

Dear Member,

The 1985 A.L.D.E.C.C. Reunion is already promising to be a great success, with a large number of acceptances now in. We have however heard on the bush telegraph of many others who are supposedly coming and from whom we have not had a reply. At this stage it is quite probable that final numbers will exceed those of last year and consequently also exceed our expectations for this year. As a result we are becoming a little concerned about accomodation, particularly as the Lake Hume management is also insisting on a maximum of 4 adults per Parkland Unit. So if you are attending and have not yet replied please return your acceptance as soon as possible so that we can guarantee you accomodation.

Replies have come in from far and wide and from young and old, however we would still like to see more new faces. If you haven't previously been to a reunion you really don't know what your missing out on. So, think about it but don't spend too much time doing it. We want to see as many members as possible but at the same time we need some warning so as to ensure adequate accomodation.

Ray and Garry Higginson have generously offered a coach to make the trip up from Melbourne and we feel sure that passengers will be treated to an entertaining trip.

For the benefit of the golfers we have been informed that the course at the Lake Hume Resort has been let go and that it is no longer in suitable playing condition. There are however a number of other courses about 20 minutes drive from the resort.

1985 SUBSCRIPTIONS.

Don't forget that 1985 subs. are due by February 3rd. A number of members have already paid their \$5 subscription for this year and included with this newsletter they will find their 1985 membership card which this time is printed on a soft shade of 'outback brown'.

CASUAL EMPLOYMENT REGISTER.

Owing to the fact that the register has not proved to be a successful idea over the past 12 months, it has been decided to discontinue it. Although numerous enquiries were received from operators, no members registered their availability and we were unfortunately unable to provide any contacts.

NEW MEMBERS.

We take this opportunity to extend a welcome to the following new A.L.D.E.C.C. members :-

Pam Clayton	Shepparton, Vic.
Denis Geraghty	Mooroopna, Vic.
Wayne Mackrill	South Riana, Tas.
G. Shearing	Devenport, Tas.
Tom Smith	South Riana, Tas.
David Stafford	Devenport, Tas.
Keith Tucker	St.Helens, Tas.

Our Tasmanian rep. Mike Bourke has apparently been on a recruiting drive down on the Apple Isle and by the time this newsletter is out two more applications from that state will most probably have been passed. This will bring the total Tasmanian membership to 10 - including a certain Mr.Hindmarsh of King Island of course.

THE LATEST GOSSIP.

Little news has reached your editor's desk in recent weeks except for the fact that Queensland is apparently becoming a popular retreat for many Aldeccians. We have learnt that Rod Baird has left the road to manage a motel at Trinity Beach, north of Cairns, and that Judy Bradbury has settled in Mackay. Rumour also has it that Kevin Walmsley is up Queensland way somewhere building a boat.

Our best wishes go to Sheri and Ross Brooks who we believe should be expecting another addition to the family any time now.

We also hear that the Sternbergs have finally left their mark in Alice Springs, in the form of skidmarks at the end of the airport runway. Apparently they had to suddenly abort their take-off due to excess weight.

40 YEARS AGO IN THE INDUSTRY.

Forty years ago the services that were then operated by Greyhound radiated from Brisbane south to Canungra, Lismore, Kyogle and Tenterfield; west to Toowoomba; and north to Kingaroy and Murgon. The services into New South Wales operated direct to Kyogle, with an interchange at Woodenbong for local feeder services to Lismore and Tenterfield. The fleet consisted of 20 vehicles, of which 11 seated 9 or fewer passengers. It was comprised of a mixture of Chrysler, Studebaker, Dodge and Packard service coaches, as well as International, Ford and M.A.N. diesel buses.