







Tea Tree Gully Gem & Mineral Club Inc. (TTGGMC)
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Postal Address: Po Box 40, St Agnes, SA 5097.
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Treasurer/Membership Officer: Augie Gray: 0433 571 887 Email: bluedog50@optusnet.com.au
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**October
Edition
2020**

"Rockzette"

Tea Tree Gully Gem & Mineral Club News

President's Report	General Interest	Club Activities / Fees						
<p>Hi All, Not much news this month, I am afraid. Continued social distancing requirements dictate that we are still unable to hold monthly meetings. As this also applies to the AGM, which would normally be held in November, the Committee has taken the COVID option of deferring it, as reported last month. In the interim, all current Committee members have indicated their willingness to stand again, so the Committee will continue in its present form until such time as we are able to hold an AGM.</p> <p>A reminder that Membership Subscriptions were due last month and are now OVERDUE for some members.</p> <p>See membership payment options below and subscription rates listed bottom right corner of this page.</p> <p>Till next month, stay safe & happy. Cheers, Ian'</p> <p style="text-align: center;">***</p> <p style="text-align: center;">Membership Payment Options</p> <p>Because monthly meetings are not happening, there are several options by which you can renew your membership...</p> <ul style="list-style-type: none"> - Calling in to the Club on a Tuesday or Thursday between 10.00am and 2.00pm - Posting a cheque to the P.O. Box or Club street address, or - By Direct Deposit to the Club's bank account BSB – 105-117 Account – 425140140 "TTG GEM & MINERAL CLUB INC." <p>Please make sure you include your name, so we know who the payment is from.</p>	<p>Pages 2 and 3: Augie's October 2020 Jasper Selections...</p>  <p>Page 3 and 4: Augie's October Birthstone Selections...</p>  <p>Pages 5 to 10: Ian's October 2020 Collection Selections...</p>  <p>Pages 11 to 18: 'Newcastle and Rail – The Never-ending Story' ...</p>  <p>Pages 19 to 27: General Interest, humour, etc...</p> <p>Page 28: Members' Noticeboard and Links...</p> <p style="text-align: center;">***</p>	<p>Meetings General monthly meetings have not resumed yet due to SA Covid-19 Pandemic physical distancing requirements.</p> <p>Library Librarian - Augie Gray There is a 2-month limit on borrowed items. When borrowing from the lending library, fill out the card at the back of the item, then place the card in the box on the shelf. When returning items, fill in the return date on the card, then place the card at the back of the item.</p> <p>Tuesday Faceting/Cabbing Tuesdays - 10 am to 2 pm. All are welcome. Supervised by Doug Walker (7120 2221).</p> <p>Wednesday Silversmithing Wednesdays - 7 pm to 9 pm. All are welcome. Supervised by Augie Gray (8265 4815 / 0433 571 887).</p> <p>Thursday Cabbing Thursdays - 10 am to 2 pm. All are welcome. Supervised by Augie Gray (8265 4815 / 0433 571 887).</p> <p>Friday Silversmithing Fridays - 9 am to 12 noon. All are welcome. Supervised by John Hill (8251 1118).</p> <p>Faceting/Cabbing/Silversmithing Fees: A standard fee of \$3.00 per session applies – to be paid to the session supervisor.</p> <p>In the interest of providing a safe working environment, it is necessary to ensure everyone using the workshops follow the rules set out in <i>Policy No. 1 - 20/11/2006</i>.</p> <p>It is necessary that <u>Health and Safety</u> regulations are adhered to always.</p> <p>Everyone using the workshop must ensure:</p> <ul style="list-style-type: none"> • that all club equipment (e.g. magnifying head pieces, faceting equipment, tools, etc.) used during the session, is cleaned, and returned to the workshop after usage. • that all workstations are left in a clean and tidy state. • that all rubbish is removed and placed in the appropriate bin. • and where applicable, machines are cleaned and oiled or dried. <p>NOTE: The Tea Tree Gully Gem & Mineral Club Inc. will not be held responsible or liable for any person injured while using the club machinery or equipment.</p> <p>Club Membership Subscriptions:</p> <table border="0"> <tr> <td>\$25.00 Family</td> <td>\$20.00 Family Pensioner</td> </tr> <tr> <td>\$15.00 Single</td> <td>\$12.50 Single Pensioner</td> </tr> <tr> <td colspan="2">\$10.00 Joining Fee</td> </tr> </table>	\$25.00 Family	\$20.00 Family Pensioner	\$15.00 Single	\$12.50 Single Pensioner	\$10.00 Joining Fee	
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\$10.00 Joining Fee								
<p>Diary Dates / Notices</p>								
<p style="text-align: center;">Happy Birthday</p> <p style="text-align: center;">Members celebrating October birthdays:</p> <table border="0"> <tr> <td>05th – June Mabbitt.</td> <td>30th – Liz Lane.</td> </tr> <tr> <td>10th – Judi Crouch.</td> <td>31st – Mike Mabbitt.</td> </tr> <tr> <td>24th – Campbell Morrison.</td> <td>31st – Cheryl Rudd.</td> </tr> </table> <p style="text-align: center;">***</p>			05 th – June Mabbitt.	30 th – Liz Lane.	10 th – Judi Crouch.	31 st – Mike Mabbitt.	24 th – Campbell Morrison.	31 st – Cheryl Rudd.
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<p>The Tea Tree Gully Gem & Mineral Club Inc. is not and cannot be held responsible or liable for any personal injuries, loss or damage to property at any club activity, including, but not limited to, meetings, field trips, all crafts and club shows. An indemnity is to be signed by all participants before each and every field trip activity they attend.</p>								

Contributed by Augie Gray...

Deschutes Picture Jasper

Deschutes Jasper came from an area east of Biggs Junction, Oregon, and close to the Deschutes River, which gave it its name.

It was discovered in the 1960s but not been mined in over 20 years as the area is now part of a State Park.

Deschutes is similar in appearance to Biggs Jasper, which it is often confused with, though Deschutes generally exhibits a tighter pattern.

This Jasper is popular with cutters as it is a very stable material and takes an excellent polish.



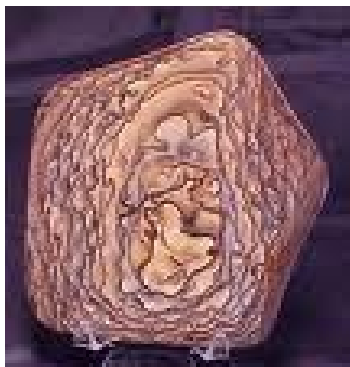
Deschutes Picture Jasper 01.



Deschutes Picture Jasper 02.



Deschutes Picture Jasper 03.



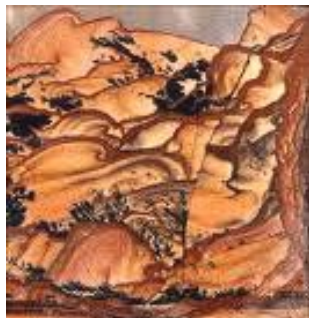
Deschutes Picture Jasper 04.



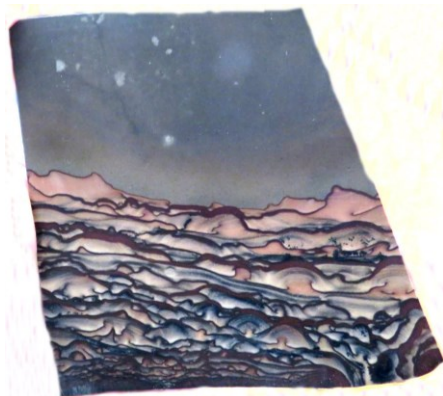
Deschutes Picture Jasper 05.



Deschutes Picture Jasper 06.



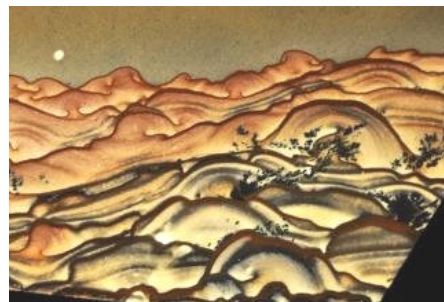
Deschutes Picture Jasper 07.



Deschutes Picture Jasper 08.



Deschutes Picture Jasper 09.



Deschutes Picture Jasper 10.



Deschutes Picture Jasper 11.



Deschutes Picture Jasper 12.



Deschutes Picture Jasper 13.



Deschutes Picture Jasper 14.

Deschutes Picture Jasper – Continued...



Deschutes Picture Jasper 15.



Deschutes Picture Jasper 16.



Deschutes Picture Jasper 17.



Deschutes Picture Jasper 18.



Deschutes Picture Jasper 19.

Contributed by Augie Gray...

OPAL – Birthstone for October

There are 2 birthstones for October – Tourmaline and Opal.

I have chosen to showcase Opal, but not Opal as most Australians recognize it, which is our Coober Pedy, Lightning Ridge, Andamooka, Queensland Boulder Opal. These are “precious” Opals.

What I am featuring instead are the different varieties of Common Opal, which here we generally think of as “Potch” - Opal without play of colour. It will come as a surprise to many people that Common Opal can be found in many different colours, as the pictures here depict.

Other than potch, the “common” Opal in Australia that most people are familiar with is dendritic Opal, which we have known for decades as “Moss Opalite”. The material was so plentiful 40 or 50 years ago that it, together with Mookaite, was the stone most novice lapidaries cut their teeth on. An opaque pink Opal, like the Peruvian material is also being mined in Western Australia by Glenn Archer of Australian Outback Mining.

However, Common Opal is also found in other countries – primarily Peru, Mexico & the U.S.A.

Peru produces 3 colours – an Aqua blue, which is the most valuable, a green and a pink.

Mexico produces colours from yellow, through orange to red, most of which is transparent to translucent, and can turn out some seriously beautiful faceted stones.

In the U.S.A., Nevada has both dendritic Opal as well as a white Opal which is highly fluorescent.

Opal in Oregon has recently been discovered in an array of colours – a “Wedgewood” blue which is known as Owyhee Opal, named for the region it comes from, as well as opaque Opal in caramel and chocolate colours, and transparent yellows, oranges and reds. All very high-quality material.

Enjoy the photos.



Australian Moss Opalite.



Dendritic Opal.



Mexican Fire Opal 1.



Mexican Fire Opal 2.



Mexican Fire Opal 3.

OPAL – Birthstone for October – Continued...



Mexican Fire Opal 4.



Oregon Chocolate and Caramel.



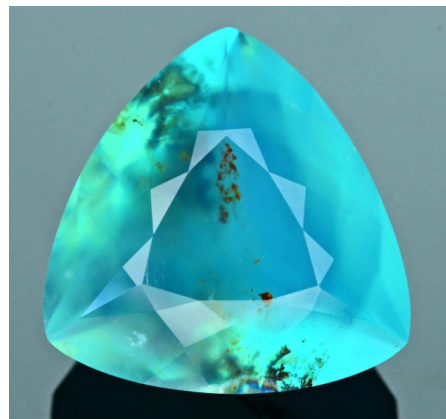
Peruvian Blue 1.



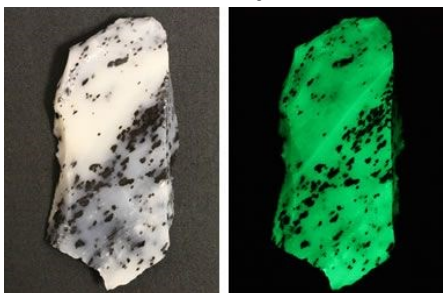
Nevada Fire Opal.



Oregon Fire Opal.



Peruvian Blue 2.



Nevada Fluorescent Opal.



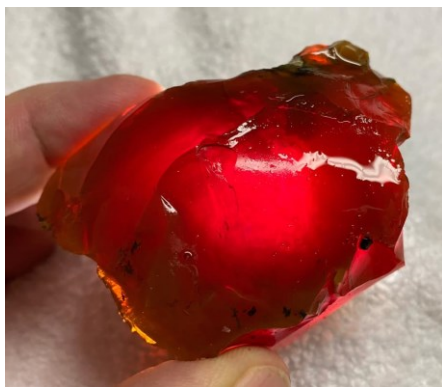
Oregon Pink.



Peruvian Blue 3.



Opal Beads.



Oregon Red.



Peruvian Blue 4.



Oregon (Owyhee) Blue.



Oregon Yellow.



Peruvian Blue 5.

OPAL – Birthstone for October – Continued...



Peruvian Blue 6.



Peruvian Green 1.



Peruvian Green 2.



Peruvian Pink 1.



Peruvian Pink 2.



Peruvian Pink 3.



Utah Bacon Opal.

Contributed by Augie Gray...



"Not a Happy Camper" by Malcolm Tent

Book Titles

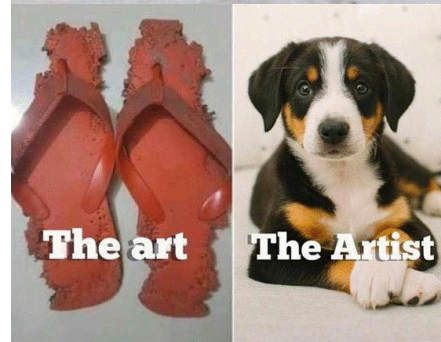
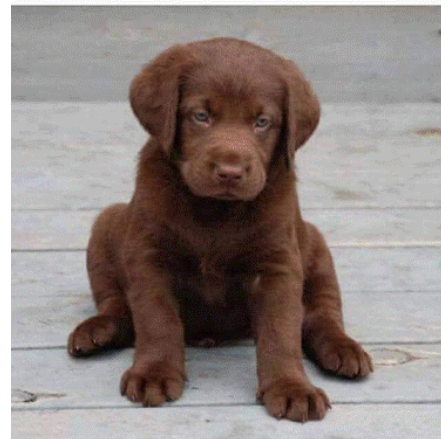
- "Animal Diseases" by Anne Thrax
- "Singing Solo" by Carrie O'Kee
- "Rushing Water" by Dwayne Pipe
- "Why Tyres Aren't Flat" by Erin Side
- "Defiance of the Gods" by Hugh Briss
- "I Need Insurance" by Justin Case
- "Jewish Mysticism" by Lev Itation
- "The Lady Pirate" by Peg Legg
- "Flowering Bushes" by Rhoda Dendron
- "Summer Holiday" by Sandy Beach
- "Indian Axes" by Tom A. Hawk
- "How to Lay Carpets" by Walter Wall
- "The Effects of Alcohol" by Sir Osis of Liver
- "Cataract Surgery" by Seymour Clearly

Contributed by Augie...

You cannot blame a bloke for trying.



This is Buddy , I bought him as a surprise present for my husband but it turns out he's allergic to dogs . So unfortunately I'm going to have to find a new home for him , and I'm just wondering if anyone out there can help ? . His name is Alan, he's 61, great at DIY, drives a nice car and plans wonderful holidays.



You said everything would be back to normal after June. JULYED!

Contributed by Ian Everard...



0076 Quartz with Pyrite, PERU.



0711 Quartz on Pyrite, Huaron Mining District, Pasco Dep, PERU.



0077 Quartz with Pyrite and Sphalerite, PERU.



0712 Pyrite on Quartz, Huaron Mining District, Pasco Dep, PERU.



0434 Quartz, PERU.



0752 Hematite and Quartz, Jinlong Iron Mine, Guangdong Prov, CHINA.



0794 Bournonite on Quartz, Quriuilca, PERU.



0821 Pyrite on Quartz, Huaron, Cerro de Pasco, Pasco Dept, PERU.



0798 Realgar & Sphalerite on Quartz, La Palomo Mine, Huancavelica Dept, PERU.



0842 Epidote on Quartz, Meigu Quartz Quarry, Sichuan Prov, CHINA.



0805 Sphalerite on Quartz, Huaron, PERU.



0970 Quartz, Mundo Nuevo, PERU.



0822 Quartz on Tetrahedrite, Casapalca, PERU.



1011 Quartz, Sischuan Prov, CHINA.



1161 Quartz, Jinkouhe Sichuan Province, CHINA.



2676 Chalcocite on Quartz, La Palomo Mine, Huancavelica Dept, PERU.



1168 Huberite on Quartz and Jap Twin, Mundo Nuevo, PERU.



2677 Realgar and Chalcocite on Quartz, La Palomo Mine, Huancavelica Dept, PERU.



2678 Realgar and Chalcocite on Quartz, La Palomo Mine, Huancavelica Dept, PERU.



1219 Quartz with Jap Twins, Mundo Nuevo, PERU.



0105 Quartz, Chlorite Inclusions, Calcite, Santa Eulalia, MEXICO.



0524 Quartz, Fluorite and Pyrite, Hunan Province, CHINA.



1382 Pyrite on Quartz, Huaron, PERU.



0478 Fluorite, Zinnwaldite & Quartz, Yao Gang, Xian, CHINA.



0672 Tetrahedrite on Quartz, Casapalca, PERU.



1398 Quartz, Calcite, and Pyrite, Hunan Province, CHINA.



0483 Pyrite on Quartz, Yao Gang, Xian, CHINA.



0709 Hematite & Quartz, Jinlong Iron Mine, Guangdong Prov, CHINA.



0806 Quartz & Pyrite, Huaron, Cerro de Pasco, Pasco Dept, PERU.



0510 Bournonite on Quartz, La Poloma Mine, PERU.



0512 Quartz Jap Twin, Pampa Blanca Mine, Huancavelica, PERU.



0766 Quartz Scepter, CHINA.



0815 Chalcocopyrite on Quartz, Huaron, PERU.



0664 Quartz, Arsenopyrite & Fluorite, Yaogangxian Mine, Hunan Prov, CHINA.



0800 Huebnerite on Quartz, Mundo Nuevo Mine, La Libertad Dept, PERU.



1166 Quartz Jap Twin, Mundo Nuevo, PERU.



0816 Pyrite in Quartz, Pasto Bueno, PERU.



0943 Fluorite and Quartz, Hunan, CHINA.



0801 Realgar on Quartz, La Palomo Mine, Huancavelica Dept, PERU.



0818 Quartz, Huaron, PERU.



1004 Quartz on Pyrite & Sphalerite, Huaron, CHINA.



0820 Quartz on Chalcopyrite, Huaron, Cerro de Pasco, Pasco Dept, PERU.



1010 Hematite and Quartz, Sischuan Prov, CHINA.



0836 Scheelite on Quartz, Yaogangxian Mine, Hunan Prov, CHINA.



0765 Hematite and Quartz, Jinlong Iron Mine, Guandong Prov, CHINA.

Contributed by Allan Rudd...



Must have taken a good year to make that

No offense but I was raised to "take care" of my husband. Wash his clothes, clean the house, wear gloves, get rid of the body, and act very sad at the funeral

Contributed by Mel Jones...

'Newcastle and Rail – The Never-ending Story' by Garry Reynolds Part 24 of 24...



The Newcastle City waterfront today where Aborigines once fished from canoes, convicts hewed coal and a railway system developed and disappeared over a period of 160 years. Source: *Familypedia*.



Not even the end of the line at Newcastle Station. Source: *Newcastle Herald*.

Overview

Greater Newcastle is Australia's seventh most-populated city and is home to more people than Canberra but incredibly the centre of the city has lost its railway line established 160 years ago.

On the 14 December 2014, hundreds travelled to the Newcastle Station by train to make up the over 3,500 people who gathered at Pacific Park to protest against the proposed truncation of the rail line from Newcastle Station back to Wickham.

Despite there appearing no logical reason why you would rip out a functioning electric rail system that had its entire infrastructure in place and was capable of delivering people right into the CBD from both the North and South coast, 'people-action' failed to stop what some called 'infrastructure vandalism'.

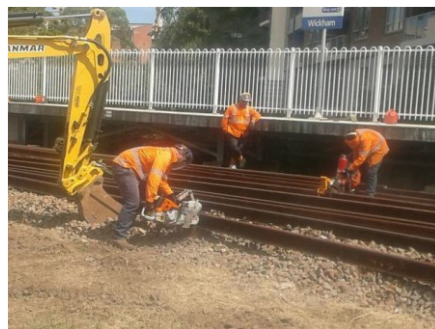
The tortuous path

Essentially, how the community's will was subverted is a story of corruption and political chicanery.

While too late for the retention of the railway, the multiple deceptions were gradually exposed through: a parliamentary inquiry; the discovery of secret Cabinet documents; the investigations of the Independent Commission Against Corruption (ICAC); focused trawling by the Auditor-General; a zealous media that smelt many rats; and some of the key players becoming brazenly overconfident. In the process, they over-reached in their greed and quest for power to secure private benefits from the former community-owned assets.

But there was more involved. A culture in Newcastle had developed that enabled Government and business to get away with subterfuges, even breaking their own rules. This is that sad story about a historic city favoured by nature but whose progress has been frequently side-tracked into pathways that

have failed to provide the full benefits of the hard work and the persistence of its people over many years which not only sustained Newcastle but much of the NSW economy.



Workman cutting up and removing rail at Wickham Station which has now become the end of the line from Sydney and the transport interchange for buses, trams and trains in inner Newcastle. Source: *Novocastrians for Change*.

The culture that killed a railway

The story of Newcastle's railway is the story of its relationship to the port, to coal, to property and the people of the city.

In the midst, turmoil has flared in a constant contest between politicians and governments, business and labour over their shares of the rewards from exploiting the rich black natural resource for nearly 220 years.

On occasion, these groups have overcome this state of tension and bouts of open 'warfare'. They have called temporary ceasefires and engaged in collaboration resulting in the whole community benefitting – only for the lessons to be soon forgotten and trench warfare to be resumed.

In a classic 'tragedy-of-the-commons' scenario, it has invariably been the public interest and assets that have been subsumed for private benefit.

The natural environment has suffered most of all, resulting in significant water pollution, land degradation, and air pollution over many decades although it has been more actively addressed in recent times.

In a cruel payback for the coal-burning economy that has sustained the city for over a century, low-lying areas of Newcastle are one of the most significant areas of NSW vulnerable to climate change. There is a genuine threat of inundation from rising sea levels and extreme weather events.

The winner takes all culture – 'if you're not with us you're against us'

On many occasions in Newcastle, one group has surmounted the others in a winner-take-all dominance pointedly emphasising - if you are not with us, you are against us.

It is often seemed to be hard to be neutral in Newcastle.

The winner-take-all mantra dates right back to the Australian Agricultural Company receiving a Government 'bequest' of a coal monopoly and a million acres in convict times, leading to barbarous exploitation of human beings for some of the wealthiest people in England and the higher echelons of the British Government.

Of course, very early on in the piece, the Aboriginal people were forced out of Newcastle's food-rich traditional coastal areas which had attracted other tribes into trading and feasting on ceremonial occasions.

The 'winner-take-all attitude' has caused resentment through generations of many Novocastrians. They have felt the same towards the seat of Government in Sydney, feeling that they have always been treated as second-class citizens to those in the State capital.

This arose from the days when Newcastle was deemed a place of secondary punishment – essentially a deliberately constructed convict hell hole which rewarded cruelty to deter other convicts from misdemeanours in Sydney. It was rarely about building a new city or society further north.

Over the years, Newcastle has suffered from bouts of blatant corruption by those clinging to the coat tails of the immediate winners of the contests between warring groups. This has been driven by their desperate greed to exploit a brief window of opportunity while their mates are in the box seat and have their hands on the levers of power and the public purse. Inevitably, they over-reached and their ruses have been exposed to a chorus of public outrage but often too late to undo much of the damage.

However, in a 'king is dead – long live the king' outcome, new powerbrokers soon rush in to fill the vacuum and exploit the opportunity to reward their own mates.

As local opinion leaders have remarked, Newcastle seems to have been run by a series of Godfathers.

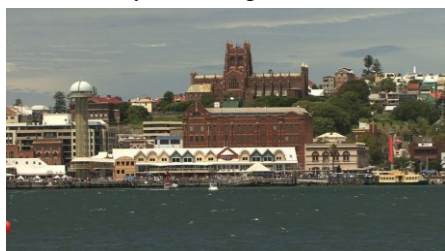
The Corruption Culture

Corruption has occurred over dozens of decades, whether it be by members of the wealthy upper class of England or the colonial gentry, a parade of political fraudsters from both sides of the fence posing as a statesman in

Macquarie Street; some suspect civic 'worthies' and their mates in local government; rich coal barons addicted to getting richer; boganaires, slick businessmen and property developers working in the shadows of the edifices they have erected with 'the right connections'; multinational companies throwing their weight around in the interests of overseas shareholders at the expense of local employees and residents; all to the accompaniment in the past of bouts of rabid unionists, often with communist leaders or fringe anarchic environmentalists, trying to change the world, starting in Newcastle.

Despite attempts to gentrify it on the surface, Newcastle can still be a very tough town where bitter memories have passed through generations and loyalties at any cost are long. In the end, the local community has suffered the most.

The latest attempt at gentrification was the demolition of the Queen Elizabeth II Observation Tower opened by the Queen herself as part of the 1988 Bicentenary celebrations. It has been dismantled after decades of being the subject of sniggers from tourists, the subject of lewd jokes and being labelled locally as 'The Big Penis'.



The now demolished Observation Tower on the left. Source: You Tube.

In a now familiar scenario of poor decisions, at the beginning of the 1980's, Newcastle City Council ran a national competition for the design and construction of a new public recreation precinct around the harbour's southern edge, from Nobby's beach to the Honeysuckle area. The objective of the project was to purportedly reclaim Newcastle community's engagement and ownership of the harbour for public use. The community ended up with a tower which even its own Council labelled as an embarrassment to the city. There were a lot more to come.

The 'Strange' Decision

The running of the last train out of Newcastle Station on Christmas Eve 2014, followed by the ripping up of the railway tracks back to Wickham, was astounding to the Hunter community and most outsiders particularly when the Baird Liberal Government used some mechanisms the courts subsequently found to be illegal.

In a scathing report in the Sydney Morning Herald of 18 February 2018, Elizabeth Farrelly, summed up most people's heightened suspicions: *Let's get real. No one ends a working rail line two stops short of its destination for transport reasons.*

Historically, it emanated from a contest of wills between vested interests going back to when

the line was completed 160 years ago. Even that was a case of a government bailout of a private money-making rail project linking Maitland to the Port of Newcastle.

Then it was the business and property owners overriding community interests to secure the highly prized narrow corridor running between the CBD and the Hunter River port at Newcastle for the transport of people, coal, and merchandise.

Today, it is the foreshore view from offices, apartments and fancy eateries which is more highly valued commercially than the heavy rail infrastructure providing community services. The corridor is 'property platinum'. As it was railway right-of-way, no mining was allowed beneath it. It is the only remaining area in the central city which has not been mined with subterranean galleries and voids susceptible to subsidence.

The story of the removal of the railway and the building of a 2.7 km wire-free light rail line mainly through the streets of Newcastle, has proved to be an extraordinarily expensive saga. At least for the money, it is first time in Australia each vehicle on the line is fitted with on-board energy storage accessing charging points at station stops where the electric pantograph rises to connect with the power supply shoe above.

However, an article in the Newcastle Herald on 15 February 2019, pointed out incredulously that:

State Cabinet documents from 2013 estimated 1800 people a day, or 657,000 a year, would use the tram, which would represent a significant decline on the number of people who used the heavy rail line and free inner-city buses the light rail is replacing.

Somewhat pointedly, the Herald noted that the Transport Minister, Andrew Constance, wore a blue tie emblazoned with a white elephant on it at the launch of the Light Rail!



The light rail car with pantograph up connecting to the power to recharge batteries at Newcastle Beach stop. Source: Ron Johnson.

But rather than the technology and patronage, the public debate has been between those who wanted to keep the railway line as a long-term community asset and those who wanted to remove the line as a perceived barrier to the people's connection between the city's heart and its foreshore. To add extra spice, this was coupled with the real motive - the renewal of the CBD driven by a small coterie of developers mostly to their own benefit.

Through a series of investigations, as the story played out, a sub-terranean world awash with conflicts of interest; nest-feathering and influence peddling; interspersed with political backstabbing; fraud; bribery; perjury; scams;

sudden unimaginable wealth crashing to bankruptcy; corruption; dog-eat-dog turf wars; insider-dealing; secret payments; money in brown paper bags; illicit affairs; blatant lies; counter-lies and smear campaigns was gradually exposed to the shame of Novocastrians.

Some of this occurs elsewhere at times, but in Newcastle when it breaks out it seems to be on steroids!



The tragedy is that it has come at the cost of ripping out established quality rail access to the city's heart. It has been a foregone opportunity to have invested those large funds alternatively in building a far superior intercity rail service between Sydney and Newcastle. This would create far more growth paths for the city and open up the opportunity for the construction of more affordable housing along the enhanced line out of Sydney.

The timeline leading to removal of the railway line

In 1972, Liberal Minister for Transport, Milton Morris, announced the line would be cut back from Newcastle Station one stop to Civic Station. It didn't happen.

In 1990, CityRail proposed closing the line beyond Civic in response to a study on Newcastle's transport and development. It didn't happen.

Since 2003, there had been studies to close the line even all the way back to Broadmeadow Station. It didn't happen.

Then in 2005, things started to heat up with a concerted move driven by business and property development cliques to close the line and redevelop the foreshore.

Surprisingly, Bob Carr's Labor Government caved into this insider pressure. But after a huge public outcry, his successor, Labor Premier Morris Iemma, announced in 2006 that the line would stay open. However, in 2007, tenders were placed for yet another study into the line's future, including possible removal of the overhead wires and dieselisation of services – not just a step, but an almighty leap back in time and technology. Did anyone suggest returning to steam?

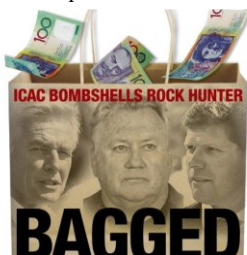
Then the State Labor Government imploded under a series of high-profile expose's by ICAC of extreme powerbroking and corruption.

On 16 August 2014, the Newcastle Herald reported:
"After the corruption roller coaster of the NSW Labor Government ending the premiership of Kristina Keneally a decade ago, and a record swing to the Liberal Party in Newcastle of 26%, only a few years later in 2014 the Independent Commission Against Corruption uncovered breathtaking corruption in the northern city...."

The result was by 2015, legislation was passed narrowly by the Upper House of the NSW Parliament with the Liberal Government receiving the support of the Hunter Fishers and Shooters Party on condition of an extra \$50million to remove the railway line from Wickham to Newcastle Station and introduce a tramway which itself had been ripped out in the 1950s.

The Herald quoted a spokesperson for the Inner-City Residents Alliance, Geoff Evans:
"ICAC has really exposed how business is done in this city, by a cabal of insiders stitching up deals that suits a small number of politically connected developers."

While the railway was being closed down, ICAC's hearings proved extraordinarily embarrassing to a coterie of community leaders, businessmen and politicians.



Tim Owen, Jeff McCloy and Andrew Cornwall as viewed by the Newcastle Herald. Source: NH.

The Herald reported that ICAC claimed two local Liberal parliamentarians' scalps - Newcastle State Member, Tim Owen, and Charlestown State MP, Andrew Cornwall. Both fell on their swords and resigned from Parliament after admitting taking tens of thousands of dollars from local developers, including Hunter Valley businessman, Hilton Grugeon, and Newcastle independent Lord Mayor, Jeff McCloy. More on that later.



Outspoken developer, Hilton Grugeon. Source: Maitland Mercury.

Reports by the Commission reflected in the newspaper reports implied Grugeon and McCloy showed little regard for the 2009 electoral laws banning contributions by developers to political campaigns. But while ICAC found they attempted to evade the laws, neither was found to be corrupt.

In fact, no-one in the whole sorry saga was charged owing mainly to the expiry of the three

year statute of limitations triggered by the convoluted investigations, hearings and appeals and a lack of political will should even more skeletons be uncovered.

Subsequently, Hilton Grugeon's contempt for government was quoted by the 'Maitland Mercury' in 2017 as:

"Dealing with local government departments has a lot in common with preschool kindergarten children," and "...a government with balls would move parliament out of Sydney".

"The government should be driving everything out of Sydney, starting with themselves," he said, advocating decentralisation from the country's capital city.

Fellow developer, Jeff McCloy was Lord Mayor of Newcastle between 2012 and 2014. He attained a degree in Civil Engineering from the University of Newcastle before going on to run a highly successful construction company which built the region's large John Hunter Hospital.



Jeff McCloy's mayoral campaign poster. Source: ABC.

Jeff McCloy was held in high esteem by the community, winning the 2008 Hunter Business Chamber Businessperson of the Year award, and the City of Newcastle Medal the following year.

He then decided to have a tilt at politics, serving as the independent Mayor of Newcastle for 23 months in 2012-14. McCloy made much of the fact that he donated his mayoral salary to charity posing in his own words as a Mother Theresa-inspired figure.

He built up a reservoir of community trust as a 'good bloke who got things done'. Perhaps this was the time to ask – for whom?

On 6 August 2014, the Newcastle Herald reported that Jeff McCloy:

...gained notoriety for his random donations to charity which are counted in millions.

He famously wrote a \$1million cheque for the Salvation Army in 2006 and donates his entire mayoral allowance to charities in \$10,000 lots, most recently handing over \$10,000 to injured Newcastle Knight Alex McKimmon.

Most people thought what a wonderful guy. What could go wrong?

However, McCloy exploited this trust as a leading advocate and potential beneficiary of removing the railway line from Wickham to Newcastle and opening up areas for development along the route of a new light railway.

On 17 August 2014, McCloy dramatically resigned as Lord Mayor of Newcastle, effective

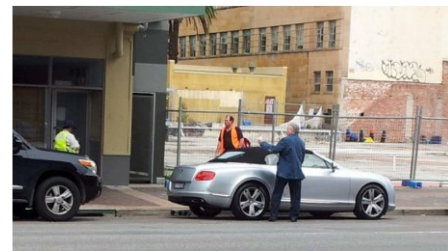
immediately. He said his resignation was due to ongoing controversy over his appearance before ICAC, which he said "may effect [sic] the proper functioning" of Newcastle City Council.

In the ICAC witness box, McCloy had bemoaned the fact that he often felt like a "walking ATM".



Former Newcastle Mayor, Jeff McCloy. Source: Daily Mail.

The evidence at the ICAC hearing was that leading up to the 2011 NSW Election that threw Labor out of Government after a litany of corrupt activities centred around Labor MPs Joe Tripoldi and Eddie Obeid, McCloy drove around the Newcastle area in his sporty Bentley dispensing wads of cash to Liberal candidates.



Jeff McCloy and his famous soft top Bentley. Source: Newcastle Herald.

Several years later, Jeff McCloy, who admitted giving the illegal donations to State MPs, was forced to apologise for grinningly posing on Facebook at the 'Lucky Hotel' in Newcastle (owned by McCloy) with a birthday cake shaped like a brown paper bag overflowing with cash. As reporter Elizabeth Farrelly commented in the Sydney Morning Herald on 18 February 2015:

Tacky? Sure. Greed? Bring it on. Whatever you like. It's Newcastle.

The backlash was immediate, and the photos hastily removed but there appeared to be no real shame displayed by McCloy at the birthday. There seemed a long way to go before the 'shady deal' culture embedded in Newcastle could be overturned.



Jeff McCloy celebrating his birthday with a cake representing a brown paper bag spilling out cash. Source: Facebook.

In the years after the momentous 2011 State Election when the seat of Newcastle was won by the conservatives for the first time since its creation in 1927, the Herald reported that 'Independent' McCloy argued that his illegal donations to politicians were merely for the greater good of Newcastle. He even dropped off dossiers to the press over the luncheon ICAC adjournment claiming he was inspired by Mother Teresa's poem *Do It Anyway* to engage in the practice!

Despite being castigated for breaking election funding laws passed in 2009 prohibiting developers contributing to political candidates' campaigns and decisions in NSW State elections, McCloy never seemed to get it!

In 2015, he even attempted to overturn the State legislation prohibiting developer donations, taking it as far as the High Court of Australia where his bid was rejected.

Operation Spicer

Meanwhile, McCloy seemed to object to the harsh light of public scrutiny being shone on the backroom deals in Newcastle and took action in the NSW Supreme Court. He sought to prevent ICAC's findings in relation to the police action called 'Operation Spicer' being made public. It was designed to uncover the plethora of nefarious activities – specifically allegations of members of Parliament soliciting, receiving and concealing payments.

ICAC had delved into allegations that some of these political donations were made by and received from prohibited donors (property developers) and some exceeded the applicable caps on political donations.



ICAC Commissioner Megan Latham who led 'Operation Spicer'. Source: AFR.

'Operation Spicer' began as an investigation into Liberal Party slush fund, 'Eight by Five', before the focus expanded onto a suite of politicians and developers. ICAC heard that this shadowy organisation of Newcastle businesspeople was used to 'launder' donations from developers who were banned from donating to political parties in the lead up to the 2011 NSW State Election.

The Commission also examined whether in the lead up to that election, members or associates of the NSW Liberal Party used, or attempted to use, the 'Free Enterprise Foundation' as a means of disguising the true identity of donors and evading the prohibition on receiving political donations from property developers.

The plot thickens

The Commission also investigated whether certain members of Parliament used, or attempted to use, their power and influence

to improperly benefit Buildev Pty Ltd in respect of a proposed development of a coal terminal at the Port of Newcastle.

Alibis started to unravel on 6 August 2014, when the Newcastle Herald reported that Liberal Member for Newcastle, Tim Owen, had been implicated in a scheme that allegedly secured illegal political donations from Buildev and other property development companies to prop up his 2011 election campaign through the use of sham invoices. The Herald said:

"Combined with misinformation campaigns waged against Labor MP Jodi McKay, allegedly run by Nathan Tinkler through either his Buildev interests with the help of Labor powerbroker Joe Tripodi or the Newcastle Alliance advertising campaign he bankrolled, the result was the "manipulation" of the state election outcome in the city seat, a corruption inquiry has been told."

Mr Owen's local campaign manager, lawyer Hugh Thomson, has admitted being at the "centre of the illegalities" and detailed his part in return for his statement not being used in a criminal prosecution against him.

"The evidence is that there was a broad understanding that a number of different prohibited donors would, acting under some subterfuge, provide the funds to keep the [Newcastle] campaign rolling," Mr Watson (sic ICAC Senior Counsel) said.

Those involved with Mr Thomson were former Port Stephens councillor and prolific Liberal campaigner Josh Hodges and "the candidate himself – Tim Owen".

Former police minister and senior Hunter Liberal Mike Gallacher was "aware of these arrangements and ... suggested some of them", while former resources minister Chris Hartcher "was also aware and participated in some aspects of it".

The Herald article went on to say:

The scheme allegedly entailed the issuing of fake invoices, including to Hilton Grugeon's Hunter Land, Cr McCloy's McCloy Administration, Mr Stronach's Newcastle Yachting, and other developers to raise money for the wages of Mr Hodges and Luke Grant, a radio announcer, while they worked on Mr Owen's campaign.

In some cases, invoices were issued to businesses Mezzanine Media and Australian Decal Sales and Manufacturing, who then issued invoices to Buildev to pay.



Disgraced former Liberal MP for Newcastle, Tim Owen. Source: SBS.

The exposure of the corruption ensnared Tim Owen. The culture of corruption had brought

down this man who had been a respected military figure. He did tours of duty in Iraq and Afghanistan serving as deputy leader in the war zone for the Australian forces, before standing as a Liberal candidate and winning the seat of Newcastle.

He resigned from Parliament, forcing a by-election, after admitting he took an envelope stuffed with \$100 notes from Newcastle's developer mayor, Jeff McCloy, and then lied under oath to ICAC about what he had done.

Owen originally told the corruption watchdog he had returned the money. However, back in the witness box the next day he admitted under scrutiny that it had been a lie.

Subsequently, it was reported by the Newcastle Herald that Owen said to McCloy: "My wife will divorce me, I've sworn on a stack of bibles that I didn't receive any money."

His devastated wife of 21 years, Charlotte Thaarup-Owen, told the Newcastle Herald that: "I am absolutely disgusted with Tim and what has happened."



Happier times - Tim Owen and his wife Charlotte who had been reluctant to see him enter Newcastle politics. Source: Newcastle Herald.

Despite it being illegal for property developers to donate to NSW politicians, the Hunter Valley Liberal candidates and their patrons concocted what one witness at ICAC called "crazy" schemes for raising cash.

One scheme involved selling artwork at "inflated prices" to donors to disguise the fact that illegal donations had taken place.

Then in August 2014, 'Star News' highlighted that the trashing of reputations spread further. It reported that at ICAC Liberal MP for Charlestown, Dr Andrew Cornwell, admitted that developer Hilton Grugeon's \$10,000 purchase of a painting from his wife was a 'sham' and that the money was used to pay his payroll tax of his veterinary surgery. He also agreed to ICAC's assertion that he 'smelled a rat' when developer Hilton Grugeon said he wanted to pay \$10,000 for the painting he had already gifted to the couple. Dr Cornwell also admitted to receiving a \$10,000 wad of cash in a brown paper bag from another developer, Newcastle Mayor Jeff McCloy, in his now famous Bentley ATM.



Disgraced former Labor powerbroker - Joe Tripodi. Source: Star News.

But the dodgy activities in Newcastle were not limited to the Liberals.

'Star News' reported on 19 August 2014, that already disgraced NSW Labor powerbroker, Joe Tripodi, helped organise and design a brochure that smeared his very own party's sitting Member for Newcastle, Jodi McKay, only weeks before she narrowly lost her seat in the 2011 State Election.



Former Labor MP for Newcastle, Jodi McKay. Source: Daily Telegraph.

Joe Tripodi's friend who printed the brochure told ICAC that Mr Tripodi did not want the media to find out about his role in the treachery where thousands of copies were distributed anonymously to homes in Newcastle.

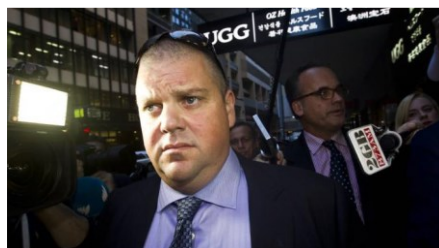
But there was more ooze to wade through. On 6 August 2014, the Newcastle Herald said: *And former powerbroker and corrupt Labor MP Joe Tripodi was offered a job with Mr Tinkler's Hunter Ports after he helped Buildev design anonymous brochures sent to Newcastle homes to smear then sitting Labor MP Jodi McKay over her support for the container terminal plan, it was revealed.*

Joe Tripodi was not alone. The Newcastle Herald went on to say: *'FORMER Treasurer and ports minister Eric Roozendaal is under investigation for ordering the Treasury to "redo" its advice to say the former steelworks site at Mayfield could work for Nathan Tinkler's coal-loader, the corruption watchdog has heard'.*

The brochures, titled 'Stop Jodi's Trucks', were allegedly funded by Nathan Tinkler, known colloquially as Newcastle's 'Boganaire'. They warned of 1,000 trucks a day trundling through the electors' streets if a \$600 million container terminal project that Jodi McKay favoured was approved by the State Labor Government over a coal terminal (it would have been the 4th in Newcastle) that Mr Tinkler had proposed for the same former BHP steelworks site at Mayfield. Tinkler, who stood to make hundreds of millions of dollars by building a coal loader on the site, was determined to stop the container terminal.

In ICAC hearings, Nathan Tinkler was also

alleged to have made secret donations to underground businessman's clubs code-named '6.5' and '13' to support Liberal candidates with undeclared donations to remove the Labor Party's hold on Newcastle NSW Parliamentary seats.



'Boganaire', Nathan Tinkler, was also under scrutiny in relation to his suspect operations to achieve political influence for his company, Buildev's, development plans in Newcastle. Source: Star News.

The vast majority of the chicanery focused on the removal of Newcastle's railway line and the city's 'revitalisation' through the development industry.

On 18 August 2014, the Labor plot thickened when 'Star News' highlighted documents obtained under the Government Information (Public Access) Act about the new State Labor leader, John Robertson, and his associations with a Mr Ian McNamara.

In a political merry-go-round, Robertson became Opposition Leader, replacing former Labor Premier, Kristina Keneally, who was brought to power by Eddie Obeid and Joe Tripodi after they undermined Nathan Rees as Labor Premier.

Rees had replaced Morris Iemma, who also had been undermined by Obeid and Tripodi, and had as his chief adviser Mr McNamara.

McNamara had also worked with jailed Labor powerbroker Eddie Obeid. As well, he had played a crucial role in helping then Treasurer, Eric Roozendaal, and corrupt Labor MP, Joe Tripodi, destroy their own Labor colleague Jodi McKay's chances of being re-elected in the seat of Newcastle at the behest of Newcastle coal mogul, Nathan Tinkler. The seat was won by the now disgraced Liberal, Tim Owen. Wheels within distorted wheels ground on in Newcastle.

Are you still with me?



State Labor's Treasurer, Eric Roozendaal. Source: Newcastle Herald.

It was apparent that the ICAC proceedings revealing the subterranean world of politics, power, money and influence in Newcastle was now proving to be not only a wading through the political mire but a public entertainment.

On 14 August 2014, 'Star News' reported that: *An excited crowd stretched way beyond the doors to the Independent Commission Against Corruption yesterday long before they were due*

to open. A recognisable crowd had travelled to the big smoke by train, presumably. Just followed the smell of blood.

Passionate Newcastle folk.

In a classic reference to the film 'Muriel's Wedding', Star News remarked: *They didn't have to wait long. This was real-life Porpoise Spit, without the wedding but with colourful development identities continuing a script that gets better by the day'.*



Senior Counsel Assisting, Geoffrey Watson at ICAC. Source: AAP.

Fronting up to be interrogated by Geoffrey Watson, Senior Counsel Assisting for ICAC, property developer, Mr Grugeon, roared his response to suggestions that his donations were designed to curry political favours for any of his 90 companies: *'That's scurrilous!'*

By contrast, Lord Mayor of Newcastle and fellow property developer, Jeff McCloy, declared he only had 33 companies.

Colourfully he sighed when asked about how many politicians he had given money: *They all come to me for money. I feel like a walking ATM at times.*

McCloy pronounced that Newcastle was a city when Canberra was just a farm. One had grown up and the other had not. The difference was money and politics, and he was trying to give the city both.



Disgraced former Liberal Minister for Police, Mike Gallacher. Source: Star News.

ICAC's inquiry drew more political players into the legal quicksand. They too would soon be despatched like their colleagues to obscurity including Baird Liberal Government Police Minister, Mike Gallacher. He was forced to quit as Police Minister after interrogation by Mr Watson SC, who alleged he and Darren Williams, Director of Nathan Tinkler's development company, Buildev, had hatched a "corrupt scheme" for him to accept \$120,000 in illegal donations to support Liberal Party candidates.



Former Liberal MP for Charlestown, Andrew Cornwell, leaving ICAC with his wife. Source: MSN.

By the end of nine weeks of ICAC public hearings, the Inquiry had expanded to cover illegal donations that bankrolled Liberal Party campaigns across the Central Coast and Hunter Regions where 10 Liberal MPs had resigned and moved to the crossbench in the wake of the allegations.

The Canberra-based Free Enterprise Foundation also emerged as a major mechanism for disguising donations to the NSW Liberal Party Campaign, including from banned donors.

A backflip with pike

Even years after ICAC's findings, it seemed to cause Jeff McCloy and the McCloy Group no obvious embarrassment that they had ongoing commercial development interests in the State seat of Newcastle including 'City Exchange' and 'Telstra Civic'. Both sites had the potential to benefit significantly from the establishment of the controversial Newcastle Transport Interchange at Wickham and termination of the railway line to Newcastle and construction of the 2.7kms of light rail which they had tried to influence with their funds.

Then, after it looked like the ICAC dust had settled and the railway line was to be ripped up and a tram installed, on 6 April 2016, the Newcastle Herald left just about everyone in Newcastle gobsmacked when it headlined a lead article:

Former Newcastle lord mayor Jeff McCloy slams the light rail route he helped create.

McCloy now said that the light rail and the route down Hunter Street was a 'recipe for disaster' and referring to the Liberal State Government he said:

Privately I was telling them you are mad. Privately I was telling them to put in buses. Something was going to be put in Hunter Street, albeit at enormous cost, but I was privately telling them then, back in the GPT days, that it should be buses. Have the interchange so it takes the buses to the suburbs where the population is. Buy the best buses in the world so you can take wheelchairs and surfboards and dogs and cats and horses – whatever they want – it's still smarter than spending all this money for the very few people who are going to use it.

Then four months later on 30 August 2016, the Newcastle Herald reported that Jeff McCloy called ICAC:

A \$20m waste of time.

The newspaper said that McCloy described the factual findings against him as:

...a parking fine, a speeding fine.

The hard evidence

So out of all this shemozzle what have been the facts elicited by formal investigations other than the sensational outcomes of ICAC, noting that the NSW Government cut ICAC's funding after the embarrassing reports came out.

In September 2017, Cabinet-in-confidence papers unearthed in former disgraced Liberal MP, Tim Owen's office, revealed:

- The estimated cost of building and operating 2.7kms of light rail over 20 years was \$220m per km.

- The business plan estimated total spending of over \$600 million was approved by the State Government, despite advice that the project's costs outweighed the benefits by \$100m.
- The costs included over \$200 million to shut down and 'repurpose' Newcastle's heavy rail corridor.
- The decision to pull up the heavy rail was made before final light rail costings were completed.
- The Cabinet document states it "does not examine alternatives to light rail".
- A Legislative Council Inquiry also found that the NSW Government rejected expert advice about a light rail route mostly along the heavy rail route into Newcastle in favour of one that may have cost about \$100 million extra but provided more opportunity to property developers despite increasing road traffic congestion.
- Poor value for money was raised as a "red-flag" issue in expert advice within the secret Cabinet documents.
- Restart NSW — a pooled fund infrastructure body — also rejected the plan because of laws which block investment in projects with a benefit-cost ratio less than 1.0.
- The funding came from the NSW Transport Capital Plan, which is a general revenue fund.
- This contradicted previous announcements by the NSW Government suggesting the project funds were directly sourced from the privatisation of Newcastle's Port.
- \$44m had been made in sales of public land till that time.

As recently as 18 December 2018, the Sydney Morning Herald summed it up with the release of the recent Auditor General's report into the Newcastle fiasco:

The NSW government decided to spend hundreds of millions of dollars of public funds on a Newcastle light rail line without a business case and without consulting the community.

That is one of the extraordinary findings of a NSW Auditor-General's report released on Wednesday into the government's Revitalising Newcastle program.

The report said the cost of the tram, which had ballooned from \$165 million to \$368 million since it was announced in 2013, was not justified by "conventional cost-benefit analysis".

The report confirmed what many observers have long suspected: the government did no planning before announcing the light rail project in June 2013, six months after saying it would cut the heavy rail line and replace trains with buses.

In the scathing report, the Auditor-General went on to say that the lack of a business case contravened the government's own policy

requiring detailed analyses of infrastructure proposals and alternative options.

The Auditor-General's Report said a business case had been prepared belatedly, after the project was announced, but this document had not been released publicly. The Herald noted the Auditor General's comment that:

An executive summary of a preliminary business case was presented to Cabinet, but Transport for NSW could not locate a final approved version of this document when we requested it for this audit, it said.

A business case provided to Cabinet after the light rail announcement had been "overly optimistic".

The analysis also underestimated the costs of the project because the project scope had not been completed at the time and subsequently increased several times.

Even within the tokenistic post-decision business case, the Auditor-General pointedly noted: ... *The analysis in the program business case showed there is no strong economic rationale for light rail in Newcastle.*

It appears that essentially the tram was what the Americans called a 'boondoggle'.

A boondoggle is defined as a project that is considered a waste of both time and money yet is often continued due to extraneous policy or political motivations.

The tram was designed as a transport bauble to free up the prime land for a tight knit group of developers and their 'aligned' politicians.

Emphasising the point, the Auditor-General's Report said a business case for the overall revitalisation program had conceded the tram would have only "small transport benefits" but "increase property values and private investment" along the route.

In another scathing reference to the 'smoke and mirrors' approach of the government, the Auditor-General said the government had used several overseas examples of light rail to help justify the project, but these were not comparable to Newcastle.

Recent policy statements from Transport for NSW have compounded this by incorrectly stating that investment decisions in Newcastle were influenced by the light rail, including the Newcastle courthouse development and University of Newcastle city centre expansion.

The Sydney Morning Herald said that the Auditor-General also took aim at the lack of community consultation on cutting the rail line and building a tram line.

The report said the program's overseers, UrbanGrowth NSW (then the Hunter and Central Coast Development Corporation) had consulted industry representatives but not the wider community.

In a face-saving pronouncement, the Herald said that the Auditor-General had remarked that the planned uses of the former rail corridor land had achieved a balance between the economic and social objectives of the urban transformation program at a reasonable cost.

So essentially, after spending \$200 million on

removing the railway, the NSW Government on some estimates has now spent not the original \$94,000 per metre on the light rail but a staggering \$136,000 per metre on a piece of transport that was 'a solution in search of a problem'.

As one social media commentator noted: *Newcastle's last (original) trams ran in 1950. They ran almost exactly where the present new line is ...Newcastle missed out on keeping its original trams by one vote in City Council – a lost opportunity.*

To add to the odour of the whole series of arrangements and lack of transparency, only days before the Auditor-General's Report, the Sydney Morning Herald carried an article by economics guru, Ross Gittins, on 12 December 2018, headlined: **'The experts told us not to worry – but they were wrong'**. Subtitled: *'For scheming behaviour by premiers and treasurers, there's no case more appalling than the way the NSW government privatised its ports'*.

Gittins did not hold back. He said: *"With the state governments' privatisation of their ports, some private lessees have been allowed to fatten their profits in ways too diffuse for us to see how we're being got at"*.

To prove his point about scheming behaviour he said there was no case more appalling than the way the NSW Government privatised its ports of Botany, Port Kembla and Newcastle.

Port Botany is the state's one big container port, Port Kembla specialises in bulk commodities and Newcastle is the biggest coal port in the world.

Gittins pointed out that in 2013 the ports at Botany and Kembla were leased to a single operator. However, the sale price was enhanced by a "confidential" agreement not open to public scrutiny.

The clause compensated the monopoly operator at Botany and Kembla for each additional container handled by the Newcastle port beyond a minimal level. When exposed, this was to most fair-minded observers, an anti-competitive arrangement struck with the NSW State Government designed to undermine the financial viability of a Newcastle alternative for handling containers efficiently.

Meanwhile, the Newcastle port was leased to a separate operator, again with a confidential agreement. This one requires the Newcastle port operator to compensate the government at about \$100 per container for any money the Government must pay the Kembla operator if Newcastle increased its handling of containers!

Gittins pointed out in the Herald:

Trouble is, five years on, this deal the public was not supposed to know about is a classic "seemed like a good idea at the time".

Newcastle's future as a coal port is all decline (the more so if the Adani mine in Queensland goes ahead), but it is well placed to diversify by building a big new, state-of-the-art container terminal. It has the land; it could build a single ship-rail-road interchange

and its port is deep enough to take the next generation of much bigger container ships that will otherwise be accommodated by only one other Australian port, Brisbane. But the confidential deal makes a container port in Newcastle uneconomic.

Meanwhile, routing all the state's inward and outward container movements through Botany is a crazy idea. It is a long way from the Moorebank intermodal terminal, meaning a huge amount of heavy trucks lumbering through Sydney.

Gittins goes on to say: *New modelling by AlphaBeta economic consultants for the Port of Newcastle claims a new container terminal would allow businesses in the northern part of the state to divert about 16 per cent of the state's two-way container traffic through Newcastle, cutting their freight distance by 40 per cent, putting competitive pressure on Botany's container handling prices, taking many trucks off Sydney roads, boosting the NSW economy and cutting the freight costs hidden in the prices consumers pay.*

https://www.youtube.com/watch?v=IG_YrGtt74M

This link shows a 2-minute video emphasising the major advantages of the Port of Newcastle possessing excellent rail connections and unhindered by what may be illegal confidential agreements.

In a sign to the future, the Australian Competition and Consumer Commission (ACCC) is taking the Botany operator to court, alleging its agreement with the NSW Government is anti-competitive and illegal.

As the Port of Newcastle authorities say: *Our interest, and the wider public interest, is to have the opportunity for a level playing field to unlock productivity-enhancing competition. There is no credible case for distorting the market through governments spending taxpayers' money on infrastructure that benefits select private businesses without assessing lower cost alternatives.*

Seems familiar territory doesn't it after the railway removal. We've seen what these secret deals have done to Newcastle's transport system, civic reputation and culture of wheels within wheels machinations for private gain at public expense.

Perhaps, this legal action by the ACCC, like the former ICAC inquiry, could prove to be a new threshold in the journey of changing the Newcastle culture and keeping the NSW Government serving the people of NSW at least up front and hopefully on the straight and narrow no matter whichever party governs.

This will only occur though as we have seen through constant focus by the community on accountability and transparency of their electoral representatives.

So, what about the future of Newcastle - Coal?

Newcastle's future tied to coal is under a cloud despite recent record tonnages and favourable prices. On 1 June 2018, the Newcastle Herald

reported that the major player in loading coal at the port of Newcastle had withdrawn its bid to build a 4th coal loader at a cost of \$5Bn after 10 years of battling with residents' associations and environmental groups which cost it \$90m. This was despite receiving approval from the NSW Planning Assessment Commission twice with heightened environmental conditions.



A container ship entering Newcastle Harbour. Source: Port of Newcastle.



Supporters of the T4 coal loader rally outside the Planning Assessment Commission hearing in 2014. Source: Ryan Osland.



People power: one of many 'No T4 coal terminal' protests, in this case outside Customs House, Newcastle in 2013. Source: Marina Neil.

The tide was obviously turning in how people viewed the future of Newcastle despite the Company undertaking: a marathon consultation and assessment process involving about 1,700 days of assessment; dozens of individual technical studies; more than 125 days of public exhibition; and more than 30 hours of public hearings. Central to the argument of Port Waratah Coal Services (PWCS) was the once juicy carrot of the creation of 1,500 construction jobs and 80 permanent positions.

However, this no longer carried the day as the Hunter community became increasingly concerned about the potential costs to human and environmental health through increased water, noise and air pollution associated with another loader and the rail network serving it, let alone contributing to the local and global effects of climate change.



A 96-year old protestor against Newcastle coal trains and loaders is chained to the tracks and his partner. Source: Harden Express.

So, what about the future of Newcastle – Cruise ship tourism?



The 'Celebrity Solstice' visiting the Port of Newcastle in 2014. Source: Newcastle Herald.

Newcastle is increasingly being viewed as a cruise ship destination. In the cruise season October 2018 to April 2019, sixteen cruise ships have scheduled visits bringing 28,000 passengers – 7 of these visits are maiden voyages to Newcastle.

The city's heritage attractions backed by the splendours of the Hunter Valley, the Central Coast and Port Stephens lend themselves to tourism backed by the deep-water port facilities as a viable alternative to the congestion of Sydney Harbour. However, there is a long way to go as coal traffic represents 96% of the Port of Newcastle's revenue stream.

Concurrently, Carrington, which was the site of the first big coal loader to be built in Newcastle and its PWCS stablemate loader at Kooragang have been mostly running below capacity for a number of years.

The Sydney Morning Herald reported on 28 February 2018, a significant shift of focus for Newcastle when it said:

The draft Greater Newcastle Metropolitan Plan was released less than a month before the Port of Newcastle's new chairman, Professor Roy Green, said there was an "urgent need to diversify the Hunter economy and the port's business", after acknowledging coal had been "at the heart of the Hunter's economy for the better part of two centuries".

The Draft Plan looks out to 2036 and flags an examination of relocating the Carrington coal terminal with its associated sprawling rail yards and coal stockpiles to free up prime real estate that could much more beneficially be used for new export or tourism industries such as the proposed Carrington Cruise Ship Terminal.



The Royal Caribbean Cruises' 'Explorer of the Seas', the largest cruise ship to enter the Port of Newcastle at 138,000 gross tonnage, arrived in February 2019. Source: Port of Newcastle.

In a healthy sign for an alternative future, Royal Caribbean Cruises' Managing Director, Susan Bonner, says:

Newcastle's vibrant city centre coupled with easy access to world class beaches, coastal countryside and rolling vineyards makes it an incredibly popular port of call amongst both our Australian and international guests.

So, what about the future of Newcastle – Light and heavy rail?

Some observers have suggested that if the light rail route could be extended from the short run in the city out to Wallsend following the original tram route, then Newcastle's light rail might become more viable.

Certainly, the Labor Party is not suggesting re-installing heavy rail between Wickham and Newcastle Station. The corridor, despite original assurances, is partially being sold off to developers. Other areas are for community recreation and public performances complemented by the use of the parkland already covering the old railway yard being used for moto-cross and V8 Supercars. Newcastle Station and its infilled tracks are being touted for development as an artistic precinct and fresh food markets.



The V8 Newcastle V8 Supercar race around the streets and foreshore of Newcastle. Source: Newcastle Herald.

Not totally unanticipated with the run up to the 2019 State Election, a major focus by the NSW Government has been on higher speed regional train links in four corridors out of Sydney. The route to Newcastle would likely be the most expensive with extensive tunnelling but there is a need for speed as trains in the current corridor don't even achieve the times of the steam-hauled Newcastle Flyer. Before the government truncated services at Wickham, the fastest trip from Central to Newcastle was 2 hours 36 minutes. In the steam era, the fastest scheduled services were 2 hours 18 minutes.



A vision of a 200kph regional train. Source: NSW Government.

Between Hornsby and Gosford, the Main Northern Line traverses some difficult terrain but over most of the route the rail easement is generous. Long sections pass through relatively flat country where track quadruplication could be easily accomplished without disruption to rail services.

The northern route would include the Central Coast, Newcastle, Taree and Port Macquarie. According to the Government's proposal, trains would reach speeds of at least 200km/h and slash journey times by up to 75 per cent. Hopefully lessons have been learned and fair dinkum business plans based on realistic

assumptions undistorted by developer pressure are undertaken up-front.



A cartoonist's view born of past experience of Newcastle rail plans. Source: Newcastle Herald.

So where will the never-ending story of Newcastle and rail lead next?

That is the end of this series

Thanks to Garry Reynolds for allowing us to share this story in our newsletter.

Funnies

A woman walks into a library and asked if they had any books about paranoia. The librarian says, "They're right behind you!"

The other day, my wife asked me to pass her lipstick, but I accidentally passed her a glue stick. She still is not talking to me.

When you look closely, all mirrors look like eyeballs.

My friend says to me: "What rhymes with orange" I said: "No it doesn't"

What do you call a guy with a rubber toe? Roberto.

My wife told me I had to stop acting like a flamingo. So, I had to put my foot down.

Why did the old man fall in the well? Because he could not see that well.

I ate a clock yesterday; it was time consuming.

A blind man walks into a bar. And a table. And a chair.

I know a lot of jokes about unemployed people but none of them work.

What's orange and sounds like a parrot? A carrot.

Did you hear about the italian chef that died? He pasta way.

Parallel lines have so much in common. It is a shame they will never meet.

My wife accused me of being immature. I told her to get out of my fort.

Where do you find a cow with no legs? Right where you left it.

When a deaf person sees someone yawn do, they think it is a scream?

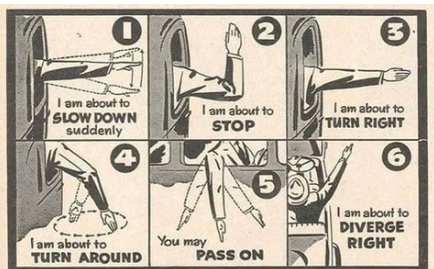
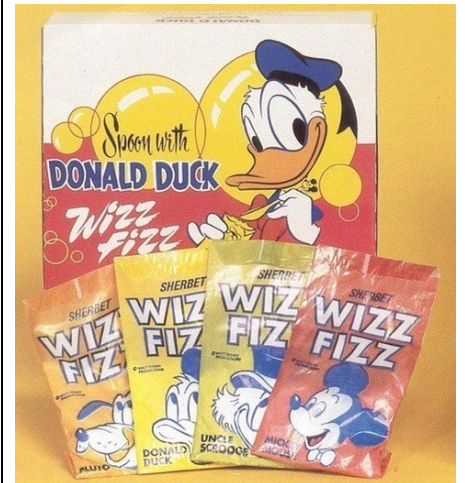
As I suspected, someone has been adding soil to my garden. The plot thickens.

And the Lord said unto John, "Come forth and you will receive eternal life". John came fifth and won a toaster.

Contributed by Augie Gray...

Memories of Australia

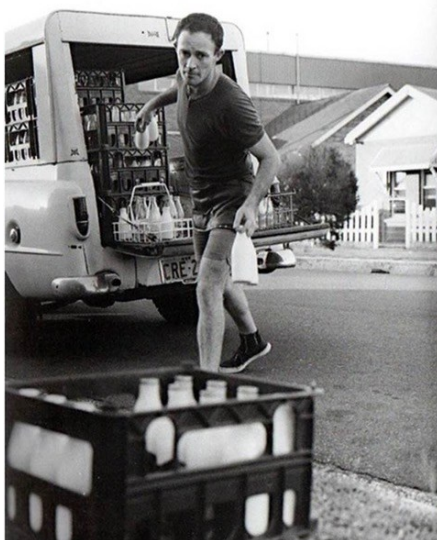
Shocking that I am familiar with every single one of these. And, I was not even raised in this country.



These are the LAW!
SIX hand signals you should always use...
Road users! It is your responsibility — to use these hand signals! Failure to do so in an appropriate case is an offence punishable by fine. Your neglect may also affect your liability in the event of an accident. Make your intentions clear, early... give the CORRECT HAND SIGNALS... BEFORE you act!
Observe Road Safety Laws FOR YOUR OWN SAFETY AND FOR OTHERS
Issued by the QUEENSLAND ROAD SAFETY COUNCIL



Memories of Australia – Continued...



Contributed by Wendy Purdie...

How Many of These Did You Know?



'Wet Your Whistle' Mug

1. In the 1400s a law was set forth in England that a man could beat his wife with a stick no thicker than his thumb. Hence, we have 'the rule of thumb.'
2. Many years ago, in Scotland, a new game was invented. It was ruled 'Gentlemen Only...Ladies Forbidden'... and thus the word **GOLF** entered the English language.
3. Each king in a deck of playing cards represents a great king from history: *Spades - King David; Hearts - Charlemagne; Clubs - Alexander the Great; and Diamonds - Julius Caesar.*
4. In Shakespeare's time, mattresses were secured on bed frames by ropes. When you pulled on the ropes the mattress tightened, making the bed firmer to sleep on. Hence the phrase..... 'goodnight, sleep tight.'
5. It was the accepted practice in Babylon 4,000 years ago that for a month after the wedding, the bride's father would supply his son-in-law with all the mead he could drink. *Mead is a honey beer and because their calendar was lunar based, this period was called the honey month, which we know today as the honeymoon.*
6. In English pubs, ale is ordered by pints and quarts... So, in old England, when customers got unruly, the bartender would yell at them 'Mind your pints and quarts and settle down.' *It's where we get the phrase 'mind your P's and Q's.'*
7. Many years ago, in England, pub frequenters had a whistle baked into the rim or handle of their ceramic cups. When they needed a refill, they used the whistle to get some service. *'Wet your whistle' is the phrase inspired by this practice.*
8. In 1696, William III of England introduced a property tax that required those living in houses with more than six windows to pay a levy. To avoid the tax, house owners would brick up all windows except six. (The Window Tax lasted until 1851, and older houses with bricked-up windows are still a common sight in the U.K.) *As the bricked-up windows prevented some rooms from receiving any sunlight, the tax was referred to as "daylight robbery"!*

Contributed by Augie Gray...



Fishing?

The rain was pouring down outside O'Connor's Irish Pub.

There sitting in front of a big puddle outside the pub was an old Irishman, drenched, holding a stick, with a piece of string dangling in the water.

A passer-by stopped and asked him, "What are you doing?"

"Fishing" replied the old man.

Feeling sorry for the old man, the gent says, "Come in out of the rain and have a drink with me."

In the warm ambiance of the pub, as they sip their whiskies, the gentleman, being a bit of a superior smart-arse, cannot resist asking - "So how many have you caught today?"

"You're the 8th", replied the old man.

Eye Test

Find the word **DOG**

DGOODDODDGOODDO
 ODOOGGGDDDGOGGD
 OGOGDOODGOODDDO
 DGD000GGGOODGOOD
 OGDGOGDGODOODDO
 DDDGDDODDOOGODD
 ODGOGODOODDOGG

Contributed by Allan Rudd...





Contributed by Augie Gray...

The Chaos

Dearest creature in creation,
Study English pronunciation.
I will teach you in my verse
Sounds like corpse, corps, horse, and worse.
I will keep you, Suzy, busy,
Make your head with heat grow dizzy.
Tear in eye, your dress will tear.
So shall I! Oh hear my prayer.

Just compare heart, beard, and heard,
Dies and diet, lord and word,
Sword and sward, retain and Britain.
(Mind the latter, how it's written.)
Now I surely will not plague you
With such words as plaque and ague.
But be careful how you speak:
Say break and steak, but bleak and streak;
Cloven, oven, how and low,
Script, receipt, show, poem, and toe.

Hear me say, devoid of trickery,
Daughter, laughter, and Terpsichore,
Typhoid, measles, topsails, aisles,
Exiles, similes, and reviles;
Scholar, vicar, and cigar,
Solar, mica, war and far;
One, anemone, Balmoral,
Kitchen, lichen, laundry, laurel;
Gertrude, German, wind and mind,
Scene, Melpomene, mankind.

Billet does not rhyme with ballet,
Bouquet, wallet, mallet, chalet.
Blood and flood are not like food,
Nor is mould like should and would.
Viscous, viscount, load and broad,
Toward, to forward, to reward.
And your pronunciation's OK
When you correctly say croquet,
Rounded, wounded, grieve and sieve,
Friend and fiend, alive and live.

Ivy, privy, famous; clamour
And enamour rhyme with hammer.
River, rival, tomb, bomb, comb,
Doll and roll and some and home.
Stranger does not rhyme with anger,
Neither does devour with clangour.
Souls but foul, haunt but aunt,
Font, front, wont, want, grand, and grant,
Shoes, goes, does. Now first say finger,
And then singer, ginger, linger,
Real, zeal, mauve, gauze, gouge and gauge,
Marriage, foliage, mirage, and age.

Query does not rhyme with very,
Nor does fury sound like bury.
Dost, lost, post and doth, cloth, loth.
Job, nob, bosom, transom, oath.
Though the differences seem little,
We say actual but victual.
Refer does not rhyme with deafer.
Foeffer does, and zephyr, heifer.
Mint, pint, senate and sedate;
Dull, bull, and George ate late.
Scenic, Arabic, Pacific,
Science, conscience, scientific.

Liberty, library, heave and heaven,
Rachel, ache, moustache, eleven,

We say hallowed, but allowed,
People, leopard, towed, but vowed,
Mark the differences, moreover,
Between mover, cover, clover;
Leeches, breeches, wise, precise,
Chalice, but police and lice;
Camel, constable, unstable,
Principle, disciple, label.

Petal, panel, and canal,
Wait, surprise, plait, promise, pal.
Worm and storm, chaise, chaos, chair,
Senator, spectator, mayor.
Tour, but our and succour, four.
Gas, alas, and Arkansas.
Sea, idea, Korea, area,
Psalm, Maria, but malaria.
Youth, south, southern, cleanse and clean.
Doctrine, turpentine, marine.

Compare alien with Italian,
Dandelion and battalion.
Sally with ally, yea, ye,
Eye, I, ay, aye, whey, and key.
Say aver, but ever, fever,
Neither, leisure, skein, deceiver.
Heron, granary, canary.
Crevice and device and aerie.

Face, but preface, not efface.
Phlegm, phlegmatic, ass, glass, bass.
Large, but target, gin, give, verging,
Ought, out, joust and scour, scouring.
Ear, but earn and wear and tear
Do not rhyme with here but ere.
Seven is right, but so is even,
Hyphen, roughen, nephew Stephen,
Monkey, donkey, Turk and jerk,
Ask, grasp, wasp, and cork and work.

Pronunciation -- think of Psyche!
Is a paling stout and spikey?
Won't it make you lose your wits,
Writing groats and saying grits?
It's a dark abyss or tunnel:
Strewn with stones, stowed, solace, gunwale,
Islington and Isle of Wight,
Housewife, verdict and indict.
Finally, which rhymes with enough --
Though, through, plough, or dough, or cough?
Hiccough has the sound of cup.
My advice is to give up!!!

Gerald Nolst Trenite
1922

**Are we still
calling it
white bread?
Or did that
change too?**



**Can I still separate
my laundry into "
white and colored
" loads , or is that
illegal now
too ? 🤔**

Contributed by Doug Walker...

Part of 81 Crazy Things You Probably Did Not Know About Australia...



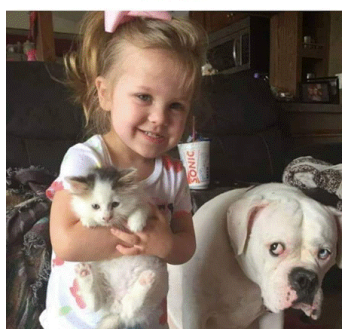
Sydney Opera House

52. The name 'Kylie' came from an Aboriginal hunting stick, similar to the boomerang.
53. 91% of the country is covered by native vegetation.
54. The largest-ever victory in an international football match was when Australia beat American Samoa 31-0 in 2001.
55. There are 60 designated wine regions in Australia.
56. Melbourne was ranked the world's most liveable city for the years 2011, 2012 & 2013. (but I presume not so in 2020).
57. If all the sails of the Opera House roof were combined, they would create a perfect sphere. The architect was inspired while eating an orange.
58. Australia is home to 20% of the world's poker machines.
59. Half of these are found in New South Wales.
60. Moomba, Australia's largest free festival, held in Melbourne, means 'up your bum' in many Aboriginal languages.
61. No native Australian animals have hooves.

Contributed by Augie Gray...



If Jealousy had a face



Me: Please bring me a screwdriver.
Wife: Flat head, Phillips, or Vodka?
And that was when I knew she was the one.

After Corona is over. We have to wear mask like this for 2 months to get our ears back in place!



If 2020 were a drink, it would be a colonoscopy prep

BREAKING NEWS... swimming pools to re-open from the 4th July, but due to continued social distancing regulations there will be no water in lanes 1, 3 and 5....

Contributed by Allan Rudd...

An actual sign at a golf club in Scotland

1. BACK STRAIGHT, KNEES BENT, FEET A SHOULDER WIDTH APART.
2. FORM A LOOSE GRIP.
3. KEEP YOUR HEAD DOWN!
4. AVOID A QUICK BACK SWING.
5. STAY OUT OF THE WATER.
6. TRY NOT TO HIT ANYONE.
7. IF YOU ARE TAKING TOO LONG, LET OTHERS GO AHEAD OF YOU.
8. DON'T STAND DIRECTLY IN FRONT OF OTHERS.
9. QUIET PLEASE...WHILE OTHERS ARE PREPARING.
10. DON'T TAKE EXTRA STROKES.

WELL DONE... NOW, FLUSH THE URINAL, WASH YOUR HANDS, GO OUTSIDE, AND TEE OFF.



Contributed by Doug Walker...

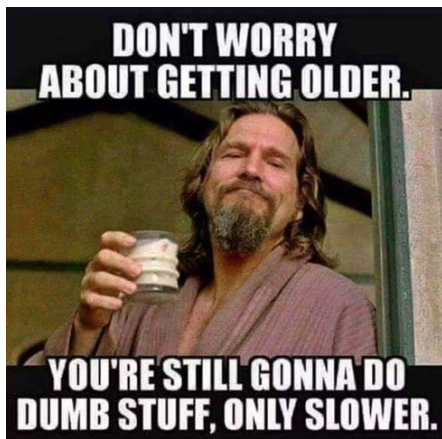
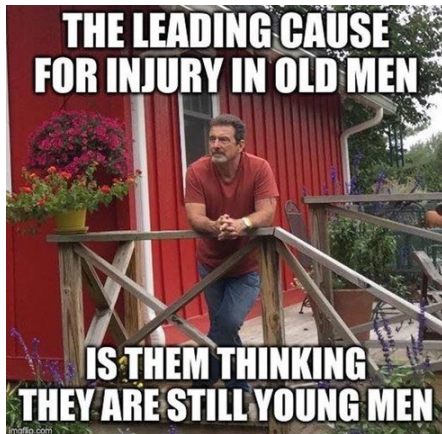
Getting Old is Not for the Timid

fbil Might Be Funny



You Know You're Getting Old When "Friends With Benefits", Means Having Someone Who Can Drive At Night.

I see people around my age mountain climbing, I feel good getting my leg through my underwear with out losing my balance



I REALLY DON'T MIND GETTING OLDER, BUT MY BODY IS TAKING IT BADLY.

I'M SO OLD I REMEMBER MULTIPLICATION WAS CALLED "TIMES TABLES".

Oldtimers

Exercising can add years to your life. For example I jogged 4 miles today and now I feel like I'm 73.



ONE MINUTE YOU'RE 21, STAYING UP ALL NIGHT DRINKING BEER, EATING PIZZA AND DOING SKETCHY STUFF JUST FOR FUN.

THEN...

IN A BLINK OF AN EYE YOU'RE 60, DRINKING WATER, EATING KALE AND YOU CAN'T DO ANY SKETCHY STUFF, BECAUSE YOU PULLED A MUSCLE PUTTING ON YOUR SOCKS.

As you get older, you've got to stay positive. For example, the other day I fell down the stairs. Instead of getting upset, I just thought, "Wow, that's the fastest I've moved in years!"

When you're over 40 and they say just put a BandAid where it hurts...



Contributed by Doug Walker...

Signs that Humanity is Regressing



Contributed by Doug Walker...
Signs that Humanity is Regressing - Continued...



I rest my case.....

Believe it!

A young fella with his pants hanging half off his arse, no front teeth, and a half inch thick gold chain around his neck, walked into the local unemployment office to pick up his benefit money.

He strolled up to the counter and said: "Hi there, you know what... I really HATE claiming benefits, I'd really much rather have a job. I don't like taking advantage of the system and getting something for nothing."

The social worker behind the counter said: "Wow, your timing is excellent. We have just received a job opening from a very wealthy elderly man who wants a chauffeur and bodyguard for his beautiful daughter. You'll have to drive around in his brand new Mercedes-Benz CL, he'll supply all of your clothes and because of the unsocial hours, meals will be provided free of charge, you'll also be expected to escort his daughter on her overseas holiday trips, but you will also have as part of your job, to satisfy her sexual urges as the daughter is in her mid-20's and has a rather strong sexual appetite."

The guy, jaw dropping and wide-eyed said: "You are bull-shitting me!"

The social worker said: "Yeah, well... You started it...!"

Contributed by Doug Walker...



Family Tree of Vincent Van Gogh
 (always pronounced as Van GO)

- His dizzy aunt - *Verti Gogh.*
- The brother who ate prunes - *Gotta Gogh.*
- The brother who worked at a convenience store - *Stop N Gogh.*
- The grandfather from Yugoslavia - *U Gogh.*
- His magician uncle - *Where-diddy Gogh.*
- His Mexican cousin - *A Mee Gogh.*
- The Mexican cousin's American half-brother - *Gring Gogh.*
- The nephew who drove a stagecoach - *Wells-far Gogh.*
- The constipated uncle - *Can't Gogh.*
- The ballroom dancing aunt - *Tang Gogh.*
- The bird lover uncle - *Flamin Gogh.*
- An aunt who taught positive thinking - *Way-to-Gogh.*
- The little bouncy nephew - *Poe Gogh.*
- A sister who loved disco - *Go Gogh.*
- And his niece who travels the country in an RV - *Winnie Bay Gogh.*

Contributed by Doug Walker...

Student Who Obtained 0% On an Exam Should Have Received 100%!
 (Each answer is grammatically correct and funny too.)

- Q1.. In which battle did Napoleon die?
 * **His last battle**
- Q2.. Where was the Declaration of Independence signed?
 * **At the end of the document**
- Q3.. River Ravi flows in which state?
 * **Liquid**
- Q4.. What is the main reason for divorce?
 * **Marriage**
- Q5.. What is the main reason for failure?
 * **Exams**
- Q6.. What can you never eat for breakfast?
 * **Lunch & dinner**
- Q7.. What looks like half an apple?
 * **The other half**
- Q8.. If you throw a red stone into the blue sea, what will it become?
 * **Wet**
- Q9.. How can a man go eight days without sleeping?
 * **No problem, he sleeps at night.**

Continued next column...

- Q10. How can you lift an elephant with one hand?
 * **You will never find an elephant that has one hand.**
- Q11. If you had three apples and four oranges in one hand and four apples and three oranges in other hand, what would you have?
 * **Exceptionally large hands**
- Q12. If it took eight men ten hours to build a wall, how long would it take four men to build it?
 * **No time at all, the wall is already built.**
- Q13. How can you drop a raw egg onto a concrete floor without cracking it?
 * **Any way you want, concrete floors are extremely hard to crack.**

Contributed by Wendy Purdie...

TWELVE COMMANDMENTS FOR SENIORS

- #1 - It's okay to talk to yourself. There are times you need expert advice
 - #2 - "In Style" are the clothes that still fit.
 - #3 - You don't need anger management. You need people to stop pissing you off.
 - #4 - Your people skills are just fine. It's your tolerance for idiots that needs work.
 - #5 - The biggest lie you tell yourself is, "I don't need to write that down. I'll remember it."
 - #6 - "On time" is when you get there.
 - #7 - Even duct tape can't fix stupid - but it sure does muffle the sound.
 - #8 - It would be wonderful if we could put ourselves in the dryer for ten minutes, then come out wrinkle-free and three sizes smaller?
 - #9 - Lately, you've noticed people your age are so much older than you.
 - #10 - Growing old should have taken longer.
 - #11 - Aging has slowed you down, but it hasn't shut you up.
 - #12 - You still haven't learned to act your age and hope you never will.
- "One for the road" means peeing before you leave the house.

Eye Test

Find the word DOG

DGOODDODDDGOODDO
 ODOOGGGDDDGOGGD
 OGOGDOODGOODDDO
 DGD000GGOODGOOD
 OGDGOGDGOD00DDO
 DDDGDDODDOOGODD
 ODGOGOD00DDOOGG

Why did Beethoven get rid of his chickens? All they said was "Bach, Bach, Bach..."

Contributed by Augie Gray...

Old Age

I was thinking about old age and decided that old age is when you still have something on the ball, but you are just too tired to bounce it.

The easiest way to find something lost around the house is to buy a replacement.

Did you ever notice: The Roman Numerals for forty (40) are XL?

The sole purpose of a child's middle name is so he can tell when he is really in trouble.

You know you are getting old when everything either dries up or leaks.

Ah! Being young is beautiful but being old is comfortable.

Lord, keep your arm around my shoulder and your hand over my mouth.



Contributed by Allan Rudd...



Contributed by Wendy Purdie...



Agate Shell.

Mineral boxes and flats for sale

Mineral box sizes

Sold in bundles of 10 (or 100)

3.5 x 3.3cm.....	(\$1.50)	\$12.00
4 x 4cm.....	(\$1.50)	\$13.00
5 x 5.2cm.....	(\$2.00)	\$15.00
6.2 x 7.5cm.....	(\$2.50)	\$18.00
7 x 7cm.....	(\$2.50)	\$19.00
7 x 9.5cm.....	(\$2.50)	\$20.00
8.5 x 9.5cm.....	(\$3.00)	\$22.00
9.5 x 9.5cm.....	(\$3.50)	\$23.00
13 x 9.5cm.....	(\$4.00)	\$25.00
13 x 12.5cm.....	(\$4.50)	\$30.00

Flats sizes

395 x 265 x 50mm....	\$2.50
400 x 270 x 75mm....	\$3.50 NEW SIZE
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Greg Vort-Ronald

0413796279 or luv2paint@iprimus.com.au

all boxes and flats are folded together, no staples required
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