

LENNOX BRIDGE TODAY

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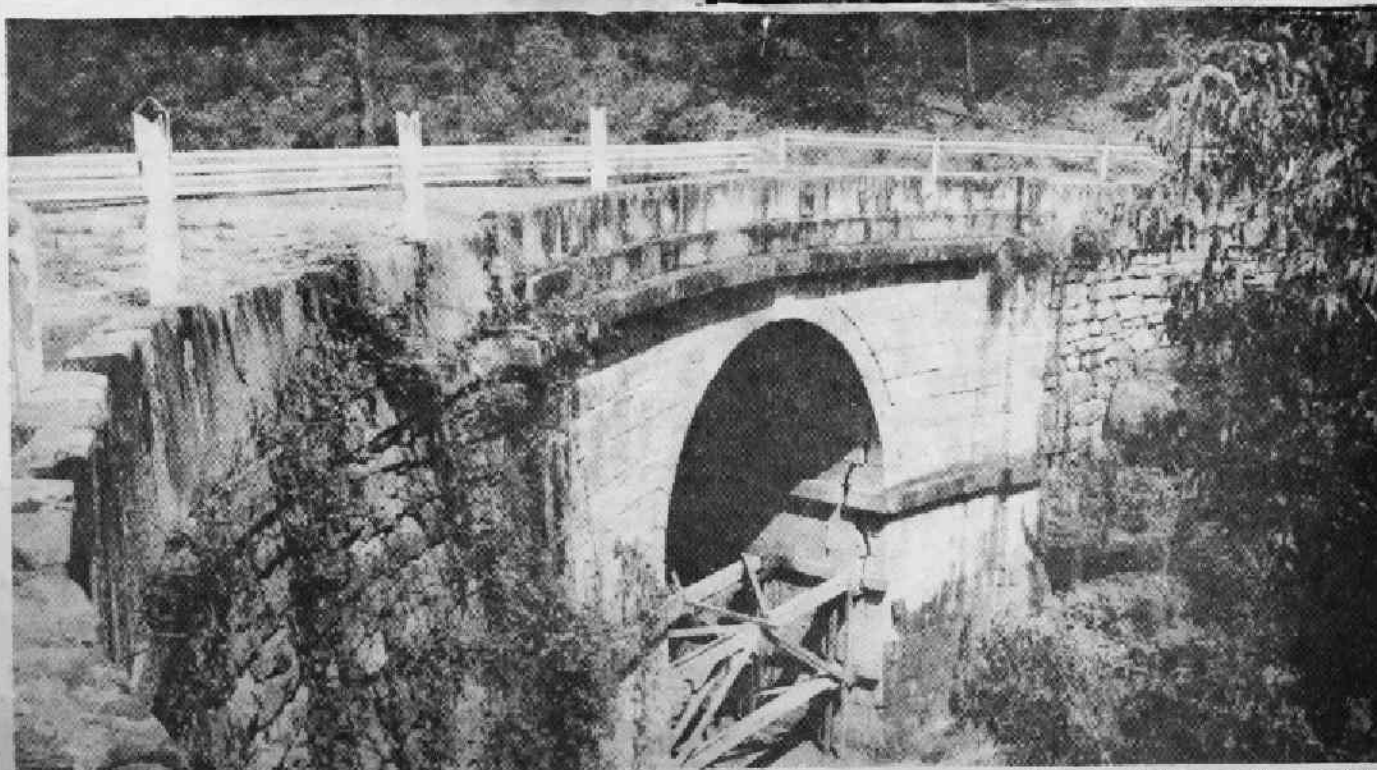
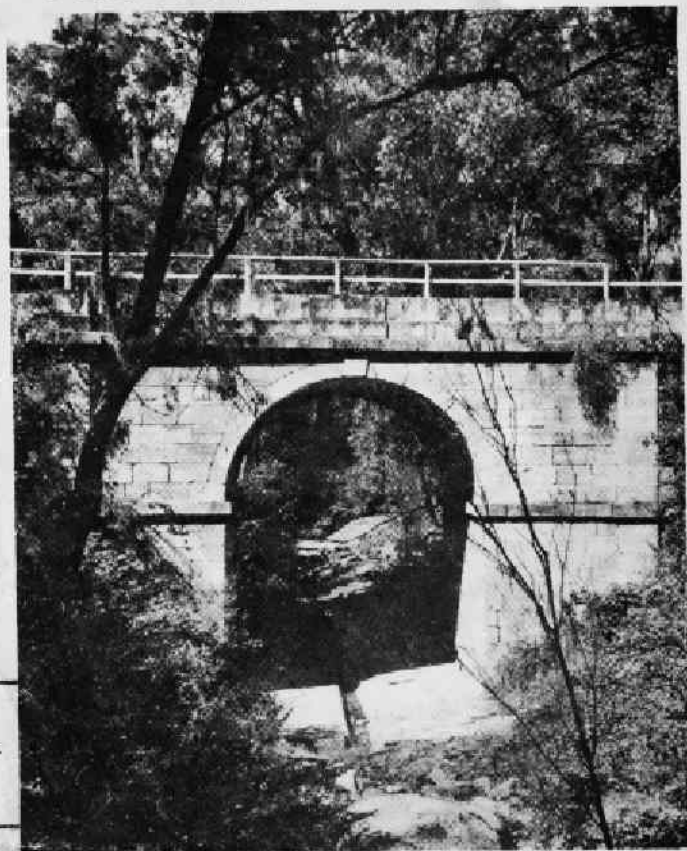
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Amongst other notable works carried out under his supervision were Duck Creek Bridge on Parramatta Road; Landsdowne Bridge over Prospect Creek; St. Andrews Presbyterian Church at Parramatta and the original Prince's Bridge in Melbourne.

Movement in the stonework of Lennox Bridge became apparent some years ago and it was closed first to heavy traffic and later to all traffic. It has been necessary to use supporting struts under the arch to prevent further deterioration.

Club members are deeply aware of the significance of this historic landmark which is unfortunately now in a state of disuse and disrepair due no doubt to the appropriate authority being unable to obtain the advice and services of a stonemason capable of the work required. It is hoped that before it is too late, some kind of restoration work can be carried out to save this important link in Australia's history.

*Lennox Bridge over Lapstone Creek at Mitchell's Pass.
Photo: Courtesy Department Main Roads.*



Lennox Bridge, as it is today.

CLUB BADGE

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Lennox Bridge, the oldest bridge on the mainland of Australia, is featured on the badge of Glenbrook Club. When the Women's Club was formed in 1961, it was decided to adopt the same design with variations in colour and shape.

The bridge spans a deep and narrow gully about two miles from the township of Glenbrook at Mitchell's Pass which was the main highway over the Blue Mountains to the west from 1834 to 1926.

David Lennox was born in Ayr, Scotland in 1789 and arrived in New South Wales on 11th August, 1832 in the ship "Florentia".

In the same year he came under notice of Mr. Thomas Livingstone Mitchell (afterwards Sir Thomas), who was Surveyor General of the Colony. When walking along Macquarie Street, Sydney, Mr. Mitchell noticed a man cutting the coping stone of the dwarf wall in front of the Legislative Council Chambers. As he watched the man work, Mr. Mitchell was impressed by the skill which he displayed and engaged him in conversation. The man revealed that his name was David Lennox and he was invited to go along with him to his (Mitchell's) office. Tradition has it that Lennox, with his sleeves still rolled up, accompanied Mr. Mitchell as requested. After hearing of Lennox's qualifications as a stonemason and of his knowledge and experience in bridge building, Mitchell agreed to employ him to plan and construct certain stone bridges then badly needed in the Colony.

He was appointed Sub-Inspector of Roads on 1st October, 1832, at "120 pounds per annum but without forage for a horse" and later on 26th June, 1833 he was appointed Superintendent of Bridges.

From 1813 onwards, when the Blue Mountains were crossed for the first time, the achievements of explorers had revealed the natural wealth of the country that lay beyond the limits of early settlement. Adventurous spirits among the colonists were pushing outwards and by the 1830's, the Colony's economic and geographic development required improved communications. At this time, Mitchell was undertaking a survey of the Colony's main roads and planning improvements and extensions which would require the assistance of a competent bridge engineer. He therefore set Lennox to work at once on the construction of a series of stone bridges, some of which still stand as monuments to the skill and ingenuity of their designer.

The first of these was begun late in 1832. Earlier that year Mitchell had begun to construct a deviation in the Main Western Road, the object being to avoid the ascent of Lapstone Hill. The work was well advanced, but there remained a rather formidable gully to bridge. Within six weeks of his appointment as Superintendent of Bridges, Lennox had begun to bridge the gully with a stone arch, the labour being supplied by a gang of twenty men, who quarried the stone five hundred yards away. In July of the following year (1833), Lennox reported the bridge finished and shortly afterwards Mitchell described it as "a somewhat experimental work, which Mr. Lennox executed extremely well".

By direction of the Governor the bridge was named "Lennox Bridge"

PERSONALITY IN THE NEWS



Pictured Mrs. T. Leonard a member of Glenbrook Club.

Glenbrook Club has a dedicated and exceptional member in Mrs. Thelma Leonard, both as an administrator and bowler. Mrs. Leonard was the Foundation Treasurer of the club at its inception in 1961 and held this position until 1969. She is also serving her fourth term as a Selector.

Since Championships were commenced in 1963, her record has been impressive, having won thirteen Major Championships and being runner up twelve times in nine years of bowling.

1963-64 Winner Major Singles, Pairs, runner-up Fours.

1964-65 Runner-up Major Singles, Pairs.

1965-66 Winner Major Singles, Pairs, Fours (c).

1966-67 Winner Major Singles, Pairs, runner-up Triples (c), Winner Fours.

1967-68 Runner-up Major Singles, Winner Pairs, Triples (c).

1968-69 Winner Major Singles, runner-up Fours (c).

1969-70 Winner Triples, runner-up Fours (c).

1970-71 Runner-up Pairs, Fours.

1971-72 Runner-up Major Singles, Pairs (c), winner Triples, runner-up Fours.

In the "Tregenna" Singles Trophy played each year, Mrs. Leonard has been winner five times and runner-up twice in eight years.

and the words "David Lennox" were inscribed on the keystone of the upstream side of the bridge and on the opposite side "A.D. 1833" and they are still faintly discernible to this day.

Until the construction of a new deviation in 1926, it carried all the traffic from Sydney to the west. The single arch spans 20 feet; the roadway is 30 feet wide at the crown of the arch and the same height above the bed of the gully. Shortly after the bridge's completion, the Colonial Architect, with whom Lennox subsequently had several differences, reported that it was showing signs of instability, and advised remedial measures. Lennox, after inspection, reported that though a small crack had appeared in one of the walls, it was of no serious consequence; but that if the Colonial Architect's recommendations were followed, the effects might prove disastrous. Lennox's advice was taken and time has vindicated his judgment.

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