

Submission
No 255

**INQUIRY INTO MANAGEMENT OF PUBLIC LAND IN
NEW SOUTH WALES**

Name: Name suppressed
Date received: 2/08/2012

Partially Confidential

2nd July 12

Submission General Purpose Standing Committee No 5

To The Chairman
General Purpose Standing Committee No5.

Dear Sir.

I thank you for giving me the privilege to offer a submission to this Inquiry into conversion of public land to transfer some parcels of some lands to the jurisdiction of National Parks even when the Eastern Escarpment of the Blue Mountains is not included in the Terms of Reference I appreciate this opportunity.

The Eastern Escarpment has been treated as a poor cousin when compare with the Western Escarpment, there was some effort by a previous Local Member with signage and a small rail track indicating the rail purpose for the Zig Zag,

There Escarpment comprises of the

1. Railway Zig Zag Bridge and Track to the top of the Escarpment
2. The Railway Tunnel that replaced the Zig Zag.Railway Line
3. The Lucasville Station.
4. Margaret and Elizabeth Lookouts
5. The Bluff Lookout with Views to the East and West of te Mountains
6. The Original Railway Bridge
7. Various Walking Tracks,
8. There is one track whose path follows the railway track used for the building of the existing tunnel
9. One of the oldest road bridges in Australia (Still in use) within the Escarpment.

The area has the advantage of be able to provide at least one Easy Access Track by converting the old Zig Zag Formation to the Top Points Lookout for Easy Access This would be a Tourist Attraction that would be appreciated for many people who are not able to enjoy walking.

I also wish to alter the Standing Committee to the fact the RAAF are due to move out in the not too distant future and pending on the what decision is made on what use the Government chooses to do with the Base Hotel or Old Aged Facility it would be timely to look at this area. I believe that this area can be a Recreation Venue for Sydney and of course there could be an interest from Overseas Visitors

I suggest with the transfer from the Department of Lands to the National; Par could become a Tourist Attraction in its own right more care of the tracks and environs

I have visited the Blue Mountains Information Centre and find the information available was copying from old Department of Lands Brochures I have attached copies of same

If the Committee wishes to visit the Area I would be available to visit the accompany them

Yours faithfully

In 1834, Surveyor General Sir Thomas Mitchell planned a third roadway which followed Lapstone Creek. This had the advantage of an even grade and became the major road route across the Blue Mountains for the next 92 years.

2 Railway Cuttings and Embankments

During the construction of the railway line levels were carefully monitored to ensure that the slope was suited to the engine power of the trains. To maintain an even slope it was necessary to create rock cuttings through steep sections (you can see these high railway cuttings along the walking track) and bridge gullies.

Most rock cutting was done by hand with picks, shovels and hand drills, however particularly difficult sections were blasted with black powder. Drill marks can be seen on the rock walls of the top cutting.

Deep gullies were either filled or dammed by solid embankments. Can you detect which gully has been dammed here?

3 Yeomans Cottage and Breakfast Point Platform

In his book *Lapstone Zig-Zag Railway*, William Bayley describes the sale of an early stone cottage at Breakfast Point to a man named Yeomans in 1860. Thereafter the site was known to railway men as Yeomans' Corner. In 1877 a railway platform was opened at Breakfast Point. Can you find the sites of the platform and cottage? Refer to the map at the beginning of the trail for clues.

4 Hon John Lucas, MLA

John Lucas was one of the first landowners in the Lapstone area. William Bayley states that Lucas "built a mountain cottage on the heights above the Top Points of the zig-zag", but it is difficult to establish the exact location of this house. His lands were surveyed in 1866 and this brochure includes a copy of the original portion map of the Lucas Property and the Lapstone Zig-Zag.

5 Stone Walls

Do you think that the stone walls near the walking track could be a part of John Lucas's garden walls?

6 Lucasville Platform

The Lucasville station opened in 1874, was located at the former "top points" of the Zig-Zag. When the line was in active use trains would stop at the Lucasville platform to pick up signal staff before travelling down the Zig-Zag. As the railway line was only a single track, trains would often have to wait behind Lucasville points to allow a "down" train to come up from the "bottom points". Today only the Lucasville platform remains. The four markers on the platform define the Lucasville waiting shed floor area.



walking tracks in new south wales

This scenic walking track is one of a network of tracks being established by the Crown Lands Office throughout New South Wales.

Although marked paths have been provided in parks for many years people have been given little opportunity of gaining access to the open countryside for walking. This system of marked walking tracks links various types of existing reserves and where necessary allows access through private property, so that people will be assured they are not trespassing. Particular points of interest are highlighted by the provision of informative signs and brochures. This allows a wide cross-section of the community to enjoy the simple and healthy activity of cross-country walking.



the lapstone zig-zag walking track

This walking track has been designed and constructed by the Crown Lands Office in association with Blue Mountains City Council.

The track follows the original little Zig-Zag railway line and takes advantage of panoramic views of Penrith and the Cumberland Plain. Features of the walk include the abandoned Lucasville Station and other historical points of interest which give us an insight into the lives of the area's early European settlers.

Parking is available at the main trackhead at the end of Knapsack Street, Glenbrook. The total return length of the walk is 2.5 kilometres.

Enjoy your walk.



points of interest

Points of interest along the track are usually indicated by white pegs and photographs.

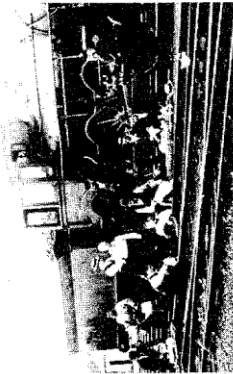
1 The Little Zig-Zag Railway Line and the First Road Routes Across the Mountains

As you begin your walk you will see a map of the Lapstone (or Little) Zig-Zag at the entrance to the track. This map marks the approximate position of the original junction between Old Cox's Road and the Zig-Zag railway line. The history of the first rail and road crossings can tell us a great deal about the patterns of settlement in the Blue Mountains region.

The Little Zig-Zag Railway

The Little Zig-Zag, which was opened in 1868 formed a section of the first railway line across the mountains.

A Zig-Zag is a type of railway construction designed to negotiate very steep slopes. The tracks are laid in the form of one or more Z shapes with reversing points where the line doubles back to allow the train



A Railway Ambulance Class

to reverse direction. To further complicate matters, railway usage describes trains descending the Lapstone Zig-Zag in the direction of Sydney as "up" trains, whilst those travelling up the Blue Mountains are said to be "down" trains. In effect, up becomes "down" and vice versa. This terminology can be explained by the following definitions:

"Down-line", the line of a railway leading from the capital, or other important centre, to the provinces.

"Down-train", a railway train proceeding from the chief terminus.

The Zig-Zag railway was abandoned in 1892 in favour of a tunnel route. However, the Glenbrook Tunnel finally became unpopular due to engine slipping and the uncomfortable concentration of smoke, grit and steam generated in the tunnel.

The railway line used today is located to the east of the original route.

Road Routes

Cox's Road, constructed in 1815, was the first road built over the mountains. The first rise from Penrith to the top of Lapstone Hill was extremely steep and historical records show that during their tour of the newly settled lands west of the Cumberland Plain, Governor and Mrs Macquarie were forced to leave their coach on Cox's Road and continue on horseback to the top of the ascent.

An alternative route was built in 1824 but, although not as steep as Cox's Road, zig-zag construction made it difficult to negotiate with horse and bullock teams.



please

- Stay on the track — help protect bushland by not damaging any tree, shrub or plant.
- Observe fire bans — do not smoke near flammable vegetation — use barbecues.
- Do not carry firearms or other hunting equipment.
- Take your rubbish home or use the receptacles provided.
- Appreciate native animals . . . from a distance.
- Please levels down — appreciate the desire of others for peace and relaxation.
- Conserve water.
- Do not use trail bikes or horses as damage to the tracks will result.



other tracks are located at

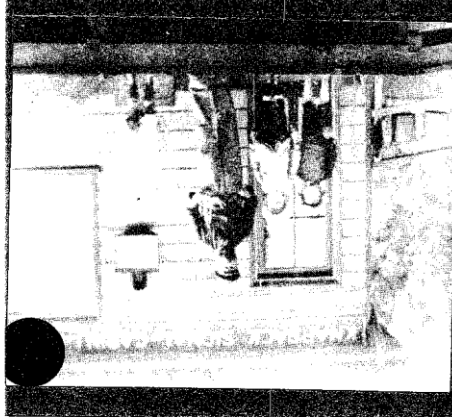
- Armidale
- Blue Mountains
- Grafton
- Goulburn
- Wagga Wagga
- Pennant Hills — Berowra, Sydney
- Narrandera
- Lismore
- Tamworth
- Griffith

Acknowledgements

The Metropolitan Lands Office gratefully acknowledges the help of the NSW Government Railway Archives, the State Library and Mr. J. McPhee.

thank you
for your
co-operation

If you would like to suggest improvements to the track or make inquiries in regard to other tracks, please contact the Crown Lands Office, 23-33 Bridge Street, Sydney.



metropolitan lands office lapstone zig zag walking track



7 Knapsock Viaduct

This fine sandstone bridge was designed by John Whitton, Engineer-in-Chief of the New South Wales Railways, and constructed in 1864. It was built to carry the first goods and passenger trains across flood-prone Knapsock Creek. Today the viaduct is used for motor traffic only.

Not far from Lapstone is the well-known Lannox Bridge. Built in 1833 it was the first scientifically constructed stone bridge on the mainland of Australia. It crosses Brookside Creek on Mitchell's Pass Road and was in use until 1970.

8 The Cumberland Plain

To the east, the walking track affords extensive views across the Cumberland Plain. This was one of the first areas explored by European settlers after the founding of the New South Wales colony. When it was discovered that the plain's productivity was limited, the push to cross the mountain barrier in search of new pastures became increasingly urgent. Blaxland, Wentworth and Lawson led the first successful expedition in 1813 and William Cox constructed a roadway over the range in the following year.

Cumberland Plain is now being used to absorb the intense demand for new housing relatively close to Sydney.

9 The "Bottom Points" and Skarrat Park

The "bottom points" is a term for the lower set of points on the original Zig-Zag railway line. Here the pointsman would change the tracks for "downs" or "ups," trains travelling through the Zig-zag. The bottom points and signal pointsman's shed were located near the site of the steel reservoir in Skarrat Park on the eastern side of the expressway. The cutting in Skarrat Park marks the beginning of the Glenbrook Tunnel route.

NOTE: The numbers on the white pegs correspond to the text numbers shown in the points of interest

Other Information Leads —

- Museum of Applied Arts and Sciences.
- The Nepean Historical Society.
- The Campbelltown Steam Museum.
- Thirlmere Railway Museum.
- Lithgow Zig-Zag Railway.
- The NSW Government Railway Archives.
- The Mitchell Library.



the natural environment

QUESTIONS AND ANSWERS: A PROJECT FOR STUDENTS

Natural History:

Australia as we now perceive it has gone through many changes. Even today we have only an incomplete picture of how the earth has developed and changed. The following simple outline of some of the changes through time broadens our understanding of what we see in the natural environment.

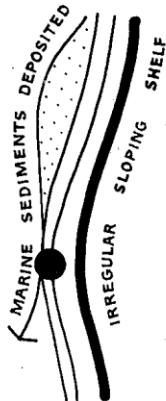
Follow the dot in the diagrams illustrating the changes which have taken place in the area around the walking track. The dot represents the approximate location of the site.

Permian Period 280-225 million years ago

At this time it is thought that the site was part of an irregular sloping sea shelf. Some time later marine sediments were deposited and the Sydney Basin entered a period of glaciation.

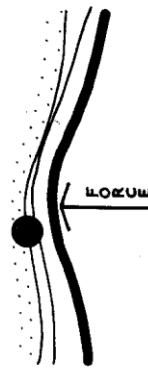
The Permian period marked the rise of reptiles, the first land vertebrates, and large non-flowering plants.

Question 1: Can you find ripple marks in the siltstone along the road quarry cuttings?



Triassic Period 225-195 million years ago

The first dinosaurs appeared and earth movements were uplifting masses to form dry land during this period.



Jurassic-Cretaceous Period 195-65 million years ago

The "continental drift" theory suggests that Australia was in a completely different location during this period. The theory presupposes that the continents as we know them today were formed by the breaking and drifting apart of one great land mass called Gondwanaland.

During this era reptiles reached the height of their development and birds and flowering plants appeared on earth.



Palaeocene-Eocene Period 65 million years ago

According to the continental drift theory Australia continued to drift closer to its present position during the Palaeocene and Eocene Periods. Dinosaurs became extinct and the first mammals began to develop. Volcanic activity in eastern Australia was also evident.

Question 2: Gravel was deposited on the site by a river which was active during this period. With the aid of a geological map, can you find its original location?

Pliocene Period 12 million years-1 million years ago

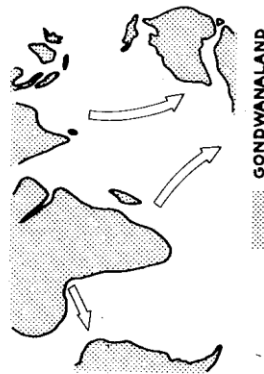
The Lapstone monocline and Knapsack Creek are formed.

Question 3: Glenbrook Creek existed before the monocline. True or False?



Recent Times

40,000 years ago	First inhabitation of Australia by Aborigines
30,000 years ago	Cool temperate rainforests are widespread near the east coast
20,000 years ago	Progressive extinction of megafauna. The mainland experiences glaciation
12,000 years ago	Bass Strait is flooded
8,000 years ago	Australian vegetation has developed to the equivalent of a "modern" form
7,000 years ago	Torres Strait is flooded
1780s	European settlement in Australia
1980s	An unprecedented rapid change of ecosystems occurs



Vegetation

The walking track is situated on the eastern escarpment of the Blue Mountains. Vegetation in the area is influenced by a Hawkesbury sandstone base and easterly aspect. Major species include grey gums and river she oaks. Lantana, which is causing a significant weed control problem in most Sydney bushland reserves, is proliferating in gullies and along some sections of the rock cuttings.

teachers kit

A teachers kit is available for school use from the Department of Local Government and Lands in the Information Bureau Sydney.

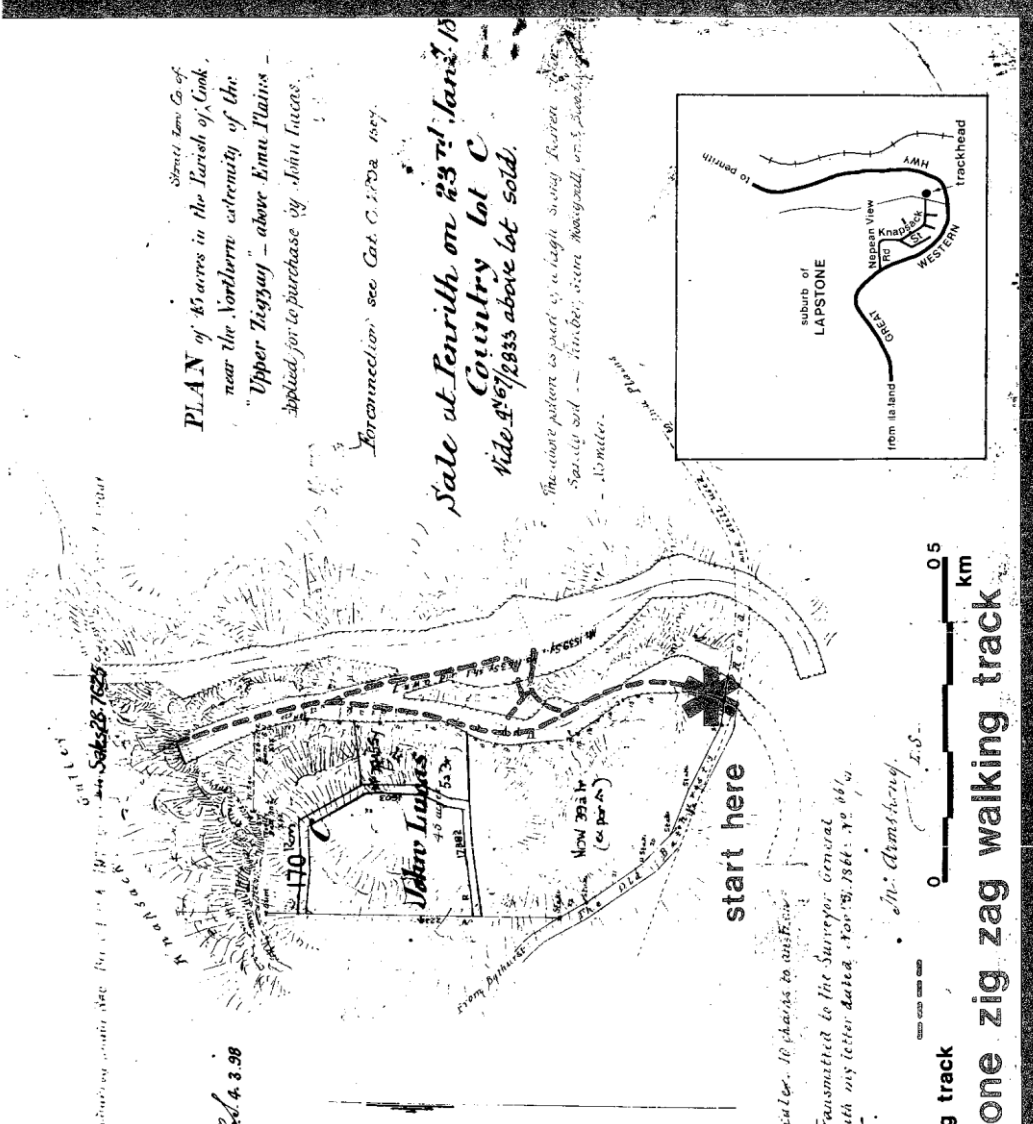
in P^h map. Ed. 4. 3. 98

Stewart & Co. of
PLAN of 45 acres in the Parish of Cook,
near the Northern extremity of the
"Upper Tiggay" - above Eimu Plains -
applied for to purchase by John Lucas.

For connection see Cat. C. 170a. 1867.

Sale at Penrith on 23rd Jan^y 1838
Country lot C
Wid. 4¹/₂ x 1833 above lot sold.

The above portion is part of a high strong barrier
Separating soil - timber; from Newryall, or E. Penrith
- Knapton.



start here

Scale. 10 chains to an Inch
Transmitted to the Surveyor General
with my letter dated Nov^r 18th 1866. J. S.

J. S.
John Lucas

walking track
lapstone zig zag walking track
0 0.5 km

