# OTAGO SETTLERS NEWS

**OTAGO SETTLERS ASSOCIATION** *proud to be friends of* toitū OTAGO SETTLERS MUSEUM **AUTUMN 2023** ISSUE 156




## TO FLY THE OCEAN IN A SILVER PLANE

Captain Jack Burgess came from a maritime family: his father commanded the steamer *Matai*, the government lighthouse tender, and his two brothers worked for the Auckland and Wellington Harbour Boards. Six of his maternal uncles were either masters or ship's engineers. His brother David had once been a harbour pilot, but Jack was a pilot of a more modern kind. Even so, he could not get the salt water out of his blood — his aircraft was a flying boat. Born in Dunedin in 1908, John Weir Burgess grew up in Picton, where his father was harbourmaster, and later in Wellington. With an interest in aeroplanes but no flying experience whatever, he worked his passage to England aged 22 and signed on for a five-year short-service commission in the Royal Air Force. He served in several squadrons and after a couple of years was posted to Basra in Iraq, piloting flying boats for 203 Squadron. He was chosen to take one of three Short Rangoon flying boats to Australia for Melbourne's centenary celebrations in 1934. His parents sailed across the Tasman to see him there.

When Jack's five years in the RAF came to an end he joined Imperial Airways, flying the 2300-mile (3700 km) Southampton–Alexandria route. Captain Burgess was given the command of *Castor*, one of the new, large, long-range flying boats introduced in early 1937, which could reach Egypt non-stop. Short Brothers' four-engine C-class Empire flying boats were designed for the planned trans-Atlantic passenger service and, as the name indicates, long-haul services to the more remote parts of the empire. Imperial and Qantas had inaugurated a joint service from London to Brisbane in 1935. There were 27 stops en route, ten of them overnight stays to avoid flying in the dark. At one of the more dangerous stopovers, 'Sharjah in the Persian Gulf, passengers were accommodated in a Beau Geste fort with watchtowers, parapets, iron-spike palings, and barbed wire. Three dozen retainers of the local sheik stood guard.' The journey took in all 12½ days and, worse still, cost £195 one-way, about double the first-class fare on an ocean liner (equivalent to almost $30,000 today, but in relation to average incomes, more like $130,000). Using the Empire

Jack Burgess in the pilot's seat, on the left – Auckland Public Library





flying boats on the route cut the time to a mere 9½ days. The last link was to be the trans-Tasman leg from Rose Bay in Sydney Harbour, which would be the longest stretch over open water on the entire route.

At the time no aircraft flew regularly between Australia and New Zealand. It was barely a decade since Charles Kingsford Smith and Charles Ulm in the *Southern Cross* had made the first crossing. A couple of years later, Kingsford Smith sold his small, single-engined Avro Avian biplane *Southern Cross Junior* to the Sydney speedway rider and pilot Guy Menzies. He set off alone in secret for New Zealand in early 1931, landing ignominiously upside-down in a swamp south of Ross on the West Coast. Not long after, Francis Chichester made the first solo crossing in the opposite direction. He flew a de Havilland Gypsy Moth — the name he chose for his yacht in which he was to sail single-handed round the world in 1966–67.

Thirty years before, Imperial Airways sent one of its latest Empire flying boats with a crew of six to survey the new route for passengers and air mail. The round trip from Southampton of 30,000 miles (19,000 km) was at the time the longest flight ever made by a commercial aircraft. *Centaurus* crossed the Tasman from Sydney to Auckland on 27 December 1937 in 9 hours 10 minutes, breaking Jean Batten's speed record set barely a year earlier by an hour and 20 minutes. (The *Southern Cross* had taken half as long again.) On New Years' Day *Centaurus* was in Wellington Harbour, flying on to Lyttelton two days later and then reaching Dunedin on 4 January. She made 'an unhurried voyage down the coast' at only 1200 feet, diverting inland to give Ashburtonians a glimpse of the future, and then making two low-level, wide sweeps over Timaru. The town's mayor had asked the local MP whether *Centaurus* 'might be induced to land on Caroline Bay … The town will be full of people … and the passing over of the boat would be of great interest.' She was the first flying boat, and the largest aircraft of any kind, that had been seen in the South Island. At Waimate 'numbers of residents, some clad in dressing gowns, were waiting outside their houses for the big aircraft to pass over' at 7 am. 'Keen disappointment was felt' however when *Centaurus* passed by in the distance about five or six miles away.

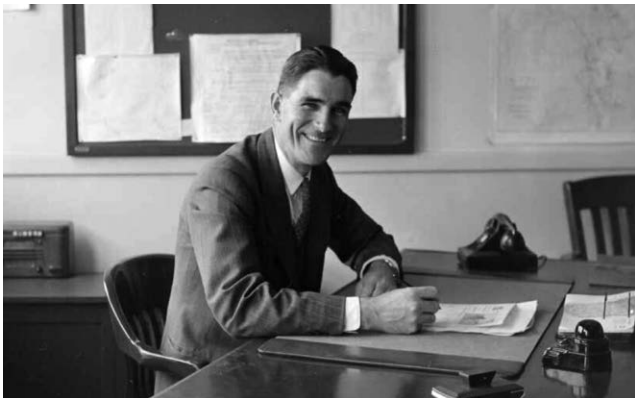
Approaching Dunedin, fog shrouded the Otago Heads 'but quite remarkably a fine large hole appeared … and, plain and clear, at the bottom of it was Port Chalmers.' *Centaurus* 'completed a double circle over the city and came down perfectly on the choppy harbour' (a fresh breeze had 'raised a nasty jobble') between Macandrew Bay and The Cove. She was saluted by the sirens of the ships in port and was moored in the Steamer Basin, flying the British civil aviation and New Zealand national ensigns, along with the light blue royal air mail pennant. For the 29 year-old Captain Burgess it was 'a spectacular homecoming.' A large crowd had begun to gather from 6 am to see the flying boat land — or, rather, 'alight' as no land was involved. The 'myriad of people … seen on the







**Top left:** *Centaurus* moored in the Steamer Basin, photographed by Leo White – National Library WA-11112-F; **Top right:** The commander JW Burgess and his first officer CF Elder with visitors – MOTAT; **Bottom left:** One of the crew using a navigational sextant – National Library WA-11114-F; **Bottom right:** The first of the new fleet, G-ADHL *Canopus*.



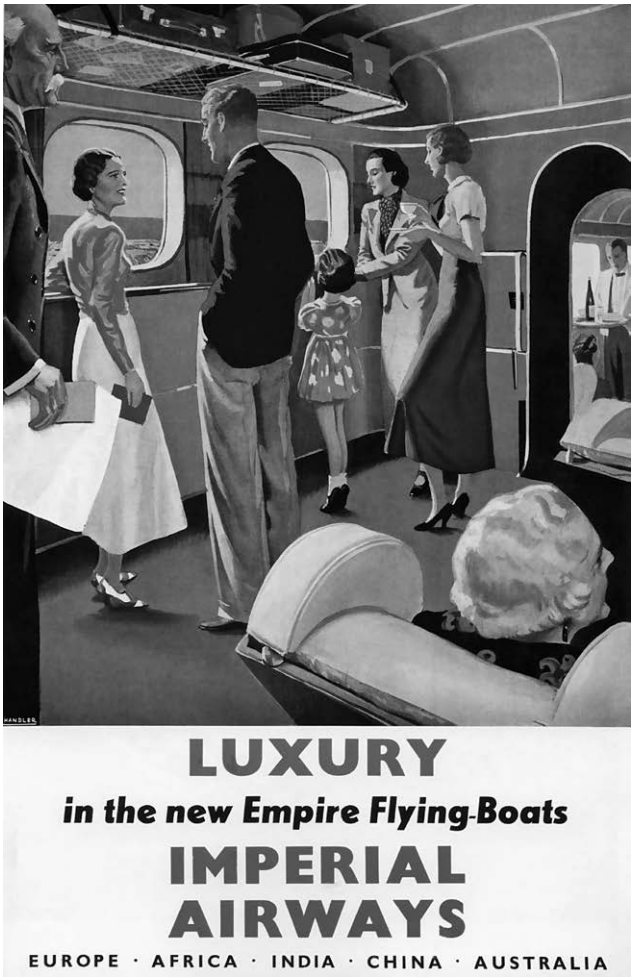



wharves and on all vantage points above the harbour … were attracted to a certain extent by the romantic return of a son of Dunedin to his native town.' Before the war, even airline pilots were minor celebrities. Among the various government, air force and airline officials on board, there were two Captains Burgess, as the pilot's father was one of the passengers.

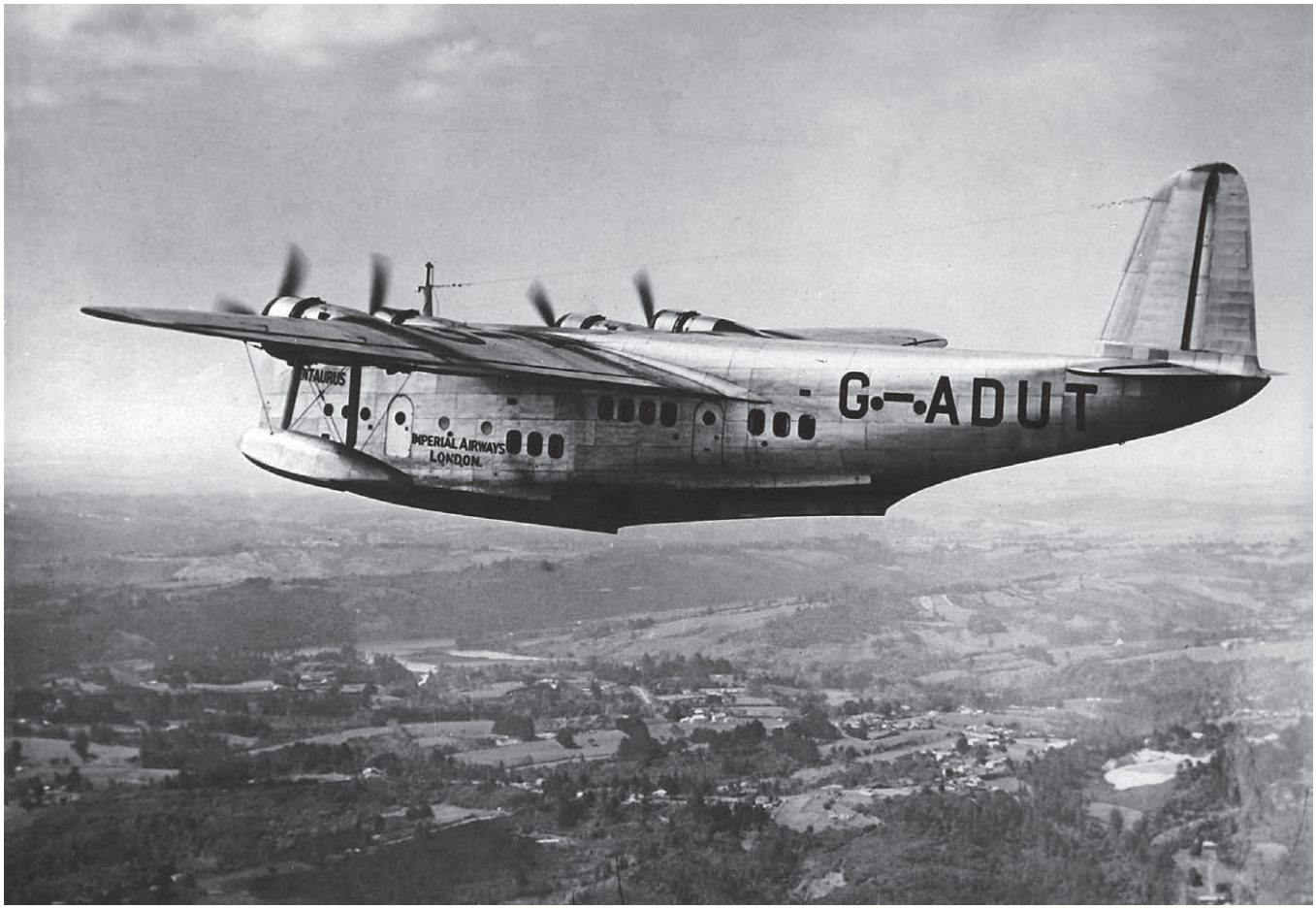
In the course of a busy day in Dunedin, *Centaurus* 'captured the public imagination to an unusual degree.' After an overnight stay, she left early to catch the tide on 5 January, heading for Evan's Bay in Wellington Harbour, a 2¾ hour flight. Bad weather meant the original plan to fly over Invercargill, Bluff, Fiordland and Nelson had to be dropped, and morning fog meant 'Oamaru people were keenly disappointed at not seeing *Centaurus*,' having missed seeing her on her way south as well.

To modern eyes perhaps rather dumpy, the 18-ton *Centaurus* was considered stylishly modern and gracefully streamlined. Part of the intention of taking the aircraft to the four main centres was to give the public 'an opportunity of seeing the high standard of comfort offered by these boats.' Newspaper reporters allowed on board remarked on the spaciousness of the cabins: 'the tallest man can stand in comfort,' while the ceiling of the largest compartment was nine feet high. 'A promenade deck with large windows gives travellers the chance to take a stroll and enjoy the view.' The strolls would have been short, however, as the deck measured only 9 by 13 feet. The 'remarkably comfortable' adjustable seats for the 24 passengers outdid those of a first-class railway carriage. Hot meals were prepared in an 'air-going kitchenette … not much tinier than those of some small flats' which 'would delight the heart of the most fastidious housewife.' Sleeping berths allowed for 16 passengers to be carried on night flights. 'For all the power of her four great motors, the flying-boat is wonderfully quiet in flight. Passengers speak in normal tones, read in enjoyment, or play cards, while their magic carpet whisks them through the air.' The Empire boats cruised at 165 mph (266 km/h), which compares with 511 mph (828 km/h) for the Airbus A320s flown today by the descendant of Tasman Empire Airways.

In 1938, *Centaurus* was a glimpse of what the future was going to look like. Flying boats rather than landplanes were thought ideal for long-distance travel, as they did not rely on long, paved runways. These were hugely expensive to construct and were rare before the war. Most important cities however had a suitable body of water nearby and, given how unreliable engines were, passengers found it reassuring that on a trans-oceanic flight the aircraft could put down anywhere in an emergency. The flying boats of the future were expected to be very large, 'perhaps as big as the *Queen Mary*,' Jack Burgess thought. TEAL continued to operate flying boat services to some Pacific island destinations until 1960 and (with NAC) to the Chatham Islands until 1966.




**Top left:** Jack Burgess at work for BOAC, 1947. National Library WA-11875-F; **Top right:** Poster showing the current and prospective route network in 1934; **Bottom right:** Poster showing well-heeled passengers enjoying the view from the promenade cabin.



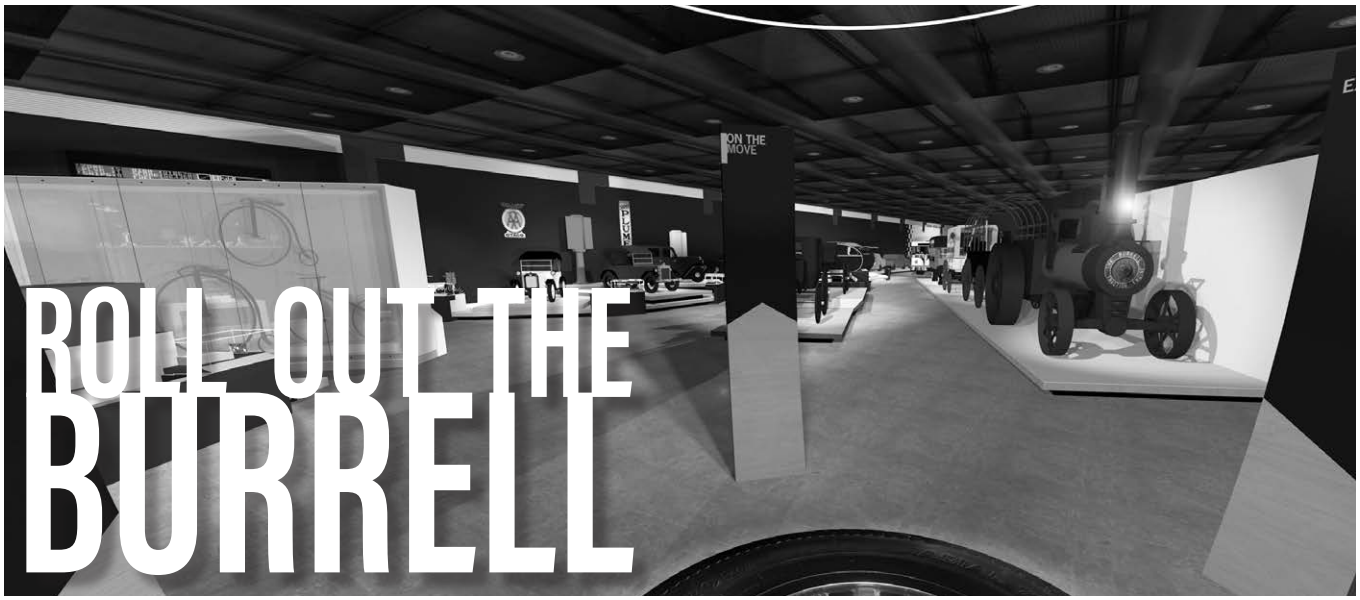

Huge airships had once seemed to be the future of long-distance air travel, but the R101 disaster of 1930 deflated that idea as far as the British were concerned. The world's largest and most modern airship, it was on its maiden non-stop flight to India but got only as far as northern France before hitting a hillside in bad weather in the middle of the night. All the passengers and most of the crew were killed, among them the minister of aviation. Then seven years later the destruction of the even larger zeppelin Hindenburg was caught on film as it came in to moor at a naval air base east of Philadelphia. Though there were significantly fewer fatalities than in 1930, no one wanted to travel by airship any more.

Attractive as it may have seemed to be able to catch an international flight from the Rattray Street wharf, it was not to be. Neither Dunedin nor Lyttelton were ever seriously in contention to become the base for the new service, and both Imperial Airways and Pan American settled on Mechanics Bay in central Auckland, now a heliport. TEAL acquired its first flying boat in 1939 began a regular trans-Tasman service the following year. The one-way fare was £30 (about $3000 today), though sending a letter to Australia by airmail cost just fivepence ($2.35 now). Throughout the war, TEAL played an important role in transporting mail and VIPs. Together with Pan Am's trans-Pacific service between Auckland and San Francisco it effectively completed a round-the-world air service.

Jack Burgess was at the controls of TEAL's brand-new flying boat *Aotearoa* for the first commercial flight from Auckland to Sydney in April 1940, carrying nine passengers and 41,000 letters and postcards. Returning to work for BOAC three years later, he flew the trans-Atlantic route. After a brief stint farming back home in New Zealand in 1951, he joined Qantas. He retired in 1969, so was not available to pilot the first flight of Concorde that year. 'Asked what he thought of the coming Apollo moon shot, Captain Burgess said that even in the early 1930s aviators visualised that men would one day fly by rocket.'

As for *Centaurus*, she was taken on by the Royal Australian Air Force, fitted with guns and stationed at Port Moresby in New Guinea. Flown to Broome in north-west Australia in March 1942 to help with the evacuation of Java, *Centaurus* was caught in a Japanese attack and destroyed. The civilian Empire flying boats had been developed alongside the Sunderland, a long-range reconnaissance and anti-submarine aircraft. Peter Fraser had seen the need for this back in 1937. As Minister of External Affairs he had 'worked assiduously, determinedly, and successfully' to establish international air connections for New Zealand, and in welcoming the crew of *Centaurus* to Wellington commented: 'To-day we can ask of what avail will be all the advancement and advantages of modern civilisation if they are to be used for the destruction of mankind and the overthrow of liberty and freedom?'

*Centaurus* over Kauri Point, Auckland, photographed by Leo White.




# ROLL OUT THE BURRELL

Back in November 2019 the Museum came to the end of a 12-month project to sort out some behind-the-scenes issues and we launched the *Brought to Light* exhibition to show what we had been up to. Now we are starting to think about what to do next, and our attention has turned to the permanent galleries because many of the displays are now a decade old. It is hard to believe we have been open as Toitū for ten years now, but it is true, so we were asked to look at what changes we would like to make in the galleries to freshen them up. This will take into account what has not worked as well as we had hoped and what we can make better, as well as those objects and stories left out last time which we would like to put in now. Then along came Covid and all our plans had to go on the back burner for a little while. When the dust had finally settled — not that there should be any dust in the Museum — we decided that our *Gold, Gold, Gold* display should be first up for a refresh. We felt that some aspects of the story of the gold rushes had been a little bit underdone the first time round, and that was partly due to space constraints. The stage coach and its horses are great, but they take up a lot of real estate. First, we reclaimed some space in the northern corner to set out some new gold rush objects and stories, and then we produced some videos starring Seán Brosnahan for a new interactive information station in the gallery. They are also available on our YouTube channel, @toituotagosettlersmuseum9107. We find this is a great way of telling stories without being constrained by having to weave them around specific objects in a label of 70 words or fewer.

The biggest area of the Museum we want to refresh is the former NZR Road Services bus garage where we have the transport and computer displays. It is a hugely popular gallery, home to some real icons of the museum such as the 1950 Leyland trolley bus No 10 in its Tiger Tea stripes from 1976. The displays have served us really well, but we think there is still some untapped potential here to make them even better. One of the comments we occasionally get about this gallery is that more vehicles could be squeezed in — as they do in more traditional transport museums such as Transport World in Invercargill. No disrespect to that great museum, but we do not want to see vehicles cheek-by-jowl like this. We are however planning to put a few extra vehicles on display, and have identified a couple of under-utilised areas of the bus garage where we can do that. One of these is at the northern end, where space was deliberately left to preserve access through the large doors. In practice, access has hardly ever been required, so we intend to reclaim this area. The computers will be moved there, which is a bit of a homecoming for them because it is where they used to be stored back before the redevelopment. The garage doors will be opened and in order to connect the gallery spaces a picture window will be installed, decorated with a large image of a printed circuit. The computer area is especially popular with children because of the Laser Hawk interactive. When played in its new position, the video will appear on a big screen on the wall at the same time.

We have blocked out some additional windows in the saw-tooth roof and along the western end of the NZR lounge at the southern end of the bus garage, which we informally call the 'bullnose.' This is because a conservation assessment showed that the level of natural light is still far too high in the gallery for the long-term preservation of our objects. It will also help make the new audiovisual projections much more dynamic. We would prefer to keep some connection with the outside world via the windows, but unfortunately it is just not possible everywhere. The bullnose was originally set aside for the museum cafe, which is why it is separated from the computers by a big glass window, with only a narrow passage through to the gallery. At present, when you arrive at this end of the Museum, instead of entering a lively, vibrant cafe you arrive at this quiet, dead space. Soon we will instead have a lively, kid-friendly area starring the Tiger Tea bus.

Another area we were keen to fix is the story of the Otago Motor Club, one of the key stories in the gallery and one which really deserves a higher profile. The OMC Trust was a platinum sponsor of the original redevelopment and around the time we were thinking about making changes to the gallery they came to us and said they would like to place their No 2 patrol car, a blue 1929 8HP Morris Minor tourer, alongside No 1, the yellow 1924 baby Austin Seven. The Trust was sufficiently impressed

The Burrell traction engine can be seen on the right in this concept image of the proposed NZR garage refreshment.

with our plans for the gallery that they give us a very generous grant, for which we are extremely grateful as without their help a lot of this might not be happening. We were also approached by the Dunedin Fire Brigade Restoration Society about helping them celebrate their 50th anniversary by putting their 1954 Dennis F8 fire engine on display in the gallery. It will move down to the bullnose, joining one of the last Holden Commodore SV6 highway patrol cars, one of four recently presented by the police to museums round the country. Our example entered service with the Otago Lakes Central Area Road Policing Group in December 2017 and has clocked up 293,670 km. The Commodore was kept in such pristine condition that it was chosen to take part in all motorcades in the area, the last being for the visit of Australian Prime Minister Scott Morrison to Queenstown in May 2021.

The history of road safety theme will be continued with the ever-popular *Monkey Tale* and *Play Safe* videos, while the traffic trainer pedal car will be slotted into a wall of bikes, trikes and scooters. These will include some recently acquired items such as a Lime scooter and an early e-bike. The old bicycles that tell the story of cycling in the *First Great City* display will be relocated, complementing the ride-on replica high-wheeler penny farthing. The Tiger Tea bus and the Dennis fire engine are interactive, and we hope the police car can be too — no sirens, though: we are not allowed to do that. The Museum is under strict instructions from the police not to use it to impersonate police officers because that would be a crime. (It will be just like the 1960s and 1970s when police cars had no sirens.)

Another Holden, the 1963 EJ saloon last seen in the 'Brought to Light' exhibition, will be back — it looks so good now that it is all cleaned up, it would be a shame just poke it away in storage again. The Museum has a great collection of vehicles and it behoves us to use as much of it as we can. We have retrieved from storage the brougham that many will remember was on display before the redevelopment, and it will appear alongside the buggy that will be wheeled through from *First Great City*.

To make the gallery a bit more dynamic we decided to 'go large' with moving images. At the entrance a variety of rotating wheels will be projected onto the floor. On the walls we will have revolving slide shows and historic footage of motor racing, rallies and so on. These will create not only movement but also allow us to tell some important transport stories that are missing a bit from the current displays, such as the story of the famous Brighton veteran vehicle run, held annually since 1955. These projections will also be used to create connections with the outside world, one of them giving a glimpse of what the streets outside looked like in days gone by. The DCC Archives Flickr site provided film of the Italian-style traffic mayhem in lower High Street in about 1966, before the one-way system and traffic lights were introduced: www.flickr.com/photos/dccarchives/29086696257 (Slightly less hair-raising traffic can be seen passing the Oval at www.flickr.com/photos/dccarchives/49739567613)

The Museum's own eight-horsepower traction engine No 2632 will soon be celebrating its 120th birthday. It was built by Charles Burrell & Sons of Thetford in Lincolnshire and purchased new in 1903 by Martin Ryan of Ryan Brothers at Waitahuna. They used it to power threshing, chaff-cutting and flax-milling machines, as




well as to haul heavy loads. Barely a year later, when crossing the Waitahuna viaduct bridge the 'very much decayed' timbers gave way under the weight of the 12-ton 'light' engine, and its driver was lucky to escape uninjured. This sort of thing happened to traction engines quite frequently, and the Burrell was retrieved and set to work again. It chuffed off to Arrowtown in 1926 without incident when it was sold to Jim Shaw. Charlie Hansen bought it some time later, eventually selling it on to the threshing contractor Jim Dennison of Lake Hayes. When Jim bought himself a nice, modern tractor in 1949 the Burrell was pensioned off. It was however brought out of retirement for a bit for the Nolan brothers' sawmill near the Arrow River.

Jim Dennison died in 1973, and in 1984 his family put his old traction engine up for sale. With the assistance of John Orr and his family, the Museum bought it for $22,000 (equivalent to about $84,000 now). The Burrell was brought to Farra Brothers in Dunedin to be restored and eventually was housed at the Gasworks Museum, where it was maintained and made available for events. We even ran it in the Santa parades of 2009 and 2010. About a decade ago its boiler cracked, and sitting idle hasn't done it any favours. It was decided if we weren't going to restore it to working order any time soon we should at least make it a little bit more comfortable, as we did for *Josephine* 50-odd years ago when she was given a spruce-up and brought indoors. Unfortunately a traction engine cannot be made an interactive exhibit as it is rather too dangerous to climb on and off. We have consulted Farra Engineering and a specialist traction engine restorer, and we hope that the Burrell will become a Toitū icon in the same way *Josephine* and the Tiger Tea bus have become — time will tell.

This is a slightly altered transcript of Peter Read's talk to the Tuesday Club last November, *Gaining Traction*.

The former NZR bus garage will close on 7 February and, all going well, will reopen on 1 July. The temporary exhibition programme has been suspended in the meantime.

The Burrell traction engine in the Dunedin Christmas Parade, George Street, 2009.



## Merry Quizmas

The Association's Christmas meeting was held in the early evening of Thursday, 8 December. Pixie Town was opened especially for us and was enjoyed by many. Then ten teams of six to eight members each set out to compete for quizzing glory — there was a dead heat for second place, but the winners were the Harlequins: Hugh Kidd, Heather Grimwood, Russell Wall, Ian Lambie, and June and Paul Turnbull. The questions were set by ex-President Pete Smith and categorised under Dunedin, sport, flags, the dates of major national events, and general trivia. A picture round was based on photographs of war memorials Pete has taken on his travels round the province. Most recognised the Dunedin ones: the North East Valley memorial, the Passchendaele plaque at the railway station and the Boer War memorial at the Oval. Nobody however recognised the Waitati, Dunback or Glenorchy memorials. Sports questions really sorted the wheat from the chaff: three teams got full marks, while another, comprising several well-known members of the Association who shall remain nameless, scored only one out of a possible ten.

Even some life-long Dunedinites got wrong the significance of the monument on Signal Hill, though that is understandable as the memorial built for the national centenary and opened in 1941 received its Italian marble sheathing only in 1948, the year of the provincial centenary. The large bronze figures did not arrive until 1955 and the final touch, the Otago provincial seal, was added two years later. Some of the trivia questions were not as easy as they might seem. A compulsory stop sign has eight sides, but even the famous motorist Jeremy Clarkson was once stumped by this on a television quiz show. And who knew that Postman Pat's surname is Clifton?

Several prizes were awarded for amusing or plain silly answers. Asked where the Olympic Games are to be held in 2032, one team answered 'Antarctica.' Perhaps they misheard the question as relating to the winter Olympics, or they are simply extremely pessimistic about the effects of climate change on Brisbane. The first woman to climb Mount Cook according to some of our members was either Wonder Woman or Mae West, and not the undeservedly obscure Freda du Faur who actually achieved the feat in 1910. 'The ascent was not half so difficult as many people imagined ... the climb might be made by any girl who is active and strong,' she breezily told an *Evening Post* reporter.

The generous donations of raffle prizes were really appreciated, as was the unstinting ticket-buying, the proceeds of which help subsidise the OSA's activities. The winners got to choose from a pair of hampers, a hand luggage-sized suitcase, and a beautiful hand-crafted Advent calendar. All present agreed that the supper that rounded off the evening was excellent, not least Jude's home-made Christmas mince pies.

## The Committee Grows



The Committee warmly welcomes a new member: Jean Roulston. She has been a member of the OSA for four years and is looking forward to helping out with Committee work. Originally from the Catlins, Jean spent 20 years in Napier. Being surrounded by beautiful Art Deco buildings constructed after the disastrous 1931 earthquake increased her interest in architecture. It comes as no surprise that one of her favourite parts of the Museum is the foyer of the former NZR bus station, one of the most Napier-like places in Dunedin.

## Otago Anniversaries

There will be no Anniversary Day dinner this year, but the the Museum will mark the the 175th anniversary of the foundation of the province by launching the documentary *Journey to New Edinburgh*. The Association will commemorate its own 125th anniversary with a garden party — for details, see the invitation which will be posted with this newsletter.

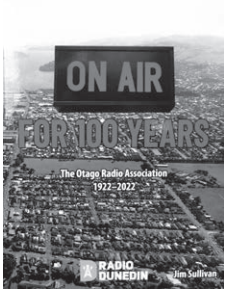
## The Summer Internship

Acacia Weekley has been awarded the joint OSA–Otago University History Programme internship for 2022–23. Under the expert tutelage of Seán Brosnahan she has been researching biographies of the subjects of portraits in the Smith Gallery collection.

## ISO 216:2007 A4 or PDF?

It is now possible to receive this newsletter by email if you so desire. This is entirely an opt-in service: all members will continue to receive their printed newsletters by post unless they choose otherwise. It is hoped the option of an electronic copy will help to keep our expenses under control as the cost of postage continues to rise; you will get your copy sooner, too. If you would like to receive your newsletter in a printable electronic format, contact Jude at the OSA office.

## Book News




***On Air for 100 Years: The Otago Radio Association 1922–2022***
by Jim Sullivan (Dunedin, 2022)
Paperback $35 (with OSA members' discount: $28)

For many years the Otago Radio Association opened and closed transmission with 'This is station 4XD Dunedin, the pioneer broadcasting station of New Zealand and the oldest organisation in broadcasting in the British Empire.' (More than a dozen stations in the United States are older, but since the demise of CINW in Montreal in 2010, it is indeed the oldest in the Commonwealth.) The Association was formed on 1 August 1922, ten weeks before the British Broadcasting Company, though its first proper broadcast (as 4AB) took place 13 hours after the BBC's 2LO. It was the seventh radio station to be started in New Zealand, two of the others also being in Dunedin, but all six rivals had either merged or gone under by the mid-1920s.

For 4XD's 75th anniversary in 1997 the well-known broadcaster and historian Jim Sullivan published *An Independent Air*, and this new book brings the history up to the full century. Taking a chronological approach, it begins with the pioneers, most notably Robert Jack, Professor of Physics at Otago University. He constructed a transmitter in his laboratory and from November 1921 broadcast twice weekly a programme of live and recorded music. Dunedin became the centre of radio activity nationally, many of the pioneers more interested in technical achievements than in programming per se. Professor Jack however saw radio as a great means of communication, bringing informative talks and good music to even the remotest farmhouse. Retailers of wireless sets also set up radio stations to provide their customers with something entertaining to listen to.

The new medium caught on rapidly, and to prevent an American-style free-for-all the government brought in regulations in 1925. The Broadcasting Act ruled out news or political comment not provided by the authorities, which meant there was no properly independent radio news until the early 1960s. In the 1930s the government bought out almost all the independent radio stations, leaving only 4XD and one other. Not being allowed to play advertisements, 4XD survived on donations and a government grant, and was run by enthusiastic and loyal volunteers. 'God's Radio Station' broadcast much live music and religious programmes, and promoted young local performers with shows such as 'The Smile Family.' In the 1950s the station had a small studio in the alleyway between Speight's brewery and Calder Mackay's shop. 'Teatime Tunes' was announced by the clanging of the bell of the 'Speights Special,' the last cable car setting off up Rattray Street just after six.

Jim Sullivan began his own career in radio in 1963, though with 3ZC in Timaru, not 4XD. For more than 20 years until 2015 he presented the long-running Sunday evening show 'Sounds Historical' on the National Programme. Here, Jim describes how 4XD adapted to the re-emergence of private commercial stations in the 1970s and the link with Radio Otago in the 1990s, when 4XD became Radio Dunedin. An appendix lists the programmes of 2017 and 2022 along with portraits of the presenters and brief biographies of the nine current ones. Throughout, the book is profusely illustrated in both monochrome and colour.

The shop stocks a wide range of items, many of them New Zealand-made, ideal as gifts for adults and children. Members of the Association qualify for a 20% discount, and there are some special OSA online promotions at shop.toituosm.com

OTAGO SETTLERS ASSOCIATION

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