



The most serious threat to Glebe's scale and community in fifty years

by Ian Stephenson
Glebe Society President



On Wednesday 24 November 2021 Sydney City Council's Local Planning Panel approved a Development Application (DA) by the NSW Land and Housing Corporation (LAHC) to erect two eight-storey apartment towers and five three-storey terrace houses in the St Phillips estate.

This represents the most serious threat to Glebe's scale and community in almost fifty years. Its impact on the urban landscape is similar to the home unit towers which were starting to be built by private developers on the ridges of Glebe in the 1970s. At that time residents of Glebe and Balmain took control of Leichhardt Council through the ballot box and changed the zoning. We have a lot to thank them for.

This time round it is the State Government who are the greatest threat. On that Wednesday night they used their powers under Division 6 of the Environmental Planning and Assessment Act to force through the development by preventing the Local Planning Panel from applying conditions which the applicant did not endorse, thus paying scant regard to the Objects of the EPA Act which include promoting 'the sustainable management of built and cultural heritage and promoting good design and amenity of the built environment'.

Since the mid-1970s governments have acted for the public good in Glebe by conserving and refurbishing the old houses of the former church estates and then adding beautifully designed infill to increase density while preserving the urban and social fabric.

It is the combination of the urban fabric – the amazing range of historic buildings comprising a townscape whose scale remains largely intact, and the social fabric – the range of people from wealthy, middling and poor income brackets including freeholders and tenants, all within three kilometres of the CBD, which makes Glebe so wonderful.

The low-rise houses with front verandas close to the street make it a sociable place. The buildings and mix of people and picturesque streets foster interaction. It is the wellspring of our community and is based on a long tradition. This is our heritage, the buildings, the topography and the people.

While government once nurtured this, now it is government, the NSW government, which is destroying it. They are a much more powerful threat than the private developers of the 1970s because they are Glebe's largest landowner and control the planning system.

It is deeply ironic that the purchase of the church estates in 1974 to preserve the historic townscape and protect the low-income community, and the addition of low-rise infill in the 1980s, has created a toxic threat whereby government sells off the old houses and redevelops the low-rise infill for high rise, thereby cutting at the very heart of our heritage – the urban and social fabric.

Readers will recall that back in March Sydney City Council approved a spot rezoning of 2A-D Wentworth Park Road and 17-31 Cowper St to remove the sites from the St Phillips Heritage Conservation Area and increase the height limits and the floor space ratios.

On the day the application was going to its first Council committee the Minister for Housing, Melinda Pavey, sought to ease its passage by issuing a press release announcing that:

the NSW Government is continuing to deliver more new, high-quality social housing across Sydney, by reimagining its visionary housing development on Cowper Street and Wentworth Park Road in Glebe to now deliver 100 per cent new social housing. The \$34 million project, initially expected to



increase the number of social housing dwellings on site from 19 to 35, will now deliver more than twice that number again, with a total of 75 new social homes to be completed, including five three-bedroom terrace homes for larger families.

It was still a bad development and certainly did not, as the Minister claimed 'complement and enhance the character of the Glebe area', however a number of Sydney City Councillors observed in respect of the rezoning application that it was good that the government was departing from their usual approach and making the development all social housing.

Let's fast forward to the determination by the Local Planning Panel on 24 November, 2021 of the Land and Housing Corporation's DA for the site. The panel explored what guarantee there was that the development would be 100 per cent social housing. The site-specific amendments in the Local Environment Plan provided no reassurance. They stipulate that the northern tower must be used 'for the purposes of affordable housing' but have no such provision for the southern tower. The site-specific development control plan provided no reassurance, either. Its future character statement stipulates that 'the future development has social and affordable housing occupying the northern lot' but is mute regarding the type of housing on the southern lot. Nor did the DA itself contain any word which would commit the use of both lots for social housing.

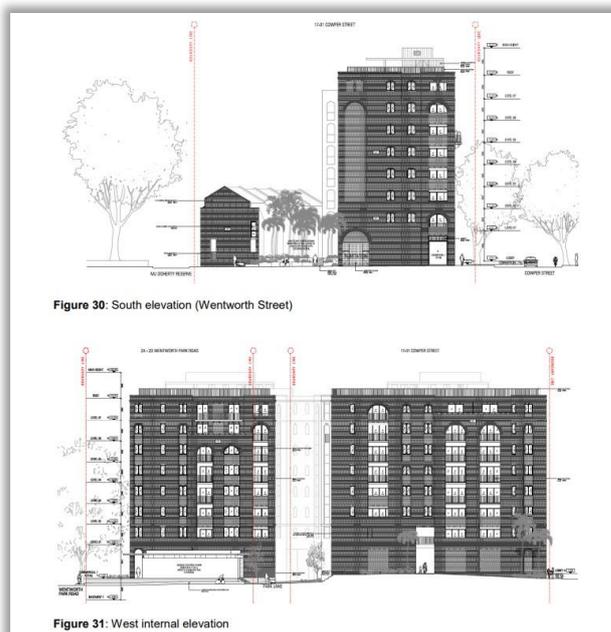
The Local Planning Panel rightly saw this as anomalous and sought to integrate into the approval words which recognised that both towers should be social housing without imposing a condition to that effect (something the LAHC representative reminded them they were not permitted to do). Two members of the panel also noted the differences between perspectives and elevations, and lack of other details which made it difficult to understand exactly what they were approving.

The panel's deliberations can be seen at <http://webcast.cityofsydney.nsw.gov.au/archive/video21-1124.php>

Prior to lodgement Sydney City Council negotiated with LAHC to make a number of changes to the development. However, reducing its height and having the DA for 100% social housing were not part of that.

It is wrong for the Minister for Housing to make a public commitment that the development would be all social housing but for the DA lodged by her department to make no such commitment. As the development is a Crown application the consent authority had no capacity to add this as a condition, although, I believe, they could have rejected the DA.

The Society has also lodged submissions in relation to development applications for 3 Avenue Rd, Glebe and 188 St Johns Rd Glebe, as well as a submission on the draft plans of management for some of Glebe's Crown Land reserves managed by Sydney City including Johnstons Creek and Wentworth Park (<https://tinyurl.com/2p8drvyy>)



From the DA for 17-31 Cowper St and 2A-2D Wentworth Park by NSW LAHC (image: City of Sydney Council)

Gift membership

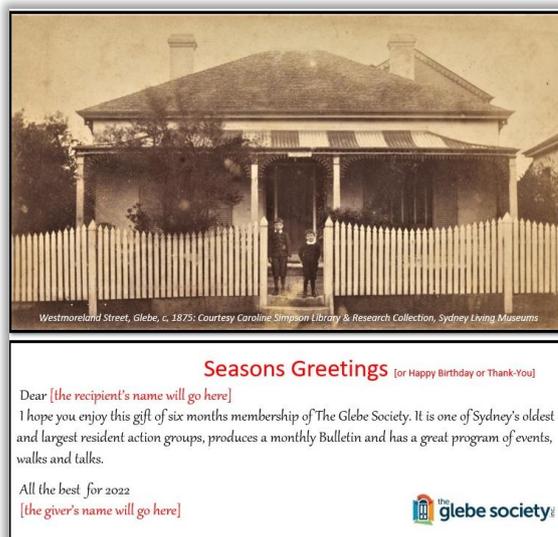
By Ian Stephenson

Are you looking for a gift for the person who has everything? A gift that they will enjoy but that will also help the community? Why not give them membership of the Glebe Society? It can be given to an individual, couple, household or institution, costs \$25 and is valid for six months.

Recipients receive a personalised eCard, the Glebe Society *Bulletin* and notification of events and activities. We will email the eCard to you to so you can forward it the recipient and we will email a welcome letter directly to the recipient.

This is our current eCard. We will personalise it for you with the recipient's and giver's names.

Buy a personalised gift membership eCard here: <https://glebesociety.org.au/gift-membership/>.



2022 Glebe Society Guided Walks Program – Exploring Glebe and surrounds

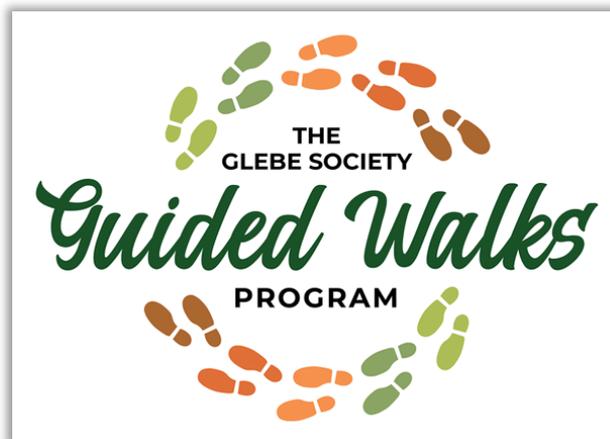
By Dorothy Davis and Katharine Vernon

We are pleased to bring to members an updated Guided Walks Program for 2022. As you will be aware, our schedule for 2021 had to be cancelled due to COVID restrictions.

We have scheduled four walks for February and March and hope for success this time! Four experienced and passionate locals will each lead a Walk and provide new insights into our neighbourhood.

Participants for each Walk will be limited to 20 and we will observe safe COVID practices including social distancing.

Further Walks are being planned for later in the year. Watch the *Bulletin* and our Eventbrite page (<https://glebesociety.eventbrite.com.au/>)!



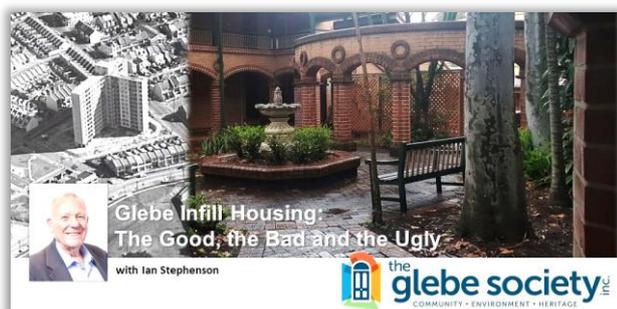
February 2022	Sunday 6	2.30 pm	<i>Glebe Infill Housing: The Good, the Bad and the Ugly</i>	Ian Stephenson
	Thursday 3	2.30 pm	<i>Harold Park to Rozelle Bay – layers of history and renewal</i>	Jan Macindoe
March 2022	Sunday 13	10.30 am	<i>The Blackwattle Foreshore from Glebe Point Rd to the new Fish Market</i>	Asa Wahlquist
	Sunday 27	10.30 am	<i>The Toxteth Estate, Jubilee Park and Orphan School Creek</i>	Max Solling
			FULLY BOOKED	
April 2022	Date to be advised		<i>Tour of health research precinct, University of Sydney: Charles Perkins Centre and the Susan Wakil Building</i>	TBC

About the Walks ...

NOTE: Links to the Eventbrite booking page for the guided walks are provided in the Walk descriptions below. Some links are not yet live, but will be soon – so check back in a little while.

Glebe Infill Housing: The Good, Bad and the Ugly

This walk explores a century of infill housing in Glebe including cottages in the St Phillip's Estate built by the Church of England, new apartments built by the Commonwealth as part of the Glebe Project, followed by the remarkable work of the NSW Housing Commission's Inner City Housing Team in the 1980s. The walk includes apartments, cottages and adaptive re-use, the 2011 Glebe Affordable Housing Project on the old Wentworth Estate and the proposed Princes' Quarter in Cowper St. The walk starts at the corner of



Bridge Rd and Lyndhurst St and will finish at the Nag's Head Hotel in Forest Lodge.

This walk will be led by **Ian Stephenson**, current Glebe Society President and Planning Convenor. Ian is on the Board of the National Trust and has worked in the museum and heritage field for over 30 years including as Director of Historic Places in Canberra, with the National Trust in NSW and SA and for the University of New England.

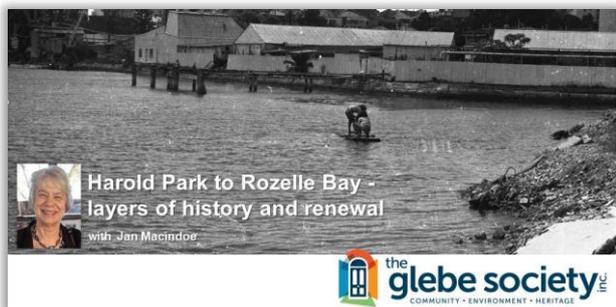
Bookings: <https://a-hundred-years-of-infill.eventbrite.com.au>

Harold Park to Rozelle Bay – layers of history and renewal

Explore the swampy end of Glebe with Jan Macindoe. Allen's Glen (aka Frog's Hollow, Harold Park and more) has been transformed many times. These changes reflect the many, and sometimes sudden, changes in technology and transport over time, and even changes in accepted ideas of how to have fun on a Friday night. Beginning at the Tramsheds (outside Garcon Café), and helped by old maps and photos, we will look for evidence of the original landscape, and its varied uses and stories, as we wander from Harold Park, along the canal (recently 'naturalised') to Rozelle Bay. We will aim to end our wander at the former Toxteth House, as we try to imagine it in its splendid forest setting in the mid-19th century. And then just a block to a café or the pub for those who wish to linger.

Jan Macindoe has lived in Glebe/Forest Lodge for over 40 years. Together with Neil Macindoe and Liz Simpson-Booker, she developed the various walks published on the Glebe self-guided Walks website.

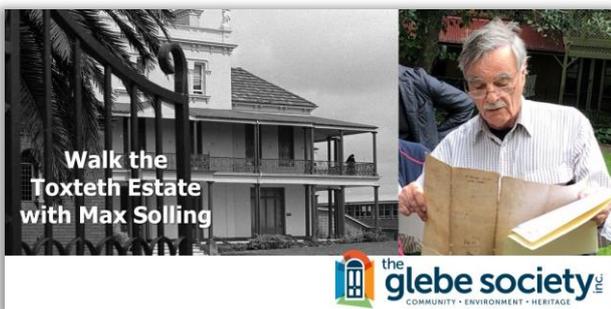
Bookings: <https://layers-of-history-and-renewal.eventbrite.com.au>



The Toxteth Estate, Jubilee Park and Orphan School Creek

This walk is **fully booked** – wait list only. Registered attendees have been notified of the date change. If you have registered but are unable to attend, please be sure to cancel.

Link to event: <https://www.eventbrite.com.au/e/walk-the-toxteth-estate-with-max-solling-tickets-157578725209>



Conservation and Change in the St Phillips estate, a talk by Philip Thalís

By Ian Stephenson



Architects young and old attended, from left to right: Mikayla Baylis and Erin Zikos (first year students at Univ. of Sydney), Dr Clive Lucas (Univ. of Sydney 1966), Philip Thalís (Univ. of Sydney 1985), Michael Dysart (Univ. of Sydney 1958), Madeleine Rowe (UNSW 2012); (Anne Warr, UNSW 1979, not pictured) (photo: Ian Stephenson)

On 28 November Philip Thalís, a design and heritage architect and urban planner, gave a lecture at the Friend in Hand Hotel, Cowper St, about conservation and change in the St Phillips estate. Its genesis lay in

The Blackwattle Foreshore from Glebe Point Rd to the new Fish Market

Wander from the end of Glebe Point Rd on the waterfront, to the right, around part of the foreshore walk, fought for so vigorously by the Glebe Society, to the new Fish Market development site. Learn of the history of the foreshore including indigenous occupation and dense waterfront industrial sites, heritage houses and modern apartment buildings... and observe marine life, vegetation, water quality, use of the Bay, and the impacts of development. View the extensive work on the new Fish Market site. Finish at the Kauri Hotel – and maybe stay for a drink.



Asa Wahlquist is an Australian journalist. For over forty years she has been writing and speaking on environmental issues, focusing mainly on Australian climate and water issues. Asa is also the Glebe Society's representative on the New Sydney Fish Market Community Consultative Committee.

Bookings: <https://blackwattle-foreshore.eventbrite.com.au>

Cost: Glebe Society members \$20; non-members \$25

the rezoning last March of two LAHC sites for eight-storey buildings. The talk was scheduled for July but like so many events this year was delayed by COVID.

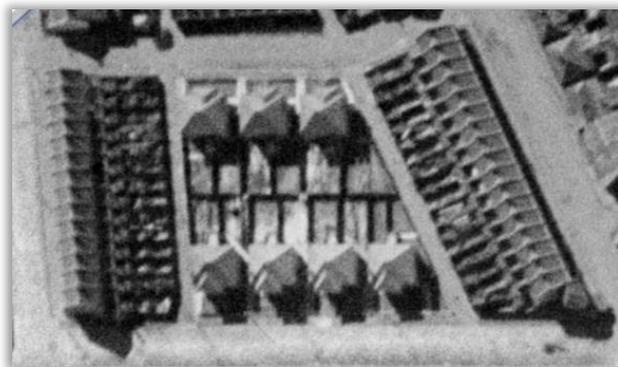
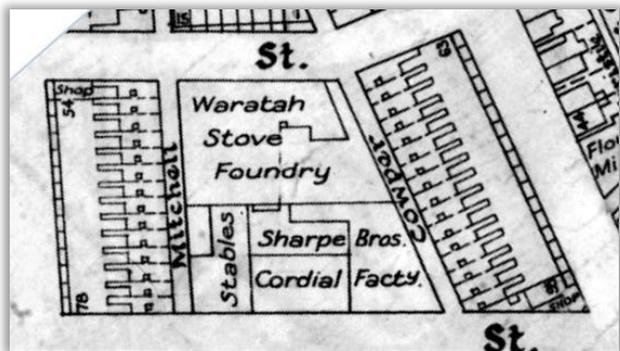
Philip explained that the starting point for good urban design lies in a deep understanding of how an area has evolved. He cited the Spanish architect Rafael Moneo who sees cities as a continuum and likens the work of an architect to a writer adding a new chapter to an unfolding story. Moneo's work has been described as considered and considerate. These are good values to bring to designing new buildings in historic settings.

For Philip, the starting point is to forensically analyse historical plans. Whilst a plan documents an area at a point in time it also provides insights into earlier development. He showed an 1843 plan of St Phillips which included buildings not aligned to the grid which meant they preceded the subdivision.

Philip spoke about the layering of the estate including the 1870s terraces and the variety of houses built by the Glebe Administration Board in the inter-war period.

He particularly admired the duplexes designed by R Lindsay Little for the Glebe Administration Board in

1940 on the site of the Waratah Stove Foundry and Sharpe Bros Cordial Factory.



In 1940 seven duplexes were built on an industrial site between Broughton St and Phillip St. Left: the site on a 1939 map (City of Sydney Historical Atlas); Right: the site in 1943 (Six Maps)

After the talk, Philip led a walk around the St Phillips estate which included a visit to the two sites which are to be redeveloped.

Some of the messages about future development in St Phillips were that it should not be too high, it should be four to six storeys maximum, and it should not be monolithic but echo the broken forms of the existing streetscapes. In addition, the social and urban fabric of Glebe needs to be respected with public housing designed in a manner which fosters connection to and from the street.

At 17-31 Cowper St, the apartments with the colonnaded courtyard, there was an interesting discussion between Philip and the conservation architect Clive Lucas, as to the feasibility of providing additional accommodation by adding a third floor. This, coupled with less monolithic buildings at 2A-D Wentworth Park Rd would provide additional social housing while better respecting the estate.

The Society is very grateful to Professor Thalís for sharing his knowledge with us.



Philip Thalís (right) discussing the sensitive infill housing at 17-31 Cowper Street; to be demolished (Photo: Tanya Dus)

Philip Thalís concluded his talk by considering the current renaissance of good design in public housing in the UK. (Above: social housing in Greenwich, UK, on the site of a former garage; source: Peter Baber architects)

Glebe Island Bridge falls slowly down

By Janet Wahlquist

It is 12 months since the 25-year anniversary of the decommissioning of the Glebe Island Bridge and our rally calling for the restoration and rejuvenation of the Bridge. What has happened since?

The short answer is that the bridge has continued to deteriorate to the point where unless serious action is taken it is likely that many of the wooden trusses are likely to fall into the water. The iron structure is also

showing signs of rust and deterioration. The pictures show some of the outward signs of deterioration.

After we raised our concerns last December there was support from many people and groups in the community and from the City of Sydney Council, Mayor Darcy Byrne from Inner West Council and our local member Jamie Parker for its restoration. In response to correspondence with Transport NSW about the future of Glebe Island Bridge and the proposal that it be used as

part of a pedestrian and cycleway linking Rozelle and Pyrmont we received a reply from Transport for NSW's Active Transport Lead for Greater Sydney, James Dobinson, stating, 'Transport for NSW is investigating options for the long-term management of the Glebe Island Bridge. Options will aim to improve the condition of the Bridge, its heritage and reduce maritime safety concerns'.



Part of Glebe Island bridge disappearing under the water (photo: Janet Wahlquist)

The letter went on to state that Transport NSW were investigating a restored Glebe Island Bridge being part of a pedestrian and cycleway link from the Sydney Opera House to the Parramatta River.

A further conversation with Transport NSW earlier this year advised the writer that they were investigating options for restoration of the Bridge, consulting with all

stakeholders and that a proposal would be released by the end of this year. This is yet to happen.

The deterioration can be seen from the Foreshore walk but the extent of the deterioration is even more evident from the water, riding on the Glebe to Barangaroo ferry.

In the last year Planning NSW has released an extensive plan for the revitalisation and development of the White Bay Area which includes in it as part of its selling point a restored Glebe Island Bridge (Bays West Precinct Plan) to be used as an active transport route. The Blackwattle Bay Precinct Plan also includes as part of its plan a walkway/cycleway which will join with the Glebe Island Bridge. The Sydney Fish Market Plan includes a waterfront walkway that would be continuous with a foreshore walk that included pedestrian and bicycle access across a restored Glebe Island Bridge. While there is acknowledgement of the desirability of the Glebe Island Bridge's restoration (by implication from its inclusion in the planning documents) no undertaking or time frame for its restoration has been given.

We need to continue to lobby for the restoration of the Glebe Island Bridge before it deteriorates further and becomes too expensive to restore. The last two years of Covid have shown the need for open space and places for the community to walk and cycle which are attractive. Restoring the Glebe Island Bridge to be part of a foreshore walk is a no-brainer and shouldn't have to wait until 2040 when the development of Blackwattle Bay and White Bay (Bays West Precinct) are built.

To see more photos of the Glebe Island Bridge in its parlous state of disrepair, click here:

<https://glebesociety.org.au/glebe-island-bridge-slowly-falls-down/>

Bridge Rd cycleway

Clover Moore and the Bridge Rd Cycleway

By Jude Paul

In March 2021, Transport for NSW letterboxed a (small) number of Glebe residents, inviting them to *Have Your Say* about the Bridge Rd cycleway. (*Bulletin 2/2021*). The leaflet stated 'since its completion there have been more than 3,000 trips made on it **every week**'.

Data available on the Transport for NSW Open Data Hub disproved this. Between 20 September 2020 and 28 March 2021, only one week exceeded 3,000 recorded trips. In this period, nine weeks recorded less than 2,000 rides per week, five weeks recorded between 2,000 and 2,500 rides and 13 weeks recorded between 2,500 and 3,000 rides per week.

The above figures:

- include both eastbound and westbound trips
- cannot distinguish between individual trips and multiple trips by the same individual
- cannot identify the purpose of the trip – leisure/work/food delivery etc.

Based on Transport NSW data, the true average number of trips per week was approximately 2,350. To get a feel for what this means in terms of real usage, divide the average number by seven to get the days per week, then by 24 to get the trips per hour, then by two to get the trips in one direction or the other. The answer is seven eastbound and seven westbound per hour.

In her response to The Society's *Lord Mayoral Candidates Response Key Position Statements* (<https://tinyurl.com/cbu5uhh6>), Clover Moore's answer to Question 14 about the Bridge Rd cycleway stated 'Bridge Rd cycleway ... has had the highest number of daily trips outside the city centre, with an average of 2,900 **daily trips** before the most recent lockdown.' The sum again, this time without the days per week – an average of 60 eastbound and 60 westbound trips per hour. In peak hour, that would make it quite busy ...

I suspect any keen watcher of the cycleway will share my utter disbelief and alarm about the inaccuracy of Ms Moore's statement.

On 8 December, we wrote to our local state member, Jamie Parker, requesting a meeting to discuss threats to the St Phillips Estate and heritage protection in NSW. Our letter can be viewed here: <https://tinyurl.com/dcz3v44h>.

Bridge Rd cycleway a headache for removalists and residents

By Di Anstey

These photos were taken by a Bridge Rd resident on Thursday 2 December. Neighbours were moving but with no access to their property because of the cycleway. Their removal van was forced to park in a private access laneway. This had the effect of blocking access from Bridge Rd to eight properties.



Merging a problem with the Bridge Rd cycleway (in pictures)

By Virginia Simpson-Young

I live in Forest Lodge near the Bridge Rd cycleway, and I (sometimes) ride my bike. I am concerned about safety. Cyclists must merge with traffic in multiple locations along the cycleway; the dedicated cycle lane runs out, forcing the cyclist to move to a car lane. The problem is illustrated below in four photos – it is not hard to see why this situation poses a risk to cyclists.



A cyclist is approaching the intersection of Bridge Rd and Glebe Point Rd, heading in the direction of the city (Foley Park is on the right). At this point, the cycleway disappears, and the cyclist begins to merge into the car lane, checking over his shoulder to see if its safe to merge.



Closer to the intersection, the cycleway is left behind and a cyclist is using the kerbside lane, shared with cars. The cycleway re-emerges on the other side of Glebe Point Rd.



This cyclist waits at the lights and, fortunately, the van is giving them good clearance.



This cyclist avoids sharing the lane with vehicles by riding on the footpath.

Report on the Lord Mayoral Candidate's Debate

By Judy Vergison, Events Coordinator

On Saturday 20 November, the Glebe Society hosted a debate by the six City of Sydney Lord Mayoral candidates. Over 130 people attended in person and online. Before the debate all the candidates provided written responses setting out their position on key areas affecting Glebe.

Questions included:

- rezoning of parts of Glebe for high rise,
- the retention of heritage conservation areas,
- the Blackwattle Bay overdevelopment,
- Wentworth Park, and
- the Bridge Rd Cycleway.

The need to protect Glebe's character was brought home last Wednesday night when the Sydney City Council Local Planning Panel approved the NSW Land and Housing Corporation's application to erect two eight-storey apartment buildings on what had until recently been part of the St Phillip heritage conservation area. This makes the candidates' answers to questions 7, 8 and 9 of particular interest.

The candidates' answers can be found on our website: <http://glebesociety.org.au/candidates-for-lord-mayor-on-key-issues-affecting-glebe/>.

And a video recording of the Zoom debate can be viewed on our YouTube channel: <https://youtu.be/ZICQCWJ72hE>

I would like to thank the candidates for their participation and our members who organised the event, particularly our moderator Allan Hogan. Walking past the Broadway polling station on Monday I ran into a member of one of the election teams. He told me how impressed he was with the way the Society ran this event. He said *it was the best run meeting he had been to.*



Meet the Candidates event on Saturday 20 November at Glebe Town Hall (photo: Phil Vergison)

The candidates in action at the 'Meet the Candidates' event (photos: Phil Vergison)



Sylvie Ellsmore – Greens



Shauna Jarrett – Liberal



Clover Moore – Independent



Linda Scott – Labor



Angela Vithoulkas – The Small Business Party



Yvonne Weldon – Unite for Sydney

(Unofficial) election results for City of Sydney Council

Antony Green, ABC Chief Elections Analyst, has indicated that the following candidates appear certain of election (<https://tinyurl.com/4we4fbtc>). The NSW Electoral Commission will not begin declaring any candidates elected until 20 December. Council is composed of a popularly elected Lord Mayor and nine councillors elected at large.

Clover Moore (Lord Mayor)	Clover Moore Independent Team
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William Chan	Clover Moore Independent Team
Emelda Davis	Clover Moore Independent Team
Sylvie Ellsmore	The Greens NSW
Shauna Jarrett	Liberal Party
Robert Kok	Clover Moore Independent Team
Linda Scott	Australian Labor Party
Jess Scully	Clover Moore Independent Team
Yvonne Weldon	Independent

History and Heritage

Who Lived in Your Street? The Captains of Arcadia Rd

by Rodney Hammett

When houses were being built in Arcadia Rd, two were for families of sea captains, also known as master mariners. Captain Percy William Bull moved into No. 3 in 1895 and Captain John Bolton Carpenter into No. 47 in 1900.

Percy William Bull

Percy William Bull was well known as the master-in-charge of ships on the coastal routes between NSW, Victoria and Tasmania, and across the Tasman Sea to New Zealand.

He was born on 24 January 1857 at Geelong, Victoria, where he grew up. He was the eldest son of English parents William John Bull and Caroline Munroe. He had one brother, Stanley (1860-1941) and four sisters, although only Ada (1863-1923) and Leura (1867-1937) lived to adulthood.

Why Percy chose to go to sea is not known; his father and brother both had land-based occupations. His father was a successful chemist and druggist. Percy probably gained much seaborne experience from the Port of Geelong. He was 26 when he joined the firm of Huddart Parker & Co as second mate on the new steamer *Wendouree* in 1883.



SS Wendouree (Source: state Library of Victoria; from the A. Green Collection)

Huddart Parker & Co had been founded in Geelong in 1876, from the amalgamation of firms that preceded

them. The company's success was mainly from shipping coal from Newcastle, NSW, to Geelong for the nearby goldfields and towns. By the late 1880s the firm had steamers carrying passengers and cargo to and from the principal ports of NSW, Victoria, Tasmania, South Australia and Western Australia. Captain Bull's expertise was recognised as he grew with the firm and became part of the senior management. Huddart Parker's competitors were the Union Steam Ship Company of New Zealand and the Tasmanian Steam Navigation Company. Competition between the shipping companies in those days was, in many ways, similar to the numerous airlines currently competing for passengers and business in Australia and New Zealand today.



Percy William Bull (image: Australian Town and Country; Sat 12 Jun 1897, p. 19)

Percy married Isabella (née Blair) on 10 April 1888 at Christ Church, St Kilda, Victoria. Isabella was from Scotland and was brought to Melbourne by her uncle in 1883, along with some of her siblings. Percy and Isabella's family home was in the Toorak area.

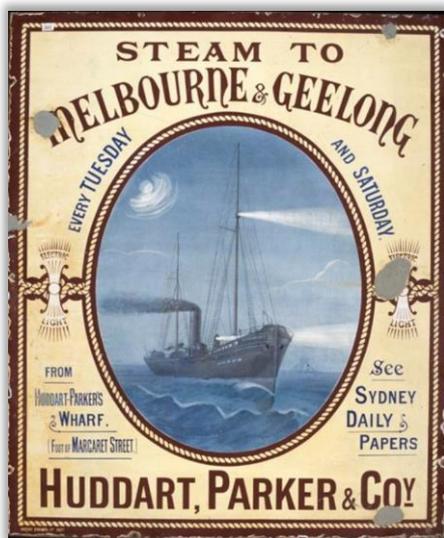
Huddart Parker's head office moved from Geelong to 466 Collins St, Melbourne in 1890. In Sydney, their

steamers departed for Melbourne and Geelong from the wharf at the bottom of Margaret St at Darling Harbour.

Around 1892, Percy's home port was Sydney, and in June 1895, the family moved to No. 3 Arcadia Rd. By this time, Percy and Isabella had five children: Mira (b. 1888), Cyril (b. 1890) and Reginald (b. 1891), all born in Melbourne, and Leslie (b. 1893) and Douglas (b. 1894), both born in Balmain.

The Sands Directory records show the family lived at No. 3 Arcadia Rd for four years. Their next two children, Kenneth (1899) and Hector (1901), were born in Melbourne; however, Percy retained No. 3 Arcadia Rd until 1905 when it was sold to Ellen Foley, a widow of Glebe Point.

Percy became the manager of the firm's Melbourne office in 1899 then the company's general manager. He retired in 1921 after 43 years with the firm. There is no doubt Percy had made a major contribution to the success of Huddart Parker & Co.



An enameled advertising plaque, 1890 (source: Museum of Applied Arts and Sciences, <https://ma.as/213445>)

The company was taken over by Bitumen and Oil Refineries Australia in October 1961. This company became Boral in 1963, which today is a multinational company manufacturing and supplying building and construction materials.

Percy died in Melbourne on 21 June 1930, aged 73.

John Burton Carpenter

Captain John Burton Carpenter had a vastly different career at sea from that of Percy Bull. John Carpenter was born in New Haven, Connecticut, USA, on 19 December 1844. His father was an Englishman from Oxford, and his mother was an Englishwoman from Kent.

On 29 May 1872 and halfway around the world, John married American-born Emma Frances Griffin in Singapore. Singapore was the family's base for the next five years where Herbert (1873-1953), John (1874-1955), Arthur (1875-1946) and Walter (1877-1954) were born. Amy (1884-1964) was born on the island of Ambon and William (1885-1952) at an as yet unknown

location. Their last child, Harry, was born in Wigram Rd, Glebe in 1887 and died 10 months later.

During the 1870s, '80s and '90s John Carpenter sailed the seas near the Dutch-controlled Spice Islands. It was a time when the British were claiming to be global masters of the seas. In 1891, John became embroiled in a conflict between the titans, Holland and England. He was the captain of the *Costa Rica Packet*, which left Sydney in July 1891 on a whaling expedition to the Molucca Sea. In November, the *Costa Rica Packet* called in to Ternate Island for supplies. While today the city of Ternate on Ternate Island is the largest city in the Indonesian province of North Maluku, in the 1890s the island was under Dutch control and an administrative centre for a large region, including all of Dutch-controlled New Guinea.



Captain J. B. Carpenter on board the *Costa Rica Packet* (Source: National Library of Australia, Carpenter Collection 1853-1890)

John was arrested and imprisoned by the Dutch for four weeks on a charge of piracy for an incident dating back to 1887. John Carpenter had come upon an abandoned vessel and salvaged some items from the vessel's waterlogged prow. He had recorded this event in the ship's log and claimed it was lawful under British maritime law when on the high seas and outside Dutch jurisdiction. This story filled the Australian newspapers following his arrival 'with child' (presumably Herbert) at Thursday Island on the ship *Dorunda* on 10 January 1892 while en route to Sydney.¹

Reunited with Emma and family at Wigram Rd, John sought redress for the ignominy he suffered as a result of his incarceration and for the loss of the whole whaling season. In December 1895, the matter went to arbitration in London, and Captain John gave evidence in June 1896. He returned to Sydney in August 1896 but had to wait until February 1897 to get the welcome news that the Dutch Government had been ordered to pay damages of £7,900 to the wronged parties, plus costs.

Emma purchased the vacant lot for No. 47 Arcadia Rd in July 1898 for £225. The house still stands. The Sands Directory shows that this was the family home until 1906.

The *Costa Rica Packet* was part of island traders' Burns Philp & Co.'s fleet in 1890. Captain J. B. Carpenter had gained considerable knowledge of the islands to Australia's north, and he became a senior member of the firm.

In 1898 Carpenter travelled to Hong Kong to take delivery of the steamer *Jacob Christensen*, built in 1881. On delivery, the steamer was renamed *Morseby*². In mid-1899, Carpenter sailed to England on behalf of Burns Philp & Co. to supervise the construction of a new steamer, *Mambare*. He sailed the ship back to Sydney from Liverpool, arriving on 27 April 1900.³

After retiring from Burns Philp, Captain J. B. Carpenter became an assessor for the Marine Court based in Sydney. In 1905, at the age of 60, he had purchased five lots in a new residential subdivision at Killara near the new railway line. Subsequently, No. 2 Northcote Ave Killara was built as the family home. The other lots were later sold or transferred to family members. At this time, Carpenter's sons were making their own way in the world, many with Burns Philp & Co. Herbert and John became managers then directors of the firm. Arthur became the Deputy Director-General of the NSW Land Titles Department.

Walter was educated at Forest Lodge Public School until the age of 14 when he left school to help the family by working at Burns Philp & Co. In 1899, Walter left Burns Philp to help establish the family pearl-shelling

business, J. B. Carpenter & Sons. In 1908, Walter left his brother, William, in charge at Thursday Island and rejoined Burns Philp & Co. in Sydney where he stayed for a time before going to Fiji to manage one of Burns Philps' subsidiary companies. By 1914, at the age of 37, Walter had formed his own firm, W. R. Carpenter & Co, which established plantations, stores, trading stations and shipping services to the southwest Pacific. W. R. Carpenter became a highly successful firm that competed with Burns Philp. Walter was knighted in 1936.⁴

In 1908, Captain John B. Carpenter's daughter, Amy, married Fred Bennet Bailey, a jeweller and director of Stewart Dawson & Co. William, who had been put in charge of the pearl-shelling business on Thursday Island, continued there well into the 1930s. After that, William became a director of W. R. Carpenter and lived in Mosman.

Captain J. B. Carpenter died on 27 April 1921 aged 76 and was buried at Waverley Cemetery. His widow, Emma, lived near Amy at Waverton for the next 20 years before she died on 17 September 1941 aged 88.

Notes: 1. *Queensland Times*; Tue 12 Jan 1892, p. 5; 2. *Daily Telegraph*; Tue 19 Apr 1898, p. 4; 3. *Daily Commercial News*; Sat 28 Apr 1900, p. 4; 4. See also *Australian Dictionary of Biography*: <https://adb.anu.edu.au/biography/carpenter-sir-walter-randolph-5510/text9379>

Mystery photo competition

with Lyn Collingwood

This month's mystery photo

Where are we? Please send your suggestions to history@glebesociety.org.au.



Last month's mystery photo



Duane Loader correctly identified the picture as the rear of 11 Jarocin Ave, viewed from Reuss St.

The spacious venue for the Glebe Society's 2006 Christmas Party, the building has been used as a factory. From c.1925 it housed the Fruit Products Company, makers of fruit juice extracts.

In the early 1930s it was occupied by Australian Prawn Products (advertised mostly in Chinese

newspapers; the by-product prawn bran was sold as poultry food) and

Australian Fish Products, manufacturers of bloater paste. A representative of the company visited country stores demonstrating recipes using the paste, an essential ingredient for 'dainty luncheons and suppers'.

From c.1937-43 the building housed Restair Rubber, makers of sponge rubber seat cushions and other

rubber products. Its owners were Ouida Cody and Noeleen Kelly who met as members of the Hamiltr Club, a social club for young businesspeople.

Restair Rubber wound up after Noeleen married and had a baby.

The next occupier was Humoss Products which marketed its organic soil renovator 'Poultry Humoss' and 'Henure' granulated poultry manure to fruit and vegetable growers. The company also distributed a 'How to Make' pamphlet on composting.

No. 11 Jarocin Ave was subsequently used to store hot water heaters, coin machines and furniture, before its conversion to a signwriting and silk screening studio.

Glebe as a sporting area

By Sybil Jack

As the 19th century progressed, Glebe's bays were more and more utilised as places for boating activities, especially rowing. Regattas, especially the Balmain regatta impinged on the shoreline and by 1879 the Glebe Rowing club, one of the oldest existing, had been founded. People who were important in supporting sport in the Glebe area did not necessarily live there. Those promoting rowing were, however, well known there and often very popular. Two men who were prominent for over 40 years were Sydney dentists, Thomas and John Spencer. In December 1905 when Thomas died aged 65 he was extolled as a helper, backer and friend whose purse was always open for the promotion of sport. The list of scullers they promoted includes all those recorded as successful Australian professionals including the world sculling champion, Harry Searle. Without their assistance they would not have gained the amazing reputations they had at the time.

The two dentists were also the purchasers of land in what was then Toxteth Park where they established a running ground which was originally called Lillie Bridge. They had bought a substantial area through the agency of Evan Jones in 1889 and constructed a track, opened in 1890, which was used for cycling, walking, athletics, pony racing and trotting which were all for the first time

in Sydney carried out under electric light at night. These night meetings were immensely popular and enjoyed strong attendances. The track was briefly closed in 1898 and in 1899 they were reconstructing it.

Unfortunately, by this time, the financial aspect of the purchase had brought the brothers into the court of bankruptcy and a struggle with the claims of Evan Jones bankrupt estate. In 1900 a company, The Forest Lodge Racing Club and Recreation Ground, leased the area and renamed it Forest Lodge, focusing on trotting.



Looking towards Ross St from the site of the Lillie Bridge racecourse, 5 May 1899 (source: Album 22: Photographs of the Allen family, February 1899-October 1899, State Library of NSW, <https://collection.sl.nsw.gov.au/record/114deWV1>)

Who filmed in your street?

By Lyn Collingwood

Visually, Glebe is attractive for the variety of its architecture and parklands, and in normal times poses few problems for sound operators apart from the occasional helicopter circling overhead when there's a demonstration or a visiting dignitary in the city. It's not under a flightpath or crossed by heavy rail and there are few main roads carrying heavy traffic. The furthest-reaching and most unpredictable noise polluter today is the redevelopment of the Sydney Fish Market.

A major challenge for location managers is finding space to park the unit trailers. Big budget projects require separate vehicles for electrics, wardrobe, make up, art department props and furniture, and catering. Locals recall the witches' hats along the stretch outside Bidura reserving spots for the *Rake* television crew filming inside the former children's court in the brutalist building at the rear.

Advertising

Plenty of commercials have been shot in the suburb. In 1913 a glimpse of Glebe Point Rd was captured in *Picturesque Stanwell Park*, a 20-minute advertisement made for property developer Henry Halloran. Real

estate salesman Peter Tighe is seen crowding into an open taxi with his family at the beginning of their road trip south. We can see the tramlines but the street is empty of traffic apart from a horse and another roadster. (Peter Tighe's biography was published in *Bulletin* 4/2021).



Glebe Point Rd near Bridge Rd intersection, 1913. (Image: Helensburgh Historical Society)

Newsreel

Three minutes of 1913 Empire Day celebrations in Wentworth Park showed physical culture displays by

schoolchildren, a military brass band playing and riders on a merry-go-round. The silent 'Gaumont Graphic' was probably screened before the main attractions at J D Williams' *Colonial* picture theatre in George St in the city. (The Gaumont studio, founded in France in 1895, is the world's first and oldest film company.)

In winter 1927 Sydney University Boat Club's rowing regatta around Blackwattle and Rozelle bays was filmed. The White Bay power station and silos can be seen in the background. Medicine and Engineering were the Faculty Challenge Eights favourites, but the winning team was Veterinary Science, a 'dark horse' entering for the first time.

When Australian feature film production lapsed with the Second World War, Cinesound concentrated on *Cinesound Review* which the company had been developing to accompany its full-length films. War was still raging in the Pacific and patriotic fervour high when Gracie Fields visited Australia in June 1945. A Cinesound cameraman captured the hugely popular English revue artist performing at the Balmain and Glebe Police Boys' Clubs. Gracie was mobbed by boys at Balmain and presented with a boomerang, and hundreds gatecrashed the Glebe concert. The footage ran for two minutes.

Cinesound Review's competitor was Fox Movietone News which covered a massive fire in Derwent St, attended by the Glebe and five other brigades in March 1945. The blaze probably started in the switchboard of William Grant & Co's furniture factory, engulfed the building, swept across the rear lane and threatened nearby cottages. Residents were filmed helping each other remove beds, a piano and a dressing table from neighbouring houses, and boys rescuing pet cats, a rabbit and a canary. Alex Mancy was carrying a heavy hose when he fell across a high-tension wire on the ground and was electrocuted. The young father of two died in RPA Hospital.

In September 1953, seven brigades attended a Forest Lodge blaze captured by Movietone News and the *Sydney Morning Herald* in a front-page story and photo. Cotton pads were ignited when a polishing machine short-circuited in a costume jewellery factory. The machine exploded, stacks of cardboard and celluloid boxes went up in flames, the Popolare Metal Stamping Company lost nearly all its pre-Christmas stock, and the three-storey building on Parramatta Rd west of Ross St was extensively damaged. Acrid smoke affected tram



Much of *Fatty Finn* was shot on the Glebe Estate. (Image: *Australian Women's Weekly* 19 March 1980)

drivers and firemen battling to save a neighbouring building storing £100,000 worth of tyres. Realising that water would flood homes on Arundel St, 14-year-old Barry Hoole (who lived nearby in Sparkes St) scooped out embers from the drains with his bare hands.

In 1964 Adrian Price bought a Clayton Steam Roller for £70. He was 15 years old. Cinesound filmed the teenager having his first driving lesson, watched by an encouraging crowd of Mt Vernon St neighbours. (The steamroller was a Mystery Photo in *Bulletin* 4/2021.)

Industrial activity at Glebe Island was regularly filmed. As were the trots at Harold Park. *The latest story on shaggy dogs*, a novelty Fox Movietone item in 1960, featured Afghan hounds running around the Epping Racecourse (after two false starts).

Feature film

The National Film and Sound Archive holds a copy of a silent drama shot in Toxteth Park. Two public servants go missing on an annual picnic in the 1972 low-budget, black-and-white *The Office Picnic* written, directed and produced by Tom Cowan. Its cast included John Wood, Kate Fitzpatrick and Max Cullen. Glebe was the location for some exterior scenes over the 15-day shoot.

During the Depression, a young middle-class woman struggles to raise her children after the break-up of her marriage. Released in 1976, *Caddie* was shot mostly in Balmain but an upstairs bedroom at 28 Ross St Forest Lodge was used for some domestic scenes while the old building was being reconfigured as Sydney's first YHA hostel. *Caddie* was produced by Anthony Buckley, directed by Donald Crombie, and featured Helen Morse in the title role.

Based on a popular comic strip, *Fatty Finn* was shot in summer 1980. A precursor was the 1927 black-and-white silent *The Kid Stakes* which featured *Fatty Finn* and his goat Hector. Like the comic, it was set in Woolloomooloo but by 1980 that suburb had changed so much that the location was moved to Glebe. Most shooting was on the Glebe Estate; locals placed bets on the goat race. *Fatty Finn* was directed by Maurice Murphy (producer of the *Aunty Jack* TV series). The title role was played by 10-year-old Ben Oxenbould (his hair cut pudding-basin style) with Bert Newton and Noni Hazelhurst as his parents. *The Australian Women's Weekly* publicised the film with events including a partial re-enactment in the city of goats pulling billy carts and their child drivers.



The boom operator takes a rest on location with *Fatty Finn*. (Image: National Archives of Australia)

With its title taken from a remark made by President Sukarno, *The Year of Living Dangerously* is a love story set against the 1965 coup attempt in Jakarta, Indonesia. On location in the Philippines, trouble developed in a Muslim village and the cast and crew had to be protected by bodyguards. The six-week schedule was cut short and the team brought back to Sydney. The shoot was completed in a recreated slum on the banks of the Johnstons Creek canal. Released in 1982, *The Year of Living Dangerously* was directed by Peter Weir with Mel Gibson and Sigourney Weaver in the lead roles.

Night shots of spectators in the Wentworth Park grandstand featured in *I Own the Racecourse*, the story of a naive teenage boy who thinks he has bought a racetrack for \$20. Adapted from Patricia Wrightson's children's book and released in 1985, the film was co-written and directed by Stephen Ramsey. The cast included Bob Ellis (a frequent performer at Gleebooks events) and Paul Bertram (a Players in the Pub actor at the Toxteth).

Much of the drama in the 1992 feature *The Last Days of Chez Nous* takes place in one house, 'another character in the story' according to the film's director Gillian Armstrong. There was a three-month search for the ideal building before a location manager found a place in Glebe, a John St terrace with an 'almost New Orleans' rear courtyard and external staircase. Screenwriter Helen Garner reworked some scenes so they could be played outside on the balconies and stairs. The cramped interiors were challenging for the lighting designer, but working in a real house helped performances. The production office, catering, make up and wardrobe were set up in nearby buildings. The cast was headed by Lisa Harrow, Bruno Ganz, Kerry Fox and Miranda Otto.

Another Glebe house, on the corner of Cardigan St and Bellevue St, was the Alibrandi family home in *Looking for Alibrandi*, its central character a high-school girl of Italian background coping with her family and school relationships. Directed by Kate Woods in 2000 from Melina Marchetta's novel of the same name, its cast was headed by Pia Miranda and Greta Scacchi.



Greta Scacchi, Elena Cotta, and Pia Miranda as the three generations of Alibrandi women in *Looking for Alibrandi* (Image: Beyond/Kobal/REX/Shutterstock)

Released in 2009 and directed by Bruce Beresford, *Mao's Last Dancer* includes a sequence filmed from the

verandah of a house on the north-east corner of Darling Lane and Lyndhurst St. The Darling St street sign is visible in the background.

In early 2021, scenes in *What About Sal?* were shot in Ricketts Lane and a Cook St house. The low-budget, partly crowd-funded film is scripted by John Jarratt who is also co-lead actor with Gerard O'Dwyer.

Documentary and short film

Kill As We Go, a road safety film made in 1949, included action at the Glebe Post Office intersection. Two vehicles collide when one crosses in front of the other.

The idea for a film that would highlight issues of the newly emerging women's liberation movement started on a train trip to Melbourne in May 1970 when a group of Glebe women were on their way to the first Women's Liberation Conference. The result was *Mother and Daughter*, a short black-and-white piece, with improvised dialogue, in which a mother and her daughter discuss women's issues as they wash and dry dishes.

In November 1976 Tom Zubrycki videoed the closing night of Tommy Doyle's pub, a haunt for folk singers and musicians.

In January 1987 South African Archbishop Desmond Tutu met with the Aboriginal community at Tranby Cooperative College. The interviews were recorded as part of a documentary produced by Alan Reeder: *Time to Live: Tutu in Australia*.

Rats in the Ranks, made by Glebe filmmaker Bob Connolly, details the last weeks of the 1994 Leichhardt Council mayoral elections. Out-takes which landed on the cutting room floor included footage of Larry Hand's Community Independent candidate Christine O'Brien canvassing votes at Glebe Markets.

Once a big night out, attendance at the Harold Park trots had fallen dramatically by 1998 when *The Track* was televised. One in the six-part *The Gamblers* documentary series, the episode focuses on the Paceway and its manager Peter V'landys' efforts to turn things around by giving Harold Park a facelift and promoting the Miracle Mile race. *The Track* is on YouTube (<https://www.youtube.com/watch?v=JZgRJekh2Cs>) and well worth watching. Footage includes a fiery public meeting in Glebe Town Hall (at issue a hockey field in the middle of the track in exchange for the Paceway's use of public land) which resulted in a Leichhardt Council decision to block access to Harold Park, and V'landys' labelling the protesters 'urban terrorists' and issuing a writ in the Supreme Court.

Television

The miniseries *Brides of Christ* was produced by the ABC in 1991. Behind the walls of a Sydney convent school, Roman Catholic nuns and their young students struggle to adapt to social changes taking place within the church and the outside world. The cast list was headed by Brenda Fricker, Sandy Gore and Josephine Byrnes, with Russell Crowe and Simon Burke among the supporting actors. All corridors and the Mother

Superior's office were studio sets; a library sequence was filmed at St Andrew's; the location for much of the action was Santa Sabina at Strathfield. But St Scholastica's College was the setting for one of the most memorable episodes. The wedding scenes were shot in the chapel, embellished with a pair of near life-size angels near the altar. Exterior footage included the school gates and grounds with Avenue Rd 'dressed' with a red phone box and cars of the period.

Players in the Pub actor Kim Knuckey remembers playing an action scene on the rooftop of a motel in Arundel St in another ABC series, *Police Rescue*. Miffed when his stunt double donned a grey wig, Kim then checked his own hair.

Screened on Channel 7 in 2015 was *Catching Milat* a two-part psychological thriller based on the 1990s police investigation of the backpacker murders leading to the arrest and conviction of serial killer Ivan Milat. Much of the action was filmed outdoors in pine forests, but one interior was created in a Glebe house. Another house, on Northcote Rd, was the fictional home of Beck, the girlfriend of Uber driver Ben in the 2019 ABC series *Diary of an Uber Driver*.

The *Chaser* team pulled stunts in Tim Smith's bottle shop and in Louis Fruit Market. Carol and Michael's shop has also been one of the Glebe locations used for *Home and Away*. The community garden beside St Helen's was featured in an episode of the ABC's *Gardening Australia*, and in *Un dimanche à Sydney* screened in 2015.

Set in and around an inner west high school, the Stan streaming series *Bump* premiered in January 2021. Its co-creator Claudia Karvan plays the part of the mother of a teenager who has an unexpected pregnancy. Much of the action was shot at Blackwattle Secondary College, and the light rail viaducts background some scenes.

Cinemas

At one time Glebe moviegoers had the choice of a local cinema on Glebe Point Rd plus the Broadway Picture Theatre on the corner of Mountain St, close to Grace Bros. An early purpose-built cinema, it opened with

fanfare in 1911 but by the 1930s was nicknamed 'the flea house' with a history of boys letting off firecrackers during the sessions. The Broadway survived until 1960.

Also opened in 1911 was the Glebe Motion Picture Theatre, a converted building at 84 Glebe Point Rd. Promoted as large enough to accommodate an audience of 800 plus an orchestra, it promised a program of 'the latest Dramatic, Pathetic, Cowboy, Comic, Educational and Scenic Pictures'. The 'tin shed' was operated by its initial proprietor John Law and his widow until 1929, and appears to have closed in the early 1930s. The Glebe Youth Club now occupies the site.

The Astor at 166 Glebe Point Rd opened in 1938 and was well patronised until competition from television forced its closure in 1959. Reopened as the New Arts Cinema, it housed live shows and experimental films such as *Good Afternoon*, Phil Noyce's coverage of the Aquarius Arts Festival synchronised on two screens – one colour and one black-and-white – with sound moving between the frames as needed. In 1979 the art-deco building was renamed *The Valhalla* with a policy of screening revivals, art house features and documentaries made by locals. *Rats in the Ranks* enjoyed an 11-week run in 1996. *The Valhalla* introduced Popcorn Taxi events for independent makers of Australian films (such as *Lantana* and *The Singer and the Dancer*) to talk to audiences about their works. Competition came with Hoyts Broadway, DVDs, online streaming and main cinemas showing arthouse films. In 2005 the Valhalla closed and the building was sold to a property developer.

Badde Manors, the subject of last month's, *Who Lived in Your Street*, is closed.

Loyal patrons are looking forward to its reopening.

It is the oldest café trading under the same name on Glebe Point Rd.



The Glebe ferry is running again – a faster and more convenient service

By Janet Wahlquist

The ferry runs from the wharf in front of *Bellevue House* to Barangaroo every half hour between 6.41 am from Blackwattle Bay and 19.56 pm from Barangaroo, Monday to Friday. There is a set timetable.

The ferry has only the two stops, Blackwattle Bay and Barangaroo, and the trip takes 12 minutes.

The Barangaroo Wharf is close to the end of King St so is not far from the middle of the city.

Presently it is pay by credit card and there are cheaper prices for children, seniors and concession card holders. From 18 December 2021 it will be part of the Opal Card service.



The ferry that runs between Blackwattle Bay and Barangaroo (photo: Janet Wahlquist)

Timetable for the Barangaroo to Blackwattle Bay Ferry

From: <https://transportnsw.info/documents/timetables/93-F10-Blackwattle-Bay-20211129.pdf>

F10

Barangaroo to Blackwattle Bay

F

Valid from: 29 Nov 2021	Creation date: 29 Nov 2021 NOTE: Information is correct on date of download.																				
Monday to Friday																					
Barangaroo	06:56	07:26	07:56	08:26	08:56	09:26	09:56	10:56	11:26	11:56	12:26	12:56	13:26	13:56	14:26	14:56	15:26	16:26	16:56	17:26	17:56
Blackwattle Bay	07:09	07:39	08:09	08:39	09:09	09:39	10:09	11:09	11:39	12:09	12:39	13:09	13:39	14:09	14:39	15:09	15:39	16:39	17:09	17:39	18:09
Monday to Friday																					
Barangaroo	18:26	18:56	19:26	19:56																	
Blackwattle Bay	18:39	19:09	19:39	20:09																	
Monday to Friday																					
Blackwattle Bay	06:41	07:11	07:41	08:11	08:41	09:11	09:41	10:11	11:11	11:41	12:11	12:41	13:11	13:41	14:11	14:41	15:11	15:41	16:41	17:11	17:41
Barangaroo	06:54	07:24	07:54	08:24	08:54	09:24	09:54	10:24	11:24	11:54	12:24	12:54	13:24	13:54	14:24	14:54	15:24	15:54	16:54	17:24	17:54
Monday to Friday																					
Blackwattle Bay	18:11	18:41	19:11	19:41																	
Barangaroo	18:24	18:54	19:24	19:54																	

Light rail closure

By Janet Wahlquist



The Society has written a letter to the Minister for Transport regarding the closure of the Sydney to Dulwich Hill Light Rail service and the unacceptable delay in the repair of the Light Rail, particularly when compared with the resources put into building roads such as Westconnex. In that letter, we requested the return of the Ferry Service which we are pleased to see has occurred. The letter can be viewed here: <https://tinyurl.com/4pfjuk97>

Glebe and technology – over a hundred years ago

By Sybil Jack

At Christmas 1900, people living in Glebe found themselves enjoying the latest in modern transport. The steam trams on the Glebe Point line were replaced by 'electric cars'. The *Sydney Morning Herald* tells us that

The change, so far, has proved most satisfactory, and has been hailed with much delight by the residents along the route. For some time past there has been an appreciable increase of traffic on the Glebe Point line, and that no doubt influenced the Commissioners to adopt the change. The alteration took place without

any hitch, and the only point of notice was the further addition to the traffic in George-street.

The introduction was not unexpected. Trials of electric trams took place on the eastern tram way in 1890 and although they were not immediately continued electric trams had been operating in George St since 1899 and were carrying 70,000 people. By 1906 the 750 electric trams were carrying more than 130 million passengers helping those living in suburbs like Glebe to travel quickly around the urban area. Sydney once had the biggest tram system in the southern hemisphere.



An R class 'corridor' tram, No. 1824 on Glebe Point Rd, probably in the late 1950s (image supplied by Phil Vergison, photo possibly taken by Noel Reed)



75. A small boy takes temporary custody of O cars 805 and 1369 whilst awaiting a crew change at Epping Junction where the Balmain and Lilyfield lines diverge. R cars 1817 and 1877 are in the background.

Epping Junction, Glebe. This was the point where the Balmain and Lilyfield lines diverged. This junction was located on the western side of The Crescent and a bit north of Wigram Rd. (source: bondivillage.com)

Vale Bob Armstrong

By Ian Stephenson

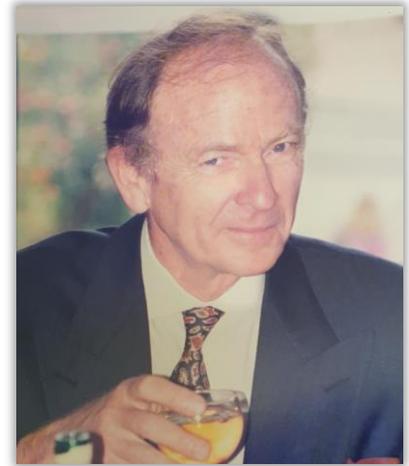
The Society was saddened to hear of the death of Bob Armstrong.

Bob was Glebe Society senior vice-president in 1981 and 1982, vice-president in 2004 and president in 2005-2006. He was active in the campaign over 40 years ago to create Blackwattle Bay Park. This industrial site had been acquired for home unit development. Community action resulted in the developer setting aside foreshore land for a park and *Bellevue*, the historic house on the site, being restored. Fittingly, he was President when the Foreshore Walk was officially opened in November 2006.

Bob has gone but his work endures, so spare a thought for him next time you walk by Blackwattle Bay.

To his partner Susie Cleary, also a great contributor to Glebe, we express our sympathy.

(Right: Bob Armstrong, photo supplied by Susie Cleary)



Glebe Society Christmas Party – a great night!

Eighty people attended the Christmas Party on the evening of Tuesday 7 December. Thank you to Beckett's for their wonderful hospitality. (Photos by Phil Vergison)



Glebe & Forest Lodge 9th Annual Spring Bird Survey 2021

By Judy Christie

This year's annual bird survey, held on Sunday 7 November, was later than usual because of uncertainties regarding gatherings due to COVID restrictions. However, it was our largest team of surveyors with 20 people taking part, counting birds for 20 to 45 minutes in 11 different parts of Glebe and Forest Lodge. The weather was warm and mild with rain once again holding off until our surveys were completed.

Not surprisingly, with the additional people to count birds and more parts of Glebe and Forest Lodge covered, as well as the inclusion this year of Lake Northam in Victoria Park, we found 970 birds of 28 species (last year it was 623 birds of 26 species). The two most common birds again were the native Noisy Miner and the Rainbow Lorikeet. The Noisy Miner continues to dominate all our open spaces and numerous nests have been seen already this year. The Australian Magpie numbers jumped significantly this

year and again seem to be breeding wherever there are the tall trees that they prefer for nest sites. Pied Currawongs are also breeding locally and increasing, feeding on fleshy fruited trees such as figs and especially the now common street-planted Tuckeroo (*Cupaniopsis anacardioides*), as well as weedy species like Privet (*Ligustrum spp*) and particularly Celtis (*Celtis australis*). Among the non-native species the biggest increase was in numbers of Feral Pigeons, now called Rock Dove, reflecting their original origins in Europe on rocky cliffs.

While no Red Wattlebirds were seen during the survey, they are likely to be still around the area and ongoing nests will be the target of the Eastern Koel which was heard by several groups.

Magpie-Larks or Peewee as many of us call them, were found nesting along Johnstons Creek and the numbers are definitely increasing. While we did not record any Tree Martins during the survey, they were seen earlier

in the year at their breeding site on the corner of Ross St and St Johns Rd in Forest Lodge. The large number of Welcome Swallows seen may have included Tree Martins which are hard to distinguish, especially without binoculars. Apart from the water birds in Lake Northam which are new to our species count, another new species was a lone Large-billed Corella. This larger Corella is also challenging to identify without binoculars but may continue to mingle with the more common Little Corellas.

Although not seen in 2020 when there was a lot of disturbance due to the creek naturalisation works, I am confident from the survey reports that we have now three White-faced Herons around the creeks and bays. It was also good to note a Willie Wagtail in the mangrove habitat at the edge of Rozelle Bay. A pair of Willie Wagtails was seen in Wentworth Park earlier in the year and this parkland would also be interesting to include in future annual surveys.

In terms of future surveys, earlier in the spring – late September or early October – may provide a better opportunity to see more bird diversity. As this survey was conducted with daylight saving in place, several of our group suggested that we needed to start even earlier in the morning, when there should be fewer people and dogs to frighten away birds in some of the more popular parks. Once again, we celebrated our work with breakfast at Esca's as the rain arrived.

Thank you to all volunteers who helped to make a very successful and enjoyable spring morning. I am sure that the results of this year's survey also reflect the improving birdwatching skills and knowledge of local bird life among the survey participants. Keep up the good work!

A more detailed report on the 2021 Spring Bird Survey including specific locations and bird numbers is available here: <https://tinyurl.com/2p95edbr>



Members of the Blue Wren Subcommittee planning the Society's 9th annual spring bird survey (Judy Christie [the leader of the survey], Nick Sangster, Helen Randerson, Andrew Wood, Anna Szanto, Regina Haertsch and David Lawrence). (Photo: Tony Tan)

32nd Annual Glebe Music Festival – Thanks

By David McIntosh, Festival Director

Without the support and encouragement of the Glebe Society, the Annual Glebe Music Festival would be difficult to stage. Especially this year, as I live mostly abroad, and despite two visits to Sydney during the year, I was doubtful about being able to stage the Festival. With the enthusiasm of the musicians and their desire to perform live, and the audiences wanting to attend live performances, the Festival happened. Thanks also to the Council of the City of Sydney and the Rector and parishioners of St John's Church, Glebe.

The first four concerts were diverse: Diana Weston, Anna Fraser and Thoroughbass celebrating 'Two Remarkable Women', Wolf Mail and Milena Barrett

'Blues and Soul', the Sydney Baroque Players under Fiona McMillan with historic instruments, and Lawergren and Lowe soprano and harp. The fifth and final concert – who could have imagined such a St Cecilia concert? Brooke Green, Josie Ryan, the Emeralds and soprano guests, music of 'plagal times', period costumes, period instruments and a 'plagal doctor' – you don't need to sign-up to Facebook to hear and see the concert in full at: [Musicke in These Plagal Times \(facebook.com\)](https://www.facebook.com/musicinthesepagaltimes).

Dates for the 33rd Annual Glebe Music Festival: 4 to 27 November 2022.

From the Editor

As this is the last *Bulletin* for the year, I'd like to make some thank yous – and there are many!

- Our proofreaders, Edwina Doe, Emily Booker, Sybil Jack and Helena Klihn.
- The mailout team led by Phil Young, the members of which are Bruce Davis, Bryan Herden, Jude Paul, Carole Herriman, Edwina Doe, Lyn Milton, Alison McKeown, Phil Young; and Jeanette Knox.
- The people who hand-deliver the *Bulletins*, organised by Jude Paul: Mark Stapleton, Helena Klihn, Asa Wahlquist, Dave McMillan, Lyn Milton, Phil Young, Jan Macindoe and Jude Paul

- Sarah Fogg who uploads *Bulletin* articles to the website, supported by web master, Tarny Burton.
- Hugh Drewitz at Unik Printing.
- Allan Hogan, convenor of the Comms Subcommittee.
- And, of course, the *Bulletin* contributors: members of the management committee, occasional contributors and regular contributors, Lyn Collingwood and Rodney Hammett.

The first Glebe Society *Bulletin* for 2022 will come out on Thursday 3 March (copy deadline 23 February). Have a great Christmas!

For Your Calendar

Friday 17 December, 2-4 pm, *Sarah Murdoch King's 100th Birthday Party*, Glebe Town Hall (see insert)
 Sunday 6 February, 2.30 pm. *Walk: Glebe Infill Housing: The Good, the Bad and the Ugly*, with Ian Stephenson
 Sunday 3 March, 2.30 am. *Walk: Harold Park to Rozelle Bay – layers of history and renewal* with Jan Macindoe
 Sunday 13 March, 10.30 am. *Walk: The Blackwattle Foreshore* with Asa Wahlquist
 Sunday 27 March, 10:30 am. *The Toxteth Estate, Jubilee Park and Orphan School Creek* with Max Solling



Glebe Society Inc. Established 1969

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Membership of the Glebe Society

- Individual member: \$45
- Joint (2 people, one address): \$55
- Household: \$60
- Concession (student or pensioner): \$20
- Institution or corporate: \$110
- Additional donation welcome

How to join

- Join online: complete the Membership Application on our website under 'Membership'
- Download a membership form from www.glebesociety.org.au; or
- Write to the Secretary at PO Box 100 Glebe 2037; or email secretary@glebesociety.org.au



(photo: Tanya Dus)