

Submission
No 255

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

Name: Name suppressed

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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.

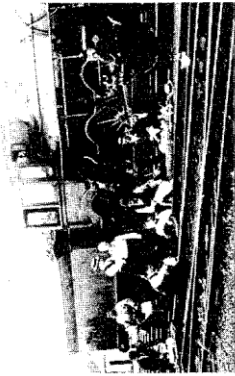
1 The Little Zig-Zag Railway Line and the First Road Routes Across the Mountains

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.

