

The Great Western Railway 1867

Lapstone Hill the first challenge

The Western railway line was operating to Penrith in 1864 and the next challenge was to ascend Lapstone Hill.

Cost constraints imposed by the Colonial Government meant that expensive tunnels could not be built and so a zig-zag layout was used to get the single track line over the top of Lapstone Hill.

LEGEND

- LAPSTONE ZIG ZAG, 1867
- 1892 DEVIATION (Single Track)
- LAPSTONE TUNNEL, 1892

Great Western Railway 1867

Chief Engineer John Whitton Esq.

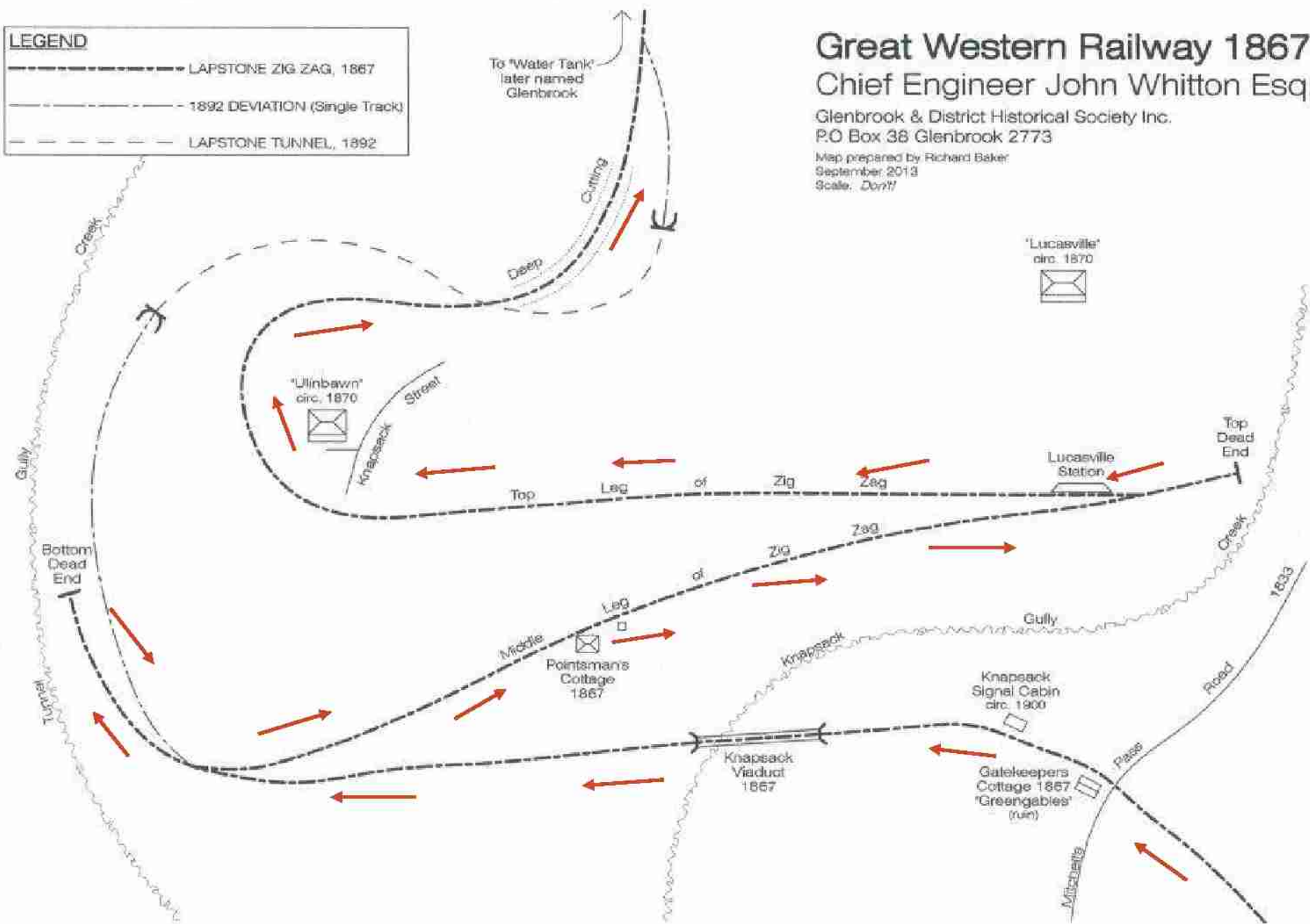
Glenbrook & District Historical Society Inc.

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Map prepared by Richard Baker

September 2013

Scale: Don't!



The limitations of the Zig-Zag were later eased by building a single track tunnel through the top of the ridge in 1892.

The single track tunnel caused almost as many problems as it was supposed to solve, so by 1910 it was decided to build a double track railway through the Glenbrook Creek gorge.

This route through the gorge is in use to this day and provides easily worked grades as far as Valley Heights.



Knapsack Viaduct – viewed from Emu Plains- the first engineering challenge
Photo 1880



Knapsack Viaduct *Photo 2010*

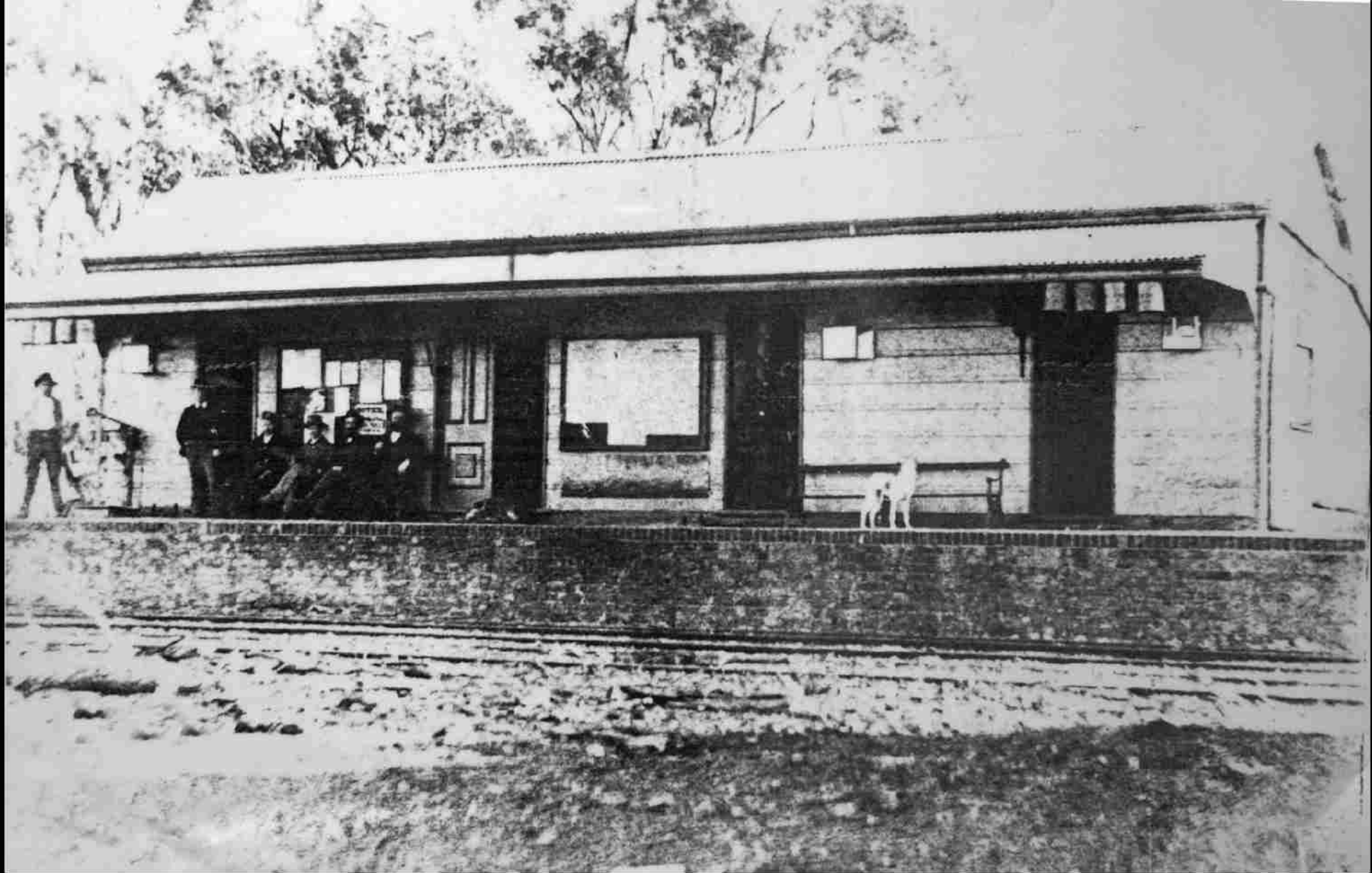


Lucasville station platform built 1874. *Photo 2010*

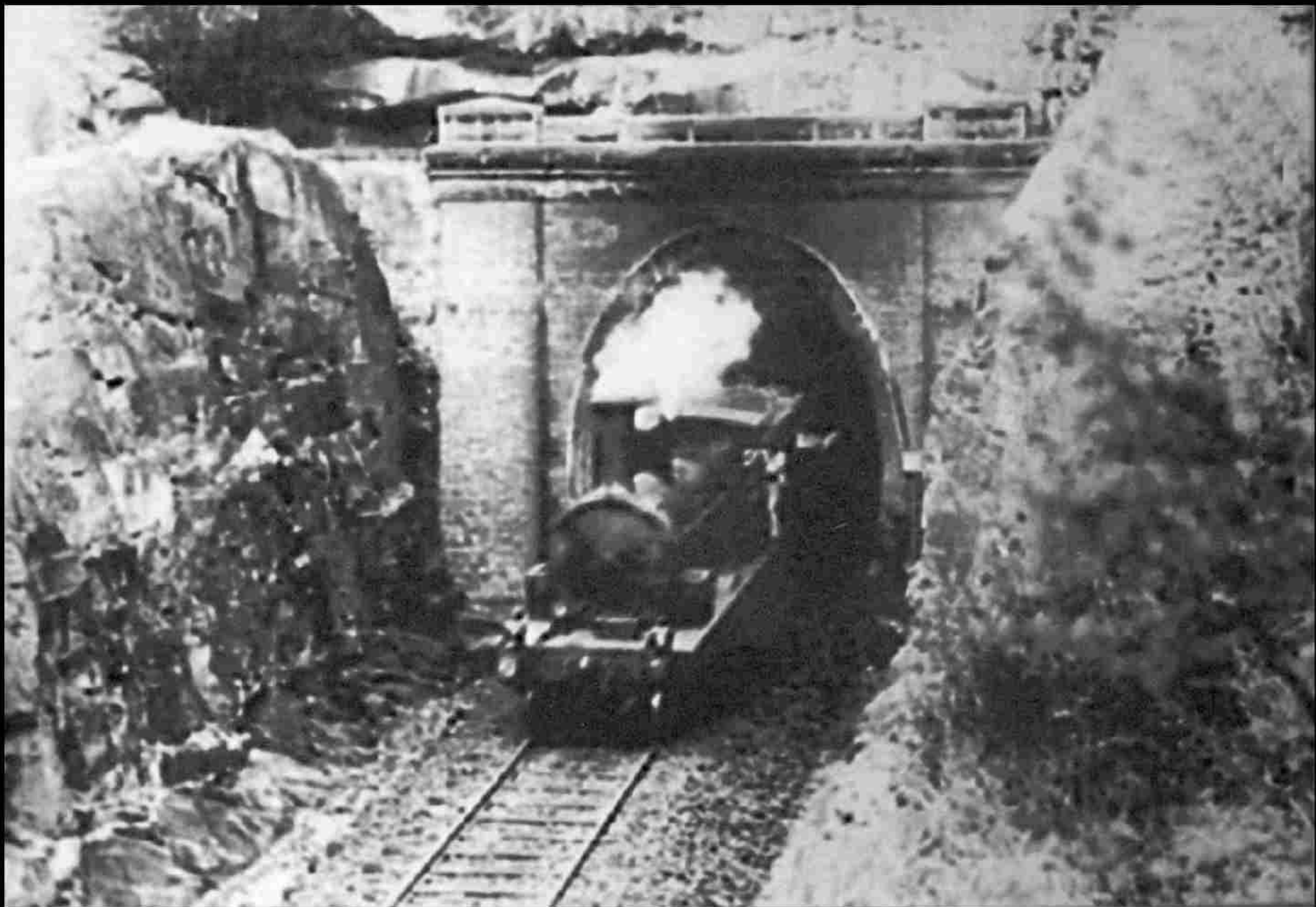




Top road of Zig Zag with workers and trolley, looking down towards Emu Plains
Photo about 1880



The first Glenbrook station- note the four canvas bags of drinking water hanging on the awning.
Photo about 1872

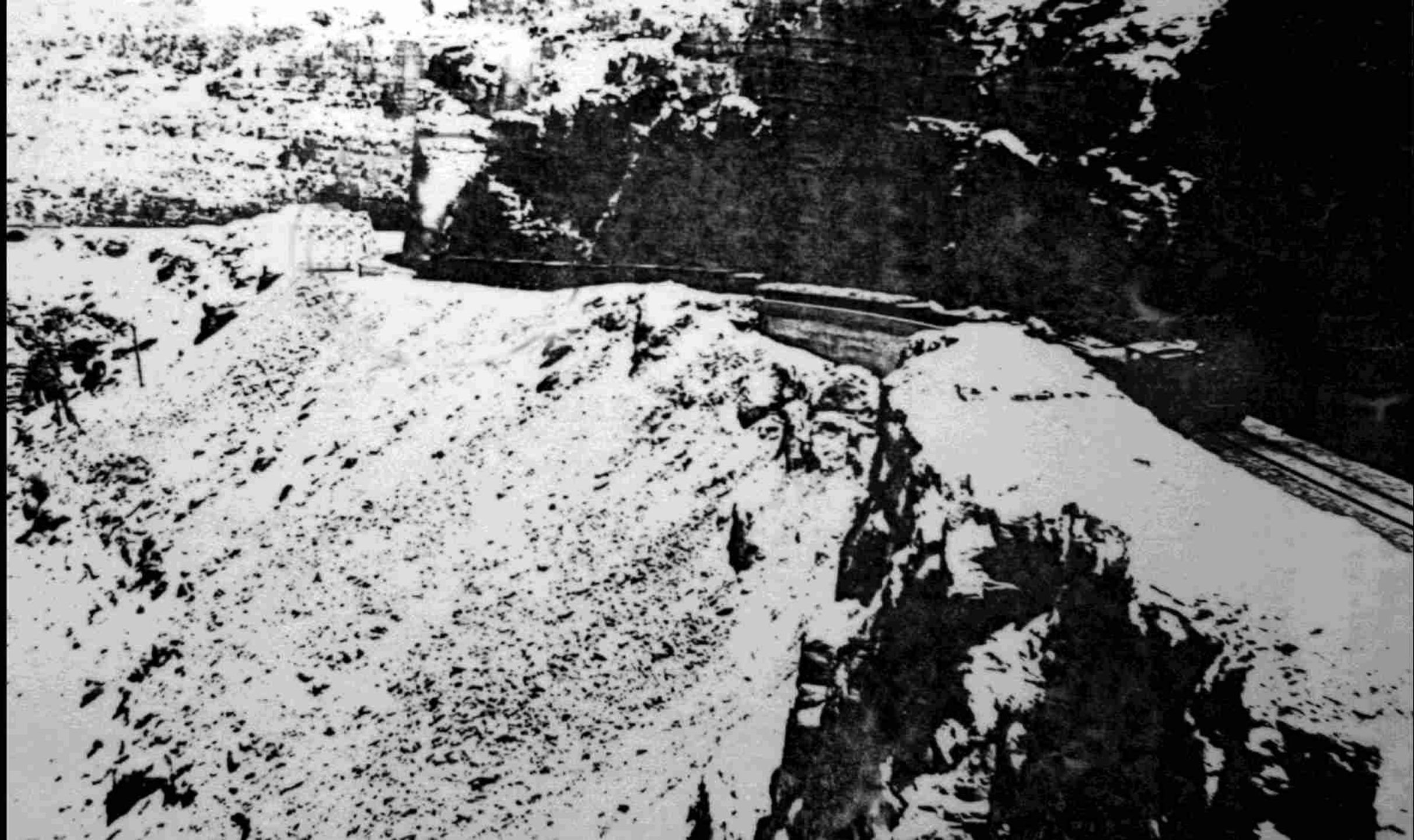


Sydney-bound train exiting east portal of Lapstone Tunnel.

Photo about 1912



Lapstone Tunnel, east portal. *Photo 2010*





Sydney-bound train approaching west portal of Lapstone Tunnel. *Photo about 1913*



Gatekeepers Cottage ruin- destroyed in 1968 bushfires

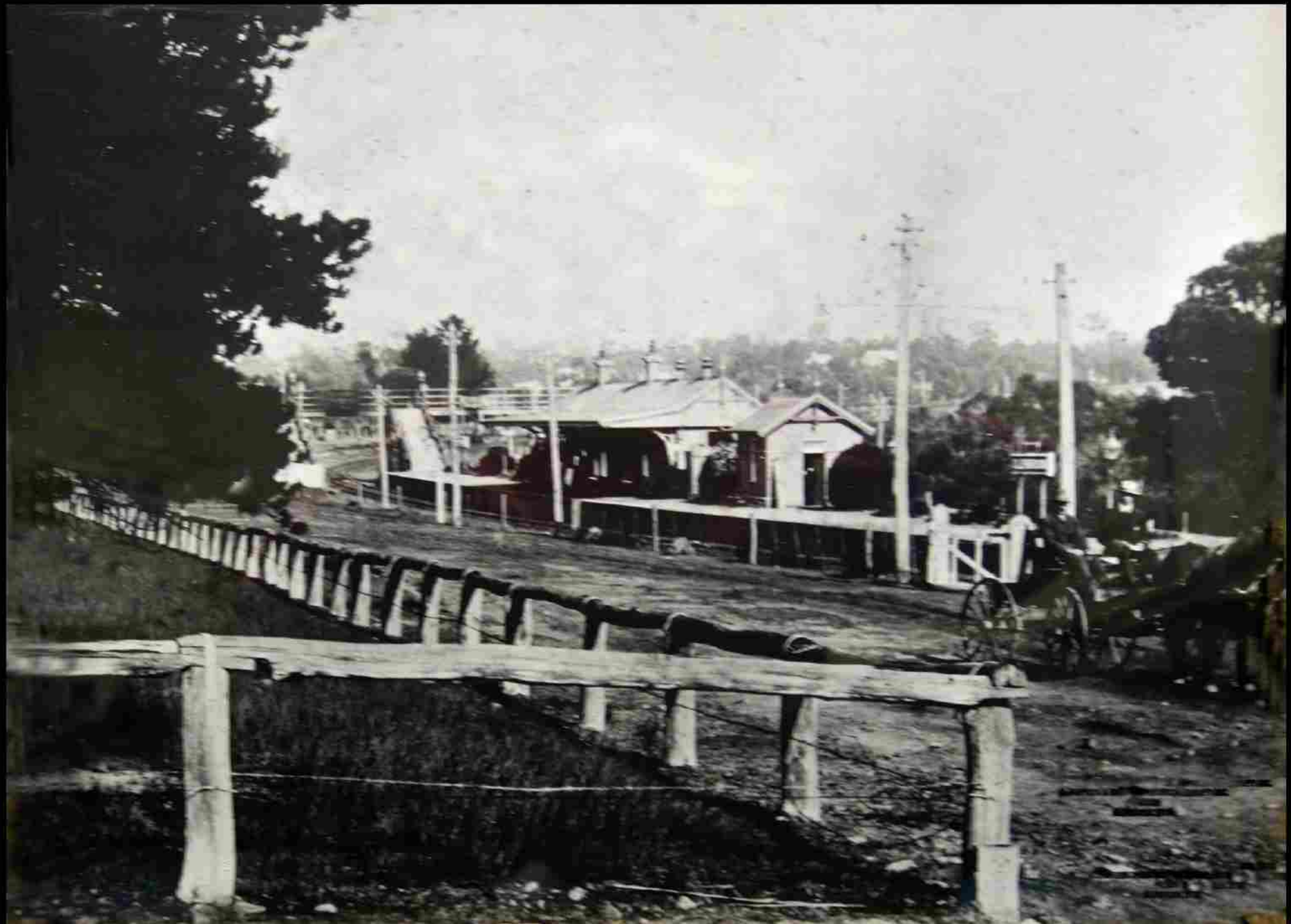


The gatekeeper controlled the Western Road level crossing. *Photo 2010*





The second Glenbrook station – view looking east from pedestrian bridge.
Photo after 1890 and before 1913





The same location now! *Photo September 2013*

Glenbrook Gorge



This is the present route of the 1910-1913 double track railway with its spectacular deep cuttings. *Photo 2010*

Glenbrook Tunnel- the Gorge route also needed a short double track tunnel.

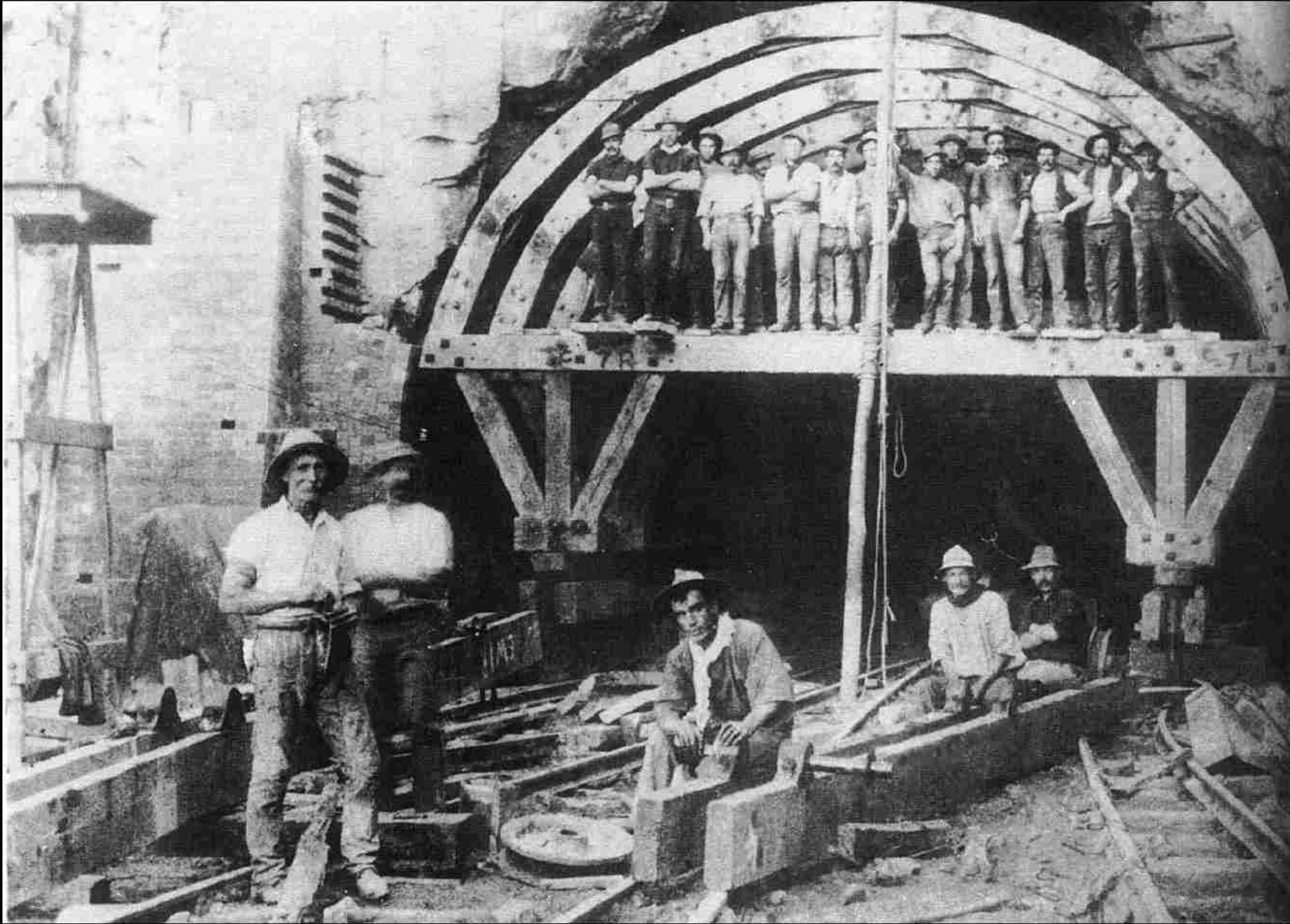


Photo 1911



Valley Heights Locomotive Depot - Courtesy VHLDHM Collection *Photo about 1950*

Pointsman's Cottage



Acknowledgements and Credits

- Prepared by the Glenbrook & District Historical Society for the Valley Heights Locomotive Depot Heritage Museum on the occasion of the depot centenary 2014.
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Photo of round house courtesy of Valley Heights Locomotive Heritage Museum

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