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VOL. 51 — No. 47

WEDNESDAY, FEBRUARY 16, 1972

EXPRESSWAY CAMPAIGN SPEEDS UP

The Anti-expressway campaign in Leichhardt Municipality reached its peak the past week with three happenings: Presentation of an alternative scheme to the Government's inner-city radial expressway system; public demonstration at Glebe protesting against the plan for an expressway through the area; and an approach by the Mayor to the Premier's Conference urging public transport grants.

The alternative transport scheme is along the lines forecast last week by The Link. The proposals are:

- The North-western, Western, Hume Highway, South-western and Southern routes would be upgraded to major road status, feeding into a ring road (as illustrated) at 5 miles from the city.

This ring road would connect Gladesville Bridge to the industrial complex of Mascot.

- Road/rail interchanges occur along this ring road, feeding into the existing rail network, allowing fast rail transport to the city.

- Integral with this scheme will be the upgrading of the existing railway system and improvement of the bus feeder services to railway stations.

- A 9-mile rapid transit railway would be constructed from the University of N.S.W. along Anzac Parade, then through the City Circle and out to Leichhardt, forking to Drummoine and Lewisham, picking up some of the interchanges mentioned above.

The existing Leichhardt goods railway right-of-way would be used.

The scheme, which was developed by a group of traffic experts for Council's Anti-expressway Committee, was presented to Council in a Mayoral Minute, which sought Council endorsement of the plan.

The Minute recommended that Council's approval of it be deferred for 14 days, and in the interim the opinion of Council's Engineer (Mr Wilson), and Town Planner (Mr Kenna), and that of outside experts be sought. The Minute was approved by Council.

Protest

The public meeting of protest arranged by Leichhardt Council in the Dr Foley Rest Park, Glebe, last Saturday was attended by about 400 people.

It was addressed by the Mayor, Ald. N. Origlass, and Mr R. Degen, M.L.A., and several other speakers.

Mr Degen promised to raise the subject in State Labor circles, in view of the published statement by the Opposition leader, Mr Hills, that Labor supported the expressway proposals.

After the meeting those present proceeded along the line of the proposed expressway, and outlined it in water paint on the roadway.

Posters also were placed on some buildings marked for demolition by the Department of Main Roads.

Observers reported that tempers were frayed when some motorists tried to drive through the crowd, and that fights nearly developed when paint was daubed on cars.

Commenting on this, Ald. Origlass said there was a case of accidental splashing of one car.

Otherwise, he said, the function was simply a step in the campaign of arousing the attention of as many people as possible to the need for re-examination of the whole project.

He thought it was quite successful.

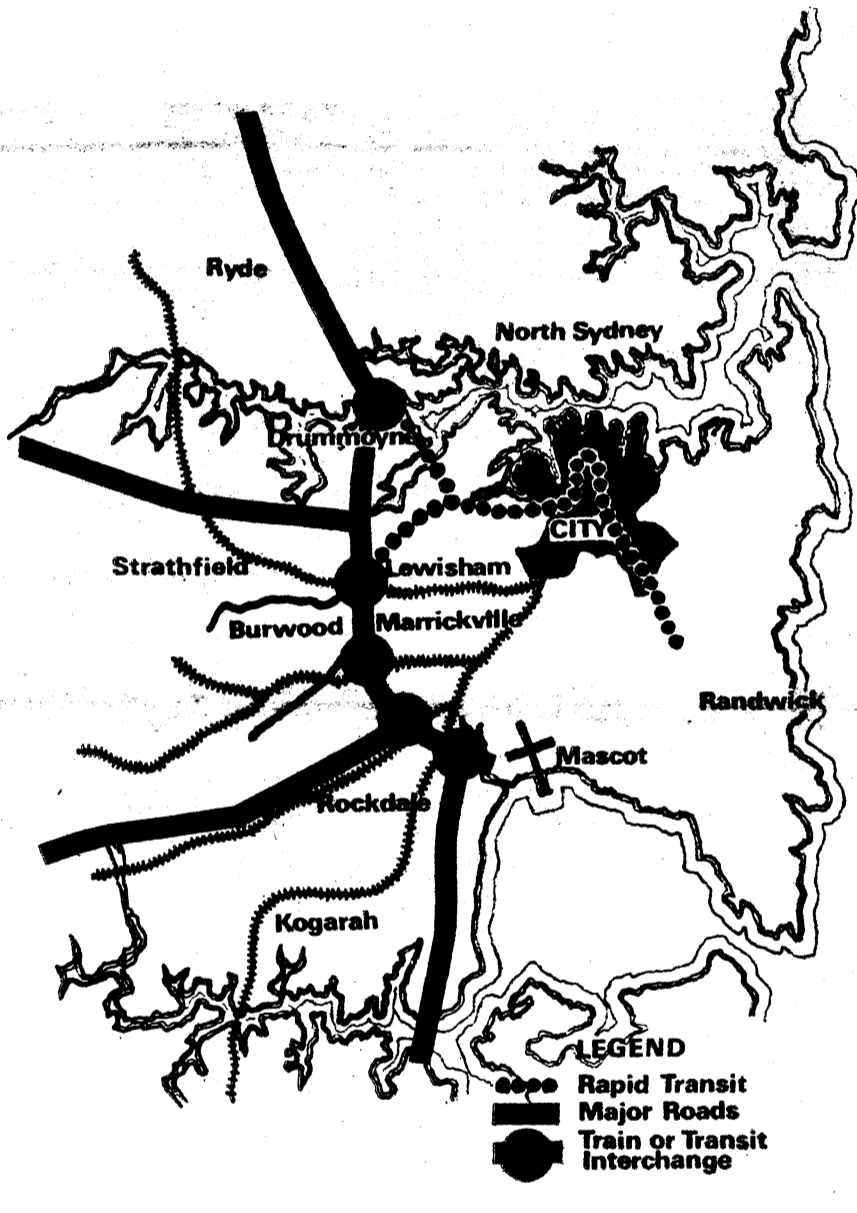
To Premiers

Ald. Origlass has sent telegrams to those attending the finance conference between the Prime Minister and the State Premiers.

He particularly addressed the N.S.W. Premier (Sir Robert Askin) and the South Australian Premier (Mr Dunstan), the latter being a known opponent of expressways.

The telegrams read: "Urge outright grants to expand and up-date public transport rather than for urban radial expressways. Latter not supported by expert opinion in light of overseas experience".

Alternative Plan For City Transport



Conditions For New Dock Work Discussed

Following a conference with Sydney Harbour Ferries Ltd. on conditions to operate at the proposed \$320,000 graving dock for servicing floating craft at the end of Waterview Street,

Balmain, Leichhardt Council has approved of the proposal in principle.

The Town Planner has been asked to recommend the conditions which may be imposed with an approval.

Council representatives reported that they had ascertained verbally from the company that the proposed development would generally be limited to maintenance and repair of its own ferries and the hydrofoils owned by Port Jackson and Manly S.S. Co.

They reported also that they had received assurances that no problems need arise from placing on the proposal development conditions aimed at protecting the amenity of the residential neighbourhood.

Such conditions would include requirement that water transport be used for bulk deliveries to the premises, and measures to control noise, fumes, dust, etc., from the proposed development.

Column NINE

Transport Needs

When Sydney's history is written, will that for the 1970s show a major shift in accent — for public transport against use of the private car?

It might, for there is common sense in moves to upgrade public transport in the city and near-city suburbs.

We don't expect immediate results from the approach by Ald. Origlass to the Commonwealth and States for public transport grants.

However, it is an imaginative shot in the campaign against city expressways, and an interesting extension of the alternative scheme (a far more acceptable approach than the crowd-rousing "protest" idea).

The Glebe incident, of course, was an expected outburst of local opinion against major upsetting of their residential amenity. It cannot be completely answered by the Government view that parochial interests must give way to community needs.

It is a case of little people getting hurt; and when any class gets hurt, it reacts.

Nevertheless the car is an accepted way of life for Sydney people—including those living and working in this municipality—and its growth has to be met by adequate facilities.

This of course includes such a mundane (but vital) matter as shopper car parking, which continues to be ignored by Leichhardt Council.

If an expressway plan can be said to destroy Glebe and parts of Rozelle, lack of shopper parking can be said to promise destruction of the Balmain and Rozelle shopping centres.

Far too little has been done by governments to cater for Sydney's overall transport needs, and new thinking is urgently required.

BALMAIN TOWN HALL ROCK REVIVAL THIS FRIDAY 18th FEBRUARY 9 p.m. - 1 a.m.

Music by
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Admission 80 cents

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Friday, 8 p.m., Knockout Euchre Tournament, \$30, also last day to join the Sports Club for 1972.

Saturday, 9.30 a.m., Club opens, 12 o'clock Snack Bar opens, 8 p.m., Count Copernicus, vocals, trumpet and flute playing. The Count is one of the best artists in New South Wales.

Sunday, 9.30 a.m., Club opens, Sick Parade, The Co-ordinates, vocal instrumental, 3 p.m., Live Show, Jeniffer Shaw, T.V. vocalist, Aurel and Verne, novelty act backed up by The East Coasters Quintette, 7 p.m., Dance Night, prizes for the Barn Dance and a Jackpot Monte Carlo worth \$40.

Tuesday, 22nd February, 8 p.m., Sports Club out a 2-course dinner for 40 cents, and floor, for 1972.

Thursday, 24th February, 7.30 p.m., Film Night, Academy Award winner.

Sunday, 27th February, Sick Parade, The Rovers, classed as the best vocal duo in New South Wales, 2.45 p.m., Film Afternoon with two of the best actors in the world starring in it.

Sunday, 2nd April, Easter Sunday, 3 p.m., Live Show, Custers Last Stand, doing 2 spots, classed as the best showman quintette in Australia.

Special Notice: Members are again reminded to patronise the mid-day lunch as it works out a 2-course dinner for 40 cents, and dinner 30 cents, sweets 10 cents, with a baked dinner every Wednesday at the same price.

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Hospital Accepts Glebe Annex Plan

Balmain Hospital Board has accepted Leichhardt Council's proposals for conduct of the Welfare Centre attached to the Glebe Annex (formerly known as the Glebe Old Men's Home). The hospital is proceeding with the planning of a geriatric service based on the Annex.

At its first meeting in the new year, the hospital Board indicated its agreement with the contents of the Mayoral Minute on the subject of the Welfare Centre, presented by Ald. Orighlass to the Council in mid-December.

This Minute — endorsed by Council — outlined discussions between the Mayor and the hospital representatives on the problem of control of the Welfare Centre, which had been worrying the Council.

The Minute had indicated that agreement between hospital and Council was possible, and that the problems associated with the hospital's 50-year lease of the property at a nominal charge would be solved.

Suggestion

The suggestion was that the hospital would maintain the Welfare Centre for those citizens entitled to it, and inmates of the previous home for aged men would continue to be accommodated in the Annex.

Annex patients would come from Leichhardt Municipality, from Balmain and Royal Prince Alfred Hospitals, and from general practitioners.

Discharged patients would be visited at home, and non-patients given social service at home on referral by G.P.s. or the Council.

Meals would be provided to Council for discharged patients medically incapable of attending the Welfare Centre (price to be distributed cost only).

The kitchen staff would remain at the Welfare Centre as Council employees, the hospital recouping Council expenditure on wages.

The Mayor added that

he understood the hospital, having adopted the principle of conducting a welfare centre catering for non-patients as a valid feature of upgraded geriatric work, would have the perspective of developing such centres throughout the municipality.

Provision would be made for the operation of a voluntary committee to control social functions at the Centre.

Agreement

The Board has now advised the Council in writing that it is in agreement with the contents of the Mayoral Minute.

It suggested that a conference be arranged between the hospital and executive members of the Council to draw up details of the agreement along the lines Ald. Orighlass had suggested.

Commenting on the situation, Mr K. R. Boylan, Chief Executive Officer of the hospital, said the Board was in complete agreement with the

Mayor's Minute and had authorised him to confer with the Town Clerk, Mr E. A. Bassett, on the mechanics of giving effect to the matters concerned.

The hospital executive and Council representatives had conferred early in December on the problems.

The hospital representatives had explained how it intended to use the Welfare Centre in conjunction with the Annex and working also in conjunction with Royal Prince Alfred Hospital.

Mr Boylan said the two hospitals had already had discussions on the dovetailing of their social care programmes for aged people through the annex and the Welfare Centre.

A Hospitals Commission spokesman had indicated the hope that there would be an early announcement of a \$100,000 facelift for the Annex premises.

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Brownies and Guides PARENTS PLEASE NOTE

Brownies and Guides have commenced their meetings for 1972.

Brownies 7 to 11 years meet on Saturdays, 2.30 p.m. to 4.30 p.m.

Guides 11 years and upwards on Tuesday night, 7.30 p.m.

Both meetings held at St. Marys Church Hall, Adolphus Street, Balmain

Any enquiries, phone 82 4911 or 82 4451

Do You Know?

That according to a Commemorative booklet issued to celebrate Balmain's first 50 years as a Municipality in 1910, it is suggested that the cows of one of Balmain's first residents, Captain McLean (Superintendent of Convicts), were the first road surveyors in Balmain?

The booklet suggests that Darling Street represents the course taken by Captain McLean's cows through the scrub on their way from the Point to the open lands about West Balmain and Leichhardt.

Means of communication with Sydney proved difficult in the early days of the Municipality mainly because of the areas of unsympathetic terrain.

It was described as being covered with a dense Ti-Tree scrub through which some gum trees struggled up towards the sun.

The shores were rough and rocky and the rocks were covered with brambles and native currants.

Exploration showed that the point was so well adapted as a trap for kangaroos that it became a custom for the sporting men of the Colony to go out in parties and drive a mob of kangaroos to the point from the plains where Leichhardt and Ashfield are now.

The best marksmen stationed themselves at the narrowest part of the peninsula, about where the Methodist Church now stands, to shoot the animals as they were driven back by the beaters.

Reaching Sydney by land from the point was out of the question, and the only way the early settlers could reach the town was by pulling themselves across in their own boats.

A track was cleared through the scrub from where the Darling Street Wharf is to the top of the first ridge, but beyond this there were only a few cattle tracks.

The first steamer which ran to Balmain is believed to be "The Experience", owned by the Parramatta Ferry Company.

She was a broken-down boat with a wooden plug in the top of its steam chest, which frequently blew out when the pressure was too strong, making it necessary for a man to be placed nearby to drive in a new plug when required.

Her first voyage was about 1840, and it ran only on Sundays and holidays.

The first regular Ferry Service commenced in 1853.

At first the ferry boats ran from Windmill Street, Miller's Point, to the end of Darling Street, and afterwards from Margaret Street.

They ran two or three times a day — whenever, in fact, there was a fair load. As the residents in Balmain increased the trips became more regular.

The Sydney terminus was removed to Erskine Street, and boats were run up one side of the promontory to Mort's Dock and up the other side to Bald Rock.

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R.S.L.

Balmain - Rozell
R.S.L. Club's events last
week resulted:

Dominoes: Wally A
field and John Bake
from Phyllis Murpl
and Dessie Dodds.

Euchre: Vic. Ster
and Ralph Derbyshir
from John Baker and
Bill Adams.

Monte Carlo: Iren
Mitchell and Wally Dar
Irene drew the two
Spades, so this Sunda
night the jackpot will
worth \$40 if the winne
draw a king or ace.

On Saturday nigh
Barry Wayne was repla
ed by Lorraine Smit
(from Queensland)
Everyone was very plea
ed with her singing.

She sang number
made famous by the o
iginal Seekers, and tho
from Sound of Musi
and her frocks were ver
attractive. It won't b
long before she appea
back at the Club.

This year will be
big one in sport for th
Club. It will have te
soccer teams, two we
men's basket ball team
and will also suppor
four Rugby Leagu
teams.

Last Monday nigh
saw the Women's Auxil
liary annual meeting
Election of officers re
sulted in re-election o
Mrs Clarice Elley a
President (unopposed)
Mrs May Beynon and
Mrs Marce Buchana
Vice-presidents, Mr
Gladys Wilson Secretary
and Mrs Helen Webste
Treasurer.

Last Wednesday sav
the burial of one of Bal
main's best-known iden
tities — Jack Wark, 74
Jack was President o
the Medley Club, whic
operated for 26 years
and was the last remain
ing member of the orig
inal executive.

MUNICIPALITY OF LEICHHARDT

**BALMAIN AND GLEBE STUDIES
RESIDENTIAL DEVELOPMENT CONTROL BY
POPULATION DENSITIES**

NOTICE is hereby given that Council has adopted the principle of Residential Development Control by population densities as enunciated in the "BALMAIN and GLEBE STUDIES" prepared by The State Planning Authority of New South Wales.

EXHIBITION MAPS in respect of the Studies may be inspected at the **BALMAIN TOWN HALL**, 370 Darling Street, Balmain, from 9 a.m. to 4 p.m., on Monday to Friday, inclusive, during the period 16th February, 1972, to 29th February, 1972, and during other hours in the aforementioned period when functions are conducted at the Town Hall.

Residents and Residents' Groups are **INVITED** to inspect the maps and submit their comments in respect thereof to permit Council to give further consideration to the Studies involving the possibility of their modification.

Council wishes it to be made known publicly that it is grateful to The State Planning Authority of New South Wales for preparing the Studies.

Town Hall, 107 Norton Street, LEICHHARDT. 2040
14th February, 1972.

E. A. BASSETT,
TOWN CLERK.

Australia Party

The electorate of Sydney — which includes Balmain and Rozelle — will be contested by the Australia Party in the 1972 Federal election.

Nominations for prospective candidates close on February 21, and members of the local group will make a final decision at a meeting to be held on March 7.

Mr Don Cameron, Political Officer of the Inner City Group, told The Link:

"We feel we must stand a candidate in the electorate so that voters disillusioned by the Liberal Party and the A.L.P. will not be disfranchised.

"The A.P. is particularly concerned to represent the people of the Sydney electorate on local issues".

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Letter to the Editor

A.L.P. And Civic Groups

In a recent issue of The Link, Mr W. Haesler, President of The Balmain Association, was reported to have written to the Assistant Secretary of the N.S.W. Branch of the Australian Labor Party, protesting against a reported move that the Branch was considering "proscribing" members of civic groups.

May I assure your readers that we have not proscribed membership of civic groups; nor do I anticipate that we will do so.

The N.S.W. Branch of the A.L.P. does not have a list of proscribed organisations.

Presumably the reference is to bodies which stand candidates against selected and endorsed A.L.P. candidates.

Our members have pledged themselves not to belong to such organisations since the formation of the Party in 1891.

P. B. Westerway,
General Secretary.

POLICE AND COUNCIL DIFFER ON ROAD RISK

Leichhardt Council has renewed its approach to the Police Traffic Branch in an effort to increase road safety at the intersection of Curtis Road and Mort Street, Balmain.

It has again asked that traffic at the intersection be channelised by the construction of a traffic island in the intersection.

The Traffic Branch last November replied to Council's representations by saying that the intersection had a favourable accident history.

The police said the traffic dome in Mort Street was set well back south-west of the intersection, and enabled north-east bound drivers to carry out the sweeping turning movement necessary to continue safely.

The Branch said it did not think Council's plan was entirely satisfactory. It felt that introduction of any channelisation was unnecessary, apart from the expense an effective plan must incur.

Council has asked again that the Branch implement the plan presented by Council.

It told the Acting Superintendent of Traffic it felt that, with the

increasing volume and nature of traffic using the area, measures suggested by Council were necessary for public safety.

In his letter to the Branch, the Town Clerk, Mr E. A. Bassett, said Council would be prepared to construct the traffic island, provided the Branch erected the necessary traffic signs and painted the traffic lanes.

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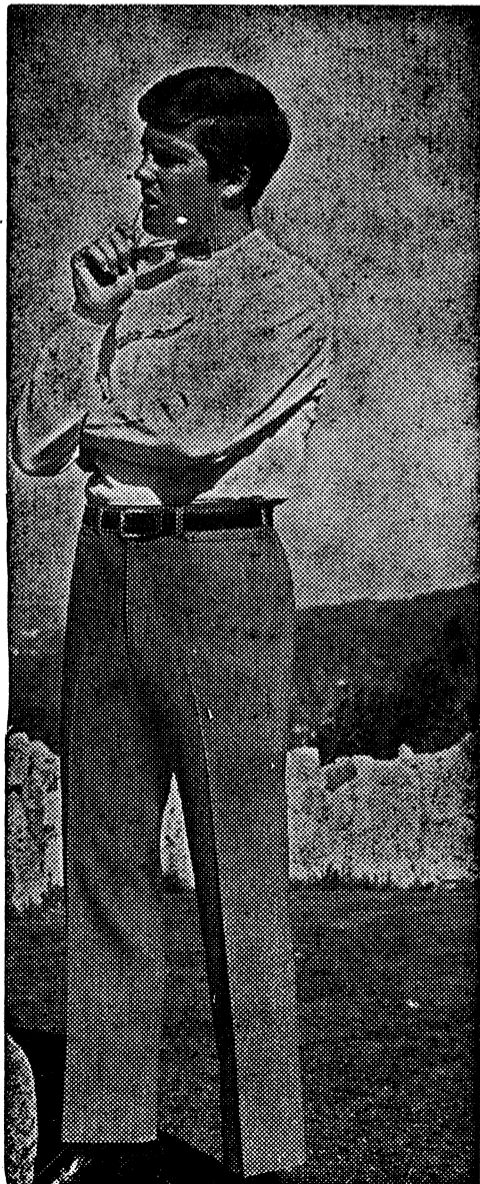
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★ Shirts—in body fitting—Paisleys stripes—checks and plains.

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★ Terylene & wool. A smart style of hard wearing sports trousers. For summer comfort **\$13.95**

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Look' by Miss Nancy
Pictured above — The 'Curly'

How An Expressway System Is Planned

Much is being said in opposition to the expressway proposals of the N.S.W. State Government, especially those routed through parts of Leichhardt Municipality. But what of the arguments in favour of expressways? We give here some general thoughts on the subject, supplied (by invitation from The Link) by the Department of Main Roads.

No matter how you see it—an ugly scar, or a masterpiece of engineering—the expressway is essentially a necessary adjunct to urbanised living.

An expressway is a dual carriageway road with full access control and grade separation at all crossings. It provides for fast, safe movement of large volumes of traffic.

Control of access is one of its more important features. Others are a high standard of alignment and profile and adequate right-of-way width.

Elimination of such hazards as turning movements, blind intersections, sharp curves, pedestrian crossings and cross traffic means a higher degree of service and safety.

Cost per mile is high, but is justified in terms of service.

Balance

However, their construction will not magically solve any city's traffic problems overnight.

Their full benefit lies in being part of a balanced and integrated road communications and transport network.

Early planning for main roads development around Sydney was based on a population of up to 2½ millions by the end of this century.

Planning

It assumed construction of the Eastern Suburbs railway, with supplementary bus routes, improved transport facilities in the Manly-Warringah area, use of long distance express buses on expressways and feeder bus services, and variations in the percentage of vacant residential land.

In all, the Main Roads Development Plan envisages about 150 miles of expressway by the end of the century.

Expressway planning is constantly reviewed so that it will adequately serve future requirements in the light of changing patterns of development.

Many factors determine the location of expressways, including traf-

fic forecasts, land use, topography, drainage, towns to be served, bridge sites and minimisation of property interference.

It is extremely difficult, if not impossible, to construct expressways to optimum standards within the boundaries of existing streets.

It is also preferable to locate a new route through areas not already served, rather than paralleling an existing arterial route, which creates major problems at potential interchange sites.

Problems

Consideration is given to co-ordination with mass transportation facilities, such as express buses on expressways with savings of time and cost.

Provision must be made for traffic around the central business district, as well as into the city.

Much attention is given to the landscaping and aesthetics of an expressway to mellow it into the landscape.

The need to preserve continuity of the adjacent surface road system makes it essential to provide a number of crossing opportunities, in addition to those afforded at interchanges, for the circulation of local traffic.

When all of these problems have been resolved, an outline design is prepared to a stage where it is possible to define the boundaries to protect the route against adverse building development.

Once boundaries have been fixed, the information is transmitted to the various authorities—i.e., the State Planning Authority and local Municipal or Shire Councils.

Radiation

The expressway system planned for the Sydney area consists of a number of expressways radiating to the north, north-west, west, south, south-west and the east.

Sydney Harbour Bridge is the focal point for north-south traffic movement, and Warringah Expressway leading to the north is directly connected to it.

To serve the east, Cahill Expressway will be extended to serve the Eastern Suburbs and provide an integrated road-rail system as the Eastern Suburbs railway progresses.

The Western Distributor is now being constructed along the western side of the city. These two will relieve the inner city area of traffic bound for areas outside the city.

The Western Distributor will be extended to Ultimo, where it will link by an interchange with the Western and Southern Expressways.

In addition, the North-western Expressway will extend from the western side of the city through Glebe, Rozelle and Drummoyne, eventually linking with the Sydney-Newcastle Expressway at Wahroonga.

In providing an expressway system in an already developed area it is inevitable that there will be some disturbance to property owners along the route.

This is accentuated in a thickly populated area adjacent to the city.

Because of this, every possible alternative is considered, bearing in mind topography, population, design criteria and the needs and benefits of the community as a whole.

It is unfortunate but necessary that parochial interests must give way to community needs.

Many expressways in and around major cities throughout the world have been constructed in similar circumstances.

In the Sydney area property owners affected by road proposals are dealt with sympathetically by the Department of Main Roads.

Their compensation is assessed fairly and reasonably and every possible assistance is given to their re-establishment.

Tenants also are given every consideration, and generally special assistance is given to tenants who are aged pensioners.

In any city throughout the world the expressway is accepted as an essential part of the road communications network integrated with the planned transport system.

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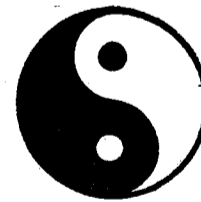
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Notice in Respect to Building Applications

Commencing 1st March, 1972, the immediate adjoining owners of premises for which building applications have been received to erect new buildings, or modify the front elevation to existing buildings or to construct additions which involve the modification, extension or erection of walls which are erected less than 3' 0" from the side alignment will be notified and invited to peruse the plans.

These plans will be available for perusal at Leichhardt Town Hall between the hours of 9.00 a.m. and 4.00 p.m. Mondays to Fridays.

Submissions on any proposal may be made within ten (10) days from the date of notification, and will be taken into consideration by Council when dealing with the application.

In the event of a submission being received from an adjoining owner, the applicant will be advised thereof.

(E. A. BASSETT)
TOWN CLERK

Town Hall,
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9th February, 1972

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SHOULD you need any help or advice you think we could give, get in touch with Minister: Rev. C. L. Warren, or Deaconess: Miss N. Schubert, 3 Montague St., Balmain. Phone: 82-0531, 82-0533 or Parsonage 82-0532. If you are not attending any other church we will warmly welcome you at the West Sydney Methodist Mission.

Services:
Balmain - Rozelle
9.30 a.m.
Balmain
7.00 p.m., and your children at the Sunday School at 9.30 a.m.
Balmain - Rozelle

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7.30 a.m., Parish Communion.
9.30 a.m., Holy Communion.
9.30 a.m., Sunday School.
7.30 p.m., Evensong.
7 a.m., 11 a.m., 7.30 p.m.
Holy Communion celebrated daily, Monday to Friday, 7.00 a.m., also Wednesday, 11 a.m., Saturday, 7.30 a.m.

John Booth
Act. Rector
82 1396

PRESBYTERIAN SERVICES

Balmain: 9.30 a.m., Sunday School and Morning Worship. Coffee Hour
Rozelle: 11.00 a.m., Morning Service.
7.15 p.m., Discussion Group.

Rev. Andrew Soos
82-1170

ST. MARY'S CHURCH OF ENGLAND

9.30 a.m., Morning Prayer.
9.30 a.m., Sunday School.
7.15 p.m., Evening Prayer.
Rector: Rev. H. Voss

St. Andrew's Congregational Church,

10 a.m., Family Service.
6.30 p.m., Meditation.
Minister:
Rev. F. Lambert Carter

Children's Ballet



Miss Barbara Cuckson's children's class for expressive ballet is seen in a display for parents and friends. The class is part of the expanding programme of the School of Visual Arts, Rozelle, which caters for adults as well as children, and has just resumed after the holiday period. The school hopes to commence art and photography classes this year, and is interested in hearing from anyone qualified to teach.

ASSOCIATION SUPPORT FOR CAMPAIGN

The Balmain Association last Thursday night decided at its general meeting to support the Anti-expressway Committee's campaign against expressways in the inner Sydney area.

The decision was not unanimous, a spirited discussion taking place on the motion.

The motion was put after the meeting had been addressed by Messrs Geoff Page, Albert Mispel and David Potter.

Mr Page, an engineer, outlined the principle of carrying out traffic surveys to provide information for the need of expressways and the normal processes engineers would follow.

These included previous experience, analysing data on traffic counts, type of traffic using the road system, speeds, access, costs and benefits,

and the effects on the social pattern of the area.

Mr Page claimed that the Department of Main Roads had not gone about the study of the expressway plan in the normal fashion but was following a plan some 30 years old.

"Jealousy"

He felt that the obvious differences between the S.P.A. and the D.M.R. should have been resolved and that bureaucratic jealousy in many instances had forced the particular scheme on to the public.

The S.P.A. in its Sydney Regional Plan had allowed for a grid pattern of major roads for Sydney.

The D.M.R. pattern, however, was radial,

concentrating on a couple of square miles in the centre of Sydney.

Mr Mispell discussed the costs of construction of the expressways, and felt that these were being borne by the public for the use of a limited group.

Mr Potter explained the alternative scheme presented by the Anti-expressway Committee.

Both Mr Page and Mr Potter were emphatic that the anti-expressway campaign was not directed against expressways generally, but only against their construction in the inner urban areas.

They pointed out that the alternative scheme was based on a ring road plan five miles from the city.

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BIRCHGROVE JUNIOR R.L.

Birchgrove Junior Rugby League Club will field teams this year in the under 7, 8, 9, 10, 11, 12 and 13 year grades.

First training and registration day will be Sunday, Feb. 27, at 11 a.m. at Birchgrove Oval.

Children playing for the first time must present their birth certificates.

The Club has planned three one-day trips away as trial games before the competition starts, and a week-end trip away at the season's end.

It advises that training will be conducted at the oval after school hours, and that it aims to give every boy a game every week.

Parents are invited to join the Club, which meets at the Dry Dock Hotel, College Street, every second Monday (first meeting Feb. 21).

Inquiries to 82-4889 or 82-5012.

BOYS' CLUB

News from Balmain Police-Citizens' Boys' Club:

Cricket: The under 10 team continued their undefeated run, beating nearest rivals, Balmain-Rozelle R.S.L., on the first innings. Scores: Police Boys 1st innings 38, 2nd 51; R.S.L. 28, and 1 for 16.

Rugby League: Training at Birchgrove Oval will be held Mondays and Wednesdays. Times are: 4.30 p.m. for under 8, 9, 10, 11, 12 and 13; 5.30 p.m. for under 14; 6 p.m. under 15; 7.30 p.m. under 16, 17 and 19.

Annual general meeting: Wednesday, Feb. 23, 8 p.m. Public invited.

Instructors: The Clubs needs the services of a wrestling instructor, also instructors for boxing, judo, trampolining, soccer, Rugby League, weight training and general supervision.

EFFICIENT READING

West Sydney Technical College, Crystal St., Petersham, proposes to introduce a course of efficient reading, subject to there being a sufficient number of students.

The course aims to help students increase their reading rate and comprehension.

It is not a remedial course, but is intended for business men and women, students and others who wish to increase their reading speeds.

The course will extend over 12 weeks (two hours one evening per week).

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