty.
Inside Front Cover: A map showing the route of the Great North Road.
Page 2: Paul and Elizabeth Roberts at the launch of The Pick in 2007.
Page 3: Photos taken at Paul's Farewell Luncheon held at the home of Elizabeth & John Roberts. Paul's gifts included several books and a pair of stone book-ends which were engraved with the convict arrow.
Page 4: Stuart Gibson.
Page 4: Cuneens Bridge at Wollombi.
Page 5: Archaeological dig, down to the shallow bedrock, across Wallaby Scrub Road before it was mined.
Page 6: Thomas James Bridge roadway.
Page 6: Thomas James Bridge from the side after bush had been cleared.
Page 6: Stockyard Ridge Bridge.
Page 7: Barbara Appleton explaining the features of Sharpe's track.
Page 7: Book launch of "Tracking Mr Sharpe" with Robyn Downham, President of the Dharug and Lower Hawkesbury Historical Society, Barbara Appleton, and Christine Yeats, President of the Royal Australian Historical Society.
Page 8: Cartoscope map of the Great North Road launch.
Page 8: Five Dock roadside monument to convict labourers.
Page 9: Part of the tour group at Peter Clark's memorial.
Page 10: Behind all the growth is the Ramsays Leap walling and culvert exit.
Page 11: Signage on the Great North Road that should be replaced.
Inside Back Cover: Cartoscope's map of the Great North Road Convict Trail.
Back Cover: The wall at Devines Hill.



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