

# GLENBROOK POINTS

**NEWSLETTER OF GLENBROOK & DISTRICT HISTORICAL SOCIETY INC.**



## POINTSMAN'S COTTAGE JUNE JULY '16

Postal address P.O. Box 38 Glenbrook NSW 2773

Contacts: President Joan Peard 0414 605 482 or Secretary Neil McGlashan 4739 9864

Meetings 3<sup>rd</sup> Wednesday monthly at 1.30 pm (except Dec-Jan) Glenbrook Guides Hall  
cnr Hare & Moore Sts Glenbrook

### **"History Walks" 2016 Programme ALL on SATURDAYS**

**Walks led by Doug Knowles & Frank Bowman**

June 25th 1.30pm "Cox's Road." Walk along a section of this historic road following the ridge-top from Linden to Woodford Trig.

July 9th 1.30pm "Dunn's Steam Sawmill Site" and earth dam. Brookside Creek, Lennox Bridge and the old stone quarry.

30th 1.30pm "Glenbrook Lagoon Precinct." Early campsite and railway dam construction 1880.

August 13th 9.00am "Faulconbridge steam sawmill site" Engine remnants and other relics operated 1914--1925. Long walk-steep climb: Allow 3 ½ to 4 hrs.

September 10th 9.00am "Glenbrook Discovery Heritage Walk" Historic sites, houses and West Portal of Lapstone Tunnel--1892. (Last Walk for the year.)

**ADULTS : 8.00 ea. Children under 16yrs. Free-but must be accompanied by a parent or guardian. (No dogs please.) BOOKINGS are ESSENTIAL: Phone Doug. on 4751 3275 for details re meeting place, time and grade of walk. Good walking shoes are essential. Please bring a hat and drinking water. BAD WEATHER ON DAY: excessive wind & rain could cause cancellation due to hazedous conditions.**



# ***PAM'S PAGE***

## ***WOMEN IN SPORT EARLY DAYS***

In 1914 cricket was very popular on the Lower Mts., especially with the Ladies. On 21st Nov 1914 a match was arranged between Glenbrook Ladies and a team from Penrith, in Glenbrook Park. As the committee was working very hard to provide additional attractions, afternoon tea, cordials and delicacies would be supplied at a 'triffling' cost and a brass band would entertain. Unfortunately the Nepean Times does not tell us who won this match! Another match was arranged between the Glenbrook Ladies and Emu Plains Ladies to be played at the park in Emu Plains. We are told that the Ladies are practising very hard so that the public can be assured of an enjoyable afternoon. Once again there is no report on the results of the game.

In regard to the success of the Glenbrook/Penrith match, many thanks must go to Mr J Hunter, the very energetic secretary of the Glenbrook Cricket Club. Cricket has been played in our beautiful parks down through the ages, and even today are used by Junior matches.

A double tennis court is nearing completion in one corner of Glenbrook Park, this is due to a very hard working band of ladies and gentleman. Generous help has been accorded to the committee by subscriptions being paid early, by donations of money & material. One gentleman gave the fencing wire, another the timber. So it looks as if sport in our parks will be played with great enjoyment for many years to come. Today the courts are used almost daily and in evenings & also used for coaching daily and for School Sport on Wednesdays.



***Glenbrook Tennis Club c1915***

**EDITOR :** In 1914 a Mr John (Jack) Hunter lived on corner of Park St & Ross Sts. He was the son of Selina Hunter who in turn was a daughter of one of the 1st Glenbrook families, Richard & Sarah Hamment, who resided corner of Park St & Euroka Rd. Tennis courts were enlarged in 1920's to 4 courts, due to the great popularity with tennis in Glenbrook. The surface of the courts was sourced from the old Glenbrook racecourse (now Lennox Park area) which had ceased operation. Tournaments were held in Glenbrook over Easter weekends and involved many of the private courts in the town. Often there were insufficient courts to complete the competition and matches were carried over to the next weekend.

## ***ELECTRIFICATION ADVANCES***

### **COMMEMORATING THE OPENING OF THE ELECTRIC RAILWAY TO THE DISTRICT 8<sup>th</sup> October 1955**

*"This month, as the Railway celebrates its centenary, it has shown that its reliance on electricity as a means of improving rail transportation is stronger than ever, for on October 8 electrified lines will reach out to Penrith at the foot of the Blue Mountains as the second stage of the Western Line electrification is completed"*

*As long ago as 1909, Sydney's transport problems had reached such an acute stage that the Railway Commissioner of the day recommended the construction of a railway through the city area, to be operated electrically; to construct electrified lines and to electrify the existing suburban lines. However it was not until March 1<sup>st</sup> 1926, that the first electric passenger train operated in N.S.W., running between Oatley and Sydney.*

*Apart from the work being done on the Eastern Suburbs link, the other huge project at present being undertaken by the NSW Railways, is the electrification of the main line from Sydney to Lithgow. Already one stage has been completed when early this year the 7 mile*



(10K) section from Parramatta to Blacktown was open for traffic.

It is expected that the 2<sup>nd</sup> section between Blacktown and Penrith, 12 miles, (17K) will be electrified next month and the final stage to Lithgow from Penrith, 64 miles, (100K) by the middle of 1957. Foundations have been completed to Newes Junction and structures virtually completed to Linden. Electrification of the 82 mile (120K) route from Parramatta to Lithgow will mean that the towns of Penrith and Blacktown will become dormitory areas of Sydney and that mining areas of the Blue Mountains in which Lithgow is situated and the Western areas will be linked by a fast freight route to Sydney and the Eastern seaboard. Sydney to Parramatta has been electrified since 1929.

The changeover from steam to electric traction was necessary because of increase in freight traffic. Owing to gradients as severe as 1 in 33 and curves of 12 chains radius at many points in the mountainous regions, steam traction was becoming overtaxed by the volume of traffic necessary to move coal from the collieries around Lithgow, and wool wheat and stock from agricultural areas further west. Electrification was chosen as the most practical and economic solution. It is estimated that electric traction will more than double the traffic capacity of the route.

The line crosses the Blue Mountains – part of the Great Dividing Range- from east to west reaching a height of 3,500 feet (1,200 metre) above sea level before commencing the descent of the western slopes of the mountains to Lithgow. The line has 4 tracks from Parramatta to Doonside and then double tracks to Lithgow.

40 inter-urban motor coach sets are on order, to provide the motive power for the western electrified line. Each set will consist of one motor and one trailer car and these will be coupled together and made up into trains consisting of 4 or 8 cars. The inter-urban cars will have 1<sup>st</sup> and 2<sup>nd</sup> class compartments together with a buffet car for each 4 set, will be electrically heated and constructed of stainless steel.”

**EDITOR:-** Reproduced from “Commemorating the opening of the electric railway to the district” Cumberland Newspapers 1955. This is an edited review of original article, but for the more technically minded, the original can be read at the G&DHS museum. The original contains much more detail on the construction of the track, tunnels etc also rolling stock for both passenger & freight trains. The inter-urban electric motor coaches commenced operation



***Electric Loco passing Knapsack Gully***

existing passenger trains. The “U-Boats” remained in service until 26<sup>th</sup> Feb 1996 when the last train left Springwood. The line has been serviced with the current electric motor coaches since.



on 15<sup>th</sup> Sep 1958. They did not contain a buffet car, nor were they air conditioned and they were one class, operated as “U” class coaches but were quickly nicknamed “U Boats”. Prior to their operation the Mountains were serviced with electric locos pulling the

***“U” Class train in operation in Mts. from***



***1958-96***

# *St. Peter's Anglican Church Glenbrook*

## **Our History 1886 – 2000**

by Elizabeth Saxton



***1st St. Peter's Church Hare St Glenbrook***

In 1886 the Rev. E.G. Cranswick became the first Rector of the Parish of Springwood – Lawson, extending from Glenbrook to Wentworth Falls. The first service Rev. Cranswick conducted at Springwood was on 14<sup>th</sup> February, 1886 in the conservatory at Moorecourt. Services at Glenbrook began almost immediately. It is recorded that “on Saturday 8<sup>th</sup> May, 1886 at 6.30 pm; there were 7 in the congregation, but no offertory”. Services were held twice monthly on weekdays, first in the home of Mr Reading and later in the provisional school (after 1882), and later still in Mrs Hamment's cottage on the corner of Park St & Euroka Rd, where several shops now stand. A church building fund was opened in 1888 as a result of a sale of work held by Miss Davies, of Lucasville; the fund earning interest in the Savings Bank of NSW until 1896, when Mr John Coates was appointed Lay Reader and commenced services in Mrs Hamment's cottage. Owing largely to his exertions the Church Building Fund was greatly augmented. A site previously obtained was cleared by voluntary labour, and on 28<sup>th</sup> December 1896, St. Peter's School Church was opened, free of debt, by the Primate. The cost of building being 100 Pounds (\$200). The site of the church was on the corner of Hare & Moore St, then No 9 Hare St. In an old register of services, we are told that on Good Friday 1903, 70 people attended a latern service in the park. T this time the Rev. A.M.Coates, assistant minister in the Parish of Springwood- Lawson, often conducted services at St.Peter's, and attendances of 50 were frequent.

Good attendances were maintained so that in 1907, a meeting was held to discuss the advisability of enlarging the church; and it was decided that the ladies be asked to “canvass” the parish for subscriptions. In 1908 the sum of 10 pound 9 shillings & six pence (\$29.95) was gathered as a nucleus of a fund for enlarging the church when required, and in the same year a new organ was purchased for 25 pound 9 shillings & six pence (\$59.95). 48 people attended a recital upon it by the music loving rector, the Rev. H.D.Hole. In 1905, 32 children were on the Sunday School roll, with an average attendance of 23. During the year 1908-09, the records show that 65 services were held with a total attendance of 2,127, the Rector describing the services as “hearty”. We read of “living pictures” being shown in the park in 1909, to augment church funds. Two years after, services were being conducted in “the mission hall at the camp”, during the construction of the railway deviation (this hall was probably at the Bluff as that was the site of Main Camp, which had a hall).

In 1912 came the division of the unweildy parish, Woodford to Wentworth Falls coming under the care of the Rev. E.C.Robinson, and the Rev F.Kellett becoming the first rector of the reduced parish of Springwood, which included Glenbrook. Owing to the railway deviation, which tendered to move the population further south, a movement was started in 1914 to remove St. Peter's Church from the Hare St site. The present site at the corner of Wascoe St & Raymond Rd was bought for 175 Pound (\$350), of which 75 Pound (\$150) was paid down and the remaining 100 Pound (\$200) was borrowed from the Sydney Church Endowment Fund at 4.5% interest.



It was not until 4<sup>th</sup> June 1922, however, that the last service was held in the Church on its old site. Then for the next 5 Sundays services were held in the Old School of Arts (this building was burnt down in Sept. 1926), whilst the Church was removed by bullock team and established on the new site. The Church became free of debt in 1925.

Analysis shows that up to 1931, the average attendance over a period of 28 years was 31 each week. During the 1920's and onwards it was apparent, however, that attendances were no longer what they had been in the earlier years of the century, and the Rector, Rev F. Wilde, wrote in 1931: *"the little church of St. Peter's should not be large enough for the congregations..... where are those who have been confirmed during the past 5 to 6 years?"* Words which have often been echoed.

During the incumbency of Rev. Wilde (1930-1937) a womens guild rendered great service to the Church. The guild apparently became defunct.

However in 1946 a new guild was formed and over

the next 12 years, funds were raised for erection of a Sunday School hall and the provision of an assistant minister, Rev. Harold Rawson, duly arrived March 1949, he was given the oversight of



***St. Peter's Church Wascoe St Glenbrook***

### ***St. Peter's Church opened 1966***



***Wascoe St.***

Glenbrook, Blaxland & Warrimoo. These centres became a parochial District 1954 and a Parish in 1957. A small hall was built by voluntary labour and opened by the Primate Dec 1951. Rev. Rawson left in 1961 and was replaced by Rev. B.J. Dooley until 1971. In 1966, the new "A" frame church designed by Mr Eric Skarratt, was opened and the old weatherboard church building served as a church hall and Sunday School. Rev. John Baxter arrived in 1971 and was Rector until 1996. In that period, the old church was moved yet again, 1987, to a new site in Ross St. and served as Glenbrook Garden Centre (Editor: this has now been converted to a cafe).

Our present Rector, Rev. Wayne Presbury joined us in 1997, most gratifying the growth of the 7 PM service. It is great to see young people joyfully worshipping the Lord. Can we, in 2000 share the vision of our

forbearers? What is the future of St. Peter's Glenbrook? I know it is in the Lord's hands, but that does not say we can sit back with our feet up!

**EDITOR:** This is an edited version of a article, written recently by Elizabeth Saxton, and published for the St. Peter's congregation. Photos are from G&DHS library.

### **1987 ST. PETER'S CHURCH IS MOVED FROM WASCOE ST. TO ROSS ST.**



# From the Secretary's Desk



**Re Glenbrook Historic House Inspections:** The houses are: “Bonnie Doone”, “Wyamata,” and “Ulinbawn.” The decision was made to have it on 3<sup>rd</sup> September from 1.00pm to 4.30pm. We must have payment when it is closed off prior to the day. There will be approximately an hour at each home. Tea & scones will be served on the day in the Uniting Church Hall. It was agreed that we charge \$35.00 per person. The cut-off day will be 1<sup>st</sup> August, 2016 and the money must be in by that time. John Dikeman will provide 60 copies of the histories of the houses. At “Bonnie Doone,” Bill & Joan will do the talking inside because it was her Grandfathers house and Joan knows a lot about it. Doug & Grant Holmes would be at the entry to make sure that all visitors were legitimate. At Ulinbawn, David & Colleen will be there to answer questions. Neil & Tim for the entrance at Ulinbawn. Foster’s old house, Wyamata, Denis & Elizabeth. We would like to have member’s names of those who want to come, by our June meeting. We can invite other people if the 60 tickets are not sold by then.

**Blue Mountains History Conference “Artifacts” - D. Knowles.** I took along the Skarratt Presentation Watch which was donated to us by the Springwood Historical Society Inc. – But even better now, people have been reading our minds – John Skarratt discovered the ORIGINAL documentation that goes with it, some of it in the distinctive hand writing of the times. He signed that over to us yesterday. In due course, we will seek out how to display that information. Even at the ‘History Conference,’ they said that they have never seen an artifact so well documented. That came from professional historians, so in future the historians might take my advice when I tell them, that when they want advice, go along to the local History Society first.

**Mayoral Minute passed unanimously -**

**MINUTE BY MAYOR Item 2, Ordinary Meeting, 24.05.16**

**ITEM NO: 2 SUBJECT: REHABILITATION OF LAPSTONE TUNNEL**

## **Recommendations:**

1. *That Council notes that the Lapstone Tunnel is an asset owned and controlled by the NSW Government;*
2. *That the Council receives a report on the feasibility of including an investigation of the management and future recreation use of the Lapstone Tunnel as part of the Eastern Escarpment Master Planning (Master Planning) process and introducing the project into the State District Planning process and*
3. *That, as part of the planning process opportunities for community stakeholder input is taken up with the Glenbrook Historical Society..*

## **Mayoral Minute**

### **Reason for report**

To call for a report which informs the Council on the current status of the Lapstone Tunnel and to ensure that it is considered as a component of the Master Planning process that is being initiated by the council and due for reporting to the Council in the 2016-2017 financial year.

**Background** The Eastern Escarpment is a multi-tenure, public land precinct on the eastern edge of the Blue Mountains, between Hawkesbury Heights, Lapstone and the Nepean River. Land managers included Blue Mountains City Council, Penrith Council, Crown Lands, NSW OEH and Deerubin Land Council. The Eastern Escarpment Master Plan is a Council planning initiative, intended to deliver an agreed tenure-blind, strategic vision between multiple land managers for the delivery of nature-based recreation and tourism experiences, in this iconic, high use, high value precinct. The intention is to have the Master Plan recognised in the State District Plan to establish its regional significance and importance as a cultural and economic resource for the district and positioning it for appropriate



*STEAM TRAIN EXITS LAPSTONE*

*TUNNEL*



funding. The recent vacating of the Glenbrook Mushroom Farm from the Lapstone Tunnel Reserve, its situation in the landscape, and its potential as a public recreation and tourism facility, offers an excellent opportunity to integrate consideration of management options into the Eastern Escarpment Master Planning process. In particular, given the likely significant costs associated with making the site fit for purpose, its integration into a broader, landscape based recreational context, using a partnership management approach with other levels of government and adjoining Strategic Alliance councils, will support its investment and funding appeal.



#### **MINUTE BY MAYOR Item 2, Ordinary Meeting, 24.05.16**

The Glenbrook Historical Society has expressed a keen interest in participating in the planning process.

## ***CAN ANYONE ASSIST ??***

**EDITOR Bill Peard** *Once again a member has supplied an article for the newsletter, thanks to Elizabeth. Last edition we had an interesting article thanks to David. Have you a story of historical interest to tell? Have you lived in the district for a long period? Have you any old photographs, family or scenery? If you can assist, I would like to hear from you. No need to write the story, just give me the basic details, no need to send photographs, just e-mail copies with captions if known, or leave at the museum. All stories, documents and photos will be acknowledged when published. Please send all Letters, Photos etc, as an attachment to e-mail address... [jpe13704@gmail.com](mailto:jpe13704@gmail.com) or [gdhs@gmail.com](mailto:gdhs@gmail.com)*

### **GLENBROOK & DISTRICT HISTORICAL SOCIETY Inc. OFFICE BEARERS 2015-2016**

<b>President</b>	<b>Joan Peard</b>	<b>0414605482</b>	
<b>Vice- Presidents</b>	<b>Kevin Frappell</b>	<b>Grant Holmes</b>	
<b>Secretary /Treasurer</b>	<b>Neil McGlashan</b>	<b>Chief Historian</b>	<b>Tim Miers</b>
<b>Committee</b>	<b>Tim Miers</b>	<b>Doug Knowles</b>	<b>Pam Thompson</b>

**Glenbrook & D.H. Society Museum is situated within Old Glenbrook Infants School, Ross St. Entrance via Park or Ross Sts Museum is open 1st & 3rd Saturdays 9 am to 1.30 pm. Entrance FREE**

