



# THE GLEBE SOCIETY BULLETIN

PO BOX 100, GLEBE NSW 2037 AUSTRALIA

Registered by Australia Post - Publication No NBG 7483

NO 5 OF 1993

AUGUST

## ANNUAL GENERAL MEETING & BIRTHDAY PARTY

SUNDAY 12 SEPTEMBER  
25 AVENUE ROAD, GLEBE



As indicated in last month's Bulletin, this year's **Annual General Meeting** will be held in conjunction with the Society's twenty-fourth (yes, twenty-fourth!) birthday party. Come along to Jenny & Peter Pockley's at 11am for drinks and nibbles. The birthday cake will be cut at 11.30am and the AGM will then proceed to business.

The formal business of the meeting is:

- (a) to consider the reports of the President & convenors of Sub-committees (most of which appear in this Bulletin)
- (b) to consider the Treasurer's report & annual financial statements of the Society
- (c) to elect members of the Management Committee in place of those retiring.

Two other important matters are also on the agenda:

The Hon. **Tom Uren** AO, who was so influential in ensuring that the Glebe Estate was acquired by the Federal Government from the Church of England in 1974 and thus preserved for public housing, was recently honoured in the Queen's Birthday honours list. The Management Committee has resolved to offer Tom a small token of our thanks and we are delighted that he has agreed to accept.

**Max Solling**, a prolific and highly respected local historian for almost as long as anyone can remember, is to be proposed for honorary life membership in recognition of his outstanding service to the Society.

Come along and help us enter our 25th year!

## PUBLIC MEETING

The Public Meeting organised by the Society on 7 August attracted about 90 people and provided an opportunity for some useful discussion and feedback (though we could have gone on for longer of course).

John Douglas, from Leichhardt Council's Trees & Open Space committee, described the study that had been done on street trees in Glebe point Road and outlined recommendations for future action. Essentially this is to replace the poplars with other trees that better meet the criteria for urban plantings. John also advocated the use of bundled cables in Glebe Point Road to replace the present four wires on poles system.

The poplars in Glebe Point Road had been planted in 1948 as a World War II memorial. Jo Bastian, in the discussion session, spoke passionately in favour of retaining the poplars or replanting with poplars. Glebe's old trees are worth defending, despite their problems, in the same way as Glebe's old buildings. Other people were concerned about problems with their roots, the lack of shade and the desirability of having trees that attract native birds.

The Committee has forwarded on to Council the petition circulated at the meeting asking that details of the study be put on public exhibition and residents' views sought on Glebe Point Road trees. The Committee has also written to Council pursuing the recommendation about bundled cables that was strongly supported by the meeting.

Matthew Hurst, from the Light Rail Association, noted that the Association had developed from a Glebe Society committee. He explained what was meant by a light rail system (basically a modern tram). It had the potential to be a rapid (80kph), off-street form of transport, with good access for wheelchairs and the disabled.

There was discussion about light rail routes, and the reasons for the Government's intentions to end the light rail line at the Fish Markets. The Light Rail Association has consistently referred to this as 'Stage One'. Lobbying is very necessary. It was suggested that the Department of Housing could be an ally, and that Leichhardt Council's continuing support be encouraged. The Better Cities initiative could be a source of funding. If the track were extended along the old goods line the most likely stations for Glebe would be near Bicentennial Park and Wentworth Park (near the High School). An underground station would be expensive, whereas these would be affordable.

Matthew answered other technical questions and drew attention to the availability of a draft of points that could be raised in letters to Mr Baird. These included the urgent need for an improved public transport system in Glebe; the disadvantages of the proposed route (does not originate in the Central Business District, does not extend to Glebe and Leichhardt Municipality generally, may not be economically viable with the number of residents in Pyrmont); availability of the goods line and potential for linking with the heavy rail services at Dulwich Hill; for maximum efficiency and patronage a Leichhardt light rail system should link Leichhardt with major central city public transport interchanges. (For interested letter-writers, Mr Bruce Baird's address is Minister for Transport, Level 20, 220 Elizabeth Street, Sydney, 2000).

Libby Hindmarsh identified four main health issues for the area. Proposals for a cooperative hospital had no success with the Area Health Board, which was still intending to sell the Homeopathic Hospital building. A number of health services could be put together on this site. The meeting overwhelmingly favoured continuing these endeavours.

Home care services in the area had been cut substantially, a matter of major concern with respect to maintaining people in their own homes as long as possible.

With the move of the Children's hospital there would be a need for ongoing pediatric care. A working party had been set up to look at the provision of care when the hospital moves in 1995. Community support would be needed.

Balmain Hospital, while now mainly used for geriatric rehabilitation services, was still maintaining some general medical care. The General Ward would be reviewed in three months time. Local GPs had formed themselves into a Central Sydney Section of the Division of General Practice, and a casualty service would be maintained at Balmain with the support of local GPs. In discussion Councillor Nick Masterman and MP Sandra Nori emphasised the necessity for Balmain to be used, and the need for general support. People were urged to write to Diana Horvath (Area Director), and to the Minister for Health. A public campaign about health care was in preparation. The Government seemed unaware of special needs/demands in the inner city, particularly to support children's health, and HIV sufferers.

Jeannine Smith and James Nicholson were the concluding speakers, and presented an historic survey of building in Glebe Point Road, with illustrations. They estimated that 90% of buildings were of historic value. Glebe Point Road is therefore an extremely significant street.

In thanking speakers and organisers, President Ted McKeown also drew attention to the continuing problems arising from the Third Runway. Once again, a draft letter was available. Pressure was still needed on Senator Collins to maintain the curfew (especially in the light of Ansett's recent public comments) and to speed the construction of a good airport at Badgery's Creek.

The Society thanks those who attended for their donations towards the cost of the meeting. The work of Gay Kalnins (Propagooose), who designed the leaflet for the meeting (and new letterhead etc. for the Society) was much appreciated. Gay has her office upstairs at 195 Glebe Point Road, where she works on graphic design, layout, desktop publishing, etc. She has been involved in many community campaigns. The leaflet Gay designed was printed for us by local resident, Eric Graham. Thank you Eric. He has operated his general printing business in the inner city for thirty-three years, his firm being located at 32 Lillian Fowler Place, Marrickville.

The Society enrolled some new members as a result of the meeting, and we welcome them and hope they will enjoy the Society and become involved in its activities.

Children in Glebe Sub-Committee held their first meeting early in June. The first issue tackled was the state of play equipment in Jubilee Park. A group of concerned residents had previously met with the Mayor, Larry Hand. After the meeting the Mayor confirmed in writing the Council's decision to upgrade the play equipment in the park. An initial \$10,000 was approved for 1993 as an interim measure, with a possible \$30-40,000 upgrade next year pending availability of Open Space Development funds.

Since our meeting with Mr Hand progress on the park equipment has been slow. Despite numerous phone calls to both the Council and Ausplay (play equipment suppliers) little has happened. The see-saw has been removed in anticipation of the new one being installed and a park light has been knocked over spreading smashed glass in the children's play area. This has been reported but action has yet to be taken by the Council to clear up the glass or fix the light. A barrier placed around it creates a climbing frame for children to play on amongst the broken glass.

The lack of action from the Council is a clear indication that continued lobbying is needed to ensure the second stage of the playground is installed in 1994. The Council has given a completion date of Thursday 26 August for the installation of the equipment and said that the broken light would be attended to on 23 August.

Other issues raised at the initial meeting were child care in the area and the restricted hours of Hilda Booler Kindergarten, Glebe's pocket parks, Leichhardt Council's Open Space Strategy, the provision of children's health services in the area after the relocation of the Children's Hospital, teenage facilities, and sports facilities for children.

We plan to hold the next meeting on 13 October at 7.30pm.

Louise Schweikert

It is a pleasure to report that the restoration project is well underway thanks to the support of many, especially the Glebe Society and local citizens. Notable backing has come from Leichhardt Municipal Council, the NSW Department of Planning (Heritage Branch), and the National Trust of Australia (NSW), Commonwealth Department of Veterans' Affairs, and several businesses.

Our contractors, Traditional Stonemasonry Co. Pty Ltd, is doing a professional job, and it is a pleasure to work with them. They are now embarked upon completion of the restoration of the whole of the fabric of the memorial building itself. The busts of Digger and Sailor have been sculpted and moulded. They stand ready to be put in place to finalise the present works. It is expected completion will occur in September this year.

Consultations between the Committee, our restoration architectural advisers McDonald, McPhee Pty Ltd, the National Trust, and Traditional Stonemasonry Co. led to a decision to change our restoration priorities. It became clear we must see to restoration of the main structure to arrest water seepage and structural deterioration. Consequently, we will be unable to fund at present the restoration of the Angel and the name tablets and must hope this can be achieved at a later date.

As noted earlier, many individuals and organisations have given generously for this important community project, but we are still short of funds needed to complete the revised program by \$4000.

Finally, I acknowledge with pleasure the interest and support given to the Committee, especially from the groups mentioned earlier. Max Solling, of the Committee, deserves a special mention for his enthusiasm and productive energy.

Bill Nelson

#### No Time to Waste

A seminar and workshops presented by the Nature Conservation Council of NSW Waste Crisis Network.

Saturday, September 25, 1993.

9am - 4.30pm

YWCA, 5 Wentworth Ave., Sydney.

ph: 247 4206. Registration fee.

## Environment

Features of environment activities centred on liaison with Council's Tree and Open Space Committee and included :

- Finalising of Council's Open Space Strategy as described briefly in the last *Bulletin*;
- the proposals for Glebe Point Road Street Trees, again described in the last *Bulletin*;
- the work on street tree planting undertaken by council which included the start of planting street trees in the Glebe Estate, as approved by the then Council tree committee some years ago;

Council is also preparing an Environment Strategy 'to plan a sustainable future' for the community which outlines policies for ecologically sustainable development of buildings, parks and streets. Details were presented to Society members at a talk by Council's environment officer, Birgit Seidlich, earlier this year.

### The Glebe Markets

The Glebe markets featured over 1993 as a controversial issue.

While many residents had no dispute with the *principle* of having a market and that this activity introduces vitality to the area, there is a limit to how much vitality the community may want.

Many people also welcome a 'village' market. However when the market has run every Saturday and every Sunday, taking the number of stalls to around double that of Paddington market – with a reported 5,000 visitors on Sundays alone – this has not been some people's concept of a local village market.

This is especially given the line of traffic up Glebe Point Road on Sundays, the traffic congestion in surrounding residential streets, parking problems, noise and behaviour of some visitors.

Apart from the effect on the amenity of the people living around the market, it was perhaps a lack of consultation with the community on these problems that precipitated the frustration expressed ~~when~~ around 50 residents filled a council room at a meeting on the markets last March.

While traffic congestion and parking problems have been labelled by Cr Masterman as teething problems, this also begs the question of how long these take to resolve, given that the market has been operating a number of years and that these problems have been receiving attention from council for some years.

Since the market has been closed on Sundays and since the aborted attempt to move the market, along with its unresolved problems to the Harold Park

Paceway, the Society concurs with the Town Clerk's conclusion that: **4**

*'it is evident that the Markets have not only outgrown the School ... they have outgrown Glebe'*

While the Society supports the school's need for income ( it currently receives some return as rental from the operators running the market as a business), issues as to how the market is run in the future and how its operation may be more harmonious with the community and local businesses centred around it are yet to be resolved.

Given approval to rezone the site to allow a commercial market activity, the community will be invited to comment on a development application due to be submitted by the school at the end of August.

Fiona Campbell

### HAROLD PARK SUBCOMMITTEE REPORT 1992/93

Over the past twelve months little development has occurred with Harold Park's proposal to extend the track and incorporate a hockey field within the centre car park.

This is not to say Harold Park remained passive throughout the year because we saw during June and July a push by Harold Park management and the operator of the Glebe Markets to relocate Glebe Sunday Market from the Glebe Primary School to the Harold Park Paceway. The first notice of trading by the Glebe Markets occurred one Sunday in June. When we investigated the Council authority to allow this market we were met with various answers, all of which indicated no debate had taken place during a full Council meeting and no DA had been lodged. The matter became a very contentious issue within Council and on two occasions divided Council members after each heated debate. With the support of local residents and the backing of six Council aldermen the proposal was defeated during a rescission motion held at the Council Chambers on 27 July.

Local residents affected by this proposal owe our local alderman Neil Macindoe a big thank you for his efforts to support their case in Council. Without his support and the support of other aldermen, local residents would by now be suffering the same problems of traffic and crowd congestion to the extent now suffered by nearby residents of the Glebe Primary School Saturday Markets.

Gideon Rutherford

## KSA & GLEBE SUBCOMMITTEE ANNUAL REPORT

5

Information on this issue was made available to the public at street stalls earlier this year, at the Glebe Street Fair in November 1992, at No. 13 precinct meetings, and also at the two public meetings called by the Society (the most recent of which was on 7.8.93).

I went to see the federal member for Sydney, the Hon. Peter Baldwin, in 1992, and the NSW member for Port Jackson, Sandra Nori, this year. The Society's opposition to the third runway was discussed. Both politicians were kept informed of the Society's views and actions via copies of the Society's correspondence.

Citizens Airport Environment Association Inc. lost both its cases in the courts. However, it was revealed in documentation - and clearly nowhere else in the public domain - that: 1. the estimated cost of road and rail to support the additional third runway at the airport and Port Botany expansion is between \$700 million and \$1.5 billion. The Federal Airports Corporation has paid \$5 million as its contribution. 2. The runway is likely to become a seaport facility in twenty years' time.

Of course costs other than these were also identified. Premier Fahey hasn't yet responded to the Society's letter on the topic.

Members of the Society were amongst those approached to support CAEA's successful raffle last year; the proceeds were used to meet legal costs. The Society conducted a highly successful street stall in March this year, the proceeds being equally divided for CAEA and the Glebe Diggers War Memorial Restoration fund. The Society's management committee had earlier voted \$100 donation to CAEA's legal appeal.

The Society wrote to Leichhardt Council regarding the need for plans we believe Council should be setting in place on aircraft noise and planning. As you can see on your trips around Leichhardt and Annandale, new housing developments, on casual inspection, do not seem to have anything special incorporated in the roofs to insulate against aircraft noise. Council explained the situation, a summary of which is given here: Australian Standard 2021-1985 (siting & construction of new buildings subject to aircraft noise) is not mandatory. Standards may be taken into consideration by the authorities but there is no law requiring Council to ensure noise amelioration measures are provided in new buildings at present. Council supports the need for such measures in new buildings on the basis that the cost will be compensated for by the FAC. Council's letter points out that it enforces a requirement that any draft Local Environmental Plans which rezone land for residences (ANEF being 20-25), hotels, motels, offices, public buildings (where ANEF is 25-30), and commercial or industrial purposes (ANEF above 30) shall have a provision regarding interior noise levels. Council is represented on the FAC's working groups set up to deal with the noise management plan for KSA. Working group 1 is examining noise mitigation and new building construction standards

(20-25 ANEF and above 25 ANEF, if appropriate), and other matters such as property acquisition, land use planning and costs. Working group 3 is looking at practical ways the "polluter pays" principle will provide funds. Any precinct committee interested in these issues would be advised to work directly with the above-mentioned groups. Meanwhile Council is considering adopting a statement regarding aircraft noise for 149 certificates.

Articles were published in the Society's bulletin throughout the year, to keep members up to date on the issue.

The fourth year of this subcommittee's existence was "crowned" by Ansett Airlines's managing director Mr. Graeme McMahon's statement "...the new runway will not fix the problems" (Telegraph 2/8/93). He was addressing the need to provide for 3 million tourists per annum. ABC radio news reported the issue for much of the day. Mayor Hoenig of Botany Council said, on ABC TV 7.30 report that evening "...this whole issue during the third runway debate was all an attempt by the domestic airlines to prevent a second airport, to prevent competition in the domestic aviation market." He pointed out that Badgerys Creek airport land is acquired and that it has been known for twenty five years that a second airport is needed. The Society wasted no time in sending a written response to the

Minister, the Federal Cabinet, the Premier of NSW and others.

BUT ... getting rid of KSA's curfew was mentioned, and also changing routes over suburbs, which could easily mean take-offs to the north from the third runway. Members are advised to write to the Minister for Transport & Communications seeking his support for the curfew and assurances that he will maintain his promises. Write to him whenever the curfew and take-off to the north are mentioned.

Thank you, members and friends, for leafletting and help given throughout the year.

Alison McKeown.

### WENTWORTH PARK SUBCOMMITTEE REPORT

Unfortunately, there has been no progress on the landscaping and development of the Park this year.

The landscape plan was sent from Sydney City Council to the Department of Conservation & Land Management early this year for approval by the Minister, Gary West. Despite monthly telephone calls, we have had no indication from the Department when or whether a decision is to be made on it.

(continued next page)

Continued from page 5:

A letter was written to the Minister on 9 August 1993 asking specifically:

1. for an interview with the Minister to explain our position; and
2. for replies to our questions regarding the implementation of the Landscape Plan and whether it is true that the parking station which had been proposed for use by the greyhound people was to be sold?

There may be some reply before the Society has its AGM in September.

Christine Stewart

#### LIGHT RAIL SUBCOMMITTEE

Andrew Wood

In October 1992, it was announced that the Commonwealth and State Governments would provide funds to construct a light rail system from the Central Station colonnade, via Hay Street, Darling Harbour and the casino, to the Fish Markets. The system would make use of parts of an existing heavy goods line which passes from near Central Station to Glebe and the Leichhardt Municipality. Feasibility studies are expected to be completed this year and light rail services are to commence in 1996. The system will be built and operated by a private consortium.

The Society's policy on a light rail service to our suburb was printed in the Bulletin, for comment by members, and was then adopted by the Management Committee.

The present light rail proposal gives only a tourist ride to the Fish Markets and does not provide a public transport service for Sydney's community. It is essential that we convince the State Government of the financial viability of extending the light rail system from the Fish Markets to Glebe and the Leichhardt Municipality. McLaughlin Consultants, one of the project managers appointed by the State Government, are aware of the financial advantages of carrying

passengers from Glebe and Leichhardt. Mr Baird the Minister for Transport, however, has stated in a letter to the Society that "prefeasibility studies..... indicated that levels of patronage would not justify the extension of the service" to Glebe. Neither residents, the Glebe Society nor Leichhardt Municipal Council were involved in the prefeasibility studies. The Society will need to ensure that the State Government extends the terms of reference of its project managers. They should consider the economic advantages that would flow from the increased passenger numbers if the light rail system were extended to Glebe and the Leichhardt Municipality.

The Society has become a member of the Light Rail Association, who fully support the Society's approaches to the State Government.

I served as a member of a Working Group, set up by the Traffic and Transport Policy Committee of Leichhardt Municipal Council, to draw up recommendations for Council's policy on light rail. The recommendations, which closely followed the Society's policy and were adopted by Council's Committee, were as follows:

1. The land on which the existing heavy goods railway line is located should be retained for use by a public transport system.
2. The State Government should extend the proposed light rail service from the Fish Markets to Glebe and the Leichhardt Municipality.

3. The proposed light rail service should link the Municipality with the centre of the city.

4. Leichhardt Municipal Council will promote light rail by public displays and an article in the Leichhardt Leader.

The Council is also planning a walk along the present goods line, perhaps across the Wentworth Park viaduct from Glebe to the proposed Wattle Street stop, near the Fish Markets.

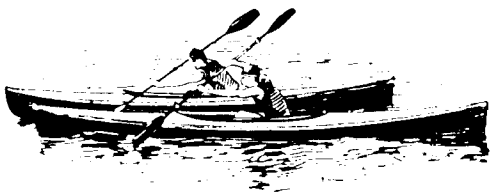
## TRAFFIC

The Society has continued to be represented on Leichhardt Council's Traffic & Transport Policy Committee which meets every six weeks. Council intends, as part of its new Town Plan, to develop traffic and transport policies. Apart from the opportunity for input at meetings, the Society has also presented a submission on transport policy to Council. This was originally prepared for Birgit Seidlich for her environmental strategy, but it will also be considered by the Traffic & Transport Committee as part of discussions on integrated transport management.

Letters were written to the RTA during the year about specific local matters, particularly the RTA's apparent determination to erect large signs adjacent to the fountain at the Glebe Point Road-Broadway intersection. With the support of Council's Traffic Engineer, one large direction sign was resited, and the Harold Park sign has been removed.

The opening of the City-West arterial has not to date been as successful as we hoped it would be in diverting through traffic away from Glebe. Council has been asked to monitor traffic volumes in the area. The Glebe Point Precinct Committee has also made some suggestions to Council about measures to reduce through traffic along Wigram Road.

Jeanette Knox



## SPECIAL BUS EXCURSION FROM GLEBE

City West Community Bus Inc. is a non-profit, community association, operated entirely on voluntary contributions. Its 22-seat minibus is used for two principal purposes: it provides transport for people who, through age or infirmity, are unable to use other means of transport, and it is available for social outings for local residents.

On Sunday 26 September the bus will leave Glebe Post Office at 8am to visit the Bowral Tulip Festival, travelling down the scenic coast road, stopping at Stanwell Tops for morning tea, and proceeding farther down the coast to Nowra. The bus

will head inland from Nowra, travelling through Kangaroo Valley and by Fitzroy Falls to Bowral. About three hours will be spent at Bowral looking at the tulips, craft shops and restaurants. The bus will depart for Sydney from Bowral about 3pm.

A donation of \$25 per adult & \$10 per child covers the cost of operating and maintaining the bus.

The bus will also be available for a trip to the Leura Spring Festival on Sunday 17 October 1993. To book for the Bowral Tulip Festival or the Leura Spring Festival, please ring Brian on 692 0047.

## MONDAY GROUP

The ferry trip planned for August was postponed till October. The Group met on 16 August at the delightful home of Doreen Strachan, 31 Avenue Road. Doreen made us very welcome and we had a lively and happy time together.

The next meeting on 20 September will be at the home of Jean Mackenzie, 16 Avon Tower, 2a Forsyth Street, Glebe, at 12 noon. Please bring lunch for one person. On 18 October meet at Wharf 5, Circular Quay, at 11.45am for the 12 noon Meadowbank ferry. We will disembark at Abbotsford and have lunch in the RSL Club there, returning on the 2.12pm ferry.

Inquiries to Sally (660 6138) or Katharine (660 2879).

## DINING OUT

Monday turned out not to be that popular after all! We decided at our last Dining Out night to have the next get-together on Wednesday 15 September (not Monday 6 September as advertised in the last Bulletin). Time: 6.30pm. Place: The Glebe Terrace, 36 Glebe Point Road.

The Glebe Terrace has been operating as a restaurant since 1979 and specialises in French and Italian cuisine. It is licensed but will accept BYO at \$2.50 corkage per person. It is a bit more expensive than the average Glebe restaurant but the Glebe Society has never dined there and I think it is worth trying.

Please ring Ian Edwards on 817 4329 as early as possible so that a booking can be made.



**THE GLEBE SOCIETY inc.**

BOX 100 GLEBE 2037

**NOMINATION FORM**

I, .....of.....  
(full name) (address)

hereby nominate.....  
(full name)

of.....  
(address)

for election to the position of.....  
on the **Management Committee** of the **Glebe Society Incorporated.**

Seconded by.....of.....

I accept nomination for the above position

Signature..... Date.....



**THE GLEBE SOCIETY inc.**

BOX 100 GLEBE 2037

**FORM OF APPOINTMENT OF PROXY**

I, .....of.....  
(full name) (address)

being a financial member of The Glebe Society Incorporated

hereby appoint.....of.....  
(full name of proxy) (address)

being a member of The Glebe Society Incorporated, as my proxy to vote for me on my behalf at the annual general meeting of the Society to be held on the **twelfth** day of **September 1993** at **11.00 am** at **25 Avenue Road, Glebe, NSW 2037** and at any adjournment of that meeting

.....  
Signature of member appointing proxy Date.....

**NOTE:** A proxy vote may not be given to a person who is not a member of the Society



**FOR YOUR DIARY**

Wednesday 8 September - 7.30pm - Committee Meeting - Lyndhurst, Darghan Street (also deadline for Bulletin contributions)

Sunday 12 September - 11am - Glebe Society Annual General Meeting & Birthday Lunch - 25 Avenue Road, Glebe (the Pockleys')

Wednesday 15 September - 6.30pm - Dining Out - Glebe Terrace, 36 Glebe Point Road, cnr Derby Place

Monday 20 September - 12 noon - Monday Group - 16 Avon Tower, 2a Forsyth Street

Wednesday 13 October - 7.30pm - Committee Meeting - Lyndhurst, Darghan Street (also deadline for Bulletin contributions)

Monday 18 October - 11.45am - Wharf 5, Circular Quay for Meadowbank Ferry & Abbotsford



**THE GLEBE SOCIETY inc.**

**MANAGEMENT COMMITTEE**

**PRESIDENT:** Ted McKeown 660 3917 (H)  
391 3000 (W)

**SENIOR VICE PRESIDENT:** Marianne von Knobelsdorff 692 0916 (H)

**JUNIOR VICE PRESIDENT:** Cynthia Jones 660 2451 (H)

**IMM. PAST PRES:** Andrew Wood 660 2194 (H)

**SECRETARY:** Jeanette Knox 660 7781 (H)

**TREASURER:** Edwina Doe 660 7066 (H)  
922 3877 (W)

**COMMITTEE:** Mavis McCarthy 660 5119 (H)  
Jenny Pockley 660 6363 (H)  
Peter Strickland 660 7624 (H)  
Christine Whittemore 660 7969 (H)

\*\*\*\*\*

Bulletin Editor: Jeremy Long 692 8742  
Membership List: Edwina Doe 660 7066  
New Members' Contact: Jenny Pockley 660 6363  
Publications: Patricia Jackson 660 8849  
Monday Group: Sally Nelson 660 6138

**GLEBE POINT ROAD PROJECT REPRESENTATIVES**

Ted McKeown - 660 3917 (H)  
Anton Crouch - 660 2889 (H)

**CONVENORS OF SUB-COMMITTEES**

All convenors are ex-officio members of the Management Committee

**BAYS & FORESHORES**

John Buckingham - 660 7780

**CHILDREN & GLEBE**

Louise Schweikert - 660 7205

**DIGGERS MEMORIAL**

Bill Nelson - 660 6138

**ENVIRONMENT**

Fiona Campbell - 891 8284 (W)

**HAROLD PARK**

Gideon Rutherford - 692 0239

**KINGSFORD SMITH AIRPORT & GLEBE**

Alison McKeown - 660 3917

**LIGHT RAIL**

Andrew Wood - 660 2194

**PLANNING**

Linda Nash - 818 3095 (H)

**TRAFFIC**

Jeanette Knox - 660 7781

**WENTWORTH PARK**

Christine Stewart - 660 8324

**ARCHIVIST**

Lyn Milton - 660 7930 (H)

\*\*\*\*\*

**MEMBERSHIP OF THE GLEBE SOCIETY COSTS:**

Ordinary \$22, Additional household members \$5 each, Student/Pensioner \$8, Institutional \$28.

Write to P.O. Box 100, Glebe 2037 or ring Jenny Pockley on 660 6363 for information.