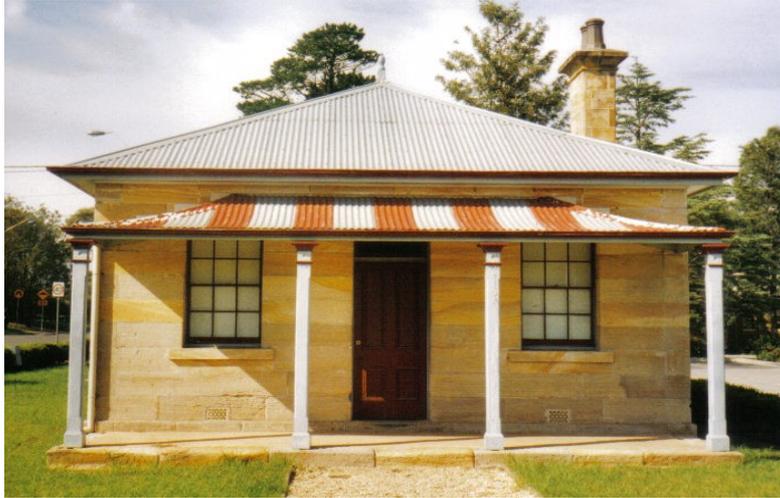


GLENBROOK POINTS

NEWSLETTER OF GLENBROOK & DISTRICT HISTORICAL SOCIETY INC.



POINTSMAN'S COTTAGE

JUNE-JULY '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.

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**

ERROR:-Apr-May '18 issue 1)"Baxland's Lost History" Davina Curnow incorrectly reported "Public School built" should read 1925 & 2)"fires also destroyed historic..." should read historic Church & Rectory.



PAM'S PAGE

R.A.A.F. PLANE CRASH 1941

At about 4.50 p.m. on 28th January 1941 a R.A.A.F. Avro Anson aircraft No A4-5 crashed on the corner of Clifton Ave and Lucasville Rd. It was flying from Parkes to Sydney with a crew of 3 and a medical officer with Pilot Officer, Bailey Sawyer, being flown to Sydney suffering from a severe ear problem, and was too ill to travel by train.

My sister, Dianna, and I and some friends were playing in the backyard at home, Southern end of Clifton Ave, we heard the aircraft coming from a South-West direction, over the Nartional Park. We heard the noise first and then could see it getting lower and lower with pieces falling from it. The plane then flew over our heads and crashed with a huge plume of black smoke and flames. The plane had crashed at the corner of Clifton Ave and Lucasville Rd, missing the only three houses that were in Clifton Rd at that time.

There were no survivors, wreckage was thown everywhere, one engine had fallen on the footpath at the corner of Clifton Ave., and other parts and pieces, including bodies, were all over the place. Then, as now, police had to come from Penrith or Springwood, and the R.A.A.F. from Richmond, so it was some time before any officials arrived. Not so the people from the village, they came from everywhere in no time at all. My mother shut the gate and said that this is no place for children to be at, so although we were the closest to the crash site, we were the only ones not to get near



R.A.A.F. Avro Anson

it. In hindsight I suppose she was right, it was a terrible thing to witness and for years afterwards we wouldn't walk to school that way, after rain, because of the dreadful smell. My father was driving home from work and was stopped by the Service Police in Lucassville Rd, he detoured around to Explorers Rd but was stopped at Avoca St. same problem. However all was well when he explained where he lived.

On 30th March 1994, the R.A.A.F. erected and dedicated a brass plaque on the Clifton Ave crash site to the memory of the five R.A.A.F. personnel who died in the crash.

EDITOR:- R.A.A.F. Inspector of Aircraft Accidents reports on 4th March 1941, "A4-5 was heard at first flying above the cloud layer. It was then observed emerging from or through the clouds at a fairly steep angle and fast speed with the engines running quite regularly. Shortly afterwards the port wing was seen to shatter about the middle". The Inspector found the cause of the accident to be the failure of the port wing which shattered about the middle shortly after the aircraft was brought down through the clouds. It was suggested (1) that the pilot may have descended through the cloud at an excessive speed to take advantage of a gap or for some reason connected with the patient (2) to some weakness in the wing structure .

Names of deceased airmen :- Pilot John Newman, Navigator Henry Skillman, Wireless operator Charles Tysoe, Medical officer James Rainbow, Patient Bailey Sawyer. **Source abridged version of** "Dedication of Memorial at Glenbrook 24th March 1994". Original documents may be read at G.&D.H.Society's museum.

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R.A.A.F. Plaque



Glenbrook Railway deviation works and St Finbar's Catholic Parish

Some notes by Patricia Murnane

Railway workers and St Finbar's Community

St Finbar's little wooden church in Levy Street, Glenbrook was built and opened in 1912, ninety-nine years after explorers, Blaxland, Wentworth and Lawson, camped near a swamp at the SE corner of what is now Glenbrook Oval. It was a part of Penrith Catholic parish. From 1911-13 an influx of many workers and their families came for the railway deviation works.



Emu Rd Main Camp Glenbrook

The spiritual needs of the many Irish workers employed for the railway, prompted the building of the Catholic Church in Glenbrook, with land donated by Mr Harold Norrie, one-time Secretary to the Sydney Harbour Trust and the drive of Fr Thomas Barlow, Penrith Parish Priest.

In 1912 there were 2 railway workers' camps in Glenbrook, the Emu Rd Main Camp and one adjacent the site of the construction new Glenbrook station, while there was another camp at Blaxland.

Nepean Times 22 June 1912

'The Railway Camps

On Monday our representative paid visit to the Main Railway Camp near Glenbrook, where he had the pleasure of interviews with Messrs Williams, Bratby, Lyne, and numbers of other gentlemen. Mr Butcher, the courteous engineer was also seen. Everybody is busy on the encampments, and the men appear happy and contented. A huge travelling gantry crane was seen at work at the Blaxland Camp, the engineer (Mr Butcher) supervising operations. We also saw an immense hole cut out by blasting operations. The railway camps have transformed Glenbrook station from an insignificant station to a busy centre, there being about 1800 men employed, which including wives and families, means about 3000 people, and brings prosperity

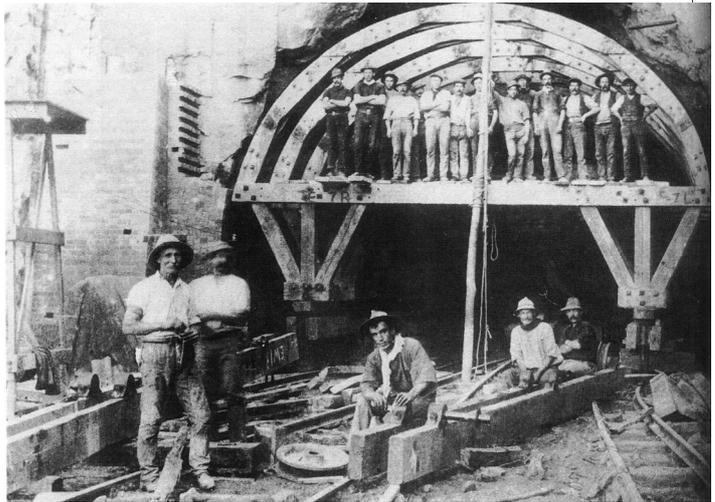


Glenbrook deviation Power House c1912

to the district. We are glad to say, however, that the courteous stationmaster (Mr Hatherly) finds time to give any information required by passengers and pressman. Messrs Casey, Williams and Bratby, of the Main Camp, are live, energetic men, heart & soul in everything for the good of the district; while Mr Patrick Lyne, of the Blaxland Camp, is a man full of grit and go, and everything he takes in hand must succeed.'

Railway workers and St Finbar's Community

A Catholic Mission was conducted by Father Gilmartin, a Franciscan priest on Sunday 10th February 1912 in the newly built St Finbar's Church. The Nepean Times (Saturday 17.02.1912) reported that a large crowd attended the 10am Mass. The topic of the sermon was 'Death'! The Mission continued over that week and included some sessions in the Union Hall at the railway navvies camp adjacent to what is now Emu Road. Unfortunately, a number of workers died during the construction so the sermon may have been somewhat prophetic.



Glenbrook Tunnel Deviation 1911



Original St.Finbars Church

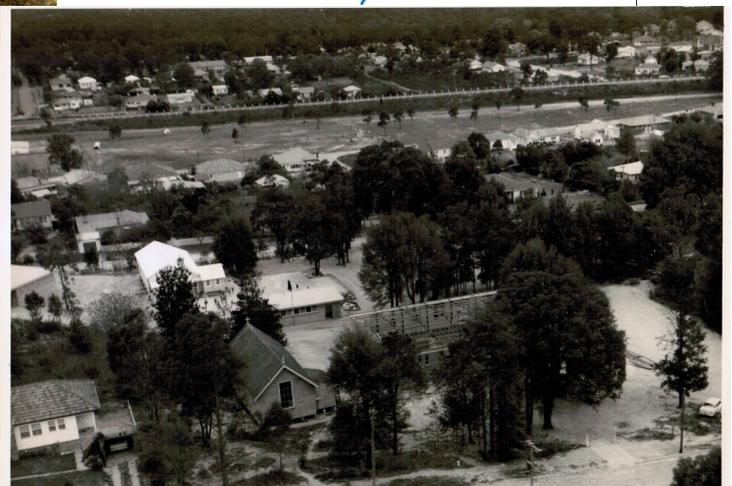
Nepean Times 21.09.1912

'The Glenbrook Branch of the Railway Worker's and General Labourers' Association desire to thank Des Higgins and Pridham, the Matron and staff of the Nepean Cottage Hospital, for their kind attention to their late comrade Arthur Jaynes.'

**Fr Thomas Barlow Penrith Parish
the driver of
St.Finbars Church**



**Arial view 1966
St.Finbars Church
centre front**





From the Secretary's Desk

1) Re: Heritage Review: Awaiting finalisation. Lapstone Hill Railway Tunnel (and WWII Mustard Gas Storage Site). Also has listed a 1915 school building which I don't believe still exists. Also lists a WW1 Honour Board in Ross Street school building which is now in the Woodville Street school. **2) Re: Bus Shelter Plaque:** Kevin – it has been attached to the top left hand corner of the bus shelter. A photograph of it is in the correspondence folder. **3) 25th Year of the Society?** We have decided to have an afternoon tea – nothing big – members, past members and a few other visitors like Mark Greenhill. We will work out a venue for next meeting. Propose to have it in August or September. Elizabeth – we have to have a cake. **4) Meeting with Museum Advisor:** met with Gay Hendriksen.

she offered assistance in relation to applying for grants which are difficult to apply for. She has the correct qualifications to ask for grants from the Commonwealth and State on behalf of a number of Societies at once and then distribute to these Societies. **5) Hadley Park:** Neil – I sent off a submission to the State Heritage Register (SHR) which closed on 5 March 2018 and the Minister for Heritage. I visited it on 9 March and it is an amazing historical building with main building unchanged. However, it has been stripped out inside and a lot of money has been spent just stabilising it. **6) Bills Horse Trough:** Neil – in its current position it has protection with large rocks on the side and the back but still vulnerable to being hit from front on. Not sure if this is its final position or as we believe it will be relocated once the Information Centre is finalised. In the meantime I will raise the matter with Elizabeth Dudley-Bestow. **7) Pioneers Wall relocation:** Ian – the Information Centre will be extended coming out towards the highway. The sandstone steps with the Mountains town names will stay. The new Pioneers Wall with attached seat will be further to the east. Its position is shown on the document in the correspondence folder that is being passed around. **8) RAAF 97th Anniversary** – Joan - 23 March 2018 – Bill and I attended welcomed by Air Vice-Marshal Steven Robertson he is to give us photos for our Museum when they become available. He did not know anything about the plaque in Clifton Avenue. He said the Wing Commander is interested in coming down and visiting our Museum. **9) Devine Family** – Joan – house was on the Corner of Hare and Levy Streets on the right hand side. Mother worked at the Road Bar on the highway. My friend, Joy Brown, knows where they lived and she did work on the house and Tilly Devine owned the house. **10) Peter Agar** of Rotary Club gave his time to fully computerise & file all the newspaper articles, messages, pamphlets and documents at museum. This is an ongoing project and assistance from members will be helpful **11) Bill – Library update** sorting and catalogueing all books and magazines, is now completed. Fully computerised with a hard copy at the front desk. Books only to be loaned to members. Visitors and members can access all books etc. at museum.

GLENBROOK & DISTRICT HISTORICAL SOCIETY Inc.

President Joan Peard 0414605482

Vice- Presidents Kevin Frappell Doug Knowles

Secretary Neil McGlashan Chief Historian Tim Miers

Committee Pam Thompson Denis Bainbridge Ian Dingwall

Treasurer Anton Von Schulenberg

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



Our Visit to May Gibbs' "NUTCOTE"

Pam Pascoe Activities Officer

On Wednesday 2 May, 17 Members took this trip. The majority of members met at Glenbrook Station travelling to Central then Circular Quay. Our timing fitted in well with our ferry connection to Neutral Bay after meeting up with six other members at the Wharf. The regular bus was on time at Hayes Street Wharf so we boarded and in doing so managed to skip the steepest part of the hill to "Nutcote".

We were taken on a tour by two volunteer guides into the lovely Mediterranean style 1925 home. This was followed by a video viewing featuring May Gibbs. Following the tour we had lunch in the "Bib & Bub" Tea Room.

We had great weather and it was very relaxing to stroll the paths through the garden and down to the lovely harbourside. Trip back on the ferry was enjoyable. Thank you attendees, it was great company to have members along for this trip and it seems a good time was had by all.

Special Note:

I was informed by the "Nutcote" volunteers that early that morning a television crew were doing some filming for the "Vivid" displays in Sydney. It is the celebration of the 100th Anniversary of "Snugglepot and Cuddlepie". They will be featured on the walls at "Customs House" from 25th May to 16th June. So, anyone who likes the night life might like to go along sometime.

I am still to organize another excursion and will be looking over suggestions offered.

