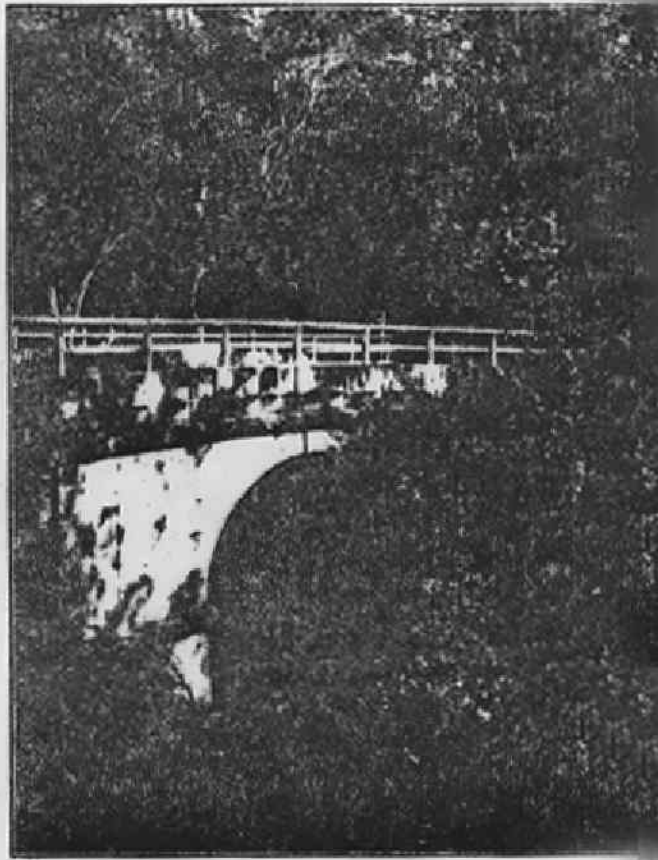




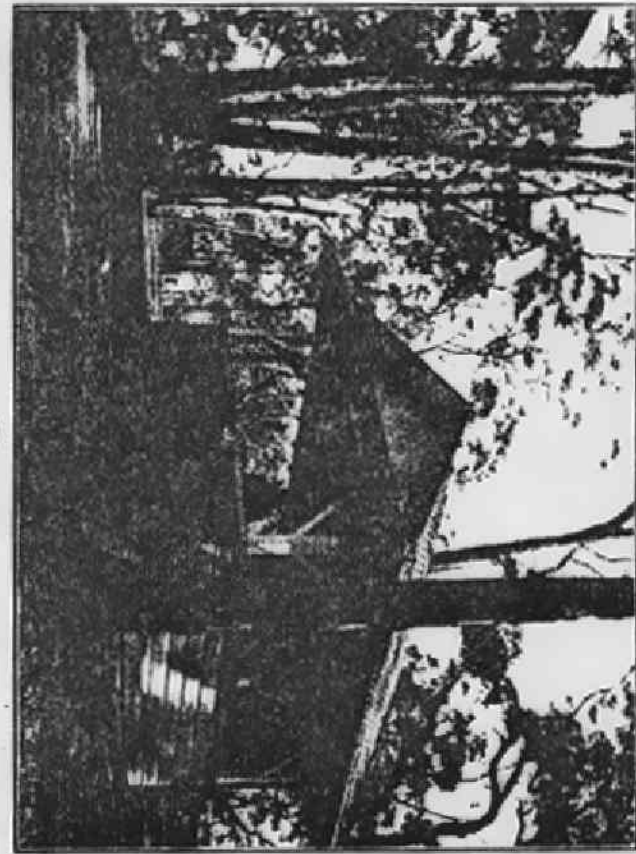
Elizabeth Lookout, Glenbrook.



Lennox Bridge, Glenbrook.



Lennox Bridge, from Elizabeth Lookout, Glenbrook.



Shelter at Elizabeth Lookout, Glenbrook.



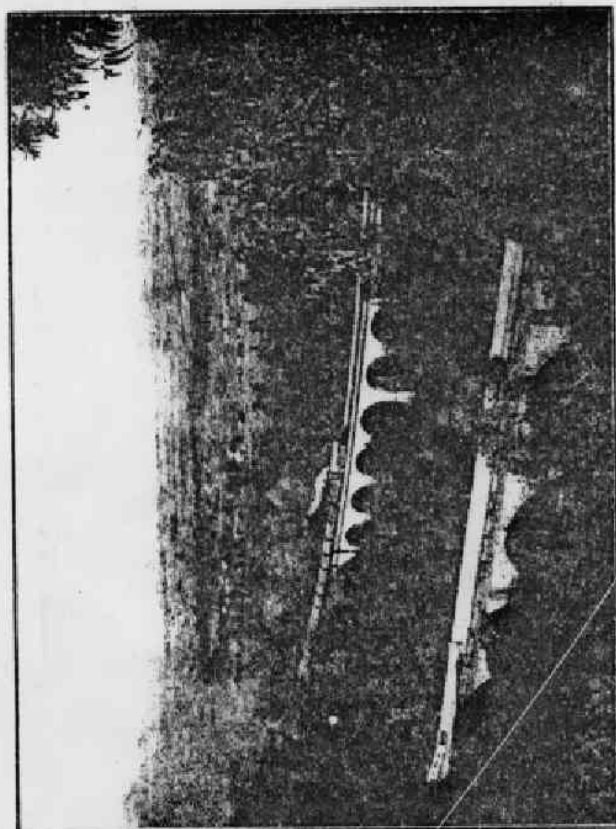
Marge's Lookout, Glenbrook.



View from Marge's Lookout.



View from Elizabeth Lookout, Glenbrook.

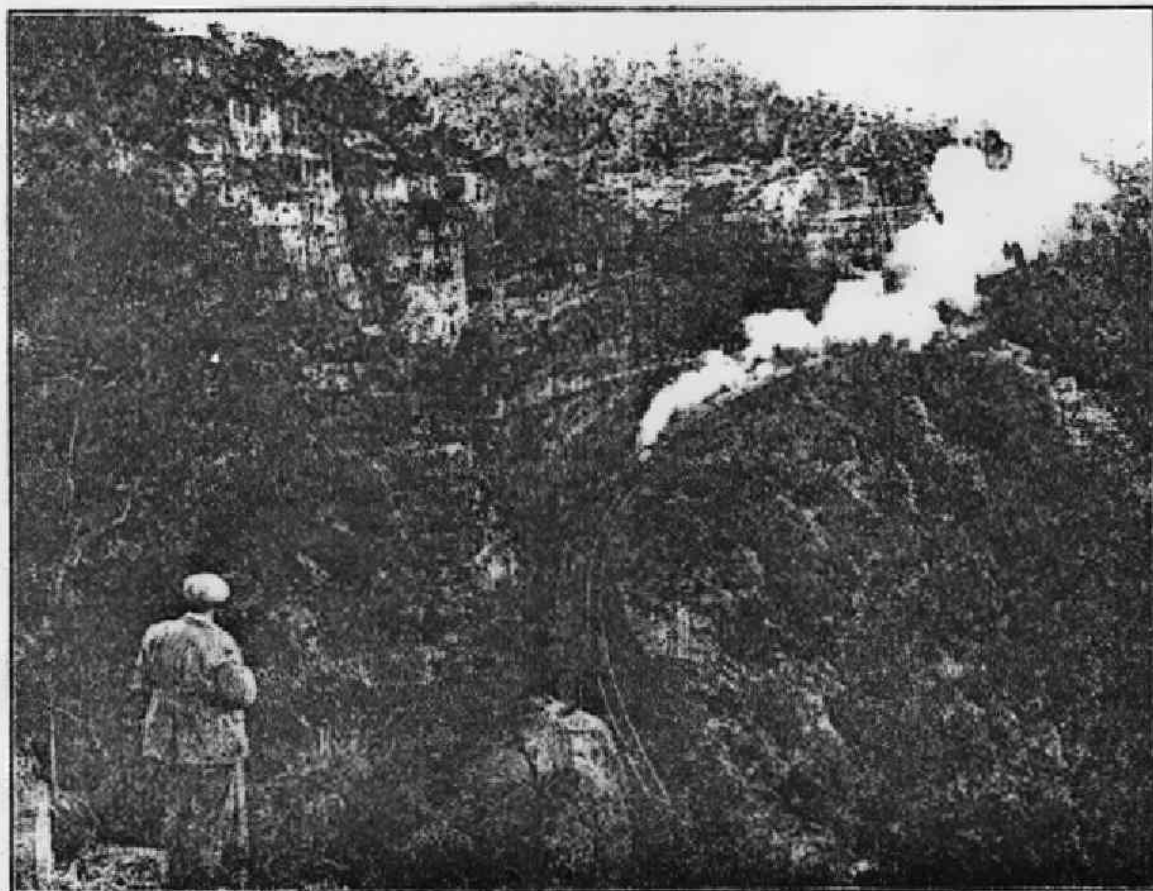


New Road and Railway Viaduct, Glenbrook.

Another aspect of Marge's lookout.



Marge's Lookout and Shelter.



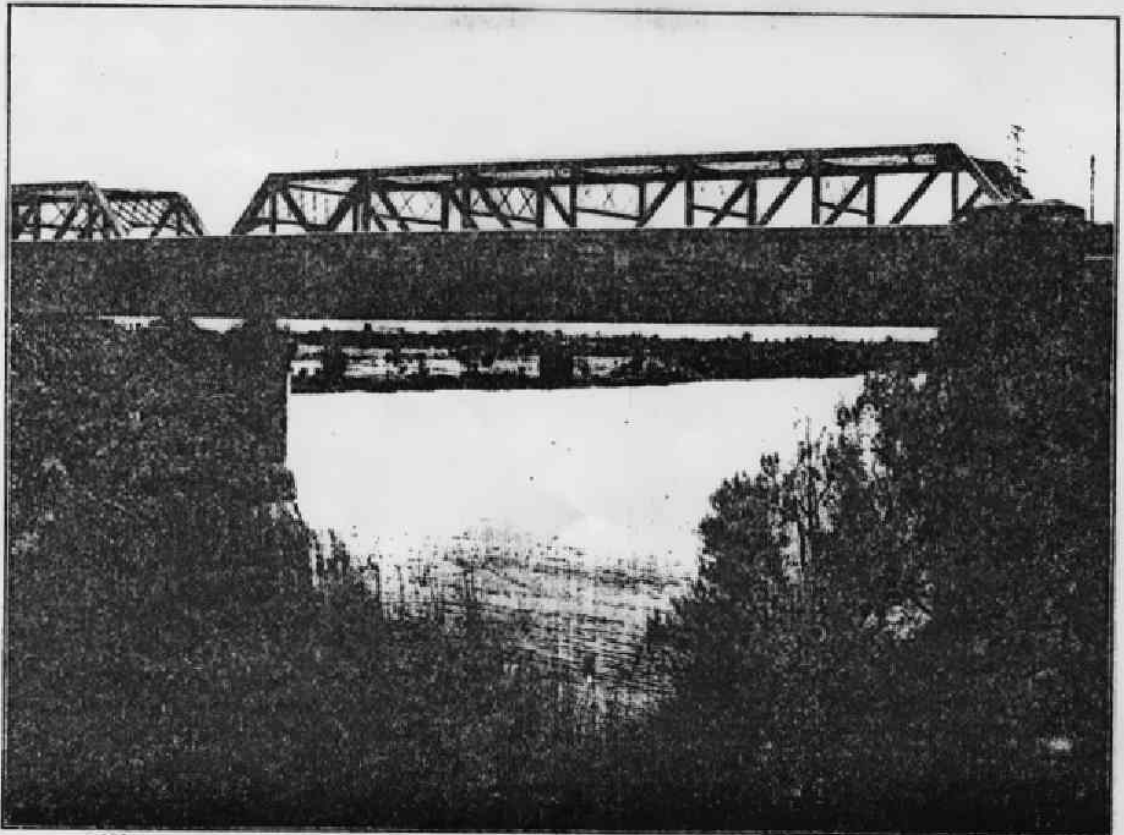
Glenbrook Railway Cutting from The Bluff.



View from Lupton Hill Reserve, Glenbrook.



Nepean River Bridge from New Manly, Emu Plains.



New Manly from beneath Nepean River Bridge, Emu Plains.

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Lennox

Bridge

Centenary

Official

Opening

Lapstone Hill

Reserve

July 22, 1983

Lennox Bridge Centenary

Official Opening

of

Lapstone Hill

Reserve

by

His Excellency

Sir Philip Woolcott Game, G.B.E., K.C.M.G., D.S.O.,

July 22, 1933



Blue Mountains
Shire Council

LENNOX BRIDGE



LENNOX BRIDGE, at Lapstone Hill, the first scientifically constructed bridge in Australia, was designed and built by David Lennox, being begun towards the latter end of 1832 and completed in July, 1833. The bridge is carried on a single semi-circular stone arch of ten feet radius, the roadway being thirty feet wide at the crown of the arch and the same height above the bed of the gully. It stands firm and stable to-day, after bearing for close on a hundred years the traffic of one of the arterial thoroughfares of the State.

It is true that shortly after the completion of this bridge, the Colonial Architect reported that it was showing signs of instability, and advised certain remedial measures. Lennox, after inspection, reported that though there certainly was a small crack in one of the walls, it was of no consequence, but that if the recommendations of the Colonial Architect were carried out, the effects might prove disastrous. The Surveyor-General accepted the advice of Lennox to leave the bridge alone, and results have amply justified his wisdom in so doing.

Lennox was born at Ayr, in Scotland, in 1788, the year the Colony was founded, and arrived in Australia on August 11, 1832, in the "Florentia." He died at his home in Campbell Street, Parramatta, on November 12, 1873, at the age of eighty-five. On October 1, 1832, he was appointed Sub-Inspector of Roads, which appointment was subsequently confirmed by despatch dated June 26, 1833, when he was given the title of Superintendent of Bridges.

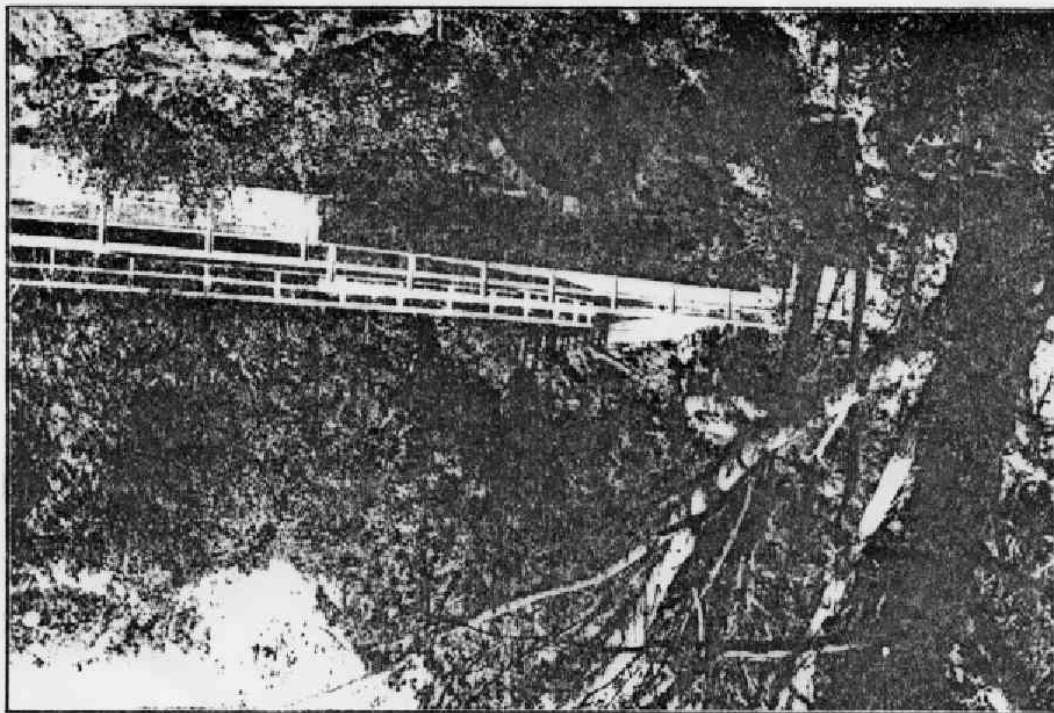
At the date of Lennox's appointment to the latter position, Major Mitchell was vigorously carrying out a deviation in the main Western-road between Emu and "The Pilgrim Inn," of which he writes to his friend George Ranken, on October 15, 1832:—

"On Monday the Governor ascends, not Lapstone, but a new pass we are making to avoid it."

And again, on November 12, 1832:—

"We are trying to surprise you also with a cut at 'The Pilgrim' to throw Lapstone Hill off altogether."

Though the formation of Mitchell's Pass was now well advanced, there remained a somewhat formidable gully to be



—Photo by Syd. Colless, Penrith.
Lennox Bridge, Glenbrook.

bridged, requiring the assistance of an engineer. Here was the very opportunity that Mitchell's artistic soul had long craved; and so David Lennox was at once installed upon the execution of an arched stone bridge.

If Major Mitchell was anxious for results, David Lennox was no less anxious to justify his appointment; and so we find that within the narrow space of six weeks from the date of his appointment, Mr. Abbott, Assistant Surveyor in charge of the road, was able to report to the Surveyor-General, November 10, 1832:—

"I trust it will be satisfactory to hear that having procured lime, Mr. Lennox is getting on in laying the stone, a great quantity of which is cut and ready. There are about 20 men selected by him from the gang, and he is indefatigable in instructing them how to work. His Excellency the Governor, the day before yesterday, made enquiries on many subjects, and stated that in the cases of men made useful by Mr. Lennox, steps should be taken to prevent their services being lost to the Roads Department."

By March 12, 1833, a little more than five months from his appointment, the Lapstone bridge was so far advanced that Lennox asked the Governor's directions as to what inscription was to be placed on the keystone, other than the year of our Lord. It is refreshing to know that at this time there were generous minds in high places, so that it came about that the name of the designer and builder, "*DAVID LENNOX*" himself, was placed over the year of our Lord on the keystone of the upstream side of the bridge, while on the opposite side was inscribed, "A.D. 1833."

Major Mitchell tells us:—

"We had among the prisoners some tolerable stone-cutters and setters, but until I had the good fortune to find among the emigrants a person practically acquainted with the construction of stone arches, their labours had never been of much benefit to the public."

In July, 1833, Lennox reports the bridge as finished; and at a subsequent date Major Mitchell in a report on the progress of roads and public works, refers to it as, "a somewhat experimental work, which Mr. Lennox executed extremely well."

This information is taken from a lecture prepared by the late Henry Selkirk, who devoted a great deal of time to research into the facts concerning the life and work of David Lennox.



GLENBROOK

The Eastern Gateway to the Blue Mountains.



GLENBROOK is situated on the fringe of the Mountains, 42 miles from Sydney, at an altitude of 535 feet. The climate is equable, winter and summer, and the district ideal for permanent residence and for holidays. The train service is excellent, particularly during business hours, and affords the business man rapid and comfortable transit to and from the city.

Glenbrook, which is destined to become the rendezvous of overseas and interstate visitors, abounds with scenic attractions easy of access, whilst the panoramic views of Emu Plains, The Nepean River and Kurrajong obtained from the various vantage points, are unequalled anywhere in Australia. Excellent hotel and private accommodation and furnished cottages are available.

Lapstone Hill Reserve, an area comprising 100 acres of beautiful bushland, is controlled by the Blue Mountains Shire Council. The Reserve is easily reached by road from the Main Western Highway at Glenbrook and from Wilson Way near Lennox Bridge. Good motor roads have been constructed through the Reserve to the various vantage points. Shelter sheds, lookouts and all picnic conveniences are provided, and the Reserve, with its unique features and delightful views, will become one of the most favoured motor camping and picnic areas in the State. The views from Marge's and Elizabeth Lookouts are beyond description and must be seen to be appreciated. The former lookout is named after the daughter of Councillor S. H. Walker, who has been a Councillor of the Blue Mountains Shire since its inception, and many times Shire President, and the latter named after the wife of Councillor D. F. Skarratt, who for many years has been Glenbrook's representative on the Shire Council.

Red Hand Cave, situated about 3½ miles south-west of Glenbrook, is a ceremonial cave, once used by aboriginals, containing a number of red hand paintings and a crude ceremonial chair used for the initiation of young warriors. Red Hand caves are extremely rare, and this is claimed by anthropologists to be the finest yet discovered.

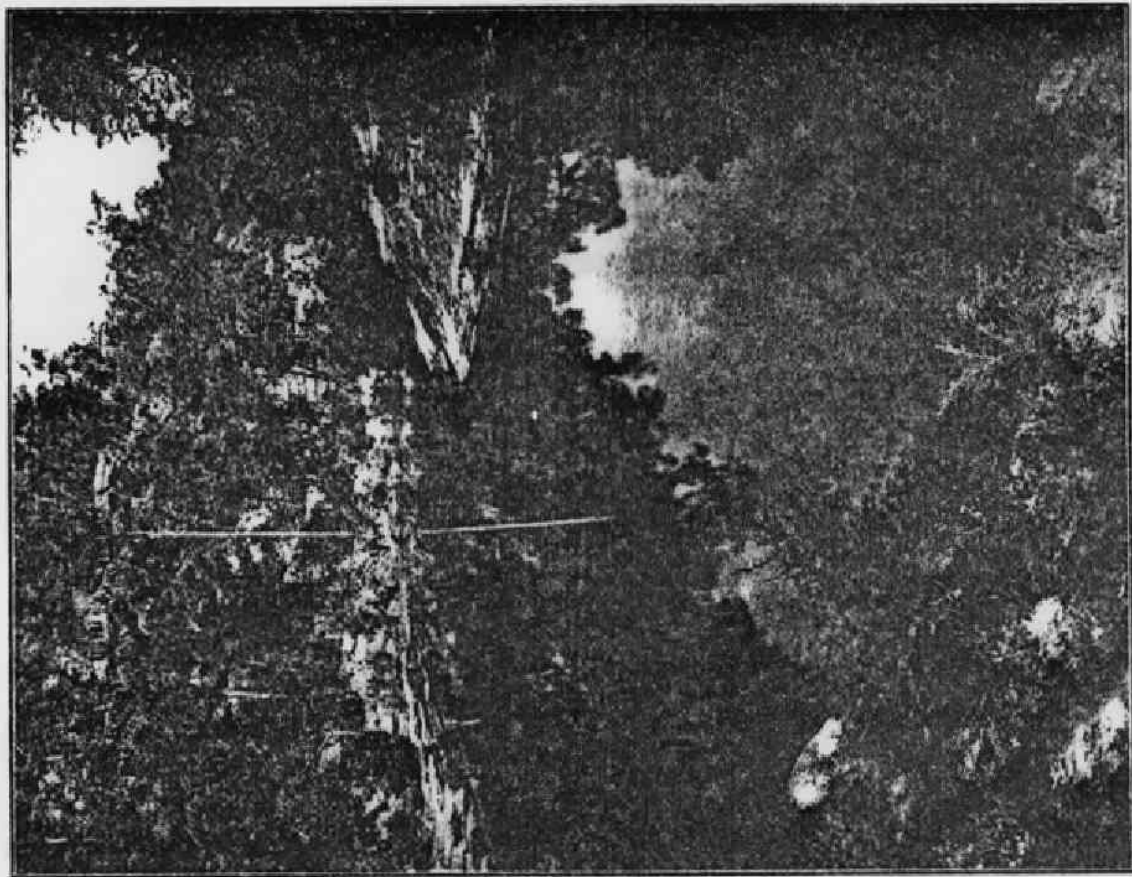
Route:—Follow the road which crosses the railway bridge on the Sydney side of Glenbrook railway station, cross the creek and

follow the track which has been constructed up the gully to the cave. The track traverses some beautiful bush scenery where ferns, waratahs, Christmas bush, rock lilies, boronia and native wild flowers abound in wild profusion.

Blue Pool, Glenbrook Creek, three-quarters of a mile on the southern side of the railway line, offers excellent swimming and fishing.

New Manly Reserve, situated on the western bank of the Nepean River, just at the northern side of the railway bridge, is an ideal picnic ground with ample car parking space, dressing sheds and other conveniences.

The Nepean River, 100 yards wide, is navigable by launch for nearly 12 miles southwards from the bridge to the basin. Above the Weir is the Championship sculling course.



The Blue Pool, Glenbrook.