**GLENBROOK PARKS AND RESERVES.**

**A BRIEF HISTORICAL OUTLINE**. By Mr Gerorge K Bunyan (1904-1990)

The sketch traces the development of Glenbrook Parks and Reserves and rail, and road development from

1813 to 1985.The *FIRST CROSSING* in 1883, byBlaxland, Wentworth & Lawson, passed this way. They

camped at the swamp on the 12th May1813, which is now the SE corner of Glenbrook Oval. On route to this

site, they would have passed through Glenbrook Park.In 1885 the first road over the Mountains was

surveyed and built by William Cox , closely following the explorer's trail but with some easier grades. One

possability is that the road, about 20ft wide, just clipped the park in the vicinity of the present tennis courts.

The other which seems more likely, has the road traversing the park from the corner at Lucasville Rd to

where Glenbrook Theatre now stands: thence to Hare Street and Glenbrook Lagoon where the road

-building depot was located. Rock cairns located at the R.A.A.F. Base and on Lucasville Rd, near Clifton

Ave, which according to local lore, was left there by the 'explorers,' bear out exactly the second route. It

would seem more likely for these to have been erected by Cox and his road-building team: than

by the explorers. In1865 John Whitton built the Zig Zag railway and Lapstone Viaduct, (ie. The

bridge across the gully on Lapstone Hill, now part of the old Highway.) A water tank was built in1867,

and water piped from Glenbrook Lagoon for watering of the steam trains on their first stop on the

mountains. The 'stop' was known as "Watertank" and the three brick pillars which supported this

water tank can still be seen along the highway now in front of the Glenbrook Native Plant Reserve

although originally the tank was on the opposite of the highway. By 1874 the stop became "Wascoe

Siding". (After John Wascoe, who operated the Pilgrim's Inn, where the three originals roads met a

little further up the hill).

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