



May 1981

# NEWS SHEET

# 110

PO BOX 57 BALMAIN 2041

the balmain association

FOUNDED 1965

NEXT MEETING: MONDAY 1 JUNE 1981  
7.30 PM-WATCH HOUSE

4.5 million tons and  
what do you get...



REMEMBER THE COAL LOADER? WELL, HERE IT COMES  
ACCORDING TO INNER VOICE:

What Balmain residents have been on about, beneath their layer of soot, is 2.8 million tons of coal processed annually by the Balmain coal loader. Here, according to the Maritime Services Board itself, is what's coming soon... fully operational this July:

INCREASE in coal loaded annually, from 2.8 million tons to 4.5 million tons.

INCREASE in coal stockpiled from 26,000 tons to 55,000 tons.

INCREASE in rate of coal loading, from 500 tons per hour to 625 tons per hour.

INCREASE from 18 coal conveyors to 24. (The new ones will operate at a sharper angle, to take bigger bites of coal. The original 18 will proceed as always).

INCREASE from 4 to 10 track hopper feeders to move coal from bins to conveyors.

NEW 1000-ton track hopper and surge bins to 'feed' the feeders.

NEW Public Address system for 'improved communications.'

It all means more coal moving in and out of (and presumably, all over) Balmain. A lot more coal. And the streamlined system means the Maritime Services Board can now load and stockpile simultaneously. (Until now, stockpiling has only occurred when no ship was available for loading).

What about noise? To what there is now, add some for more machinery and more activity. And then, add the dulcet tones of the new p.a. system.

But let's be fair. There are going to be all sorts of new anti-pollution features, too. There'll be settlement ponds, including a new one near the power station to catch rain water run-off from the coal heap. What's more, this one will recirculate that water and spray the coal heap. There'll be washing ponds, too. And the Robert Street 'wind barrier' is going to be extended, as a 5-6 metre fence.

QUESTION: Will the fence and the water compensate for an annual increase of 1.7 million tons of coal in Balmain?

Re-printed from INNER VOICE - December/January, 1981.

## PAINTING THE EGG-CRATE

Telecom have replied to our request to continue their enlightened restoration of the Balmain Post Office (see News Sheet No. 91):

Re: Balmain Telephone Exchange 5. 3. 81.

In reference to your previous representations concerning the facade of the abovementioned exchange, investigations have now been concluded and it is regretted this Commission cannot justify the expenditure of funds to enable any major cosmetic alterations to the front facade.

Leichhardt Municipal Council has requested our consideration for the exchange building to be painted to conform with the Post Office Building. It could be possible for the painting of the building to be included in a future scheduled repairs and maintenance programme.

Should your Association, however, be in a position to provide the funding for an alternative scheme this Commission would be available to co-operate where possible in this regard."

The solution to the problem is to obliterate this out-of-character blot on the excellent Italianate Post Office/Courthouse building. The prominence of the egg-crate completely destroys the vertical thrust of the elegant clock tower.

Painting it "out-of-sight" will not help!



THE BALMAIN ASSOCIATION IS FOR PEOPLE IN BALMAIN BIRCHGROVE ROZELLE

# Bridging talk

In this, an election year, there is much talk of providing the private motorist with easier access to the City and the northern suburbs. This "pandering to the peak hour car users" (SMH 28 April, 1981) is only a stopgap while the question of a second harbour crossing is thrashed out.

Mr. Tom Uren wrote to us on this matter as follows: 2 April, 1981.

Thank you for your letter of March 25 concerning a letter in the Sydney Morning Herald regarding the proposal for a second Harbour crossing.

The letter to which you refer was in reply to an earlier letter of mine. I enclose a copy of my letter so that your association can read first-hand what I actually said. It was published in the Sydney Morning Herald of Saturday 14 February.

My position, for over ten years, has been one of opposition to going ahead with a second Harbour Crossing. One of the earlier proposals was for a bridge between Birchgrove and Greenwich. You will note that in my letter I mention that option. I did that deliberately. I was hoping to stir up a bit of opposition to the new proposals for a second bridge, amongst the residents of Birchgrove, Balmain and Greenwich, who might hold a bit more influence with Premier Wran than myself.

Yours sincerely, TOM UREN.

We are grateful to Mr. Uren for giving us the full text of his letter to the Sydney Morning Herald which reads:

11 February, 1981.

You report the Premier, Mr. Wran as saying in relation to the proposal for a tunnel under Sydney Harbour (SMH, 5/2/81) "I don't regard that as a bicentenary project. I think that is something that we should be doing quite soon."

I thought that the proposal was a dead issue. But what is even more disturbing is that I have been informed that NSW Government advisors and public servants are investigating the proposal for a second harbour crossing in some detail. Yet there has been no discussion within the Labor Party of the deep implications of proceeding with a second harbour crossing.

One of the options for a second harbour crossing is a bridge from Balmain to Greenwich. But whatever it may be — a tunnel or a second harbour bridge — and wherever it may be, at this stage the construction of a second harbour crossing is against the interests of the great majority of the people of Sydney.

There is already in the Sydney metropolitan area a gross imbalance in the provision of urban services. The eastern and northern suburbs are relatively well serviced, while the rapidly growing western and south western corridors lack many vital services and social amenities. Just one instance of this imbalance is the absence of any government buses west of Rookwood Cemetery.

At the present time, both the National and State Governments are diverting scarce public sector resources in support of resource development, at the expense of meeting the needs of people in growing urban areas. If the Government plan to proceed with a second harbour crossing, this would contribute further to the diversion of resources away from the pressing needs of western and south western Sydney.

The cost of any second harbour crossing would be very large — figures of the order of \$650 million have been mentioned. But this would not be all. It would encourage a greater density of development in areas north of the harbour where urban infrastructure is very costly due to the difficult topography and geology.

One obvious effect of the new harbour crossing would be to encourage more people from northern areas of Sydney (including commuters), to travel to the inner city and central business district by motor car. More cars with the noise and air pollution they create is perhaps the last thing that inner Sydney needs.

At a time when petrol prices are rising and oil supplies are becoming increasingly insecure, it is remarkable that the Government could contemplate such a large-scale investment to cater for private motor transport. Surely the over-riding priority in urban transport should be to promote an energy efficient public transport alternative to the motor car. This year is an election year and I have no doubt that the NSW Labor Government will be returned. But it concerns me that if the second harbour crossing were put forward in the context of an election it could become a fait accompli without there having been any public discussion. If this were to happen it would be the overwhelming majority of people in Sydney who would suffer from such an ill advised proposal proceeding at this stage.

Yours faithfully, TOM UREN, Federal Labor Spokesman for Urban & Regional Affairs.

As promised in News Sheet 108 we wrote to the Premier Mr. Wran who replies:

8 April, 1981.

I have received your letter of 25th March and have carefully noted the views expressed on behalf of the Balmain Association concerning the question of a further crossing of Sydney Harbour.

The Government is concerned about delays caused by traffic congestion and has received copies of a report prepared by consultants for interested private sector organisations on a proposal for a tunnel under Sydney Harbour.

No decision has yet been made by the Government in the matter. The report is only a preliminary study and more detailed investigation and assessment is required before a decision to proceed could be taken. Further examination would involve comparisons with other possible solutions in terms of cost, efficiency and environmental impact.

Your Association may be assured that every aspect will be given detailed and careful consideration before any decision is reached.

Yours sincerely,  
N. WRAN, PREMIER.

Mr. Wran has been most diligent in promptly attending to our enquiry. Now that the report "on a proposal for a tunnel" is in his possession, the Association calls upon him to make the report public.

Open government is needed on a proposal of such magnitude — let the report be seen! Greenwich Association please note!

## EWENTON

Leichhardt Council has supported our plea for something to be done about poor old Ewenton (see News Sheet 107), Council wrote to the present owners, Dickson Primer:

Re: "Ewenton"

1st April, 1981.

At its meeting held on 3rd March, 1981, Council had before it a letter from The Balmain Association expressing concern over the future of the building known as "Ewenton". This building is, of course, located on land owned by Dickson Primer & Co. Pty. Ltd.

Having considered the letter from the Association, Council

RESOLVED that Council write to the owner of "Ewenton" advising that it would be prepared to approve a building application for reasonable repairs to permit "Ewenton" to be made weatherproof; that a copy of the letter be forwarded to the Balmain Association; AND THAT the Association and the owner of the property be informed that Council has agreed in principle to the appointment of Consultants to prepare a Draft Environmental Control Plan for the site as part of a defined area in Balmain East.

Your comments would be appreciated.

Yours faithfully, J. Ragen, TOWN CLERK

We await Dickson Primer's reply.

## MR. A.E. HARROLD

The Balmain Association wishes to record the death of Arthur Elliott Harrold on 6 March 1981. Mr. Harrold was born in Balmain East in 1886 and lived at No. 15 Johnston Street until 1909 when he left for Brisbane.

Despite leaving Balmain, he always kept its memory clear and joined the Association soon after its foundation.

Mr. Harrold sent us many snippets of information from his remarkable memory - particularly of Balmain East. His daughter Mrs. D. Yeates visited the Watch House in April and graciously provided photographs and the following account of her father's life which we reprint from the Journal of the Phonograph Society of Queensland:

### ARTHUR ELLIOTT HARROLD (1886-1981)

I report with regret the passing of Mr. Arthur Elliott Harrold, a pioneer of the gramophone in Queensland for more than fifty years. He was in the music business in Queensland trading in musical instruments, gramophones and records, radio and finally television.

A.E. Harrold was born on January 1886, almost two years before Berliner applied for his gramophone patent and before the word "gramophone" was invented. In 1899, about the time Eldridge Johnson was working at improving the machines of the day, Mr. Harrold was 13½ years old and started work as office boy in the firm of J. Hess & Co., York Street, Sydney, dealers in musical instruments and makers of the Hessophone range of gramophones.

He had passed an exemption examination which allowed him to leave school before the compulsory age of 14 years. His education did not stop there, however, because he studied at night school and qualified in book keeping while continuing to work for Hess and Co. He saw many great events in the first few years of this 20th Century.

Australia was not to be bypassed in the race to establish talking machines. About 1900 a Mr. Bohanna introduced to Australia an English disc playing machine which played 7" discs. In 1905 Edison introduced his phonograph and Columbia the Graphophone. Competition was keen and those early years saw the introduction of bigger and better machines by the Gramophone Company. These could handle ten and twelve inch records and they had scooped the pool with artists such as Caruso, Melba and John McCormack.

Zonophone created a sensation with their double sided record, the Zono Twin, this competition being quickly met by both Columbia and the Gramophone Company. The disc playing machine was now firmly established and a tremendous boom set in.

When Hess' sons entered the family business, A.E. Harrold requested permission to open a branch of the firm in Brisbane. This was granted and he came to Queensland in 1909, travelling by ship, and established a music warehouse importing German machines and Favorit and Beka records. The French Pathophone entered the market just before World War I.

On 28 March 1919, Hess turned the Queensland operation over to A.E. Harrold. I have seen the document putting this into effect - a piece of Queensland and Australian Gramophone history.

In the years following World War I, Mr. Harrold distributed the Australian Rexonola and Rexoport machines and imported Winner records from England. By this time too, H.M.V., Columbia and Brunswick were making records here and won a great advantage over other importers by being able to keep in touch with the local demand for popular tunes and pressing titles when at the height of their popularity.

In 1930, he became distributor for Columbia, Regal and Parlophone discs. The Gramophone Company and Columbia each had a popular priced record, the Zonophone and the Regal. When these

two companies eventually amalgamated in 1931, these two titles were soon merged to become Regal-Zonophone.

In the early days of radio, even before Queensland had a broadcasting station, A.E. Harrold made his own receivers and when a transmitter was established, he assembled sets and sold them to the trade. He also made his own gramophones, marketing them and his radios under his own brand name - HAROLA. Some of our members have Harola gramophones.

The experience gained in the radio venture helped secure State distributorship for H.M.V. receivers. This was granted in 1937.

In 1942, S. Hoffnung & Co.'s agreement expired and he assumed distributorship of H.M.V. records, and in 1947 secured sole distribution rights for Columbia and Regal-Zonophone records.

Arthur Elliott Harrold could look back on a life that began before the gramophone came into being. He saw the entire life of the wind-up gramophone and phonograph pass. His story is one of success through being progressive because he accepted change and moved with the times, from the earliest to the latest, to radio and television.

In his later years, he lived in retirement at his Clayfield, Queensland, home. He was a friend to collectors and other interested people, giving freely of his knowledge gained at first hand during a long and useful life. Many of us have enjoyed instructive and entertaining conversations with him. He will be missed by all of us.

On behalf of the Phonograph Society of Queensland, I extend sincere sympathy to Mr. Harrold's family in their loss and thank them for their co-operation and assistance freely given, in preparing this article.

KENNETH MILLION

It is with regret that we learned of the death of Ron Trainer in December, 1980. Mr. Trainer was a member of the Balmain Association until moving to Pymont where he played a major role in the Ultimo/Pymont Resident Action Group.

## THE CANEFIELDS

In support of the residents' campaign to save the Canefields (see News Sheet 106) The Association wrote to Mr. Bedford who replies:

I refer to the Association's letter of 9th February, 1981, requesting that I reconsider my decision to vary the foreshore building line in respect of Lots 2, 3 4 and 5 Gilchrist Place, Balmain, which form part of the "Canefields" subdivision.

As the Association may be aware, the former Local Government Appeals Tribunal approved the "Canefields" subdivision on 1st June, 1978. This approval was given before the foreshore building line was introduced under Interim Development Order No. 27 - Leichhardt which was notified in the Government Gazette on 12th April, 1979.

It was brought to my attention, however, that the foreshore building line severely restricted available building area in respect of the lots in question to allow residential development as provided for in the zoning applying to the locality, because of minimum area requirements. To correct this situation, and after taking into account the Leichhardt Municipal Council's preference for an open space reservation, I decided that in all the circumstances, a variation to the building line to the extent that the sites could be developed with housing was justified.

While I have carefully noted what the Association has had to say, I feel that I am unable to accede to the Association's request for reconsideration of my decision.

Yours sincerely, ERIC BEDFORD, Minister for Planning  
27 March 1981. \_\_\_\_\_ and Environment.

Mr. Bedford's restriction of waterfront public open space comes at a time when Mr. James Colman's report on the 1979 Planning Scheme for Leichhardt Municipality stresses the need for such open space. We would like to hear from members on this issue.

## Management Committee

Gladys Chanter, Margaret Dobson, Rod Linklater, Andrea Nield, Richard Norman and Peter Reynolds met at the Watch House on 4 May 1981.

Apologies were received from Frances Heathfield and Ethel May. Members Dawn Linklater and Br. E. O'Brien (representing Christian Bros High School, Thames Street) attended.

The following are some of the matters processed:

1. Application of Miss Mary O'Rourke, Our Lady of Consolation Home, Rooty Hill for membership accepted - Miss O'Rourke is willing to be taped on her memories of old Balmain.
2. Christian Bros, Thames Street, will celebrate its centenary in five years time. Br. O'Brien is anxious to receive items of historic interest for the occasion. Resolved to contribute from our researches.
3. Letter received from Telecom re painting of the "eggcrate" telephone exchange.
4. From Mr. Wran and Mr. Uren re second harbour crossing.
5. From Leichhardt Council re Ewinton enclosing their letter to Dickson Primer on our behalf.
6. Letter to Mr. E. Bedford, Michael Maher MP, and Ashfield Council, in support of the Haberfield Association's campaign for a conservation plan for their area.
7. To P. Patterson, Police Historical Association with thanks for historical display at our Heritage Weekend.
8. To Peter-Taylor and Co. for quotations for printing.
9. To Mrs. B. Sparron in reply to her letter asking for details of Balmain Cemetery and Balmain Public School history.
10. To Mrs. D. Yeates, Mr. A.E. Harrold's daughter, thanking her for photographs and information concerning her late father.
11. To Leichhardt Council in reply offering the names "Slipway Place" and "Slipway Lane" for new streets on the Sydney Slipway site.

## WHERE WILL THE CHILDREN PLAY?

We invite members to come forward to create and organize children's play activities within the Balmain Association's area. Children form a large percentage of our membership and they could be brought together in activities such as an art competition, model boat-race, fishing contest or a history essay/project.

Give us you ideas. Remember the "paint-ins".

## PUNCH PARK PEOPLE - IMPROVING THE URBAN ENVIRONMENT

We apologise for not being able to publish the announcement sent to us by the PUNCH PARK PEOPLE about their public meeting at Balmain Town Hall on 27 April, last. Speakers were Steve Lesiuk, Lecturer in Architecture, University of Sydney; Colin James, Architect and Planner; Nick O'Neill, Deputy Mayor, Leichhardt Council.

DEADLINE FOR NEWS SHEET COPY IS THE NIGHT OF EACH MONTHLY MEETING OF THE ASSOCIATION.

## stop press

### ANL SITE - MORT BAY

RESIDENTS BEWARE OF FRASER'S RAZOR - chances are that the Fraser government will sell of its holding in the ownership of the Mort Bay site. The campaign to sell surplus land could be even more disastrous than the Defence Department's plans for Mort Bay. Imagine that prime site in a developer's hands.

### OLD BALMAIN POWER STATION

INDUSTRIALISATION PROLONGED - Federal government eyes are upon this derelict site as a servicing depot for Cockatoo Island Dockyard. It's time that this land became an extension of King George Park - no more industry.



## WATCH THESE DATES

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1981 MEETINGS DIARY \*\*\*\*\*  
To simplify arrangements for Management Meetings, General Meetings and History Meetings one meeting combining all these functions will be held on the first Monday of each month - public holidays excluded.

|                                                                                   |         |             |
|-----------------------------------------------------------------------------------|---------|-------------|
|                                                                                   | Monday  | 3 August    |
|                                                                                   | Monday  | 7 September |
|                                                                                   | Tuesday | 6 October   |
|                                                                                   | Monday  | 2 November  |
|                                                                                   | Monday  | 7 December  |
|  | Monday  | 1 June      |
|                                                                                   | Monday  | 6 July      |
| Remember, first Monday in each month at the Watch House at 7 30 pm - ALL WELCOME. |         |             |

The BALMAIN GARDEN CLUB meets every third Saturday in the month at 1.00 p.m. at the Watch House, 179 Darling Street. On 16 May there will be a talk on "MINIATURE ROSES". Visitors are always welcome.

## BALMAIN THEATRE GROUP

The next production will be "PUSS IN BOOTS" beginning on Saturday 30 May at the OLD RSL HALL in Darling Street, Balmain. Performances start at 2.00 p.m. and will continue on each Saturday and Sunday for four weeks. Bookings at Brays Books, Darling Street.

## JOIN the balmain association

meaning BALMAIN BIRCHGROVE ROZELLE

OUR AIMS ARE TO:

- \* improve the living working and recreational amenity of our area
- \* maintain all features having natural architectural and/or historical value
- \* compile and record the history of the area - keep a permanent collection of items of historical interest
- \* seek the co-operation of everyone concerned in the realization of the above

For further information please contact:

PETER REYNOLDS

827 3560



the balmain association

MEMBERSHIP FORM

(OPEN/RENEW)

PO BOX 57 BALMAIN 2041

NAME: .....

ADDRESS: .....

TELEPHONE: ..... (HOME) ..... (WORK)

ANNUAL SUBSCRIPTION (including News Sheet delivery in Balmain Birchgrove Rozelle)

|                      |         |
|----------------------|---------|
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Add \$2.00 to above rates to have News Sheet posted. Cheques made payable to "The Balmain Association".

8 May '81