OTVA NEWSLETTER

Overseas Telecommunications Veterans Association (Australia)
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THE OVERHEADS

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www.otva.com

NEXT MEETING:

FRIDAY 29 JUNE 2007,

12:00 NOON AT

THE BOWLER'S CLUB.

95 YORK ST SYDNEY

Please note the change of date !!!
Don't let the fact that this is our AGM put you off. After a short meeting, we will retire for the usual opportunity to mingle and swap yarns over lunch which will cost $20, with a cash bar..
The Club needs to know numbers before the event. **Please advise Dave Richardson only by 17 June** at <d_s_richardson@bigpond.com>or 9487 1985.

REPLY TO DAVID NOW!!

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DATES FOR YOUR DIARY

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BACK TO CEDUNA WEEKEND, 28 – 30 SEPTEMBER
Noel Ferguson and Bruce Anderson are trying to organize a "Back to OTC" weekend at Ceduna.

The event will be timed to coincide with the Oysterfest 2007, from Friday 28th to Sunday 30th September, 2007.

Nothing very formal. We thought we would take in the Oysterfest parade and activities on Saturday, with a dinner that evening and possibly a trip out to the Station on Sunday. Plenty of time for people to do their own thing, meet friends etc.

It would pay to make accommodation bookings ASAP if you are able to go as Oysterfest is usually busy.

We thought we should run with it this year as we are all getting older ?? and also, from this year, the Ceduna Oysterfest is likely to be held only every second year.

Please let us know if you are interested and also if you have any contacts.
Noel Ferguson
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Email vk3fgn@bigpond.com

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THE PRESIDENT'S MESSAGE.

At our AGM we begin our next half-century and "Who knows where the road will lead us", as technology now changes at such a rapid rate and the former "simple Telephone" has developed into a piece of technological wonderment. Be that as it may, OTC still ranks well with our former users and the camaraderie of the organisation lives on!

Our future success depends on our younger group of members carrying the banner on? They proved their capabilities at our "Jubilee function" so let us go forward, giving them all the support they need.

Please come to our AGM with some suggestions, articles for the Newsletter or Photos. We are looking for your input. We have two suggestions for visits in the coming year.

1. The Power House Museum in September, 2007 where we were invited by the curator, Matthew Connell, following the "Harbour Bridge" Microphone presentation

2. The Southern Cross Fibre Optic Submarine Cable terminal at St Peters. This I admit is hard to get to by public transport. We would like to know who is interested in this visit at the AGM

We are currently working with Brian Mullins of Telstra's Bankstown Museum, to re-catalogue all our items held there. Telstra's management has shown new interest and taken some positive action. Ms Maria Simpson in Melbourne has been delegated to put forward a plan to keep the Sydney Museum as an on-going entity, Bankstown Museum have been asked to prepare the plan, allowing for larger premises and facilities. This activity is strongly supported by Phil Burgess from Telstra H.Q.

My thanks to all our committee members for their efforts during the past year and to the members in general for their support. It is much appreciated. Do **PLEASE** give our organisation some thought **BEFORE** the AGM and I look forward to seeing you there

Sincerely

Henry Cranfield

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WHEREVER YOU ARE, WHATEVER YOU DO!

Peter and Jan Meulman in Auckland

Disembarking from an Auckland ferry at 7:30pm in late January would seem to be pretty remote but your editor met Peter and Jan Meulman who were visiting family and friends in NZ. We were doing likewise but it just shows that you can't be too careful!

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CEDUNA "A PLACE TO LIE DOWN AND REST"
Recollections of Henry Cranfield on his appointment to Ceduna, prior to its opening.

This is most appropriate in the light of the "Back to Ceduna Weekend" advertised above!

At the time of our arrival in Ceduna, the area had experienced drought for years and then it rained! The road to the station was pale yellow clay with Limestone. The roads were like greased glass and the direct route to the station became impassable, resulting in an 8 km detour. The local police issued warnings. "No speeding!" I spoke to all the contractors about the problem and left it at that.

The very next morning on driving out via the detour, I was passed by the EPT crew (All Italians) in a large ex-army 6 wheel truck, who on realizing who they had passed, jammed on the brakes, did 1½ turns out of control, into the ditch and were saved from rolling by a very small gum sapling. As they got out, all trembling, very pale; crossing themselves and lots of "Mamma Mias", along came a group of NEC staff in their "Kamikaze wagon", – A long wheelbase Land-Rover, painted red, with a "Rising Sun "flag on both front doors. As they sped past laughing and yelling, they saw what had happened, jammed on the brakes, completed a 360 degree turn out of control and finished in the ditch. Out they poured, white, trembling and apologetic. We righted the truck with the manpower on hand, towed the Landrover onto the road and off we went to work. On arrival, you have never heard or seen anything like it. Covered with mud, arm waving, much teeth sucking, no party knowing what the other was saying and all as white as sheets "Not rike Tokyo" one NEC man said? "Speedo finish nay?"

Due to the drought at the time of the Ceduna Show, (September) there were very sparse agricultural resources available for exhibition. After talking to the Show Society President about this, I thought it may be a great opportunity for OTC to put on an exhibit and show "the Locals" what we were about and as an introduction to the town. As we were not operational, we did have time to assemble one. After a staff meeting we decided to go. We repainted the inside of the pavilion, borrowed tables, bought black cloth as covering for same and with the aid of OTC's PR group who provided photos, brochures and posters, we assembled our exhibit. We supplied 2 teleprinters connected back to back, a microphone connected to a spectrum analyzer which displayed your voice pattern, another teleprinter which we fed with tapes (a map of the world, US. 25 cent piece etc) supplied by Percy Day in SOR plus circuit cards and large photos of OTC stations etc. The station staff also acted as guides. The show opened on a Friday and the local press arrived on Thursday, as a result our exhibit was the featured article in the local paper plus photos. On the Friday and Saturday we could not handle the crowd and had lines of people all day waiting to get in. The end result, we were the toast of the town, the show made a profit despite little or no produce, sheep or cattle on display. The black table covering material was used later by local churches for Vietnamese orphans. The only ones with their noses out of joint were the Telecom people from Whyalla whose exhibit did not measure up!!

At the "Official Opening ceremony" I was invited to the opening and thanked for our efforts. During the ceremony, whilst talking to the Shire President, he suddenly stopped and said "Look at that". On looking I saw an OTC staff member picking up discarded bottles and putting them in a shoulder bag. "Don't know who he is" he said, "we always leave them for the local indigenous kids to pick up" Nothing was said then, as I pleaded ignorance!

Mitsubishi had some problems correlating the digital with the analogue antenna elevation readings at hand-over time, so after many attempts and several days, the Mitsubishi engineer said "Now OK Henli san" so we went to the antenna control rack and manually operated the antenna. At 5 degree intervals the readings were spot on every 5 degrees to 90 in elevation; whereupon the Mitsuibishi man punched me in the arm and said "Bloody beautiful, Nay". Apparently they had been practising this for days!

One other episode involved the power cables which fed the antenna. Two 4 core cables ran in an underground duct to the antenna base where 2 transformers (415 to 308 volts) supplied 115 volt/3 phase for the equipment power. The cables were connected in the main

switchboard and tails left to connect to the transformers on installation. As the main switchboard was alive, "bright red labels" were attached to the circuit breaker handles saying "Danger-do not operate" and all staff were advised of this. One morning there was the most horrendous BANG; the puddle of water that the end of the cables rested in disappeared in a whiff of steam and all the NEC, Mitsubishi and our staff came out of the antenna like ants from a disturbed ant-hill. Great consternation by the contractors and after a safety meeting, work resumed. One wonders why my hair I turned grey? The culprit – our show "bottle-oh!!"

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OUR MARCH MEETING

A couple of views of the lunchers at our meeting on 16 March. I guess we should be impressed that a phone can actually take pictures at all but there is still a long way to go!!

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PRESERVATION OF THE NATIONAL COMMUNICATIONS HERITAGE

Because of its unique position in Australia, as the successor to Cable and Wireless and the AWA services, OTC was the inheritor of a lot of elements of Australia's communications history of the 19th and early 20th centuries. In its own way, its own pioneering work in many communication fields made more history all of which is in danger of being forgotten and the tools with which this history were made being lost forever. OTC had belatedly recognised this responsibility and had gathered a store of historic items, many of which were on display or otherwise accessible for students of communications history in Australia.

It would appear that Big Brother has less interest in preserving these items and since the merger of OTC and Telecom, has taken little care of the heritage items which it acquired.

Some of the items acquired were on loan but little effort has been made in intervening years to catalogue or conserve the collection or return the loan items to their rightful owners.

Conversely, the OTVA has recognised the value of the collection and through the last couple of Presidents, has worked to get these valuable items transferred to a home which would cherish them and conserve them for the future.

A couple of stories in this Newsletter offer some joy but there is still along way to go.

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Some History preserved

SOUTHPORT CABLE HUT ON THE QUEENSLAND HERITAGE REGISTER

Mick Wood has reported on the Hertiage Conservation of the former cable hut at Southport. There is a massive 5 page document which I will send to Joe Collister for the website. However, I have extracted the photos which I can sneak into the Newsletter.

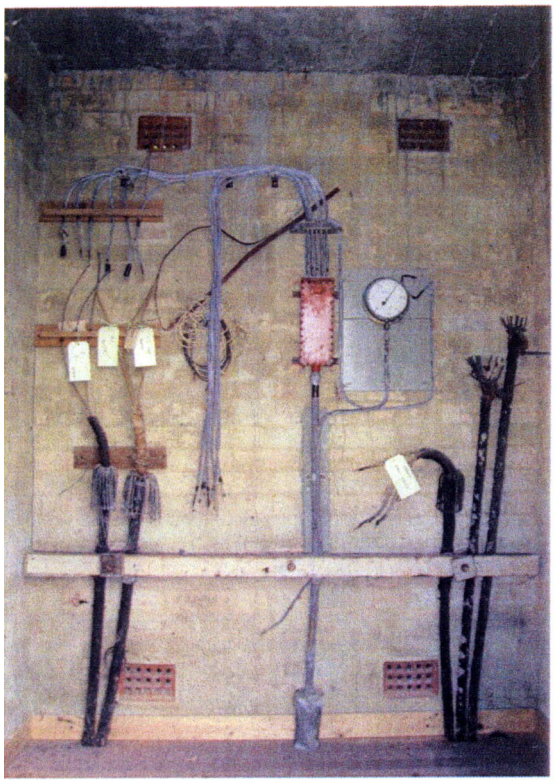
The Southport Cable Hut in Cable Park. Plaque is visible on the side wall

The plaque on the wall with the section of historic submarine telegraph cable mounted above it

The plaque reads:

"CABLE PARK"

"Cable Park" was so named in memory of the vital role this site played in Australian Communications. In 1902 the Trans-Pacific Undersea cable was laid, linking Australia to America via Fanning Island, New Zealnd, Suva and Norfolk Island. The cable terminated in a hut on this site and a land line was then relayed along Cable St across the Nerang River and into the cable station at Bauer St. Southport became the Receiving station for all international messages and played a crucial part in overseas communications during both World Wars before ceasing operations in 1962."



A view of the interior of the hut showing shore ends and the landline cable in the middle

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HISTORIC MICROPHONE PRESENTED TO THE POWERHOUSE MUSEUM

Amongst the items in the OTC collection was one of the two microphones which had been used at the opening of the Sydney Harbour Bridge in 1932. This was amongst items on loan to the OTC collection and had been found at La Perouse during our attempts to inventory and pack our collection for preservation. It had been taken by the Telstra conservator and was presented to the Powerhouse Museum on the occasion of the 75th Anniversary of the Bridge.

Henry Cranfield, OTVA and Brian Mullins, Telstra's historical collection oversee the presentation of the microphone used at the opening of the Harbour Bridge to Matthew Connell, of the Powerhouse Museum.

The Reisz microphone is a rare example of Australian technology manufactured in 1930 and was used to broadcast the 1932 opening ceremony of the Sydney Harbour Bridge to thousands of people.

What has made the microphone especially significant is the signatures of all 10 dignitaries at the opening ceremony, including NSW Premier John T Lang, NSW Governor Philip Game and the Bridge's Chief Engineer, JJC Bradfield.

It had been donated to OTVA by the late Phillip Geeves.

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CAIRNS CABLE STATION GOES UNDER THE HAMMER

I have a copy of part of a newspaper showing that the Cairns Cable Station is being sold

since it is no longer needed. Not sure of the date. Unfortunately the picture is not suitable for scanning into the Newsletter

I wonder whether the new owners will appreciate that all the lovely ceramic bricks were lovingly brought from Melbourne, individually wrapped in tissue paper?

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CONSRUCTION FROLICS

We have some stories from John Toland to follow on from the Dennis Grant sagas but I still need more.

TRANSMITTER INSTALLATION IN THE DOONSIDE ANNEX.

By John Toland

Reading Dennis Grant's story of the 10 Kw transmitters at Doonside, jogged my memory. Those transmitters were built by the OTC workshops at Pennant Hills and were to be installed in the annex. When the annex was being built and attached to the main building, they laid the concrete floor 2 inches lower than the main building, so they had to lay another 2 inches of concrete on top of the floor to level it. Don't I know it. 14 inches of concrete to cut through!

I was in charge of a team installating two STC CY10 10kW transmitters in the far end of annex and we had to cut many holes through the floor. These were for the fan ducts and other connections. We only had a large electric drill, hammers and chisels and it took some time for us to make headway.

One day, two engineers arrived from Head Office to find out why we were taking so long. One of them suggested we were doing it the wrong way. What was needed was water in the hole. He gave us a demonstration and proceeded to shower his trousers with cemented water. "Good" he said, "Carry on" and he left. We eventually finished the holes and installed the transmitters, but when it came to test one of them, at one particular frequency the power amplifier section would light up like lightning, caused by some parasitic or something. The Doonside staff had never seen anything like it and the STC Engineer who came out to investigate had not either. The answer was, "Don't use it on that frequency."

Years later I was removing them, either to send them to Norfolk Island or Gnangara in Perth. Unfortunately for the ones going to Perth , the carrier transporting them decided to move them by road and when they arrived there, they were in such a mess that they had to be returned to STC for complete rebuilding.

When we were removing these transmitters I found that the large metal coaxial cable made up of heavy copper busbar and which had a right angle bend, had only been screwed together on one side. No doubt that was the cause of the arcing.

Some time later some new transmitters were to be installed in the annex and this time contractors were used to drill the required holes. At some stage it was dicovered that the floor had cracked and that 14 inches of concrete had to be supported by a steel subframe!

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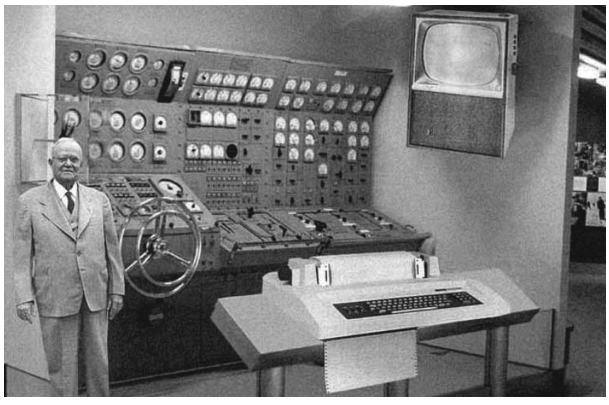
SOME HERITAGE WE DON'T HAVE TO PRESERVE!

Back in 1954 they were predicting home computers! The reality is somewhat different.



Here is the caption.

"Scientists from the RAND Corporation have created this model to illustrate how a "home computer" could look like in the year 2004. However, the needed technology will not be economically feasible for tbe average home. Also tbe scientists readily admit that the computer will require not yet invented technology to actually work, but 50 years from now, scientific progress is expected to solve

these problems. With teletype interface and tbe Fortran language, tbe computer will be easy to use."

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THE LAST MORSE LINE ?

By Tom Barker

I hope I will be forgiven if I begin this story with a short history lesson.

When Cooke and Wheatstone (in the UK) and Samuel Morse (in the USA) separately patented their (virtually identical) inventions of The Electric Telegraph, in 1837, the early adopters of that technology were the railways. Prior to that time, following the introduction of steam locomotion by George Stephenson, in 1829, a number of horrific accidents occurred, due to the lack of a system which coordinated train movements to prevent them from running into each other. The electric telegraph offered an elegant technological solution to that problem.

Once it was demonstrated that telegraph systems could be used in this way, it became standard practice to build telegraph lines alongside railway lines, everywhere. Although these were intended for railway operational purposes, they were quickly adapted for public communications all over the world. This was certainly the case in colonial Australia, where a network of telegraph lines extended wherever the railways went and many country towns in NSW and other States depended upon the railway telegraph services for their communications needs for many years.

In 1902, after Federation, the new Australian Federal Government undertook to establish a national system of Posts and Telegraphs and it empowered that (P and T) Department to operate such a system, giving it monopoly rights to do so. Obviously, the (P andT) Act had to acknowledge that a considerable communications infrastructure already existed throughout the national railway systems and so it conceded exceptions to that monopoly for such systems.

When I commenced my career as an Apprentice in the Signals and Communications Branch of the NSWGR, in 1947, all long-distance operational railways traffic was handled via morse lines, which extended from a central operating room (in Central Station) in every direction, to Spencer Street Station in Melbourne, Roma Street Station in Brisbane and Mile End Yard, in Adelaide.

There were major telegraph operating rooms at all large town centres and loco depots and messages destined for intermediate stations were relayed by telephone (as phonograms) by operators in those places. In 1963, I was the District Engineer, responsible for all signalling and telecommunications facilities in the Dubbo District, which extended from Wellington in the east, to Bourke, Brewarrina, Cobar, Parkes, Coonamble, Molong, Gwabegar, Premer (near Werris Creek) and Dunedoo, about one sixth of the NSWGR rail network mileage, at that time.

A program of upgrading railway telecommunications through the installation of carrier telephone and VFT systems had begun a few years earlier, replacing the morse circuit from Dubbo to Sydney with a duplex teleprinter circuit. Similar installations were in place in Orange and Bathurst, but the morse circuit from Orange to Broken Hill (and thence, Adelaide) via Parkes, was still operational at that time.

All messages from Sydney to Broken Hill or South Australia, were sent by teleprinter to Orange, where the operator would retransmit them, via morse.

In 1964, I received a visit from some people in the Communications Design Office, who had a problem to put to me. When their engineers had commenced work on installing carrier telephone and VFT systems between Orange and Broken Hill, they discovered that the PMG (who rented several pairs of telephone lines on the Railway pole route, between Parkes and Broken Hill) had already installed several carrier telephone systems on those lines, which were causing severe crosstalk into the railway telephone lines, making it impossible to proceed with our project, without costly re-transposition of those lines (which the budget couldn't bear).

This had meant deferral of the project until such time as the PMG vacated the railway pole route, which was still a couple of years away. However, an unexpected development had arisen which was a potential disaster. The Railways' Chief Operator at Orange (the only competent morse operator there) intended to retire and he couldn't be replaced. The only feasible solution seemed to be to relocate the Orange morse terminal to Dubbo, where my Chief Operator was a competent morse operator.

I was asked if I would undertake to reinstall the morse terminal in Dubbo, in which case they would approach my Chief Operator and ask him if he would operate the terminal to handle all that Broken Hill and S.A interstate traffic. I agreed to do so and my Chief Operator jumped at the chance to get back on a morse key (with a bit of a salary increase, as well.)

I started planning this project and the first step was to test the most obvious route, which was the line from Dubbo to Parkes, where I could interconnect with the Broken Hill circuit. To my chagrin, I discovered that the NSW Electricity Commission had built a 66 kv power line adjacent to the railway pole route for the entire distance from Dubbo to Parkes, which was inducing huge AC to earth into those lines. For the benefit of the uninitiated, open wire morse lines were usually operated on "cailho" circuits, which are "phantomed" over the electrical centerpoint of a phone line using the centre-tap of a telephone (VF) transformer, the return path being earth.

My only other alternatives were (a) build a line to Molong, where I could patch into the existing line to Parkes or (b) build a line via Wellington to Orange, where it would connect onto the end of the existing circuit. The Molong line proved to be free of electromagnetic induction, but I couldn't interconnect to the Parkes line there, as I wanted, because of the way in which the lines were configured. The line from Dubbo to Wellington proved to be as badly affected by induction as the Parkes line, so that option was ruled out, also. The only remaining solution was to try to make up a cailho circuit from Molong to Orange and deliver the new circuit to Orange that way. This is what I did, but I viewed the project with dismay, because the resultant new line would be about one hundred miles longer than the existing line, which was already over two hundred miles long.

I prepared the Dubbo telegraph office for the morse installation, which was a formidable Bridge Polar Duplex terminal, over a metre long and as big as an office table, with a maze of dials, switches, rheostats, capacitors, relays, etc, a technical marvel in its day, but by that time only required to perform simplex operations.

Once this preparation was completed, we arranged for the changeover of operations.

One winters night, the Orange morse terminal ceased operations and it was loaded by the technician there, into the brakevan of goods train which left for Dubbo about 9.00pm and arrived about 4.00am. I unloaded the monster into my car and drove to the Telegraph Office, where I unloaded it and man-handled it into the office. It didn't take long to get it into place and connect it up, but my heart sank when I saw the minute current arriving from the Broken Hill terminal. The line relays were Reed Relays, beautiful instruments, about ten inches high and about three inches across the circular base, very sensitive and very well made. After checking everything out, as well as I could, I commenced trying to raise Broken Hill. I tapped out BH DE DU, for perhaps twenty minutes, before I saw a flicker of movement on a galvonometer. I furiously played around with the Reed Relay adjustments, until I was relieved to hear the sounder crackle into life. My morse training was all on oscillators, so sounders are very hard for me to read, but I exchanged greetings with the Broken Hill operator and we achieved a line balance on a current of 1.5 ma. It worked !

That morse circuit continued to operate for several more years, until the pole line from Parkes to Broken Hill was relinquished (by Telecom) and railway carrier systems were installed. It didn't occur to me at the time, but I have often wondered since if I actually

installed the last morse circuit in Australia and (maybe) one of the last in the world.

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VALE

Paul Cooper

WA Veteran, Paul Sydney Cooper, died on 24 February 2007 after a short illness.

Born on 25 July 1927, Paul spent his childhood in the Beam Wireless cottages at Fiskville and Rockbank, where his father was a technician. Later the family moved to WA and from 1944 Paul served an apprenticeship in radio servicing and passed the broadcast station operator's certificate in 1949. For two years he worked as a transmitter technician on commercial radio stations 6PR Perth, 6TZ Bunbury, 6CI Collie and 6AM Northam. He then joined the Police Force for three years, but returned to commercial radio in 1954, working at 6KY Perth and 6NA Narrogin.

Paul joined OTC as a technician at Bassendean receiving station in 1958, became TO1 in 1961 and in 1968 transferred to Gnangara transmitting station. He also travelled to Broome occasionally for periodical regional maintenance of Broome CRS (VIO).

In 1982 Paul retired on the grounds of invalidity.

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Phil Chapman

We are not sure when Phil died but these notes have been provided by Gordon Cupit

Phil started as a Beam Messenger in 1931. He was born and raised in the Rocks at the time of the Razor Gangs. He was a belligerent character and tough as nails. A good bloke though. He attended the AWA messenger's school and passed the company's internal examination for promotion out of the messengers. Those that passed this examination or held the Intermediate Certificate (School Certificate these days) were promoted to either the Beam Operating Room or to one of the clerical sections. The remainder were sacked at 16. Pretty drastic in the Depression days.

Any rate, Phil went to the Purchasing Dept. All promoted were required then to either study for the First Class Radio Operators Certificate or an Accountancy qualification. Phil took the option of the Radio Course held at the Marconi School of Wireless run by AWA. We were required to pay a discount fee of 80 pounds, payable on terms. A lot of money in those hard times.

On obtaining his qualification, he applied for and was transferred to the Marine Dept as a Radio Officer in the Australian Mercantile Marine. AWA supplied the operators for all ships registered in Australia. The Union Steamship Company, plying between Sydney and the Americas, employed their own operators.

Phil completed a few years in the Marine Dept and applied for a shore job in the Coastal Radio Service. Over the years, he served on many of the CRS stations and was in Darwin during the War. He was Manager during the bombings and like the rest of AWA staff was given Naval rank, so as to have protection under the Geneva Convention. Other civilians and plantation owners, including some coast watchers, were beheaded! The Coast Watchers were controlled from Port Moresby and Darwin. All other Papua-NG stations were captured by the Japs. Many of the staff from the taken stations had amazing escapes, stories of which have been described in earlier Newsletters. An account of the Darwin bombings and a copy of the station log during the bombings was given to us by Phil and appeared in the Newsletter. He has appeared on TV several times, generally on anniversaries of the event.

During the post war years Phil, served in La Perouse as Station Manager, and on the retirement of Scotty Hamilton, as Superintendant of Coastal Services. Phil was promoted to that position, which he held until retirement.

He was in the Superintendant positon, during Cyclone Tracey. He and Tom Molloy immediately flew up there, Phil to start emergency circuits, with a few spares not damaged and the use of ships' radio in the harbour. One of the Darwin staff, Keith

Parker, was the first to make contact per medium of Ham equipment. Tom Molloy arranged temporary accommodation for wives and families and also arranged subsequent evacuation to Sydney, most of them out on a Jumbo carrying 700.

My Travel Officer met them at the Airport, Supply arranged cars and I was involved arranging temporary accommodation in Sydney or made plans for them to go to their families. Many of them lived in different States. I also had to arrange schooling for the children.

Phil was quite a taskmaster. On one occasion, another hard man who was the Manager of Darwin reported his deputy who was skiving off to the home of one of the Radio Officers when such Officer was on night shift, and having an affair with the wife. The Deputy was immediately summoned to Sydney, given a real blast, and I was told to transfer him to Broome. The Radio Officer and his wife were sent to Thursday Island.

Phil always commenced duty at 5am and hardly ever knocked off before 6pm. He knew every aspect of the CRS and its clients and had a wealth of knowledge when he retired.

For many years Phil was a bosom mate of Horrie Young of "Krait" fame, they both retired to Point Clair on Brisbane Waters from where they attended most of our functions.

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Ron MacDonald

Ron died on Friday 18 May 2007 and his funeral was in Tewantin, Queensland on 23 May

Ron McDonald, a Past President of OTVA, had been an engineer in Engineering Branch, heavily involved in the provision of HF radio facilities, both for long distance and for CRS. He was well known in AWA and OTC and his father was one of AWA's pioneers in Radio.

Our President only spoke to him on the phone about 2 months ago when he complained about his failing eyesight. Ron also loved his yachting and taught Tom Barker all about sacrificial anodes.

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THE LAST WORD: Like the old OTC waltz, (one step forward, two steps back), we have had a little good news about some of our heritage items. However, the war isn't over and the rest needs to be saved from the luddites and conserved.

For those with a little time we could perhaps volunteer to help the Powerhouse Museum in its task of trying to restore and display meaningfully our industrial heritage.

The Vets provide a focus for our activities and enable us to get together. Our younger members need to gird their loins to take over as us oldies fade away. Come along to the AGM and elect some new faces so the old ones can retire (dis)gracefully.

More material and a new Editor for this scandal sheet would be a good start!

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COME TO THE AGM IN JUNE!!

CONTACT DAVID RICHARDSON NOW!!!!

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Phone: 02 9487 1985.

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