

- Site 9. This section of line carried rail traffic for original Zig Zag and subsequent Tunnel Gully deviation. Built 1867. Closed to rail traffic 1913. Ruling gradient 1 in 33.
- Site 10. Cutting for refuge siding. Built 1909.*
- Site 11. Site of Buffer Stop for refuge siding. Built 1909.
- Site 12. Knapsack Viaduct. Sandstone structure. Built in 1867. Designed by John Whitton. Total length : 116 metres. Height: rail level above creek 36 metres.
Span of arches: 5 large-spans each 17 m.
2 small spans each 8m.
Closed to rail traffic 1913. Reopened to motor vehicles as part of Great Western Highway in 1926. Deck widened in 1938. Closed to vehicular traffic with opening of M4 Motorway in 1992/3.
- Site 13. Original Top Dead End and Buffer Stop for Middle road. Closed after runaway goods train accident.
- Site 14. Second Top Dead End and Buffer Stop. Built 1878.
- Site 15. Sandstone drainage inlet pit.
- Site 16. Lucasville Station. Built 1874 for the then Minister for Mines Hon. John Lucas. Station became a stop off point for day tour destination to Wascoe (Blaxland). Passengers from excursion trains would alight at this destination to observe the panoramic vista over the Plains.
- Site 17. Top Points.
- Site 18. Deep Cutting. *
- Site 19. Site of Pointsman's Cottage with sandstone, drypacked, terraced yard and tracks.
- Site 20. Quarry. This quarry was used from approximately 1866 as a "borrow" for construction of embankments and for ballast.
- Site 21. Sandstone drainage culvert.
- Site 22. Site of Bottom Points. Obliterated by M4 construction.
- Site 23. Skarratt Park. Point of intersection of original Middle road with Gully diversion.
- Site 24. Bottom dead-end (Middle Road) and Buffer Stop.
- Site 25. Tunnel Gully Diversion. Built 1892 to bypass Top and Middle Roads of the Zig Zag.
- Site 26. Sleepers and original ballast. Top Road of Zig Zag.
- Site 27. Deep Cutting for Tunnel Gully diversion.
- Site 28. Eastern Portal of Tunnel and engineered creek diversion spillway.
- Site 29. Lapstone Tunnel. Lined throughout with brick. Length 659 m.
- Site 30. Western Portal of Tunnel.
- Site 31. Original site of girder bridge. Obliterated by roadwork.
- Site 32. Girder bridge over Knapsack Creek.
- Site 33. Sites of first and second Glenbrook stations, footbridge, crossing loop, refuge siding and water tank. Plan, as shown, indicates general site layout of 1902 period when trackwork was duplicated between Glenbrook and Springwood. The third Glenbrook station was built on the current site adjacent to Burfitt Parade in 1913.
- Site 34. Stationmaster's Cottage with detached lavatory. Restored in 1996.

*Cuttings.

Method of Construction. Holes were drilled to approximately 1.2 m depth with hand held "star-bit " steel rods, then blasted. The rubble from the excavation of the site was then used to build embankments. These drill marks can be seen at many locations. Protruding rock was "hand dressed". Pick marks can be observed in these locations.