On Saturday July 12, the school booklet “From Darkness to Light” to sell at 70c per copy will be available.

A letter or phone call to the headmaster (Thirroul 723) will bring you a programme of the week’s celebrations.

LITHGOW ZIG ZAG RAILWAY — new booklet for centenary:

To link with the centenary of the opening of the Lithgow zig zag Railway on October 8, 1869, our research officer has produced a well-illustrated booklet giving the details of the construction and history of the line.

It gives details of other zig zag railways which have been built in other parts of the world and compares them with the Lithgow zig zag.

The keynote of the production is a full coverage of photographs of trains working on the zig zag during the forty years of its operation before the deviation left it to posterity.

The book sells at $1.00 per copy plus 13c postage and will be available from the author and at Bulli Public School Centenary and from the Wollongong Historical Museum.

LITHGOW DISTRICT HISTORICAL SOCIETY:

In a notice of meeting from the above it is noted that Mr. E. J. McKenzie is the Hon. Research Secretary, a position to which he was elected for life.

It also advises that later in the year there will be the Festival of the Valley with the centenary of the Zig-Zag Railway as its main theme. The society will hold excursions to the area during the year.

PHOTOGRAPHS OF THE DISTRICT:

There is work for some research student to list the names of photographers who have worked in or through the Illawarra district from time to time.

Some early ones were James Brothers, Kiama; Beaufoy Merlin; Broadhurst; H. Kruger; Blanchard of Thirroul; Algernon Wynn and in later years Rose Series; Valentine Series.

Can anyone add to this list?

THE BULLI PASS:

The present Bulli Pass centenary passed unnoticed in June last year, marking 100 years since the first wheeled vehicle had used it; the mail coach and the day passenger coaches beginning to use it in September.

The first “road” came down the mountain on Throsby’s track some distance south of it — being a pack horse track which zig-zagged up the steepest part.
As late as the turn of the century, pedestrians walking from Bulli to Sherbrooke used the track regularly, wire ropes having been strung from tree to tree to assist people with the climb. It was known at that time as “Vidler’s Track” according to Mr. Gabriel Rallings of Bulli who used it as a lad.

The second road up the Bulli Mountain (apart from Rixon’s Pass) was laid out by Captain Westmacott and was called Westmacott’s Pass. It was essentially a bridle track and started from the bottom of the present pass, making straight up the hill at Green’s Pinch until it reached the flat above Green’s Pinch, little known today.

On the flat is a soakage which, no doubt, provided water for horses. From that point it took a slight turn to the south made a semi-circle and thence up the mountain-side below the present Bulli Pass to reach it near the small watering place some 100 yards from the top.

After the 1968 bushfires it could be traced above Green’s Pinch but construction of the present pass obliterated much of it toward the top.

During a recent walking endeavour to trace it the party suffered not only from stinging nettles but from nettle trees which placed those touched by it in excruciating pain.

Picture of the present Bulli Pass towards the top in the late years of last century when horseback and horse and bullock drawn vehicles were the principal users — other than pedestrians.