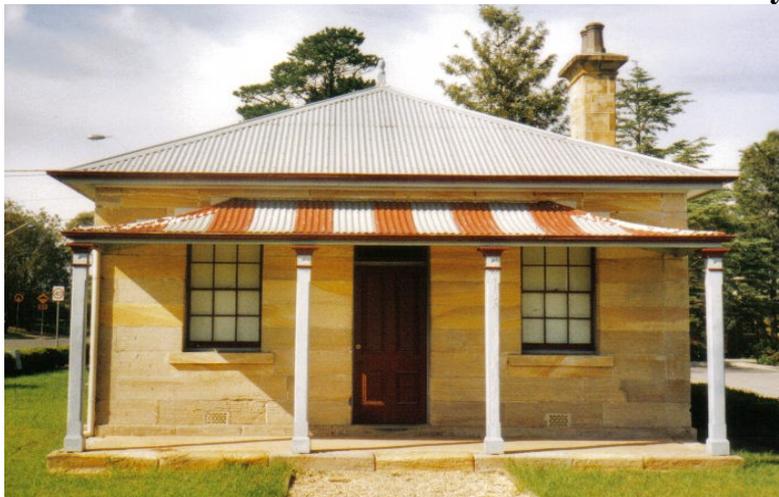


GLENBROOK POINTS

Newsletter of Glenbrook & District Historical Society Inc.



POINTSMAN'S COTTAGE

FEB-MARCH '17

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E-mail:- gdhs@gmail.com Facebook:- Glenbrook & District Historical Society Inc

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

"History Walks" 2017 Programme ALL on SATURDAYS led by Doug Knowles & team

March	11 th	9.00am	<u>Glenbrook Lagoon Precinct:</u> the first water supply for the 1867 railway, and later developments.	\$10.00
	25 th	9.00am	<u>Descent to the West:</u> Mt. York: Short return walks on three of the most historic roads to the west. Cox's Pass 1815. Lawsons Road 1822, and the newest: Berghofer's Pass, 1909 Includes tea/coffee, biscuits.	\$15.00
April	8 th	1.30pm	<u>"The Duckhole" Glenbrook Creek.</u> Original roadway built for access to pump site for railway water supply 1882.	\$10.00
May	6 th	1.30pm	<u>"Bull's Creek Dam"</u> Railway water supply. Stone dam, pump, pipeline relics.	\$10.00
June	10 th	1.30pm	<u>The Mountains Murders,</u> Captain Lee Weller's murder site and first grave	\$10.00
July	8 th	10.00am	<u>Zig Zag 'A' Special Walk:</u> 'The Eastern Zig Zag '1867. This walk is focussed on the Knapsack Gully stone viaduct offering good photographic opportunities. This walk includes Gatehouse No1. 1867. (Tea/coffee biscuits.)	\$15.00
	15 th	10.00am	<u>Zig Zag 'B' Special walk:</u> 'Eastern Zig Zag' this walk on the 1867 Zig Zag Railway, also extends to the first improvement, the lapstone Hill Tunnel 1892. East Portal only, and the 'washaway' section (1906). (Tea/coffee, biscuits)	\$15.00
	29 th	1.30pm	<u>Lapstone Construction (temporary.) Railway</u> 1910-1913. Explore the supply to enable construction of the present-day Glenbrook Gorge double track railway Also see East Portal of the 1892 Lapstone Hill Tunnel.	\$10.00
Aug.	26 th	9.00am	<u>Faulconbridge Steam Sawmill and incline railway.</u> See boiler, engine parts and other relics. 1914 –1925. (Steep terrain, Allow 3 ½ hours.)	\$10.00
Sept.	9 th	9.00am	<u>Lennox Bridge, Brookside Creek and old quarry, Dunn's Mill relics/earth dam.</u>	\$10.00
Oct.	7 th	9.00am	<u>Glenbrook Discovery: Heritage Walk.</u> Historic sites, houses and 1892 railway route to Lapstone Tunnel, West Portal.	\$10.00

Children under 16yrs. Free-but must be accompanied by a parent or guardian.

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 hazardous conditions. (No dogs please.)

PAM'S PAGE

GLENBROOK VILLAGE CENTENARY 1985

The gazetting and naming of the village of Glenbrook was on 20/3/1885 and is thought to have been derived from the adjacent Glenbrook Creek, so we must go back to examine how the creek received this name. Prior to 1885, Glenbrook village had had other names, all relating to the railway stations viz. 'Watertank' 1867 to 1874 then "Wascoe Siding" 1874 to 1878, "Brookdale" 1878 and then "Glenbrook" 1879

At a lecture given by Mr H.A. McCleod Morgan, hon treasurer of the Royal Australian Historical Society, to a meeting held in Glenbrook School of Arts on April 4th 1957, viz "OUTLINE of HISTORY of GLENBROOK DISTRICT," he refers to the naming of Glenbrook creek. On Sunday Dec 16th 1821 when Gov. Macquarie was making another trip to Bathurst, prior to his return to England,

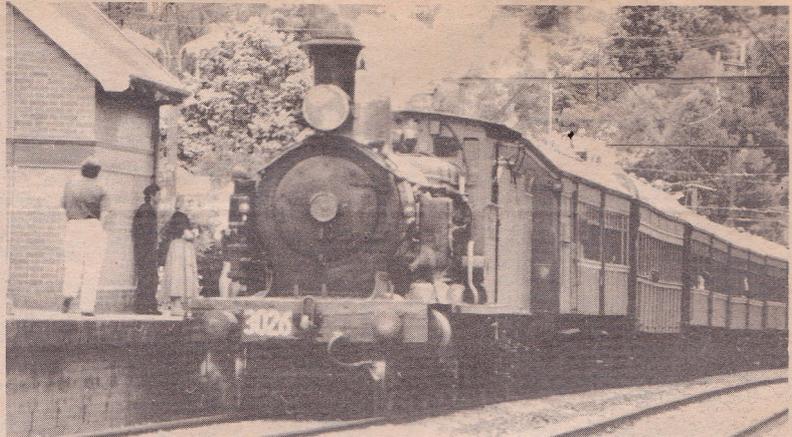
Gov Macquarie wrote: " ..we crossed the river to Emu Plains, where we were received by Mr Fitzgerald, superintendent of the Govt. agricultural establishment. We remained here for about half an hour, during which I wrote a letter to my dear Mrs M. We then mounted our horses and pursued our journey to Bathurst across the Blue Mountains "

The name of Sir John Jamison, renowned for his hospitality at 'Regentville', just south of Penrith features a great deal in the above diaries (Ed. ie. Gov. Macquarie's diaries). It is to him that Glenbrook owes its name. In a journal of a tour, up the Nepean & Warragamba Rivers ,in 15th November 1818 Sir John set out at 5 O'Clock in the morning, with him being Lieut Robert Johnston, and John Wentworth, both of the Royal Navy, William Morrison and Bob, a native, and Thomas Jones a collector of native history specimens. They travelled at the start in a boat with a 5ft. (130cm) beam and a 12ft. (360cm) keel.

Sir John Jamison wrote "At the end of 2 miles (3.4K) we passed a rill of constant running water through such a deep chasm of the mountains and from a W.W.N. direction as to afford much admired scenery. Concluding that the stream must have it's rise in the Regents Glen, I have named it Glenbrook". (Editor:- this would now be the area where Glenbrook Gorge meets Nepean River.

To commemorate the naming of Glenbrook Village in 1885 the Glenbrook Village Chamber of Commerce operated a vintage train from Penrith to Valley Heights on the Saturday and Sunday as part of the 3rd Glenbrook Village Spring Festival. held in November 1985. Over 1000 tickets were presold and tickets were sold on the days. Cowra Railway Museum supplied and operated the service.

The article on right was published in the "Blue Mountains Gazette" on the following Wednesday.



Over 1000 tickets sold for train rides

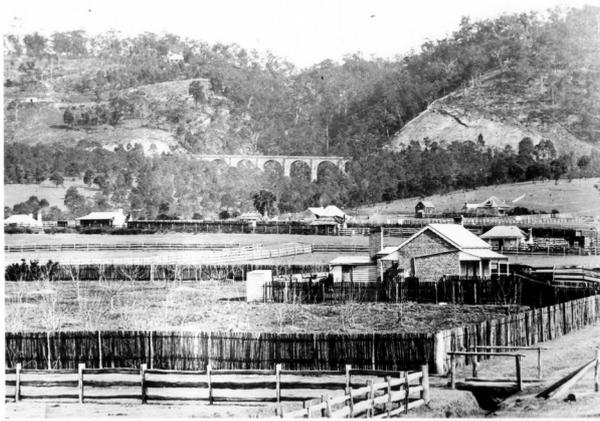
At the last meeting of Glenbrook Village Chamber of Commerce, the successful Centenary Spring Festival was discussed. Reports received by all organisations were very favourable. Huge crowds attended the street stalls and festivities in the village on Saturday and exhibitions were well attended. One of the big attractions, the vintage steam train, was very popular with all ages and over 1000 tickets were sold. The train ran continuously during the weekend, although in true vintage fashion always late. The chamber wishes to thank all organisations who contributed to the success of the festival and assures all that the 4th Spring Festival is already on the drawing boards.

EARLY DEVELOPMENT of BLUE MOUNTAINS by RAIL

The first development was along the road to Bathurst from Penrith, some 150K . The Blue Mountains at that time was a lonely area, the only development being the numerous Inns along the road, about 9 Inns on the mountain road, the first being Pilgram's Inn at Wascoe's, now Blaxland, opening in 1830. *Wells' Geographic Dictionary* in 1848 only lists Pulpit Hill as "on the road to Bathurst", no mention of any other towns or Inns.

The building of a railway line over the mountains was to change all this, although the railway was not constructed to open the mountains but to open up the Western Plains to Sydney. The railway was to carry the wool and wheat to Sydney and open the West to development. The mountains were the barrier to this, although when the road was first built, c1828, steam haulage was little known. "Modern technology" was to change this and in England, by 1830 steam train coal haulage had begun and passenger trains were operating.

The rail from Sydney to Mt. Victoria was opened in stages, to "Penrith" by 18/1/1863 then "Weatherboard" (Wentworth Falls) by 11/7/1867 and Mt. Victoria 1/5/1868. which was described as a "model station" now housing the museum of Mt Victoria Historical Society



ZIG-ZAG RAILWAY FROM EMU PLAINS c 1878

Development of stops mainly followed the existing Inns, and platforms were erected and named for local features or by influence of public figures. Those lucky enough not to work on Saturdays saw in the Lower Mountains an opportunity for mountain retreats. Friday evening train out and early Monday morning train back. And if you can get the train to stop at your door, a bonus. Many stops had more than one name change before all stations had been renamed as they are today. A railway guide of 1886 lists and names all stops, but refers to them as Platforms not as Stations

If you decided to travel from Emu Plains to Mt Victoria after 1874 the first stop was at a mountain cottage at top points on Lapstone Hill. Hon John Lucas M.L.A. owned 3 modest villas on the escarpment and an edged platform was built to allow people to alight or board the train. Platform was aptly named "Lucasville", and another built at the top of hill named "Breakfast Point", this accessed a stone cottage named "Ulinbawn", owned by Yeomans's family and the curved area was called Yeomans's corner. (*EDITOR. A detailed report on these platforms was published in Newsletter issue April-May 2016 "A Brief History of Ulinbawn".*)

The next stop was again just down the track and was named in 1867 "Watertank" . This was for an obvious reason, after the long haul up the escarpment, the small steam engines needed more water to continue. A large watertank was erected, (about 100m. east of what is now the Garage, & on the same side.) , and water was drawn from the Glenbrook lagoon, by gravity, through wooden pipes. These were just hollowed out wooden logs and sealed with tar. The 3 brick tank piers were removed in May 1980 when the highway was widened. The lagoon was originally just a swamp, but the railways dammed this on Glenbrook Rd. and pumped in water from Glenbrook Creek, at a place known as "Duck Hole". "Watertank" became "Wascoe's Siding" in 1871 when the loop line was added to allow trains to pass at the top of the Zig-Zag. Again changed to "Brooklands" in 1878 and to "Glenbrook" in 1879.



**KNAPSACK SIGNAL CABIN
SIGNALMAN TOM CORNELL
CHILDREN BILL DUKES & GEORGE
K.BUNYAN c1910**

“Wascoe’s” was the next stop, just 1 mile (1.7K) north of Glenbrook. This station was near Pilgrams Inn and at this time was owned by John Outtrim Wascoe. This was changed to “Blaxland” 1879, named after the explorer, Gregory Blaxland. Next stop was “Eager’s” Platform, in 1869 named after Hon Geoffrey Eager M.L.C., but again changed in 1877 to “Fitzroy Valley”. Named after a valley looking East, and in 1880 to “Valley Heights”. “Springwood” was next, a small village existed on the road, already named by Gov. Macquarie, thus no change to name.



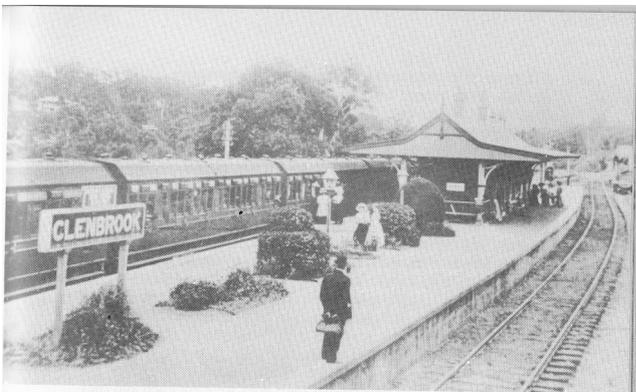
RAILWAYS WOODEN PIPE

About 2 miles (3.4K) further up was “Faulconbridge”. This was named after the adjoining property & residence of Sir Henry Parkes His wife was a Miss Faulconbridge. 3 miles (5.4k) on and on the left was the proposed mountain residence of His Honour Sir James Martin, Chief Justice, to be called “Numantia”. You guessed right, another platform opened in 1876, but the project was never completed and closed in 1891. There is no evidence of the platform today. In 1874 ” Henderson’s Platform” was next , only walking distance from “Numantia” and was renamed “Linden” in 1879. A passing loop was installed here and this is a watering stop.

“Buss’s” platform was the next stop. 3 miles on (5.1K), renamed “Woodford” after the name of the local residence of Alfred Fairfax. A further 3 miles (5.1K) we arrive at “Blue Mountain” so named after the local “Old Blue Mountain Inn”. Renamed in 1879 to “Lawson” to recognise the explorer. Our next stop is 4 miles on (6.8K) at “Weatherboard”, which at one stage was the end of the line. The name probably came from a nearby creek viz “Weatherboard Creek”, but in 1879 was renamed “Wentworth Falls” after the explorer William Wentworth. The “falls” part was added due to the fact there was already a town of “Wentworth” in SW N.S.W. on Darling River. By now we would have been travelling for over 1 hour.

Next stop, 4 miles on (6.8K) was “The Crushers”, an insignificant platform with a few cottages nearby. A close stone quarry produced ballast for the railways and probably gave the platform it’s name. A better platform was erected in 1877 and renamed “Katoomba”. Then onto “Blackheath” a further 7 miles (11K) before ending our journey at “Mt. Victoria” station, another 4 miles on (6.8K) and 77 miles (130K) from Sydney at an elevation of 3422ft. (1100 mt). It is interesting to note that the railway guide of 1886 makes no mention of Warrimoo, Bullaburra, Leura or Medlow Bath.

(EDITOR:- 2 books, “Blue Mountains Railways” and “Lapstone Zig Zag Railway” written by William A. Bayley are a very comprehensive history on this subject. Both books can be accessed at G. & D.H.S. museum, Ross St. Glenbrook)



GLENBROOK 2ND STATION



GLENBROOK 1ST STATION

From the Secretary's desk



The Heritage Council has listed the original railway tunnel as "Glenbrook Railway and WWII Mustard Gas Storage Tunnel". The Society wants the item changed to "Lapstone Hill Railway Tunnel (WWII Mustard Gas Storage Site)". To support our request we referred to a contract on 28/3/1891 accepting the tender of 43,096 Pounds (\$86,192) from David Proudfoot "to convert the Lapstone Zig Zag line into a deviation on the main Western Line". Newspapers of 1892 referred to this change as building the "Lapstone Hill Tunnel".



Submissions on Glenbrook Park Masterplan. We met as a group with Council Offices on 30/11/2016 and many points discussed 1. Changes to Visitors Centre parking 2. Upgrade play areas. 3. Retention Community Centre building. 4. Removable of CWA building and use of vacant land. 5. Changes to oval usage with reference to "Flood Mitigation" proposal.

Bill's Horse trough... we want council to consider the replacement in conjunction with changes to Visitors Centre... not to be placed within Park. Also if relocation of Pioneers Wall is needed, society to be consulted

"Blinky Bill" bus shelter ... near completion... watch this page.



PIONEERS WALL GLENBROOK VISITORS CENTRE

GLENBROOK & DISTRICT HISTORICAL SOCIETY Inc. OFFICE BEARERS 2016-2017

President	Joan Peard	0414605482	
Vice- Presidents	Kevin Frappell	Doug Knowles	
Secretary /Treasurer	Neil McGlashan	Chief Historian	Tim Miers
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 Saturdays
9 am to 1.30 pm. Entrance FREE**

