

THE GLEBE SOCIETY BULLETIN

Box 100, Glebe 2037

NO 1 OF 1989

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BICENTENNIAL PARK OPENED AT LAST

The Bicentennial Park at Rozelle Bay was officially opened on Saturday 17th December. A crowd estimated at 5,000 was present, including a large contingent from the Glebe Society.

Entertainment was provided by a jazz band and by the newly-formed Leichhardt Municipal Band. Speeches were given by the Mayor, Alderman Doug Spedding, by Mr White, MP representing Nick Greiner and by Bob Carr, Leader of the Opposition. A letter from our local Member, Sandra Nori, read in her absence by Bob Carr, acknowledged John Buckingham's contribution to the Park's existence.

It is pleasing to see that the Park has already become part of our 'life-style', with people promenading along the foreshore and enjoying the newly-revealed views.

PS. Members of the Committee spoke to the Leader of the Municipal Band. We congratulated him on the Band's performance and expressed the wish to have regular concerts in the Park. The first of these took place on Sunday 29th January, too soon for us to tell you about it, but do look out for announcements of future concerts.

PROMOTION OF COMMUTER
FERRY SERVICE FROM GLEBE
FERRY RIDE

SUNDAY 12th MARCH - 11.15am-3.30pm

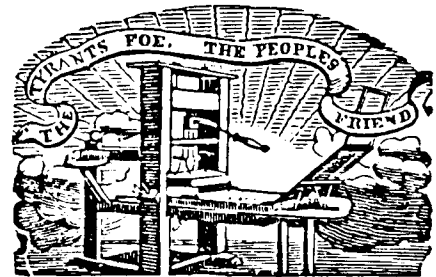
PICKING UP FROM GLEBE ROWING CLUB

Included in this Bulletin is a leaflet giving full details of our Ferry Ride.

Members are urged to book immediately as there is a great deal of interest in this event and seats are limited.

MEETING - GLEBE STREET TREES

TUES 21st FEB - SEE P7



FAREWELL KATE

Gwen & Jeanette Knox

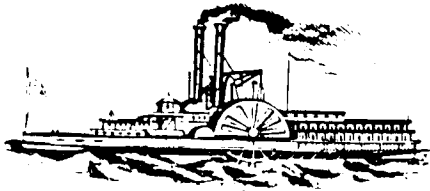
Kate Smith died in Melbourne on 7th January. Members of the Society, and particularly those who worked with Kate and Bernard in the early years of the Glebe Society, extend sympathies to Bernard on the loss of his partner.

As the wife of a distinguished academic, Kate was supportive and understanding, but at the same time, she was a personality in her own right. Her friends will remember her for a wide range of reasons - her interest in people, her love of children, her curiosity about the buildings and history of Glebe in particular, her delight in walking and exploration, her very practical concern for those in less than fortunate circumstances, her help for those who needed it, her definite opinions and above all, her vitality and enthusiasm.

Kate was the joint author, with Bernard, of the book 'The Architectural Character of Glebe', which is shortly to be reprinted.

What Glebe is today is partly a result of her efforts and energies. Who could resist a call to participate in an anti-expressway demonstration because the obviously bourgeois would dispel accusations that we were only part of 'Rent a Crowd'? How many people and institutions benefitted from her handiwork (and that which she inspired others to do)? How much has been achieved by those whom her encouragement kept going?

Thank you Kate. You fought many good fights.



FERRIES

Max Solling

The early and sustained growth of Balmain was inextricably linked with its ferry service into the City. Most Glebe people however either walked to work or travelled by horse bus into the City. Initially the cost and timetabling of horse buses made commuter services inaccessible to the working classes. The intensity of competition between horse bus proprietors in Glebe by 1872 was reflected in a drastic reduction in the fare from 6d to 3d. In 1876 an omnibus travelled from Glebe into the City in 30 minutes; an omnibus ride to Forest Lodge took 41 minutes. Throughout the seventies with blue collar folk working from six o'clock in the morning until six at night, public transport geared to the needs of office workers remained inaccessible to them.

Steam tram lines were extended to Glebe in 1882 when the fare into the City was 3d, but in 1887 the four major horse bus services operating in Glebe and Forest Lodge were attracting traffic away from the twopenny journey by tram into the City.

Matthew Byrnes, anxious to get a slice of the lucrative transport industry, began operating the Annandale and Glebe Point Steam Ferry Service in 1880. Double ended paddle steamers (S.S. Lilac, S.S. Guthrey and S.S. Annie) conveyed passengers from the City to Blackwattle and Rozelle Bays, stopping at wharves at Ferry Road, Glebe Point, Annandale and Gordon Street and though the frequency of the service was not as good as the omnibus or the tram, the speed and fares of the steamboat services compared favourably. In 1897 ownership of the service operated by Byrnes passed to the Annandale Co-operative Ferry Co. Ltd. which introduced a penny fare into the City.

Increased cost threatened the viability of the Glebe service in 1900 and it was finding it increasingly difficult to compete effectively against the subsidised penny electric tram introduced on the Glebe and Forest Lodge runs. In August 1903 the Glebe Gazette reported that the Annandale Ferry Co. had gone into liquidation. In Balmain, however, the ferry continued to thrive as a form of urban transport to and from the City.

In 1905 Glebe Council disclaimed responsibility for the cost of removing Glebe Point Wharf. The dispute was not resolved and the wharf remained until October 1950 when its proposed demolition stirred the Editor of the Glebe Observer, Kevin Gale, to write: 'Many thousands of Glebe and Point citizens will regret the decision of the City Council, for the wharf has, for most people, become part of their lives. On hot summer evenings hundreds of Glebe residents make it an almost nightly ritual to wander "down to the Point" and on weekends it is not uncommon to find as many as 20 or 30 bathers availing themselves of the opportunity to "take a dip" so close to home'.

SOCIETY VICTORIOUS - SIGN TO BE REMOVED FROM UNIVERSITY HALL

In a judgement handed down on 23rd December 1988, Madame Assessor Fitz-Henry dismissed the appeal of Claude Neon against an order made by Justice Cripps to demolish the cigarette advertising sign on University Hall, a prominent and elegant four-storey building on the corner of Broadway and Glebe Point Road. The sign must be removed within 61 days of the judgement.

The decision represents a significant victory in the Society's long battle to preserve University Hall, the gateway to Glebe and subject of a Permanent Conservation Order. The property has recently changed hands and the Committee is hopeful an acceptable proposal will at last be put to Council. Madame Assessor Fitz-Henry said the evidence of the Structural Engineer called by Leichhardt Council, Alan Milston, was itself sufficient to show that it was contrary to the public interest for the sign to remain.

The Society's campaign was led by Neil Macindoe, who also gave evidence at the hearing on 6th December. Leichhardt Council's representative was Roslyn McCulloch of Pike, Pike and Fenwick.

The NSW Ombudsman persuaded Council to pursue the matter and the Society was also supported by Rose Pickard, Principal of Glebe Public School, anti-smoking lobbyists and some nearby shopkeepers.

MEETING - GLEBE STREET TREES
TUES 21st FEB - SEE P7

KATE SMITH – A TRIBUTE

Max Solling

Kate Smith died in Melbourne on 7th January 1989. She was born on 3rd March 1914 in Sussex, England, where her father was a country doctor. Her mother died when she was young. Kate sailed to Sydney on her own to take up a position as a Latin and French teacher at a private girls' school in Double Bay. Not long after her arrival she met Bernard Smith at a Teachers Federation Art Society lecture. They were married in 1940 and lived at Kings Cross where their two children, Elizabeth and John, were born. For ten years (1944-1955) Bernard was a member of the professorial staff of the NSW Art Gallery, joining the Department of Fine Arts at Melbourne University as a lecturer in 1955. The Smiths moved to 23 Avenue Road Glebe in 1967 when Bernard was appointed Professor of Contemporary Art and Director of the Power Institute of Fine Arts at Sydney University. On his retirement in 1977 Kate and Bernard moved to Fitzroy to be near their children.

Bernard Smith, with an international reputation as an art historian, became the first President of the Glebe Society on its formation in 1969. No-one recruited more members to the new Society than Kate. She was interested in her suburb and its people and this indefatigable pedestrian (the Smiths never owned a car) stopped and talked to everyone on her daily errands. Who could refuse an invitation from this ball of energy to join any organisation?

Kate wrote an illuminating piece in this Bulletin entitled 'When we Were Very Young', detailing background to the Society's formation and early activities. She participated in preparation of 'The Glebe Lands of Bishopthorpe and St Phillips: The Case for Preservation and Restoration', a document that influenced Tom Uren to take up the cause and led to the acquisition of the Church Lands by the Federal Government. Kate enjoyed working through the Subdivision boxes at Mitchell Library and dating local houses by deciphering the massive Glebe rate books and Sands Directories in the early seventies, painstaking labour that is reflected in the footnotes and printed sources in their 'The Architectural Character of Glebe' published in 1973. The reprint of this fine book is eagerly awaited.

The training she acquired as a school teacher was used to great effect to marshall the forces in Glebe, be it an expressway demonstration at Fig Street, a day out on the Harbour or a meeting of some description. The Glebe Society ruffled a few feathers during the seventies. It objected to a certain development in Ferry Road and Bernard, armed with a loud hailer, Kate and others marched from Foley Park down Glebe Point Road to Ferry Road to voice their concern. The local machine men were awakened from their slumber. This Professor of Fine Arts, they barked, is nothing more than a dastardly plant trampler.

Kind, with a deep concern for the less fortunate and an eternal optimist, Kate Smith brightened up everyone's day. Those of us who were privileged enough to know Kate have lost a friend.

Apart from her fascination with Glebe, Kate loved children. She conducted innumerable tea parties for children, made Teddy Bears for them and of course her own Teddy Bear, Bruno, was always present on these august occasions. It was difficult to say who had the best time, Kate or the kids. The knitted yellow football she presented to my eldest son when he was a baby was something he treasured.

THE YEAR AHEAD

Please keep the enclosed
1989 Annual Planner
for reference

GLEBE STARS IN HARBOUR CLEANUP

Despite the organisers' failure to include Glebe in the Sydney Harbour Cleanup on Sunday 8th January, Andrea and Alan Robertson were down at Rozelle Bay at 9am, collecting rubbish and handing out garbage bags to everyone in the new waterfront park.

Later in the day, Glebe starred in the media event of the day as two vehicles were removed from Rozelle Bay by the MSB crane. The inclusion of the end of Glebe Point Road in the Bicentennial Waterfront Park, now taking place, should effectively prevent further cars being dumped in the water.

FORESHORE FOLLIES?

Following the Society's recent success in obtaining a large section of the Rozelle Bay waterfront for a park, the Committee thought it may be permitted to rest on its laurels for a moment. It was not to be. Two proposals have popped to the surface which require the urgent and serious attention of all members.

1. HARDY'S TIMBER YARD SITE, 461-465 GLEBE POINT ROAD

This site consists of two large sheds, currently used for a few small-scale activities such as building boats and framing pictures.

In 1981 Parkes Development reached an agreement with Council whereby 40% of the site was to become waterfront open space, and the remaining 60% would be redeveloped for about 30 townhouses, conforming to the requirements of development within the Foreshore Protection Zone.

On the assumption the development would proceed, Council rezoned a portion of the site Residential 2b2, like the rest of Glebe. The portion of the site not included in the development and therefore furthest from the water remains, irrationally, Waterfront Industrial.

It appears the rezoning was not tied to this particular development for townhouses, which has now lapsed. The site has been bought by a developer called Leon Fink and the Committee understands he regards it as more profitable to convert the sheds for boutique businesses, as has been done to some Balmain waterfront warehouses, rather than proceed with a development which would require the surrender of some waterfront land for public use.

The Committee lists the following points for members to consider:

1. The site has had only very minor use for many years. Any commercial redevelopment will be of a very different character and much more intensive.
2. The zoning is confused and archaic. The intention of the most recent rezoning was to create waterfront open space and additional housing.

3. The developer has not proposed any link through his site between the Rozelle and Blackwattle Bay waterfront parks. Such a link has been Society policy for many years and was intended under the previous townhouse proposal.
4. The Society has gone to considerable lengths to keep traffic on the peninsula within reasonable bounds. Unlike the waterfront parklands serviced by public transport, commercial traffic will increase traffic.

The Committee anticipates a specific development will be advertised shortly.

2. 29 COOK STREET

Sydney Mechanical Services repaired containers for the adjacent Fletchers for a number of years. Like the Fletcher site, it is zoned Waterfront Industrial but there has never been a legitimate waterfront use.

The new owners propose to use the site for the maintenance and repair of boats and a DA is before Leichhardt Council. This involves some minor changes to the existing building. However the most significant part of the proposal is an application to the MSB for a fifteen berth marina on Blackwattle Bay.

The Committee has decided to print its initial response to Council for the information of members. The Committee is aware that there is a wide difference of opinion within the Society and the community as a whole regarding marina development. Whatever benefits a marina might have, our letter to Council seeks wider consultation and mentions points which could be raised by concerned residents.

Members should write to Mr Tony Woodward, Town Clerk, PO Box 45, Leichhardt, making specific objections. The Committee would appreciate copies of letters.



Mr A Woodward,
 Town Clerk,
 Leichhardt Municipal Council,
 PO Box 45
 LEICHHARDT NSW 2040.

25 January 1988

Dear Mr Woodward,

DA 22/89 - 29 COOK STREET, GLEBE

This site, previously Sydney Mechanical Services Pty Ltd, is zoned Waterfront Industrial and lies within the Foreshore Protection Area on Blackwattle Bay. The Society is concerned that neither this development, nor any other that may be submitted for waterfront sites such as 461-465 Glebe Point Road, should be allowed to impede the plan for the foreshores of Glebe which envisages enabling public access to all of the waterfront by linking existing and new parks with walkways and cycle paths.

The recent redevelopment of part of the MSB land on Rozelle Bay as a Bicentennial Park has brought this plan, which enjoys widespread support, much closer to reality. Any development on the Cook Street site should therefore be required to contribute a 20m wide strip landward of high water mark to enable present and future public open space to be linked. The site is across the end of Cook Street from Blackwattle Bay Park where there may be an opportunity for a partial road closure to extend that park similarly to the successful closure of the end of Glebe Point Road.

Recent debate in the case of Rozelle Bay proves that marina development on any scale is highly controversial. The Society therefore asks that Council extend the period for public comment on this proposed development by at least one month and that all residents, at least in the area bounded by Glebe Point Road, Bridge Road and the waterfront, are letterboxed, as well as advertising the proposal publicly. Council should also consider holding a public meeting to canvass public opinion as widely as possible. The same procedure should also be followed for any development at 461-465 Glebe Point Road, except that letterboxing should cover the whole of Glebe north of Bridge Road. It is important for Council to reach a public consensus on both developments.

Regarding 29 Cook Street, Council should consider the following points in addition to those already raised:

1. Waterfront Industrial zoning has not been appropriate for the main Glebe foreshore since the decline of coastal trade post WWII. The proposed use is as much recreational as industrial and rezoning or dual zoning would seem to be required. The site has not been used for genuine waterfront purposes.
2. The Glebe Rowing Club is very close to the proposed marina and would be adversely affected. The Club is an important amenity and one of the oldest rowing clubs in Sydney. It has a prior and higher claim to the use of this part of the Bay.
3. Cook Street provides poor and limited access both for cars and pedestrians. It is narrow and very steep, is already very heavily developed and hazardous. It also has poor drainage and limited parking.
4. The surrounding area is, with the sole exception of Fletcher's container yard, medium-high density residential and associated open space. The local residents are already adversely affected by the activities at Fletchers, which the Society has already asked Council to reassess and curtail. The impact of this new development on local residents should be the prime consideration in its assessment.

Yours sincerely,



Peter Strickland,
 President.

HERITAGE STUDY CONSULTANTS APPOINTED

At its final meeting for 1988 on 13th December, Leichhardt Council accepted the Planning Department's recommendation to appoint a team headed by Brian Macdonald, an architect and town planner, as consultants for the long-awaited Heritage Study. The project is inadequately funded, but prestigious.

The quality of the four submissions was quite high and included many names familiar to the Society. The winning team includes our own Max Solling as historian. All Society members are familiar with his gutsy anecdotes and ability to bring the driest details to vivid and egalitarian life. His researches extend far beyond Glebe, as is appropriate for a study that includes the whole Municipality.

Craig Burton is the architectural historian. This again is especially fortunate for Glebe, as Craig devoted eight years to producing a massive and definitive thesis on the Architects and Buildings of Glebe throughout the 19th and early 20th centuries. This mighty but unpublished work complements the pioneering volume on the Architecture of Glebe by Kate and Bernard Smith, and has proved of great value to the Committee.

Brian Macdonald's proposal was accepted mainly because there was no restriction on the number of heritage items to be included in the Inventory, which is the description of items to be preserved. Members may recall that when the current Town Plan (LEP 20) was gazetted (15th June 1984), the Glebe Society was concerned at the inclusion of only a very limited number of Glebe structures as Items of Environmental Heritage. This occurred because the Department of Environment and Planning would accept only those that were already documented by Council, so areas of recent research such as Annandale and Balmain fared better than Glebe, where the research was already ten years old, or Lilyfield, where research had not even begun. The inclusion of both Max Solling and Craig Burton in the team will help to redress this balance, but members are asked to make known to the Committee any physical features of Glebe they wish to be preserved. These include much more than particular buildings. Suggestions already received include a tall polychrome brick chimney, stone retaining walls, kerbs and gutters, picturesque street items, street trees and parks.

Glebe's shopping centres have never been very rationally organised. The Fine's Corner site (corner of St Johns Road and Ross Street), now nearing completion, and the Sugar's Timber Yard site (Glebe Point Road), not yet begun, will add for the first time groups of shops with underground parking. It is not clear at this stage whether these developments will encourage more people to shop in Glebe, or whether they will send shops without parking to the wall, or both. Grace Bros. has been flirting with various schemes for its dual store for some time. Increased competition may galvanise this firm, which is part of the large Coles-Myer group, into activity.

The various shopping centres, with only one exception (near the Post Office), grew in a random and unplanned fashion. In some cases they represent two or more layers of development. Hence when the centres were zoned Neighbourhood Business, a number of residential premises between shops were included. One pair of Victorian terraces, modified in Californian fashion in the twenties, is to become commercial with Council approval (197 Glebe Point Road). Another pair of Federation terraces (317a & b Glebe Point Road, near the top of Wigram Road) has been converted without Council approval. The Society has objected strongly to this procedure, which undermines Council Planning controls.

HAROLD PARK

There are persistent reports in the media that the NSW Harness Racing Club is to move from Harold Park to Homebush Bay. The Society would welcome such a move, as Harold Park is a visual blight on the area and the number of punters who park in residential streets continues to try the patience of those living nearby. The Club wishes to build a track twice the length of the present one, however. There appear to be impediments, totally unconnected with the Society and mainly concerning funding, which may delay a move.

Several members have already expressed their views concerning the use to which Harold Park should be put. Some members favour moving all the dogs to Harold Park and demolishing the stand in Wentworth Park, returning the whole of Wentworth Park to its original use. Others would like to see a sporting complex for athletics, perhaps combined with hockey. Still others favour mixed housing and open space, preferably with some well-planned hostel type accommodation for senior citizens included. As yet no proposal has been put to Council, but when this occurs members may be confident that the Committee will press for wide canvassing of resident opinion and determined efforts to reach a consensus.

THE STRIDE'S YARD SITE

Our latest information on Stride's Yard (near Bellevue/Venetia) is that the Department of Planning has two main objectives with regard to the site. These are to create foreshore open space linkage for the public and to preserve the important buildings (four at this stage).

With regard to the first aim, agreement has been reached between the Department and Leichhardt Council for the transfer to the Council of a strip of the site's waterfront for public access continuous with Blackwattle Bay Park and, in the future, the Bicentennial Park. This area will include Stride's old crane, Council's concerns regarding safety and liability having been overcome.

The procedure with regard to the second aim is essentially:

1. To rezone the remaining land as 'residential'.
2. To place a Heritage Council Conservation Order on the area and the houses of note.
3. To sell the houses for private use only and for restoration under the guidance of the Heritage Council.

Concerning the latter point, this may represent a departure from a previous approach where the houses were to be put to auction. The most recent advice is that the houses would not necessarily go to the highest bidder. Consideration would be given to proposals for use, renovation etc.



GUEST SPEAKER - STREET TREES IN GLEBE

A diary of events being organised by the Society this year is included with this Bulletin. As well as our usual regular events, we have planned a series of 'Guest Speaker' Meetings, with speakers invited to lead discussion on topical subjects. All members and friends are invited to attend.

The first of these meetings is on Tuesday 21st February at 7.30pm, in the Hall in Mitchell Street (the old Fire Station). Our guest will be the Department of Housing's Landscaping Consultant. He will tell us about the Department's plans for street trees in their part of Glebe. This will give us an opportunity to open up the topic of street trees throughout Glebe.

All members interested in preserving existing trees or with suggestions for further plantings are urged to attend. Light refreshments will be served.

MONDAY GROUP

The first meeting of the Monday Group for the year will be at the home of Pat Moore, 7/26 Cook Street Glebe on 20th February at 12 noon. Please bring your own lunch.

The Monday Group caters mainly for those at home on their own. The meetings, on the third Monday of each month, are either an outing or a lunch in a member's home. New members are welcome. Ring Sally Nelson (660 6138) for more information.

HAPPY HOURS

Betty Wright has invited us to see her new home at 15 Catherine Street (around the corner from Mount Vernon Street) on Sunday 12th February at 11am. This will be our first Happy Hour for 1989.

We are looking for volunteers to host the Happy Hours from April to November. Those attending pay \$2 and the Society reimburses the host for the cost of food and drinks provided. Please ring Isobel Dupre (660 4524) if you can help.

DINING OUT IN GLEBE

Our restaurant for February is Il Crostino, 30 Glebe Point Road. We will go there on Tuesday 28th February at 6.30pm.

On Wednesday 22nd March we will visit Hoi Yuen, the Chinese Restaurant at 35d Ross Street, also at 6.30pm.

Ring Isobel Dupre if you are coming on either of these evenings or if you would like to suggest other restaurants to visit.

WAR MEMORIAL VANDALISED

The War Memorial in Glebe Point Road beside Foley Park has been vandalised, probably on the night of Thursday 18th January. The head of the angel and the book which she holds are missing. We hope that the vandals are found and suitably punished and that the Memorial can be repaired.

FOR SALE

Don't forget the Correspondence Cards and Guide Books which the Society produced last year.

The Correspondence Cards, with original drawings of Bidura and Toxteth Park (Saint Scholastica's) cost \$5.00 for a packet of six.

The Guide Books are \$3.50 each or \$2.50 each if you buy four or more. They are ideal if you are showing visitors around Glebe and no member should be without one.

Ring Peter Strickland (660 7624) or Jeff Ibbotson (660 7713) with your orders.

FOR YOUR DIARY

Sunday 12th February - 11am - Happy Hour-
15 Catherine Street

Wednesday 15th February - 7.30pm-
Committee Meeting - Lyndhurst, Darghan St.

Monday 20th February - 12 noon - Monday
Group - 7/26 Cook Street.

Tuesday 21st February - 7.30pm - Guest
Speaker Meeting - Street Trees in Glebe-
Mitchell Street Hall (old Fire Station)

Tuesday 28th February - 6.30pm - Dining Out
- Il Crostino - 30 Glebe Point Road (BYO)

Sunday 12th March - 11.15am-3.30pm - **FERRY
RIDE** - picking up from Glebe Rowing Club.
BOOK NOW!

Wednesday 15th March - Committee Meeting

Monday 20th March - Monday Group

Wednesday 22nd March - 6.30pm - Dining Out
- Hoi Yuen - 35d Ross Street (BYO)

CONVENORS OF SUB-COMMITTEES

All Convenors are ex-officio members
of the Management Committee

BICENTENNIAL PARK

John Buckingham - 660 7780

PLANNING

Contact a Committee Member

TRAFFIC

Jeanette Knox - 660 7781

BLACKWATTLE BAY PARK

Bob Armstrong - 660 4189

HAROLD PARK

Gideon Rutherford - 692 0239

JUBILEE PARK

Tony Larkum - 660 2302

WENTWORTH PARK

Contact a Committee Member

LIGHT RAIL

John Hoddinott - 692 0071

HERITAGE

Contact a Committee Member

PUBLIC TRANSPORT

Contact a Committee Member

**CONTACT THE PEOPLE LISTED ABOVE IF YOU
WANT TO OBTAIN OR GIVE INFORMATION.**

MANAGEMENT COMMITTEE

PRESIDENT: Peter Strickland 660 7624 (H)
964 1729 (W)

VICE PRESIDENT: Andrew Wood 660 2194 (H)
692 2451 (W)

IMM. PAST PRES: Edwina Doe 660 7066 (H)
922 3877 (W)

SECRETARY: Jeff Ibbotson 660 7713 (H)
224 7551 (W)

TREASURER: Peter Kolbe 660 8807 (H)

COMMITTEE: Marianne von
Knobelsdorff 692 0916 (H)

* * * * *

Social Sec: Isobel Dupre 660 4524

Bulletin Editor: Edwina Doe 660 7066

Membership List: Andrew Wood 660 2194

New Members' Rep; Sue Littleton 660 5610

Monday Group: Sally Nelson 660 6138

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MEMBERSHIP OF THE GLEBE SOCIETY COSTS:

Household \$15, Individual \$12, Student
or Pensioner \$5. Write to P.O. Box
100, Glebe 2037 or ring Sue Littleton
on 660 5610 for information.