

Appendix I - Railways

Summary of Locations and Events

Major events in the construction of a Railway Route to industrial Lithgow and the fertile Western Plains.

- January 2nd, 1856 Victoria Bridge opened, replacing the Nepean River crossing. Both rail and road traffic used this bridge.
- March 27th, 1856. Engineer, John Whitton, appointed to NSW Government Railways as Engineer in Chief.
- July 21st, 1863. Railway construction to the Western Plains commenced.
- 1867. Nepean River Vehicular ferry washed away by flood.
- Monday June 17, 1867. Special tourist train traveled over the line to Wascoe (Blaxland)
- 1874. Lucasville station built.
- December 18th, 1892. Last train travelled over Lapstone Zig Zag.
- January 26, 1902. Line duplicated (trains could run in both directions) between Glenbrook and Springwood.
- 1907. Trains ceased running over Victoria Bridge.
- Jan 15, 1913. Blaxland deviation opened as temporary connection. (Site of current Minature Railway - Wascoe Siding)
- March 13, 1913. Double track constructed from Emu Plains to foot of Lapstone Hill.
- May 11, 1913. Single rail line opened on current alignment (Glenbrook Gorge)
- May 11, 1913 to September 25, 1913. Trains operated on both Tunnel Gully diversion and current alignment. Initially it was decided to use the "up"* line of the old Tunnel Gully diversion for goods trains only, with passenger trains traveling on the "up"* and "down"* lines of the new railway.
- September 25, 1913. Use of old railway route (Tunnel Gully diversion) for goods trains ceased.
- 1926. Knapsack Viaduct and associated railway corridor including current highway site at Glenbrook opened to motor vehicles.
- 1938. Deck of Knapsack Viaduct widened with cantilevered concrete structure to facilitate increased traffic flow on the Great Western Highway.

*Original Railway Terminology

"Up" line- line to Sydney

"Down" line - line from Sydney.

LOCATION DESCRIPTION

Refer to map nos. 1, 2, and 3

Site 1. Cutting for temporary line connecting Tunnel Gully line to current railway.*

Site 2. Site of original timber trestle and buffer stop for refuge siding. Horse drawn vehicles traveling on Mitchell's Pass Road passed under this structure.

Site 3. Gatekeepers Cottage. Built in 1867. The resident Gate keeper was responsible for operating gates at Mitchell's pass road level crossing. eserved examples of this type of building can be seen at Heights, Medlow Bath and Mt Victoria

Site 4. Memorial Obelisk to Engineer John Whitton and Railway navies.

Site 5. Cutting for original Zig Zag line. Built 1867. Closed to rail traffic in 1913.*

Site 6. Refuge Siding. Built 1909. Refuge sidings stabled slow trains to clear the main line for "express" (through) trains.

Site 7. Site of various crossing points. Built 1909.

Site 8. Excavated site for Knapsack Signal Cabin. Built 1909. The cabin and signaling was built to cope with traffic saturation while the new line (current) was under construction. The signalman controlled 6 crossing points serving 4 refuge sidings.

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