

The Glebe  
Society

# BULLETIN

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P.O. Box 100, Glebe, 2037. Phone 660-0026.

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## EXPRESSWAYS

Precis of a recent talk given by Alan Sorrenson, spokesman for the Save the Public Transport Committee and Senior Vice-President of the Glebe Society, on the radio programme "Overdrive". Printed with their permission.

In recent years there has been a lot of discussion on the question of urban expressways. This has been conducted at both State and Federal Government level and also at the Community level. Last year in Fig Street, Ultimo approximately 500 people turned out to lie down in front of Bulldozers to stop expressways.

The real question we need to ask ourselves is whether or not expressways are the answer to our transport problems, taking into account the energy crisis, the efficiency of the motor vehicle in the way it transports people, and at the social questions involved.

If we look at the energy crisis, various people - Sir Ian McClellan, Chairman of B.H.P., Professor Luxton from Adelaide University and others, are predicting that Australia's domestic oil reserves will be extinguished by the early 1980's, less than 10 years away. We must find some alternative to this which might mean importing oil from the Middle East or wherever. In any case, petrol prices will continue to rise and an alternative to the car has to be found. In most capital cities at the moment, cars carry an average of 1½ people per journey, and we have to look at much more efficient ways of moving people.

In dealing with the social aspects, the question of freeways is one in which we find large numbers of people displaced to build expressways and in many cases those people go from inner-city suburbs to the outer suburbs and then use those same freeways to commute twenty or thirty miles a day in their cars to their jobs.

There are also environmental questions in terms of pollution. Motor vehicles in our major cities produce 60% of the pollution levels we experience. Since 1970-71 both Melbourne and Sydney have been recording higher levels than Los Angeles, Chicago and other great American cities. This has been recognised by the Federal Government. The Australian Transport Advisory Committee is suggesting a number of methods of coping with this, for example by putting exhaust emission controls on cars, but this is almost impossible as it requires special equipment and has to be checked virtually every week.

If we look at some of the reasons why there has been such emphasis on expressways in the last few years, we must understand some of the political and economic factors involved. There is a body of people called a "Road's Lobby" which is comprised of a large number of different interests. In Australia the spearhead is the Australian Roads Federation, which describes itself as a federation of associations, companies, firms and individuals who have an interest in the construction, maintenance or use of roads, and in the promotion of a constructive road transport policy in the National interest.

At Federal level, the Australian Automobile Association has recently been conducting a campaign for better roads. Unfortunately, in their submission to the Commonwealth Bureau of Roads, dated April 1975, they completely ignored the Bureau's own report of 1974, entitled the Assessment of Freeway Plans for State Capital Cities. This report suggests that in many of Australia's capitals the whole question of freeways must be reconsidered, and that each freeway must be given a lot more examination before being given the go-ahead.

Alan Sorrenson pointed out that the Public Transport Committee is not totally anti-car. The car has some sort of role to play in our society, but because of the environmental, social and economic factors we must ensure that it does not play the dominant role in our lives ~~as~~ it has in the past.

Petrol taxes should be seen as transport taxes and should be used not only for roads but also for public transport.

We can not go ahead building these massive structures, which chop whole suburbs up and provide massive social barriers for very little return.

Other countries have experienced the same sort of problems we are now facing here in Australia and we should learn from

their problems. In San Francisco the Embarcadero expressway stops in mid air. In Toronto the Spadina expressway is now rapidly being turned over to park land. In fact, throughout the industrialised western world, expressways are being considered less and less, and plans for them are being scaled down. We should really consider this and make sure we don't make the same mistakes which other countries have.

## GLEBE BOWLING CLUB



Reprinted from The Echo of 11th February, 1884, by courtesy of Max Solling. The club went out of existence about 1899.

The reclamation of the unwholesome spot known for many years as the Blackwattle Swamp led, as most people are aware, to its being dignified by the name of the Wentworth Park, and it was subsequently dedicated to purposes of public recreation. Several members of the Glebe Council interested in the game of bowls considered that a portion of the park might be reasonably set apart for the practice of the game, and having secured about half an acre they raised funds sufficient to form a bowling green.

Although the work was only commenced last October, and the weather has been exceedingly dry since then, the copious use of water, artificially laid on, conduced to consolidating the turf; and perhaps no bowling green in the colony was opened in more perfect order than the Glebe ground on Saturday last.

A considerable number of those interested in the game attended, and early in the afternoon four or five rinks were formed when the green was crowded with animated groups of bowlers. The turf played remarkably true, though a trifle heavily, and some excellent play was exhibited.

At 4 o'clock Sir G. Wigram Allen, as president of the club, bowled the opening ball, being followed by Alderman J. Young, as president of the Bowling Association, and having declared the green open he proceeded to address the assembly, commenting on the marked contrast the surroundings of the locality presented to that of past years. He had every confidence that those who had laboured so hard to improve the facilities for recreation at the Glebe would find their most sanguine anticipations realised, and that from the enthusiasm exhibited by the bowlers in the borough a club would be formed equal to upholding the character of the game. Alderman John Young followed in a similar congratulatory strain, stating that from the material possessed by the new club excellent results might be expected to follow, and that it would prove a formidable rival in future bowling contests. The pavilion and adjuncts have been erected from designs by Mr. Thornley, the former being an exceptionally elegant structure, and replete with every convenience. Mr. H. A. Vaughan, the hon. secretary, worked hard to make the opening of the green a success, and the most profuse hospitality was extended to the numerous visitors. Practice will be regularly continued on the green in future, and the club duly enrolled under the rules of the association.

## THE SUB-COMMITTEES

The current convenors of the Society's groups are as follows:-

ENVIRONMENT: Tony Larkum 660.7030  
HISTORY: Kate Smith 660.1824  
Max Solling 660.1160  
GARDENING: Theo Ahlston 660.1083  
PLANNING: Peru Perumal 660.6060  
Tony Strachan 660.3374  
SOCIAL ACTIVITIES:  
Coffee Mornings: Dorothy Perkins 660.7623  
Ferry Trip: Dale Dengate and  
Diana Schlicht  
Xmas Party: Jan Potter  
PUBLICATIONS: Joey Rowden 660.5704

All group convenors are automatically members of the Management Committee. Please contact the convenors of any fields in which you are interested.

POSITIONS VACANT: Tony Larkum will need a replacement when he goes to the U.S. at the end of the year. Please contact Tony if you would like to convene the Environment Group.

The Social Activities Group still requires a co-ordinator, please contact Dorothy Perkins if you are interested.

The Society does not have a welfare group as there are so many local organisations already at work in this area. However support is given to these bodies when required. For further information contact Julia McConnochie on 660.7605.

Do not hesitate to contact the group concerned if you have any suggestions for future activities. The above list represents existing groups and others could be formed if there is sufficient demand. Anyone interested in a Cycling Group? If so ring Jim Coombs on 660.0026.

## QUILL TO PARCHMENT

If you know of anything that may be of interest to readers of the Bulletin, please contact the editor, Joey Rowden at 4 Leichhardt Avenue; phone 660.5704.

## FOR YOUR DIARY

Saturday, 11th October. An afternoon visit to Hemphill's Herb Garden, 745 Old Northern Road, Dural. Leaving Glebe about 2 p.m. For further particulars and for anyone requiring transport ring Jean or Theo Ahlston at 660.1083.

Sunday, 12th October. The House & Garden Inspection. Inspection hours are 10 a.m. - 1 p.m. and 2 p.m. - 5.30 p.m. A map and list of the houses to be opened can be obtained on payment of \$2.00. For further details contact Jim Coombs (660.0026). See note elsewhere.

Wednesday, 22nd October. 8 p.m. The playreading group will meet at the home of Albert Renshaw, Unit 14, 2 Mary Street to read "The Removalist". For further details contact Albert on 660.0682.

Monday 27th October. The Adventure Play-ground Association of N.S.W. are holding a public showing of films of adventure playgrounds in Europe and Australia followed by a discussion. Everyone interested is welcome to come along to 3rd floor, N.S.W. Environment Centre, 263b Broadway, Glebe at 7.30 p.m.

Tuesday, 28th October. 8.15 p.m. Warsaw Philharmonic Chamber Orchestra makes its Australian debut with a programme including J.S. Bach, Pergolesi and Mozart. Tickets \$4.00 and \$4.50. For further details ring Dorothy Perkins (660.7623) by Tuesday, October 14th.

Sunday, 2nd November. By popular demand this coffee morning has been set for a Sunday morning. Tea, coffee and biscuits will be served from 10.30 a.m.-12.30 p.m. at the home of Betty Wright, 120 Bridge Road. Price 20 cents.

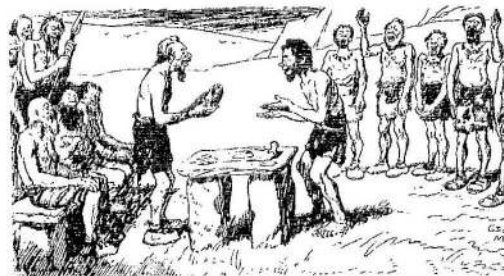
Morning and afternoon refreshments are being served during the House & Garden inspection on 12th October. Volunteers to serve tea and coffee are still required. If you could lend a hand on one of the biggest occasions of the year, please contact either Dorothy Perkins (660.7623) or Jim Coombs (660.0026).

## Book Review

Freda MacDonnell's "The Glebe: Portraits and Places" is an illustrated collection of information on the Glebe which the author has collected over approximately five years. Many already well-known figures such as George Allen and his eldest son, Barnett, Blackat, Bowman, Eagar, Foss, Garrahan, Munro and Woolley are featured with their homes. The book deals mainly with those at the top of the social pyramid which does not represent a true cross-section of Glebe citizenry during its development. It is essentially a sincere, rambling record of people and places and does not purport to be a history of Glebe. There are amusing stories about Judge Wilkinson's piles and "Chucker" Bubbler, a comic little man who frequently performed in the various local bars by standing on his head and drinking a pint of ale. Newcomers to the area will learn the outline of Glebe's development from this book. The author has generously donated the royalties to the National Trust of Australia. The recommended retail price is \$9.50, but is available to Glebe Society members at ~~\$8.50~~ → \$8.00. For your copy ring Albert Renshaw (660.0682) or send your money to P.O. Box 100, Glebe.

MAX SOLLING

## WELCOME TO THE FOLLOWING NEW MEMBERS:



Carol & Tibor NAPPOLZ  
Michael NOONE  
Mrs. P. PRIEST  
Pierre STUART  
Misses Kim & Lee CHUAH  
Mr. & Mrs. Warren DELL  
Robyn GUTHRIE  
Lesley CRUDEN  
Adrienne LEONARD  
Gerry & Jackie GREENLAND  
Helen & Will KNIGHT

## MISCELLANY

### TO TREE OR NOT TO TREE? THAT IS THE QUESTION

In the March edition of the Bulletin, we asked residents to write to Leichhardt Council about local tree planting. Despite numerous petitions, Council was informed at their meeting on 16th September that no planting plan had been drawn up and therefore the Commonwealth's grant of \$23,000.00 would not be forthcoming. Only repair work to existing trees will be carried out in the near future.

Rumour has it that when a high fence blew down recently on a Parkes Development site at the top of Eglinton Road it was replaced very quickly. When asked why, our informant was told that Parkes would not want people to get used to the view!

The Management Committee has received a list of titles available from the Stead Memorial Wildlife Research Foundation of Australia. At 80¢ each the booklets are described as "packed with information for those who are interested in the cultivation of Australian plants". For further details contact Jim Coombs (660.0026).

### CONTAINERS

The management of John Fletcher's are heeding residents concern at large container trucks using narrow streets surrounding their depot in Forsyth Street. Notices have been erected to guide trucks away from residential streets, and the traffic controller at Fletcher's is watching for any offenders. If this does not solve the problem, Council may consider imposing an 8-ton limit on Forsyth Street.