

GLENBROOK POINTS

Newsletter of Glenbrook & District Historical Society Inc.



POINTSMAN'S COTTAGE FEB - MARCH '18

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**Meetings 3rd Wednesday monthly at 1.30 pm (except Dec-Jan) Glenbrook Guides Hall
cnr Hare & Moore Sts. Glenbrook**

"HISTORY WALKS" PROGRAMME for 2018.

All on Saturdays: Walks led by Doug. Knowles & Team.

March 3rd: 9.00am "Glenbrook Lagoon Precinct." Early campsite and railway dam construction 1880 for water Supply to Glenbrook Station.

24th: 9.00am "The Descent to the West:" Mt. York : Three short return walks on the three most historic roads to the West: Cox's Pass 1815: Lawsons Road 1822 and newest: Berghofer's Pass 1909. Includes Tea/coffee, biscuits. **Special Walk: \$12.00 Adults.**

April 14th: 9.00am "Faulconbridge Steam Sawmill Site." Engine remnants and other relics. Op.1914-1925.

May 5th: 1.30pm "The Mountains Murders." Captain Lee Weller's grave site and rock inscriptions.

26th: 1.30pm "Cox's Road." Walk along a section of this historic road following the ridge top from Linden to Woodford Trig.

June 9th: 1.30pm "Lapstone Construction Railway." 1910--1913 and east portal of Lapstone Hill Tunnel 1892.

23rd: 1.30pm "Duck Hole--Glenbrook Creek." Old Roadway construction and pump site for railway water supply to old Glenbrook Station.

July 14th: 1.30pm "Dunn's Steam Sawmill Site" and earth dam. Brookside Creek, Lennox Bridge and the old stone quarry.

Aug. 4th: 9.00am "Bull's Creek." Railway relics:- Stone dam and steam pump relics.

Sept. 1st: 9.00am "Eastern Zig Zag Railway 1867" and the first improvement: The Lapstone Hill Tunnel route. 1892

Sept. 29th: 9.00am "Glenbrook Heritage Walk." Historic sites, houses and West Portal of Lapstone Hill Tunnel--1892. **Last Walk for the year.)**

BOOKINGS are ESSENTIAL: Phone Doug on 4751 3275. Please allow the phone to ring longer than usual for details re meeting place, time and grade of walk. Good walking shoes are essential. Please bring a hat and drinking water. (No dogs please.) **BAD WEATHER ON THE DAY:** Excessive wind or rain could cause cancellation due to hazardous conditions. **Adults: \$10 (Except for Special Walk.) Accompanied Children under 16yrs. Free**



PAM'S PAGE

A FORD – A PUNT – 3 BRIDGES

The first crossing of the Nepean River for travellers going West was the ford, East to West to Emu Plains, near where the weir is today. Then came the punt service, just South of the current Victoria Bridge, across to Punt St. on the Western bank.

In the 1850's it was realised that the punt could not handle the volume of traffic crossing the river, with some people, coaches and stock waiting days to cross the river. Thus it was decided that a bridge was needed. First bridge was wooden and opened in 1856, but the low level bridge only lasted 3 years, when on 1859 it was washed away by a flood. The next bridge was also washed away by the great flood in 1860.

With the building of bridges, the first Police Station west of the river was built in Emu Plains, at end of Punt Rd.. The small building, built late 1860's, consisted of rough slab walls, later covered with weatherboards. The roof was made of wooden shingles, later protected by galvanised iron. The slab walls inside were covered with lath plaster and then papered. The floors were sawn boards buttered together, the chimneys were of hand made bricks. The building was used as a Police Station from 1881 until 1908. It gradually fell into disrepair, until it was destroyed by fire Aug 1996, and a stone plaque and plinth stand on the site today. I guess many people, like me, can remember the building. Immediately behind the Police Station stood a few buildings of the same era, and a Blacksmiths shop, which I can remember was still there in the 1940's.



**POLICE STATION SITE
PUNT RD. EMU PLAINS**



Bridge over Nepean at Penrith, 35 miles from Sydney, carries Main Western Rd. & single line of railway, Three openings of 186 ft. & one of 127 ft. Rails 49 ft. above river, 88 ft. above high water Sydney (Photo Whitton Collection. Rail of N.S.W. 25C)

The third Victoria Bridge was started on the site of the first two bridges. It was designed in 1864 by John Whitton, railway engineer, and consisted of one part rail line and one part road traffic, and was completed in 1867...**TO BE CONTINUED NEXT NEWSLETTER**

Glenbrook signals its centenary

Daily Telegraph 9/11/1985 by Bill Caldbeck-Moore

Historic Glenbrook Village on the Lower Mountains, is celebrating its centenary with a gala program of events, this weekend. The occasion takes the form of a spring festival, sponsored by the local Chamber of Commerce. The annual festival is part of the Blue Mountains Spring Carnival. But for Glenbrook this year it is something special.

Glenbrook is one of the earliest mountains' settlements and was once used as a weekend retreat because of its proximity to Sydney by road and rail. And long before the Upper Mountains' tourist resorts of Katoomba, Leura, Medlow Bath, Blackheath and Mt Victoria became the holiday places to go.



***2nd STATION. c1893..Cottage used
by Arthur Streeton, top left. On cnr Barnett***

In the beginning the famous Zig-Zag railway line to the west, had its first mountain stop at Glenbrook, then known as 'Water-tank', because it was here the old locomotives would stop for water, gravitated from the lagoon, high above the railway line. Later the name was changed to "Wascoe Siding" then "Glenbrook". With the advent of the Zig-Zag railway line in 1867* the village of Glenbrook actually took shape around the station by 1885.

Today, as your XPT's and comfortable inter-urban trains nose easily over the steep mountain grades, spare a thought for those great railway engineers, men like the great John Whitton, who was engineer in chief in the 1860's, and the genius who designed and supervised the construction of the remarkable Knapsack Gully viaduct. These engineering masterpieces, like so many of Whitton's creations, are still in active use now, as an integral part of the Great Western Highway.

With heavy increase in rail passenger and freight traffic, plus the many accidents on the Zig-Zag, it became necessary to find a new rail crossing of the mountains. The diverted line opened in Dec 1892*, south of the old Zig-Zag, with a relocated Glenbrook station and a new tunnel*. These engineering feats have been immortalised by the celebrated artist, Sir Arthur Streeton, with two magnificent works in the possession of the National Art Gallery Sydney. The first a watercolour, "Cutting the Tunnel" and the second an oil painting "Fires' On"

Even after the tunnel* was made and the single track laid, there were hazards for both the engine crews and passengers alike. The increase to the amount of moisture dripping

from the tunnel roof caused the locomotive wheels to slip furiously, while the belching smoke from the steam driven engines was almost choking. Indeed there were times when the combined effects of the slippery rails and dense smoke caused the enginemen to back the trains out into the open. And on other occasions, when the weight of passenger and freight train proved too much for the locomotive to handle, the trains were shunted backwards, and at the tunnels' end, divided into two units

The Mayor of Blue Mountains City Council, Alderman Pete Quirk will officially open the Glenbrook Spring Festival at 11 o'clock this morning. The opening will signal the start of a



1st GLENBROOK TUNNEL SOUTH PORTAL

carnival of open-air and indoor events lasting throughout today, tonight and all day tomorrow. Highlights will include fly-pasts by the R.A.A.F., steam train rides between Penrith-Glenbrook-Valley Heights*, the opening of the Dick Christie green at the Glenbrook Bowling Club, guided walking tours, arts and crafts exhibition and a childrens art show.

EDITOR:- This article appeared in the DAILY TELEGRAPH Saturday November 9th 1985
**Errors in the original have been edited. Photographs from G & DHS collection....Arthur Streeton operated from a friend's cottage on cnr Barnett St & King St. This was the only building between Hare St & Barnett St.*



1985 FESTIVAL TRAIN at GLENBROOK

VALERIE IMRIE (NEE PARTON) WRITES A SHORT HISTORY ON GLENBROOK.

Valerie, who cut the cake at the recent 125yrs Glenbrook Public School celebration, wrote this story for the 1992 100yrs celebration. She lived in Glenbrook 1930- 46



**VALERIE IMRIE AT 125 YRS
 CELEBRATION Nov 2017**

"The Parton family came to Kedron St in the winter of 1930. At that time there were two houses in Kedron St, one in Tabor St and four in Hare St. Also the little wooden Catholic Church in Levy St. The population would have been about 500-600.

The depression was bad and those on the dole had to walk or find some way to get to Penrith to collect it in food coupons. Money was only available if you could grow vegetables or sell sugar or tea to neighbours. On Glenbrook Rd, near the lagoon, were beautiful waratahs, flannel flowers and boronia.

With relief work the road from Kedron St through to Lennox Bridge was built, but seemed to be abandoned after the war, also the roads to Marges & Elizabeth look-outs were built. There were tracks from the railway to the Blue Pool and from Wascoe St over the rail bridge to the Level Crossing. In 1937 a big fire burnt down seven houses. Shops and business in town were Brownlow grocery, Miss Moore Post Office, Mr Carey taxi, Bunyan the butcher, Breakspear the milkman, one policeman,

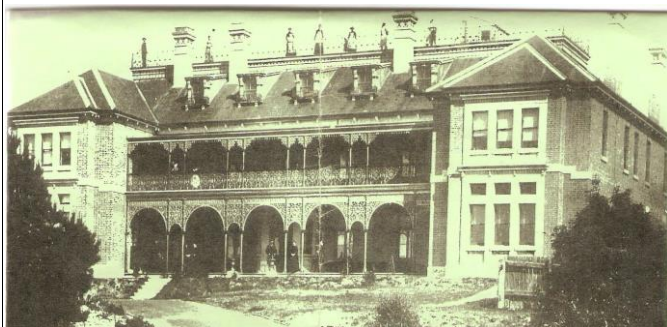
station master, Mr Forrester garage, and Miss Brent next to P.O. that sold needles and thread, crockery, lots of halfpenny sweets for children at nearby school.

In those days, not having a radio, you would set the clock by the "The Fish" at 7.30 am and the Gulgong mail that arrived at 10 pm. During the war the RAAF were at the tunnel and the locals tried to have a dance for them. Some men became sick and we did not see them any more. Recently it has been known that gas was stored there and they had a leak that caused trouble.

The Lapstone Hotel was used in 1946 for an UNRA conference. They always had a Cot Ball each year in the School of Arts (now Community Centre) for the cots in Nepean Hospital. We travelled to Sydney in the "Fish" and then the "Chips" in one hour & five minutes. We had a concert for the school each year in the School of Arts."

EDITOR:- This is a shortened version of the original. Full text can be read at G&DHS museum

From Pam Pascoe Social Activities



CARRINGTON HOTEL Katoomba



Carrington Hotel Tour - Katoomba A trip to the historical Carrington Hotel at Katoomba will be on Monday 26th February 2018. The tour commences at 10.30 a.m. (guide Paul Innes) lasting 90 mts. Cost is \$12 per person payable on the day. **Transport** : Community Bus (Limited to 19 passengers) **Departure time**: Meet Girl Guides Hall, King St, Glenbrook 9.20 am for 9.30 am departure **Bus cost**: * \$5.10 per person (if a full bus, 19 + driver) Plus Fuel) **Pay on day** * Otherwise extra, say ten people = \$10.20 ea. **LUNCH** Lunch will be 12.30 at "The Falls Bistro", Wentworth Falls Bowling Club, Falls Rd, Wentworth Falls. Most meals at \$12.00 **RSVP: 12th February.** **Contact: Pam Pascoe 02 4739 3078 Email: pplinden@gmail.com**

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**"NUTCOTE" Neutral Bay**

## **"Nutcote" - Visit to May Gibbs' Home Neutral Bay.**

The date is Wednesday 2nd May 2018 @ 11.30 am. Travel will be by train to the City then Ferry to Neutral Bay. There is a slight upwards footpath to the property but downhill coming back.

More details in April/May issue of the newsletter

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OUR VISIT TO "COMBEWOOD" 26 SEPTEMBER 2017

Fifteen people attended. The weather was good and we were greeted by Margarite and Ian Scott. We viewed the house in two separate groups. Could not access upstairs as maintenance work was being carried out on the verandah with lots of scaffolding.

Both Margarite and Ian are passionate about their heritage home and went to great lengths to inform us of the history of each room and its contents. We were there for nearly two hours. Following the tour we were treated to refreshments and a relaxing time in the garden.

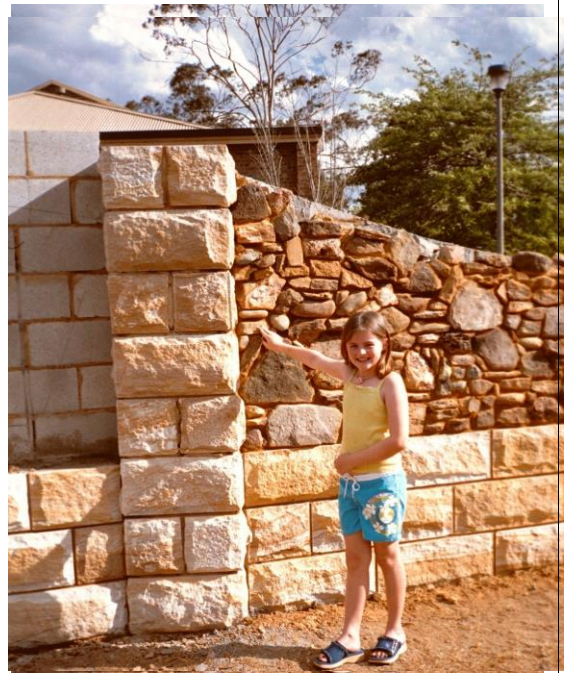
Like a lot of heritage homes this one is constantly under threat with housing developments. Whilst we were there, Margarite told us that the reason the land next door was being bulldozed is because apartments 30 story's high are to be built there. The surrounding garden of exotic trees protect from the outside world and watering is carried out regularly. Following the tour several of the group had lunch at the Rowing club.



WELCOME WALL GLENBROOK GATEWAY TO THE MOUNTAINS

This wall was constructed on land between Community Centre & Highway, as a joint project between Council, Glenbrook Chamber of Commerce, Glenbrook Parks and Garden Committee, and assisted by Lower Blue Mountains Rotary Club, and Glenbrook & District Historical Society. The actual construction was by professional stonemasons with local residents supplying the small stones that faced the wall. The project was completed in November 2002.

Unfortunately the keystone date was to be that of the proclaiming the Village of Glenbrook, but was incorrect, 1883, actual 1885. The Historical Society informed the Mayor, Mark Greenhill, and requested that a correction be made. This proved to be a long process, as council staff required definite proof and documentation of this before



*"That's my stone" says Alison
Moore of Glenbrook..now 25yrs.*

admitting an error had been made. The society's secretary obliged, after much research. Next was the funding of this project, not cheap to alter a stone already set in the wall, and Council had not budgeted for this event.

Frustrated with such long delays, the Historical Society agreed to fund the project, paying \$880 to a professional stonemason, and the changes are now completed, after 15 yrs. Thanks to our Mayor, Mark Greenhill, the council donated \$500 towards the project,



RESTORED KEYSTONE 1885

GLENBROOK & DISTRICT HISTORICAL SOCIETY Inc.

President	Joan Peard	0414605482
Vice- Presidents	Kevin Frappell	Doug Knowles
Secretary /Treasurer	Neil McGlashan	Chief Historian
Committee	Pam Thompson	Denis Bainbridge
		Ian Dingwall

**Glenbrook & D.H. Society Museum is situated within Old Glenbrook
Infants school, Ross St. Entrance via Park or Ross Sts**

Museum is open

1st and 3rd Saturdays 9 am to 1 pm. Entrance FREE