



Anzac Day in Glebe, 1922

THE GOVERNOR-GENERAL
AT THE UNVEILING OF THE
SOLDIERS' MEMORIAL AT
THE GLEBE

Lord Forster unveiled the memorial on Anzac Day, and Lady Forster unveiled the busts of a sailor and a soldier which stand on either side.

Sydney Mail, 3 May 1922, p17.

(This *Bulletin* was sent to the printer before Anzac Day 2007.)



Safety on the Bay

Tony Larkum reflects on the Harbour Bridge accident

Safety on Rozelle and Blackwattle Bays has been a sleeping issue for many years. Passive activity by rowers, dragon boats and kayaks has built up over the last decade. This has been a trend that most of us have admired, as it seems a perfectly suitable activity for our local environment and one that has been perfectly compatible with the Government's policy of Working Harbour, ie the policy of retaining waterfront activities such as maritime operations, boat repairs and maintenance, ferries, etc. However, with the upturn in

power boat usage in the Bays, particularly associated with the Fish Market and the re-use activity along Bridge Road, traffic is becoming worrying. Rowers go out in the early dawn light and many dragon boats are on the water at dusk. Anyone who has been walking the new shoreline walkway at dusk will realise that dragon boats are almost invisible against many backgrounds, even though they do carry lights back and front.

Amongst concerns that the Glebe Society has raised in the recent development applications for the Sydney Slipways Facility and the Dry Boat Storage Facility on Rozelle Bay has been the safety issue arising from increased traffic on the Bays. This has been recognised by the Minister for Planning, Frank Sartor, as a major issue raised by the Dry Boat Storage proposal. He has told the developer in conjunction with NSW Maritime to come up with a solution to this problem in meetings with the passive users. A meeting was held on 23 February. However, the parties left in complete disagreement with no resolution in sight. The rowers say that the only safe way to operate for them is to partition Rozelle Bay and have motor boats restricted to the north side, and cordoned off by a boom. This is unacceptable to NSW Maritime and motor boat users. Further meetings were planned but none has taken place.

Presentation on the restoration of *Bellevue*

At the time of going to press there were still a few tickets available for the *Bellevue* presentation, 6 - 8pm on Tuesday 1 May. If you haven't booked yet, ring Liz Simpson-Booker or Jan Macindoe to check if there are any vacancies.

For all those attending the presentation, remember that parking is very limited around *Bellevue*. Lighting along the foreshore walk is very good, so approaching *Bellevue* that way is a pleasant option. Otherwise, if you need to come by car, parking in Glebe Point Road and walking down Leichhardt and Stewart Streets may be the way to go.

- Jan Macindoe

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The Massing of the Boats on Rozelle Bay, Saturday 2 December.

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It has taken the major accident at 11 pm on Wednesday 28 March, between a Sydney Ferries Harbour Cat and a 10m motor cruiser under the Harbour Bridge, in which there were four fatalities and eight people injured, to bring home the lesson that boating on the harbour has to be policed and regulated for the safety of everyone.

The Dry Boat Storage Facility would store 670 boats and would increase boat movements in and out of the two Bays by

an estimated 153 per day and up to 369 per day on weekends. The Glebe Society estimates that these figures could rise even further on busy holiday week ends and gridlock would be created.

With no obvious compromise in sight, we seem to be on a collision course that may well see further fatalities on the Harbour in the future.

- Tony Larkum

The Mangrove Plantings on Rozelle Bay

Many people have looked at the recently planted mangrove area on the Annandale side of Bicentennial Park, and declared them dead. However on closer inspection there are over 20 surviving saplings out of a total of perhaps 200 saplings planted last November. When one considers that the area can probably sustain no more than 10 mature trees, this number is certainly enough to vegetate the area, if the survivors are looked after.

Mangroves are notoriously difficult to propagate. Prof Bill Allaway at the University of Sydney is one of the few scientists in Australia who has attempted this and he had little success transplanting saplings like those in the planting area. He had the most success using germinating seeds that had recently fallen off the parent plant.

The next hurdle for our little mangroves will be to survive the winter and to generate some pneumatophores. The latter are the upright breathing roots so typical of some mangroves, and such a bane to people trying to walk across mangrove flats. These pneumatophores are essential for the survival of the plants, because they take oxygen at low tide and allow the roots and shoots to survive inundation at high tide. It is for this reason that the area has been fenced off, and walking in the area is certainly to be discouraged.

Those who have walked the whole of the new foreshore walkway will have noted that there are some fairly mature mangroves below *The Anchorage*. These mangroves were planted by a student of Bill Allaway about 20 years ago. Yes, they take a long time to mature!

The Sydney area supports two species of mangrove, the grey mangrove (*Avicennia marina*) and the river mangrove (*Aegiciras corniculatum*). The ones we have are the grey mangroves, which prefer fully saline seawater; river mangroves occur further up the Parramatta River and are smaller. Grey mangroves grow up to 10m in height and 20m in circumference. They are called "grey" because of the grey/silvery undersides of the leaves, which bear salt glands, and hence taste salty to the tongue.

- Tony Larkum



One of the surviving mangrove saplings

Upright breathing roots

Photos: Tony Larkum



The Sydney Integrated Transport Strategy

This *Alternative Metro Transport Strategy for Sydney* was formally released on 5 March by 10,000 Friends of Greater Sydney (FROGS). It was drafted by Chris Stapleton, an independent transport and traffic consultant in Sydney (and formerly a partner in Stapleton & Hallam). The basic concept is to provide a public transport system that gives people the option of using public transport, rather than having no option but to use private transport. The strategy goes beyond playing catch-up with past mistakes. With Sydney's population projected to increase by 33% over the next 25 years, and with travel demand projected to increase by up to 73%, public transport must be made to take an increasing proportion of the demand. The strategy provides for this increased demand to be met through:

- * Rail patronage: up 120%
- * Bus patronage: up 200%
- * Car journeys: up 20%

The elements of the Strategy are:

Metro Web: a New Network of Buses

- A new network of buses across Sydney, which will link all activity centres and bring public transport within 400 metres of 95% of dwellings and businesses every 10 minutes throughout the day. The concept is similar to the Sydney 2000 Olympic bus system.
- The Metro Web can be delivered within 10 years

Metro Rail: a Mix of Rail Types

- A mix of rail types to serve inner city, outer city, intercity and freight, with Metro lines separated from other lines via a Clearways program.
- Metro Rail is a fast, rapid load and unload, single-deck train, operating every 2-10 minutes for all trips, all day, to the inner city. In the CBD trains will have two minute frequencies. Metro Rail will operate up to 15 km from the CBD. This new system comprises six existing and 14 new lines.
- The 10 Year Program involves a new Metro City to Olympic Park via Balmain, convert City to Airport to Metro and extend to Randwick, Metro Castle Hill to Parramatta, Light Rail from Rozelle to Drummoyne and Light Rail from Circular Quay to Bondi Beach (the Bondi Tram).

Express Rail & Freight Rail

- Existing double deckers will supply Express Rail services for all stations beyond 15 km to reduce travel time below road time. Express services will operate every 10 minutes to the City.
- The 10 Year Program involves a separate Intercity line from Penrith (reduce travel time from 69 to 51 minutes), Stage 1 Intercity line from Gosford (reduce travel time from 100 to 63 minutes), and with separate express lines running independently from the Metro lines.
- Freight movement essential to the economy will be given priority by rail and road. Freight Rail will be provided with 24 hour independent access to Sydney.
- The 10 Year Program is for a line from Chester Hill to Penrith, freeing express line from Mount Druitt to City, and a line from Gosford to Epping, also providing express service from Gosford to Hornsby.

Integrated Uncongested Road Network

- An integrated uncongested road network including six new routes, with free flow maintained all day through a 10 cents per km road congestion charge on discrete segments.
- The 10 Year Program includes a new Harbour Crossing, Falcon Street to Rozelle, Liverpool Busway, Ingleburn to Woodville Road, extension of M4 from Concord to Rozelle, with future Airport link, extension of F3 to Macquarie Park, upgrade Victoria Road from City to Gladesville and road congestion charges in peak hours on congested sections of M4, M5, F3.



The Light Rail at Ultimo.
Photo: Rod Holtham

A World Waterfront City

The Sydney CBD will be promoted as a world waterfront city and will see a new integrated transport system, including light rail (street cars) and buses connecting Circular Quay to Darling Harbour via a transport hub at Observatory Hill.

Funding

Current transport budget of \$1.2 billion per year to be used for next 25 years, to implement strategy.

The Future?

The above description of this alternative metro strategy is taken directly from the material presented in the recent presentation. It is difficult to easily grasp if all of the details are realistic and mesh together. However the strategy has been refined by members of the 10,000 Friends of Greater Sydney, a group affiliated with the University of Sydney, with a team including an ex-Director of the RTA and other former senior RTA staff. At the presentation there was strong support from Cr John McInerney, but little State political feedback.

Any interested member of the public can become a friend of 10,000 FROGS. Visit www.10000friends.org.au.

- Chris Hallam

10,000 Friends of Greater Sydney (FROGS) has been established as a not for profit organisation with its principal purpose to promote and protect a sustainable vision for the Greater Sydney region.

FROGS includes members from state and local government, business, community organisations and the community at large. The Glebe Society is about to apply for membership.

Please support Glebe's only Wildlife Sanctuary

The application to remediate the Wood Street section of the Orphan School Creek corridor is currently being advertised. At the Community Forum on Tuesday, 3 April, it became clear that some residents do not appreciate how important it is to remediate this area so it can be replanted as native bushland and become both parkland and a sanctuary for native wildlife, especially birds. Hence the

Society has written to Council supporting remediation (see below) and asks members to write also.

Please write to:

Clover Moore, Lord Mayor, Town Hall House, 456 Kent Street, Sydney 2000

before 15 May and support this extremely worthwhile and unique project.

- Neil Macindoe



Letter to the Editor

The deadline for submission to the Wood Street Land Development Application - D2007/419:238 Hereford Street Forest Lodge is now 15 May.

We hope you will send a submission to City of Sydney Council to support the Orphan School Creek Gully Project by noting your preferences. We suggest -

- 1. The Wildlife Habitat Option** – this option incorporates the biodiverse National Trust Planting Strategy, and includes low fencing to protect the habitat areas, and includes the provision of a children's playground.
 - This option is a vote for and an investment in the long-term future of our local environment as a viable and healthy environment. The Wood Street Lands and Gully Project is based on ecologically sound principles with a key focus on improving local biodiversity. The provision of functional plant infrastructures in the Gully will maintain and support small native birds and other native fauna, under extreme pressure in our local area. The Gully project is an example of best practice and is designed to reinstall a unique and tranquil leafy natural area with its central walking paths and opportunities for passive recreation and contemplative enjoyment shared with wildlife, opportunities not available elsewhere in the LGA.
- 2. The complete remediation of the contaminated lands** (including removal of all exotic weed tree and other weed species contained in the soil which currently cover the site area) as per the recommendation from the DA Remediation Action Plan. The report advocates the Cap and Containment Strategy as least costly, least disruptive and most effective in these conditions. A short term inconvenience for a long-term benefit.
- 3. No to the Community Gardens Option** (which has not been championed by local residents) and would act as an ongoing weed source, undermining the cost effective low maintenance principles of the bushland habitat, plus minimises potential habitat areas,

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THE GLEBE SOCIETY INC

PO BOX 100, GLEBE NSW 2037 AUSTRALIA

Philip Jamieson
Planning Department
City of Sydney

15 April 2007

Dear Philip

D/2007/419 WOOD STREET PARKLAND FOREST LODGE

The Glebe Society strongly supports the application for the remediation of the Wood Street Parklands to be undertaken by Frasers Greencliffe as part of their Section 94 contribution following their redevelopment of the Children's Hospital site.

The Society has campaigned for the upgrading of the Orphan School Creek corridor, providing continuous access from Bridge Road via Johnstone's Creek to the entire Glebe foreshore, since 1969. The Society recognises the very significant recent contributions of the City toward the completion of this magnificent and visionary project.

The Society has campaigned for the acquisition of the Wood Street lands from Children's Hospital from 1984. From 1996, when the hospital moved to Westmead, Leichhardt Council adopted a masterplan, originally drawn up by FROGGS (then a subcommittee of The Society) in collaboration with the National Trust, for the complete remediation and revegetation of the corridor, including the Wood Street lands, and the current application is an essential part of this process. Remediation requires the removal of existing vegetation before replanting can proceed because the entire area is contaminated by previous industrial use and dumping, including from the hospital.

Like the rest of the corridor, the Wood Street lands include many exotic weedy and self-sown species, as well as some planted natives, that over the years (apart from the carpark hardstand) have created a forested and secluded effect. It is always sad to see mature trees, some of them vigorous and fine specimens, removed. However the proposal is for the entire site to be revegetated with carefully selected and appropriate native species, as has already been done on the western bank of the gully. This approach has been displayed and discussed with local residents for many years, and the evidence of a vastly superior restoration of the native vegetation is already visible to them. Within five years the remediated land will also be well-established native bushland.

The Society believes the sooner the land is remediated, the sooner this excellent goal will be reached.

Yours faithfully,

Neil Macindoe, Planning Convenor, The Glebe Society Incorporated

Planning Matters

Adaptive Reuse

This is the term used by planners to describe adapting a building for a purpose other than the one for which it was built.

As members can imagine, adaptive reuse is a common phenomenon in all the older areas of the City. Sometimes, where there have been substantial changes to the character of an area over time as is the case in Glebe, a building may have been through many different uses. One of Glebe's earliest silent cinemas, for example, at 84 Glebe Point Road, became a garage for the newly fashionable motor car when the Astor (later the Valhalla) began to screen talkies in the thirties. During World War II it was embellished with a sprung floor (still in situ) and became Glebe's dancehall where service men and women could fraternize. After the war it spent many years as art studios, then a popular use for surplus buildings, including wharves, warehouses and factories. Since November, 2001, it has housed the Glebe Youth Service.

In general reuse, adaptive or not, is a very positive phenomenon and to be encouraged. By this means, for example, the fabric of the Valhalla cinema will be preserved and, hopefully, new businesses will help to revitalise Glebe Point Road. Other buildings that may otherwise have been demolished owe their preservation to adaptive reuse: Toxteth Church and Hall have gained a new lease of life as separate dwellings.

A significant part of the recent population increase in Glebe is owing to reuse: a number of warehouses near Bay Street were converted to residential apartments

in the 90s. Other sources of additional population included the refurbishment of the Glebe Estate and old industrial sites being demolished and replaced by dwellings.

This brings us closer to the nub of the problem. The value of many old industrial and commercial buildings is not only, or primarily, their exteriors. They have long been prized for their large interior spaces, high ceilings and windows and unusual and exposed materials and methods of construction. In the old Grace Bros building on the City side of Bay Street, for example, it is still possible to see the massive tree trunks supporting the full height of the structure.

The regulations in LEP 2000 regarding adaptive reuse are simple for developers to exploit. They make it easy to ignore the distinctive features of industrial buildings and crowd as many dwellings into them as possible, achieving much higher densities, but much poorer residential amenity, than would be possible if the building were demolished and the site redeveloped from scratch. There is little incentive to provide adequate open space or parking.

Some at least of these problems can be seen in the current proposal for adaptive reuse of the small warehouse at 57 Bridge Road, next to Alum Place. All that will remain of the warehouse is its exterior wall, now reduced to a boundary fence. Two three-storey dwellings, one behind the other and linked by a swimming pool, would occupy the space within. It is difficult to imagine those who drew up the adaptive reuse provisions had this kind of odd interpretation in mind. The Society has written asking for a more creative and

harmonious solution.

Leichhardt Loses Lay

It is a real pleasure to find someone with whom one shares common interests and who has something valuable to say. For more than twenty years Leichhardt Council had such a person, the Architect/Planner, Bruce Lay. I can vouch for the fact that it takes a remarkable person to survive intact that long in such a crisis- and conflict-ridden organisation. Now he has decided enough is enough, and resigned. However, although lost to Leichhardt he remains in contact with us through his membership of South Sydney Resident Action Group.

His achievements were extraordinary. He singlehandedly wrote Leichhardt's Development Control Plan No 1, which contained all the suburb profiles. He organised and supervised virtually all heritage listings, reports and controls in an atmosphere where neither councillors nor council officers had any interest or training. The number of committees he advised and evaluations he fathered is mindboggling. His knowledge and understanding of the Municipality was unparalleled. Despite being frequently devalued and disregarded by those of lesser ability he remained accessible, good humoured, interested and helpful. It is difficult to imagine Leichhardt Council without him. Certainly it will be a much poorer place.

I imagine there are many other decent people who appreciate him and would like to have his contribution recognised. Certainly the Glebe Society is in his debt.

- Neil Macindoe

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and reduce passive use recreation areas.

4. The use of native indigenous tube stock (as per the National Trust Plant Strategy) to ensure longevity, hardiness, and fast growth in plants with the added benefit of a water wise landscaping solution most suitable in drought conditions.

The Gully Project has been developed in consultation over many years with local residents, through scientific consultation,

and the support and input of local government, funding bodies such as the Natural Heritage Trust and the Australian Bird Environment Foundation, and the developer of City Quarter. Please support this unique project by sending in a submission in support of the Wildlife Habitat Option.

Email to:
pjamieson @ cityofsydney.nsw.gov.au
Or write to: City of Sydney, GPO Box 1591, Sydney, NSW 2001

Regards

Roberta Johnston, FRROGs



Stage Two gully planting of tube stock after 15 months.

Photo: Roberta Johnston

Wentworth Park and the Dogs

On Wednesday 28 March, during Heritage Week, Glebe historian Max Solling gave a lunchtime talk at the Ultimo Community Centre. Here is an extract from his speech.

‘The “dogs” was a phenomenon of the 1920s. Mechanical hare racing, as it was called, was first held under lights at Harold Park on 28 May 1927, launched by American Frederick Swindell. At dawn and dusk in Glebe, Ultimo and other inner suburbs men and women could be seen exercising, and being exercised by, lean greyhounds. Many battling families hoped to breed a dog that would bring them fame and fortune.

Greyhound racing drew on a constituency that came exclusively from the working class, with its claim that the greyhound was the true working man’s thoroughbred. Its success was immediate, drawing crowds of up to 30,000 with the flat so crowded that “it looked like a teeming ant bed”. But the new sport barely had time to celebrate its successful beginnings when the Bavin government amended the Gaming and Betting Act to prevent betting after sunset. Without betting, greyhound racing collapsed but its fortunes changed with a new government when Premier Jack Lang announced that the previous government’s policies were designed to rob the worker of his simple pleasure.

In August 1927 the trustees of Wentworth Park considered a proposal by Jack Munro for Tin Hare racing but it was not until 1932 that greyhounds first raced for a short time at Wentworth Park. In 1939 the trustees granted the National Coursing Association the central area of oval and totalisator betting facilities were installed there. Greyhounds raced there on alternate Saturday nights with Harold Park. The Harold Park dog track closed in 1987,

leaving Wentworth Park as the premier venue for greyhound racing. In 1949 18,600 people attended the reopening of the newly remodelled Wentworth Park, and throughout the 1950s, 1960s and early 1970 the Wenty dogs averaged about 7000 to 8000 patrons per meeting. Betting on the dogs increased with the installation at Wentworth Park of one of the first electronic totalisator systems there, in 1970.

Apart from greyhound racing the trustees considered other uses of the park in an endeavour to boost revenue. Glebe residents Thomas Hollis and Wood received a five year lease for motor cycle racing “Auto Thrills” from May 1928, and other novelty events between 6.30pm and 10.30pm at night, and in 1929 trick-skater and restaurateur J C Bendrodt approached the trustees, proposing use of part of the Bay Street end of the ground for an Amusement Park. For much of the war from 1939 to 1945 the expanses of Wentworth Park were occupied by the American Army as a camp, with the remainder of the park taken over by wool stores. Timber sheds storing wool had also been constructed on the park during the First World War.

In 1885 Wentworth Park was dedicated for public recreation purposes in perpetuity. But from 1939 the greyhound track was isolated from the surrounding parkland by construction of brick boundary walls, denying local residents access. The Wentworth Park Sporting Trust Complex, completely walled, divides Wentworth Park into three parts; the public sports fields, the Trust Complex, and the playground area. The NSW National Coursing Association Ltd and the NSW Greyhound Breeders Owners and Trainers Association

Ltd in 1985 entered into a service deed for twenty years, which was later extended, with a Trust Board comprised of representatives appointed by the Minister for Lands under Part 5 of the Crown Lands Act, 1989. The Trust is responsible for the care, control and management of the Sporting Complex. The Trust receives licence fees from the greyhound bodies, about \$110,000 per annum, and income from the lease of Sports House (where 35 Sporting Clubs and Associations have offices) provides revenue of about \$400,000 per annum. Other occasional users of the Sporting Complex are Easts Rugby League Club, Primary Schools Athletic Carnivals, as a Tertiary Exam Centre, Combined Auctions, Antique Fair and functions at the Functions Centre.

In 1990 the trusteeship of the balance of Wentworth Park was transferred to the Council of the City of Sydney.

As gentrification of Sydney’s inner suburbs gathered momentum from the late 1960s, the vast majority of greyhound owners moved further out. Attendance at greyhound meetings has declined dramatically, however its survival at Wentworth Park is testimony to the amount of revenue it generates from betting on off-course TAB and Sky Television. Based on TAB estimates, greyhound racing generates about \$50-\$55 million revenue for the NSW State Budget annually. The study estimates that in NSW \$4.74 billion is wagered on racing, of which \$489 million is generated by greyhound racing. Off-course wagering in the metropolitan area, principally at Wentworth Park, accounts for approximately 67% of total wagering on greyhounds.

- Max Solling

Current Council activity in Wentworth Park

If you have walked to the Fish Markets via Wentworth Park lately you will have noticed there is quite a bit of work in progress. Last year the *Bulletin* informed you of Council’s decision to spend \$400,000 on maintenance of the Park. This is now happening.

Recently the fig trees were generously mulched. At present on the southern end:

- the round spaceship-like landing pads are actually part of a four stage fitness circuit
- four picnic tables are being installed at the front of the huge old fig trees
- the children’s playground facilities are being replaced
- new pathways to the pedestrian overbridge are being tarred

- brick fences are being repaired
- redundant driveways and fence openings are being removed
- Park lighting will be improved.

The work is expected to take about three months.

- Anne Fraser

A Voice from the Past

Robert Darroch, ex-vice-president of The Glebe Society, has written to us ...

Dear Glebe Society

Thank you for the latest Glebe Society Bulletin (2/2007). I much appreciate receiving these, for it keeps Sandra and me in touch with a most pleasant time we spent in Glebe 1968-71 (whence we left for London, where we spent the next 15 years).

The drawing of the War Memorial on page 1 brought back a vivid memory that perhaps your readers might like to hear about.

When we decided to form the Glebe Society (in, I think, 1968), I was put in charge of "the politics" of the area. This meant contacting the local power bigwig, the deputy Mayor of Leichhardt, Les McMahon (who had recently taken over that bigwig role from his predecessor, "Doc" Foley – who remained, however, secretary of the Glebe Point branch of the ALP).

Les was a prominent official in the Plumbers' Union, was married to the daughter of a former local MHR, Danny Minogue, and lived, appropriately enough, in Minogue Crescent, Forest Lodge. He was an up-and-coming figure on the right of the NSW Labor Party. (Please excuse any inaccuracies in any of this – it is a recall from a memory of 40 years ago.)

At that time Leichhardt Council was a seething hotbed of political strife, mainly due to what was happening in Balmain, where the Balmain Association was causing a lot of trouble locally and within local ALP branches, aided and abetted by two Trotskyite renegades, Nick Origlass and Issy Wyner, who took a particular delight in disrupting council meetings.

The last thing the ALP wanted was the same thing happening in their solid working class (and very Catholic) bailiwick of Glebe. And they saw the possible "gentrification" of Glebe, which our invasion was undoubtedly threatening, as a "clear and present danger".

Early on, Les sought a meeting with me. He wanted to know our intentions (I was a member of the Labor Party at the time). I attempted to reassure him that all we wanted was to save Glebe from harm, and preserve its character and heritage. We had, I assured him, no political ambitions (thus distancing us from our friends in Balmain).

The two main threats to the area, as far as

we were concerned, were the Western Distributor, and Parkes Development.

The former was slated to be a "cut-and-fill" operation, coming over the hill from Harris Street, crossing over Wentworth Park, and cutting a wide swathe through Glebe and Glebe Point, exiting the area somewhere to the west of Harold Park.

In its path were some of Glebe's best houses - and, critically, Toxteth House, the old Allen home, and the jewel in the architectural crown of Glebe (then, as now, a Catholic girls' school).

Parkes Development, along with other, lesser, developers, were busy pulling down Glebe's historic houses and villas and replacing them with three-storey "walk-ups" (like the one that stands today on the corner of Mansfield Street and Toxteth Road). Worse, Parkes had their beady - greedy - eye on the then "water-front industrial" land either owned or administered by the Maritime Services Board - largely the old timber-yards, like the one still there in Blackwattle Bay.

How we defeated or surmounted these two threats is another story. This one is about my mate Les.

Les suggested, one Saturday morning, that we drive round Glebe, and he would (helpfully, he imagined) point out items of heritage value. I think he was trying to demonstrate to us his concern about, and interest in, conservation matters.

We started off in the park at the end of Glebe Point Road, where a bandstand stood. It had not seen or heard a band for many decades, but Les thought it should be preserved. I agreed with him, and we moved on.

What else was worth preserving? Obviously St John's Church. And Glebe Town Hall. And the police-station-cum-court-house in St John's Road.

But then Les's inspiration ran out, and we ended up in front of the War Memorial in what was then, I think, Hereford Park (now dedicated to the memory of Doc Foley, whose main claim to local fame was his effort to sell the Council one of its own, repainted, steam-rollers - but that's another story).

Yes, I agreed, the War Memorial was worth preserving, too. Les looked at me

with a satisfied expression on his innocent countenance, the unspoken question being - so what do you want preserved?

I drove him around the Glebe estate (which was in appalling condition) and pointed out some of the homes there, little gems of architectural importance, some unique in Sydney. (I was doing Fine Arts with our future President, Professor Bernard Smith, and used to walk through the Glebe to Uni almost every day.)

Then I drove Les up to Glebe Point, where the more stately houses were. I pointed out the tiles on the fronts of many houses. Though Les had lived most of his life in Glebe, he had never before noticed those tiles, nor realised the significance of the local architecture that he had walked past every day of his childhood and early adulthood.

That day started - I won't call it a friendship, though we came, I think, to a relationship of mutual respect - an association that cleared the way for the birth of the Glebe Society, and, I like to think, the preservation of one of Sydney's best and most historic suburbs.

Robert Darroch

ex-vice-president of the Glebe Society

PS: Les later inherited the local Federal seat, and spent some years in Canberra.



Federal Labor member for Sydney, Les McMahon, chats to a resident of the Glebe Estate in a 1981 preselection campaign photograph, found on a Library of NSW website.

Glebe's Equine History - an oral history project

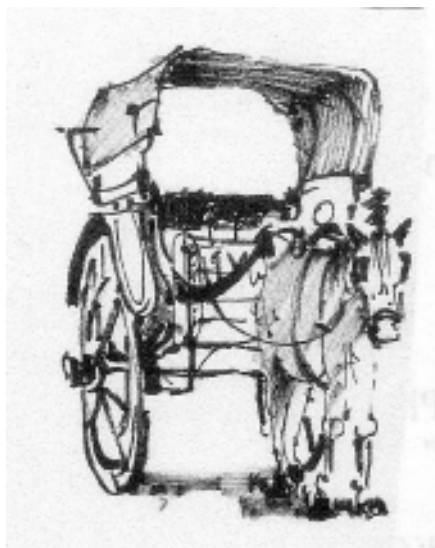
Do you have personal recollections of horses, stables, etc in Glebe?

Do you have horse stories handed down through your Glebe family?

Do you know someone in your street with these recollections or stories?

Horses have played a vital part in Glebe's history, in its economy and in people's lives. We hope to capture some remaining recollections through an initiative with the historians at the City of Sydney. The project aims to collect oral history about Glebe's horses, be they cart or carriage horses or horses pulling omnibuses or trotting rigs; about their owners and riders; and about deductions we can make on the basis of remnant built evidence.

The Sydney populace was dependent on the horse for personal mobility and it became an integral part of the work ethic. The horse provided the main motive power for transport of goods and in Balmain and Glebe many earned their living as dray, delivery cart and cart proprietors. Apart from the omnibus, the middle



class travelled the streets in their hansom cabs, broughams and buggies. (Solling, M and Reynolds, P, Leichhardt: On the margins of the city. Allen & Unwin (1997), p45)

These horse-drawn vehicles and horse-buses were replaced eventually by motor vehicles, but many reminders remain in Glebe in built structures such as former

stable buildings, carriage gateways, horse troughs, etc. Less evident, perhaps, are the memories and recollections of Glebe residents; of those who as children knew the horses in Glebe's streets; of those who stabled trotters where now new townhouses stand.

This project is part of a wider oral history program of the City of Sydney. The Glebe Society is working with Margo Beasley, Oral Historian with the City of Sydney, to collect oral histories of this important aspect of Glebe's early life. To make the project a success, we are relying heavily on members volunteering information and ideas; we are relying too on your depth of understanding of both your Glebe environment and the lives and experiences of your neighbours.

If you are interested in participating, we would welcome an early expression of interest. Please drop a line to Liz Simpson-Booker, Glebe Society, PO Box 100, Glebe 2037 or email secretary@glebesociety.org.au.

- Liz Simpson-Booker

The sanest solution for saving the world?

As reported in *Bulletin 1/2007*, Glebe Society member, Professor Ian Jones was one of the five "world experts" featured in the BBC program *Five Ways to Save the World..* We all had a chance to see this program when it was shown on 10 April.

Ian's solution to the problem of increased level of CO₂ is to add urea to areas of the ocean which lack phytoplankton, to turn these areas into a lush "forest" that can take in carbon dioxide and give back oxygen. When they die and sink to the ocean floor they take carbon with them. As Ian says, "If you don't like the outcome, you can turn off the tap. It's like irrigation. When you turn off the food supply for the plankton, they just die."

The other proposals in the program involved much more complicated and expensive technology, and Ian's seemed

the sanest of the five schemes to save the world as well as having the greatest flexibility for modification and reversal if unforeseen problems ensued. In the meantime, let's all be as energy wise as we can and lobby the pollies hard to effect more immediate remedies!

- Jeanette Knox

And **Bobby Burke** found this note on www.oceannourishment.com ...

An Australian team will compete in Sir Richard Branson's Earth Challenge after Professor Ian S F Jones, head of the Ocean Technology group at the University of Sydney, announced plans to champion an entry in the challenge using the Ocean Nourishment™ concept.

Glebe against Global Warming

Now that the election is over, we need to decide what direction we should take and what activities we should plan between now and the Federal election.

I have called a meeting to discuss suggestions from all members of our group. I do not have a specific agenda, but hope that everyone will bring, preferably in writing, ideas and activities that you would like to propose. The meeting will be held on Tuesday 8 May at 6.30 pm.

Please ring me for further details if you would like to join the group.

- Bill McCarthy

Glebe News

Walking wounded

This Bulletin has been prepared without the help of our pictorial editor (as well as Treasurer) Bruce Davis. Bruce is recovering well from his second hip replacement operation.

And our Traffic and Transport expert, Chris Hallam, is recovering from a compound fracture of the right leg as a result of falling from a great height. He has had two stays in RPA and will be out of action and on crutches for several months.

Chris was on a ladder measuring the chimney at Kurrajong. Relying on his rock-climbing skills he held on to the chimney, which was not as strong as a rock. He fell about eight to ten metres from the roof.

We wish both Bruce and Chris a full recovery.

A successful move

After 20 years living near *The Abbey*, Cynthia and Ian Jones are now settling into their new home in Lombard Street.

Unfortunately they no longer have that wonderful old dining table, the location for many *Bulletin* mail outs and other Glebe Society functions.

Some advice for Verity Firth

"It is axiomatic in government that hornets' nests should be left unstirred, cans of worms should remain unopened, and cats should be left firmly in bags and not set among the pigeons. Ministers should also leave boats unrocked, nettles ungrasped, refrain from taking bulls by the horns, and resolutely turn their backs to the music."

That delightful quote is from Sir Humphrey Appleby, the suave and cynical Whitehall mandarin of the television series "Yes, Prime Minister". Mike Carlton used it in his *Sydney Morning Herald* column on April 6 - 8. I repeat it here because I like it and I am the *Bulletin* Editor.

-Edwina Doe

Art and About in Glebe, 2007

The Art and About committee has launched into plans for the 2007 Glebe contribution to the City of Sydney festival, Art and About.

This year we have engaged Nick Vickers to be the project coordinator. He brings great enthusiasm and curatorial experience to the job.

Nick and the rest of the committee have begun discussions about the direction of this year's project and although details are yet to be finalised, we are working on a close involvement with the Glebe Youth Service again, and hope to have artistic contributions from Mitchell Street workshops and input from a broad section of the Glebe community.

Neil Macindoe is our grant application writer, Andrew Craig is writing the business plan, Baharak Sahebkhari will liaise with Council, Jan McCulloch is arts adviser, Col Stokes represents and manages the Glebe Youth Service, Tamara Killick will teach, Roelof Smilde facilitates organisation with the Glebe Youth Service and the shops. Once again I will be the community organiser. We will also engage with representatives of precinct and other community groups, the Glebe Library, Pine Street Creative Arts Centre and the Chamber of Commerce, and will work closely with COGG.

We are working hard to refine the plans, and look forward to announcing them soon.

- Susan Ingram

Stage One gully planting in Orphan Creek after four years.

Photo: Roberta Johnston

See the articles on page 4-5.

Glebe Local Area Traffic Management

Come to the Community Feedback meeting on the Local Area Traffic Management plan.

Where - Glebe Town Hall, Glebe
When - Tuesday 8 May, 6-8pm

Find out about the plans for traffic in our area, and give your opinion on them.



The Glebe Society will screen the film *Rocking the Foundations* at Blackwattle Secondary College Theatre, Taylor Street, Glebe on **Tuesday 5 June** at 7.30pm.

In this fascinating film one of the first women to be accepted as a builder's labourer, filmmaker Pat Fiske, describes the "green bans" in Sydney in the 1960s. It is very relevant to the actions taken to preserve Glebe's heritage including the foundation of the Glebe Society.

There will be more details of this event in the next *Bulletin*, together with news about the launch of Max Solling's history of Glebe and a mid-winter Glebe Society function.

- Dorothy Davis



News and Notes

Thirsty Thursdays

All members are invited to meet for dinner in Glebe on the first Thursday of each month, to eat and talk with other people who live in Glebe.

The April dinner, at the Nag's Head, was very popular but we will continue to move around Glebe.

On Thursday 3 May, we will try *Haiphong Harbour*, a new Vietnamese restaurant at 28 Glebe Point Road. It is BYO (corkage \$2 per person) and Cheryl Herden says it is lovely.

On Thursday 7 June we will go back to *La Tavolaccia* Garden Restaurant, 355 Glebe Point Road, also BYO.

For Thursday 4 July, Simon Fraser has suggested the Polish restaurant *Na Zdrowie*, which Google says means "Cheers" in Polish. There is a bar in London of the same name. It is at 161 Glebe Point Road. Look out for more details next month.

Where would you like to go in August?

A one-off opportunity

On Sunday 20 May at 1pm, Glebe Society member Lyn Collingwood is directing the melodrama *Simon Lee*, next in the *Censored!* series of events which are part of New Theatre's 75th birthday celebrations. Penned by Dibdin Pitt, author of the original *Sweeney Todd*, *Simon Lee* is full of drama and pathos as we follow the fortunes of the hero who turns to poaching to support his young family.

Using a prompter's copy, Lyn will recreate the original staging, complete with tableaux, and music. The play is a well-crafted fast-moving piece of heightened theatricality and an insight into the social conditions of the times. Some of the works of Dickens and Thackeray were labelled "Newgate novels" because they made heroes out of lawbreakers. Pitt's melodrama was labelled a "Newgate play". In England the Examiner of Plays refused licences to such plays which he saw as justifying or encouraging crime.

Newgate Prison, demolished and now the site of the Old Bailey, was until 1868 the place to see public executions. Many of its inmates were transported to Australia.

New Theatre, 542 King Street, Newtown. Tickets cost \$15. Book by phoning 9519 3403.



Simon Lee



Open Day at the Glebe Fire Station

As part of the NSW Fire Brigades annual Open Day, Glebe Fire Station will welcome visitors on Saturday 28 April 2007. This is an opportunity for families to talk to their local firefighters about fire safety, including information on smoke alarms and preparing a home escape plan

The Station will be open from 10am to 2pm and both parents and children will have the chance to climb onto fire engines, tour the station and check out the equipment. There will also be a free sausage sizzle on the day.

Saturday, 28 April 2007, 10 am until 2pm

Glebe Fire Station, 75a St Johns Road, Glebe

Contact Glebe Fire Station (phone 96607156) for more details.

Historic Walking tours

The Historic Houses Trust will explore Anzac and Glebe Island Bridges with Dr Don Fraser - Sunday 13 May, 2-4 pm.

Bookings are essential on 8239 2211. The meeting point will be announced at time of booking

Bulletins by email

If you would like to receive your *Bulletin* by email instead of snail mail, please email editor@glebesociety.org.au

City of Sydney Councillors

Lord Mayor

Clover Moore MLA

Councillors

Phillip Black
Verity Firth
Chris Harris
Marcelle Hoff
Robyn Kemmis
Michael Lee
Shayne Mallard
John McInerney
Tony Pooley



For enquiries:

Please contact the City of Sydney on 9265 9333.

Forest Lodge Public School

Home of The Glebe
Society Archives

Phone 9660 3530



For your diary ...

Friday 27 April, 7 - 9pm - Friends of Benledi and Glebe Library Cocktail Party.

Saturday 28 April, 10am - 2pm - Open Day at Glebe Fire Station. 75a St Johns Road, Glebe.

Tuesday 1 May, 6 - 8pm - "The Preservation of *Bellevue*" - at *Bellevue*, Glebe Point.

Thursday 3 May, 7pm - Thirsty Thursday - *Haiphong Harbour*, 28 Glebe Point Road.

Tuesday 8 May, 6 - 8pm - Glebe Local Area Traffic Management Community Feedback meeting.

Tuesday 8 May, 6:30 pm - Glebe against Global Warming meeting. Ring Bill McCarthy for details.

Wednesday 9 May, 7.30pm - Glebe Society Management Committee Meeting - The Old Fire Station, 115 Mitchell Street.

Sunday 13 May, 2 - 4pm - Anzac and Glebe Island Bridges - Historic Houses Trust walking tour.

Sunday 29 May, 1pm - *Simon Lee* - New Theatre, 542 King Street, Newtown.

Tuesday 5 June, 7.30pm - *Rocking the Foundations* - Blackwattle Secondary College Theatre, Taylor Street, Glebe.

Thursday 7 June, 7pm - Thirsty Thursday - *La Tavolaccia*, 355 Glebe Point Road.

Wednesday 13 June, 7.30pm - Glebe Society Management Committee Meeting - The Old Fire Station, 115 Mitchell Street.

Thursday 4 July, 7pm - Thirsty Thursday - *Na Zdrowie* Polish restaurant, 161 Glebe Point Road.

See the Glebe Society Website for our calendar of events in 2007

Contacting The Glebe Society

Mail

All correspondence should be addressed to:

The Glebe Society Inc

PO Box 100, Glebe NSW 2037

Website

The Society has a growing website (www.glebesociety.org.au) for the information of members and anyone with an interest in Glebe.

The website will only flourish if members use the site. Send contributions or comments to webmaster@glebesociety.org.au

The Bulletin

We are glad to publish letters or articles on any matters of interest to Glebe, any topic raised in the *Bulletin*, or any issues relating to the Glebe Society. Write to the address above or email editor@glebesociety.org.au

Disclaimer

Views expressed in this *Bulletin* are not necessarily those of the Glebe Society Inc.

Bulletin Deadline

The next edition of the *Bulletin* will be published at the end of May. The deadline for contributions is **16 May**.

The Glebe Society Inc

Established 1969

Management Committee:

President	Jan Macindoe	9660 0208
Vice-president	Bruce Davis	9660 7873
Immediate Past President	Bob Armstrong	9660 4189
Secretary	Liz Simpson-Booker	9518 6186
Treasurer	Bruce Davis	9660 7873

Committee Members:	Dorothy Davis 9660 7873	Anne Fraser 9660 7560
	Simon Fraser 9660 7560	Jan Wilson 9660 2698

Sub-committee Convenors:

All sub-committee convenors are *ex officio* members of the Management Committee

Arts, Culture and Media	Sue Ingram	9692 8534
Bays and Foreshores	Tony Larkum	9660 7030
Wentworth Park	Anne Fraser	9660 7560
Environment and Open Spaces	Andrew Craig	9566 1746
Glebe against Global Warming	Bill McCarthy	9660 5119
Heritage	Dianne Gray	0417 434 814
Infrastructure Defect Reporting	Margaret Sheppard	9660 4121
Membership	Cheryl & Bryan Herden	9660 7371
Planning	Neil Macindoe	9660 0208
Transport and Traffic	Chris Hallam	9660 3670

Adopt-a-Park Contacts:

Foley Park: Bobbie Burke (9692 0343) **Kirsova:** Fay & David Mander Jones
Paddy Gray Park: John Gray

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History of the Glebe Society	Jeanette Knox	9660 7781
Liaison with CityRags	Bob Armstrong	9660 4189
Liaison with CoGG	Bruce Davis	9660 7873
Liaison with FLAG	Jan Wilson	9660 2698
Publicity	Sue Ingram	9692 8534
Website	Cynthia Jones	9660 2451

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The GLEBE
PO Box 100



SOCIETY Inc
Glebe 2037

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Membership of the Glebe Society

Individual member	\$45
Joint (2 people, one address)	\$55
Household (more than 2 adults and/or children, one address)	\$60
Concession (student or pensioner)	\$20
Business or institution	\$110

Download a Membership Form from our website (www.glebesociety.org.au/AboutTGSI/Membership/Membership_application.pdf).

Or write to PO Box 100, Glebe, 2037 or phone the Secretary, Liz Simpson-Booker, on 9518 6186.

If you have a matter that you would like to discuss with the Management Committee, please phone the Secretary.

Community Contacts

Manager-Neighbourhood Services Centre ; Glebe, Forest Lodge, Camperdown, Ultimo & Pyrmont: Baharak Sahebkhitiari, Phone: 9298 3191, Mob: 0417 426 201

Email: bsahebkhitiari@cityofsydney.nsw.gov.au

Glebe Town Hall Office: 9298 3190 8.30am-5.30pm Mon- Fri

Sydney City Council Customer Service

Telephone (24 hours): 9265 9333

email: council@cityofsydney.nsw.gov.au

website: www.cityofsydney.nsw.gov.au

Dumped Shopping trolleys: Bi-Lo - 9281 4511. Most other major stores - 1800 641497. Pacific Services - 0500 847 000 or trolleys@pacificservices.com.au.

Waterway Garbage: NSW Maritime response - 9563 8592