The NEWSLETTER OF THE ORANGE COIN AND STAMP CLUB INCORPORATED

29 OCTOBER 2019
ISSUE #210

Our Club's 55th Year

The late Mr M.R. Roberts, on the right, talks with a customer at the Wynyard Coins tables at our 2013 Expo. It was held in the Kenna Hall.

OUR 2019 SPRING FAIR IS ON SAT & SUN 16th & 17th NOVEMBER 2019

You need to come to our **2019 Spring Fair Saturday and Sunday 16th & 17th November 2019, at the** Orange High School Hall in Woodward St, Orange.

OUR CLUB MONTHLY AFTER THIS ONE IS ON TUESDAY 26th NOVEMBER 2019

The Orange Cultural Centre from Sale St

Club meetings are held in the Orange Cultural Centre in S**ale St.**

OUR NEXT MONTHLY COIN & STAMP FAIR IS ON SATURDAY 2nd NOVEMBER 2019

Our next monthly Coin & Stamp Fair will be held on **Saturday 2nd November 2019** in the main meeting room of the Orange Cultural Centre in Sale St.

This year it is part of an Open Day for us and the other users of the Orange Cultural Centre.

The venue is the **Orange Cultural Centre**. It is held on the **1st Saturday of each month**

WE HAVE A STAND AT ORANGE'S *LET'S RENEW*: HEALTH & WELLBEING EXPO on FRIDAY 8th NOVEMBER

Please come along and assist.

The Expo is on Friday 8th November 2019 from 4pmto 0pmin the South Court of the Orange Civic Precinct. It is run by Orange Council and will be an opportunity to promote the hobbies of philately & numismatics and our November Spring Fair.

Meanwhile, Howard Lyons and Tony Read have been doing a great job promoting the Club and the Spring Fair at the Orange Field Days from 24-26 October.

Orange EXPO 2019 participating dealers – please continue to support them:-

Wynyard Coin Centre (M.R. Roberts), 3 Barrack St, Sydney, 2000   Ph (02) 9299 2047. Fax (02)9290 3710
   www.wynyardcoins.com.au

 A. Byrne Coins (Tony Byrne from Canberra) – PO Box 53, MITCHELL, A.C.T. 2911, ph (02) 6255 4044)   Buying and Selling

Orange Stamps & Coins

(Howard Lyons), PO Box 9288, Orange, 2800;

Mobile 0427 107 554
Phone/fax (02) 6362 2368,
E-mail:
howard.lyons@bigpond.com
Buying and Selling - Stamps, Coins, Banknotes, Accessories, etc.

Eljay Stamps, Les Sherwood,

P.O. Box 3725, Robina Town Centre, 4230 Gold Coast, Queensland.
Specializing in USA, Canadian and Thematic stamps. Ph. (07) 5562 2273 or 0423 366336 E-mail:
eljaystamps@hotmail.com

Phil & Win Morehouse,

Bankstown. NSW 2200 Ph: (02)9707 4087, Email –
wmorehouse@netspace.net.au. World-wide stamps bought and sold

Pacific Rim Coins, (Chris Buesnell), PO Box 847, North Sydney. 2060

Ph: 0400 378 588   Buying and Selling

YOUR $7 ANNUAL MEMBERSHIP FOR 2019-20 BECAME DUE AFTER THE 30th JULY 2019 A.G.M

HAVE YOU PAID?

If you havn't paid, do so at the next meeting, the monthly fair or post to the treasurer, Howard Lyons at PO Box 9288, Orange, 2800

ITEMS FOR THIS NEWSLETTER AND CORRESPONDENCE TO THE CLUB

Items for this newsletter need to be posted to the Secretary at the Club's postal address: -PO Box 324 ORANGE 2800. They can always also be e-mailed to: - ddolstra@bigpond.net.au
-Or phone 63 614 872

The Club thanks Orange Odeon 5 Cinema for their generous donation of tickets for the junior's competition at Expo 2019

FISHERS GHOST FESTIVAL 15th ANNUAL STAMP FAIR

Campbelltown Civic Centre, Queen St, Campbelltown
Sunday 6th November2019
Stamp & coin dealers
Club circuit books available
Sales-by-tender at 11am and 1.30pm

NEWCASTLE 2020 STAMP & COIN EXPO & HALF-NATIONAL EXHIBITION

The Newcastle 2020 Exhibition is being held on:-
Friday 2nd October 2020 from10-5, Saturday3rd October from 10-5 & Sunday 4th October from 9-3.

The venue is the Newcastle Showground Exhibition Centre. It's next to Broadmeadow Railway Station. Entry is free.

Australia Post will be attending with special souvenir products and postmarks.

The exhibition will include:
• Leading stamp, coin and postcard dealers from across Australia, and we hope, some international dealers.
• Displays (exhibits) from collectors across Australia and New Zealand, and possibly Chile.
• The Royal Philatelic Challenge, with competitive displays from the Royal Philatelic Societies of Great Britain, New Zealand, Canada, South Africa, Melbourne and Sydney.
• The Qantas Challenge, commemorating the centenary of Qantas. This display will consist of Qantas memorabilia, especially covers, cinderellas, postcards, and other Qantas collectibles.
• Souvenirs and special products from Australia Post.
• Meetings of some societies. These are not finalised but could include the Cinderella Stamp Club, Polar Philately Society, Thematic Philately Society, and the Postal Stationary Society.
• Displays and lectures from leading philatelists. Last exhibition (May 2018) Michael Drury showed every shade in the kangaroo and KGV series of stamps 1913-36.

Details can be found on the website: www.newcastle philatelicsociety.org.au

DATES FOR 2019 & 2020

Orange Cultural Centre Open Day, Orange Stamp & Coin Club' Lapidary Club, Orange Lace-makers, Art Society etc. & including our monthly fair. **Sat 2nd November 2019, 9-1.30pm**

Campbelltown Clubs Fisher's Ghost Festival's Stamp Fair, **Sunday, 3rd November, 2019**. Campbelltown Council Civic Hall; 9.00am start; 2 auctions on the day, 11am & 1.30pm; 3-4 stamp and coin dealers in attendance
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PHILAS Stamp Auction #134 at PHILAS House, Saturday 9th November 2019

Brisbane Stamp & Coin Show & Qld Sate Exhibition, 9-10 November, QSAC, Nathan Qld

Mudgee Coin, Banknote and Stamp Club's 8th Annual Fair on Sunday 10th November 2019 10 to 3 at Club

Mudgee, 99 Mortimer St Mudgee

Orange 2019 Spring Fair, 16th & 17th November 2019 at the Orange High School Hall

Wagga Stamp & Coin Fair, 23-24 November 2019, Sturt Public School, White Avenue, Kooringal, 7 dealers

AEROPEX 2019 Adelaide, 6-8 December 2019, Drill Hall, Adelaide, Web page https://apf.org.au/sa/adelaide-stampex-17/

The Orange Coin & Stamp Club does NOT have a meeting in December and there is no monthly coin & stamp fair in the Orange Cultural Centre in January 2020

SCDAA Petersham Stamp, Coin & Banknote Fair, Petersham Town Hall, Sunday 29th December 2019

Canberra Half-National Exhibition 13-15 March 2020, Hellenic Club, Woden

Auckland FIAP Exhibition 19-22 March

SCDAA Petersham Fair 29 March, 2020

Orange Stamp & Coin Expo 2020, 18 & 19 April 2020, Orange High School Hall

Wagga Stamp & Coin Fair 16 & 17 May 2020, Sturt Primary School

SCDAA Petersham Fair 31 May 2020

Perth Stamp & Coin Fair, 3-5 July 2020

Canberra Fair, 18 July 2020, Kingston Baptist Hall

SCDAA Petersham Fair 30 August 2020

Newcastle Half-National Exhibition 2-4 October 2020, Newcastle Showground Exhibition Centre, Broadmeadow

Canberra Fair, 10 October 2020, Kingston Baptist Hall

Orange Stamp & Coin Spring Fair, Orange High School 17 & 18 October 2020.

ANDA Sydney Money Show, 24 & 25 October 2019, Lower Town Hall, Sydney

Perth Stamp & Coin Fair 30 October-1 November 2020.

Brisbane Stamp & Coin Fair, 7 & 8 November 2020.

Hobart Stamp Show 2010: National One Frame Exhibition 13-15 November, 2020. Hobart Town Hall *hobartstampshow2020.com.au*

Wagga Stamp & Coin Fair, 21 & 22 November 2020, Sturt Primary School

SCDAA Petersham Stamp, Coin & Banknote Fair, Petersham Town Hall, 29 November 2020. SCDAA Petersham Fair

Toowoomba National One-Frame Stamp Show, 9-10 October 2021

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CURIOUS CUSTOMS STAMP ISSUE
By Royal Mail on 9 July 2019

The last *Stamps* magazine wrote up this set saying they were nice stamps if you could actually find them used on a letter. In the England, sadly, there are only 12 Post Office outlets for stamps like these. Otherwise it's all Machin Heads or labels everywhere else.

MINT UNCIRCULATED October 2019
New world record price for stamp

Spink, a company I associate more with coins, has announced a world record price for a philatelic item.

A mint block of four of the above US 24 cent postage stamp with the differently coloured centre printed inverted, described as having "disturbed gum", was knocked down for a whopping US$1, 740, 000 (A$747, 600) last month. A single specimen (see picture) of the same type, popularly known as the 'Inverted Jenny' and described as "lightly hinged", went for an impressive US$510, 000 (A$ 747, 600). The press release did not disclose if the lots went to collectors or an investment syndicate. It is understood that these prices include the "buyer's premium". I would be hard pressed to think of any comparable prices for coins at auction.

I have a few coins in my collection that were struck nearly 2, 500 years ago that cost less than $100 each. The above stamp was printed barely a century ago and I can only speculate on its condition when it reaches a similar age as my ancient coins. Will it feature in a stamp album or be hermetically sealed and stored in a bank vault? Out of curiosity I checked the status of the famous British Guinea 1 cent issue (see below) from the mid nineteenth century. Some photos show it sealed in a container like a proof coin set but despite that obstacle it is barely readable except for the ?postmaster's signature.

Not the sort of items we expect to see during 'show and tell' at our monthly meetings.

Lawrence Sherwin

ORANGE COIN & STAMP CLUB Inc's
2019 - SPRING FAIR
SATURDAY – 16th November 2019
9am to 4pm
SUNDAY – 17th November 2019
9am to 3pm

At the ORANGE HIGH SCHOOL
Cnr Summer & Woodward Sts, Orange

(off-street parking available, turn left opposite
United Petrol Station in Woodward St. and just prior to traffic lights.)

Interstate & NSW dealers wide offering a range of Australian
and World Stamps, Coins and Accessories

BUYING and SELLING
Stamp and Coin displays.
For further information: Contact Howard
at 0427 107 554

The Orange High School entrance gates are in Woodward St (aka Mitchell Hwy on the
Molong side of town) adjacent to the masonry Duntryleague Golf Club gates

MUDGEE COIN, NOTE AND STAMP CLUB INC.

PRESENTS

Coin, Note & Stamp 8th Annual Fair

10 - 3 pm

Sunday, 10th November 2019

The Auditorium,

Club Mudgee

99 Mortimer Street, Mudgee

New members welcome

Adults $2 Entry

Raffle   Dealers

Valuations Available

Coin & Stamp Displays

For Furthur Information Contact; Elizabeth Pratt
(02) 63735324   pratte99@gmail.com

Find us on Facebook

Sponsored by   CLUB MUDGEE   2MG 1449am   REAL FM 93.1 97.9

Our monthly bourse in the Orange Cultural Centre on Saturday 2nd November 2019 will be combined with the Cultural Centre's Open Day. We will need some displays.

MAKE SURE YOU COME TO OUR 2019 SPRING FAIR ON THE WEEKEND OF 16th and 17th NOVEMBER 2019

At the Orange High School Hall, parking off Woodward St, Orange

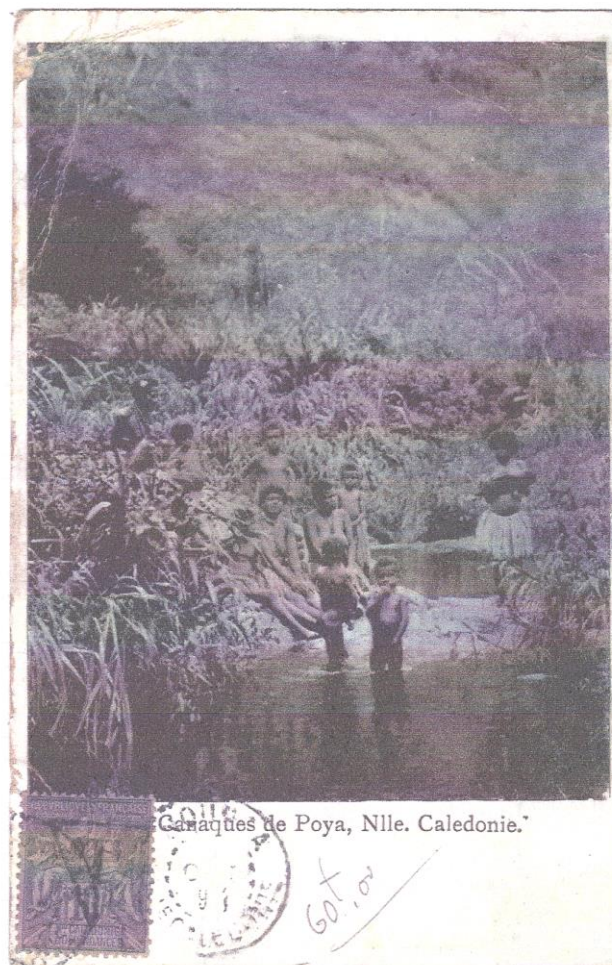PAGE 1 FROM TONY READ'S 24 SEPTEMBER NEW CALEDONIA CLUB DISPLAY

NEW CALEDONIA.

On 24th. September 1853, under orders from Emperor Napoleon III, Admiral Despointes took formal possession of New Caledonia. Port-de-France [Noumea] was founded 25th. June 1854.

From 1864 until 1897 New Caledonia was a French penal colony.

The indigenous melanesian population are known as kanaks.

POSTCARD postmarked 1894 on 1905 issue 10 centimes.

Canaques de Poya, Nlle. Caledonie.

Page 2 of Tony Read's 24 September 2019 New Caledonia display

NEW CALEDONIA.

COVER postmarked VOH NLLE CALEDONIE 1915 on a 1905 issue 10 centime red, surcharged with a large red cross; 5; and NCE slanting.

Resentment against harsh French colonial rule in general, exacerbated by especially heavy wartime levies of manpower for labour and military service in France, sparked a revolt among the kanak population in 1917.

By the time the French authorities succeeded in quelling the revolt in 1918, several hundred people had been killed.

Page 3 of Tony Read's 24 September 2019 New Caledonia display

NEW CALEDONIA.

100 Franc banknote issued by the French colonial authorities from 1937. A similar note was issued for Tahiti in 1939. These notes were based on the French Indo China 20 piastre note of 1928.

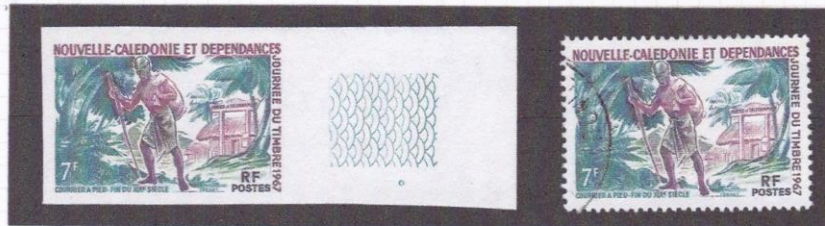The first banknotes attributed to New Caledonia were issued in 1850!

Page 4 of Tony Read's 24 September 2019 New Caledonia display: -

NEW CALEDONIA.

You are more likely to find a famous Frenchman than a Kanac pictured on New Caledonian stamps! The Kanacs were pushed into reserves, and forbidden to leave without authority. They had to pay a head tax and were required to provide labour for roads and public works as well as working in the mines.

Many fought in Europe during WWI , with over 1/3 killed, and on returning home, they received French citizenship, however they were not allowed to vote.

Page 5 of Tony Read's 24 September 2019 New Caledonia display: -

NEW CALEDONIA.

In the mid 19th Century spoken English was more understood than French by the indigenous Kanacs. The first census in 1860 showed the majority of the 432 Europeans were Anglo-Saxons.

The Australian influence in the livestock sector has left words such as "station"; "stockman";"stockwhip"; and"store" in current usage by the French in the "bush" even today!

Page 6 of Tony Read's 24 September 2019 New Caledonia display: -

NEW CALEDONIA.

The French colonial governor at the time of the fall of France, M. Pelicier declared his loyalty to the Free French Government on the 20th. June 1940, but soon switched his loyalty to the Vichy Government. On the 2nd. August 1940 the general council decided to directly contact General de Gaulle, leader of the Free French movement. Pelicier was replaced and fled to Indo China.

New Caledonia was under the protection of the Free French Forces from 24th. September 1940 until 1945.

However there remained pro Axis support among some, and there were fears of counterrevolution, also reports of Allied activities often found the way to the Japanese.

1941 FREE FRENCH issues.

Page 7 of Tony Read's 24 September 2019 New Caledonia display: -

NEW CALEDONIA.

3rd. May 1941, the Battalion du Pacific was formed with 605 volunteers. They were soon shipped out to North Africa to fight with the 1st. Free French Division. This left only 800 troops on the island and a small Home Guard for protection. A 300 man company of Australian troops were sent and began construction of a new runway, opposed by the population as they thought it would entice the Japanese.

1942 FREE FRENCH FORCES postage issue.

Page 8 of Tony Read's 24 September 2019 New Caledonia display: -

NEW CALEDONIA.

In 1946 New Caledonia became a French oversea territory.

The 1946 "Air" series depicts the Free French Divisions march from "Chad to the Rhine".

Page 9 of Tony Read's 24 September 2019 New Caledonia display: -

NEW CALEDONIA.

In March 1942 with the assistance of Australia, the territory became an important Allied base, and the main South Pacific Fleet base of the US Navy during the Battle of the Coral Sea.

The impact of the American presence in Noumea was huge. At one point in 1942, over 100,000 American and New Zealand personel were there.

Since 1853 French coinage had been the principal currency on the Islands. But during WWII , there was an influx of other currencies.
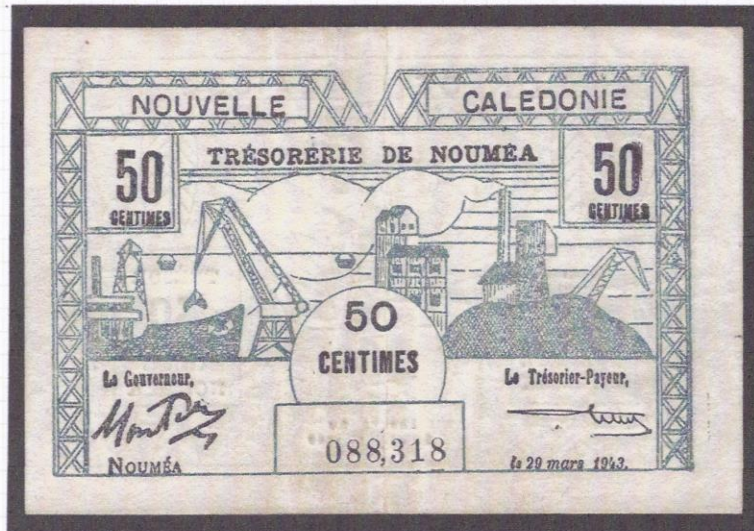
Australia printed the 1944 20 francs issue for New Caledonia.

Page 10 of Tony Read's 24 September 2019 New Caledonia display: -

NEW CALEDONIA.

Emergency notes were printed during 1942 and 1943 featuring Nickel mining. Japan was the largest purchaser of New Caledonia's nickel at the outbreak of WWII, with Australia intervening in 1940 to avoid this.

Coin collecting in a cashless economy

Lawrence Sherwin

I have mentioned previously in the club news that the Swedish government is planning to replace money with debit cards and the possible impacts that will have on coin collecting. According to the official Swedish tourist site on the internet many shops and other businesses in Sweden no longer accept cash payments, although coins and notes are still in circulation. In Australia paying by plastic is becoming the norm and based upon my own experience very little shopping is done with cash, except for small items such as the newspapers. Debit, or even credit cards have undoubted convenience and although welfare recipients might be unimpressed by receiving welfare payments in the form of a debit card which cannot be used for cash withdrawals they may prove to be the vanguard of a future cashless Australia.

One might ask, where does this leave coin collectors? A good comparison would be philately. When I started collecting stamps quite some years back they were much more commonly used to post mail of all kinds. The early Commonwealth of Australia issues were essentially definitives depicting a kangaroo or the king of England, the colours differing according to the value. The first commemorative did not appear until the opening of Canberra parliament house in 1927 and commems in general were infrequent until mid-Century. Letter post is now very much a minor part of the mail system and parcels more often than not have a printed label attached in lieu of stamps. Commems are now not just frequent issues but come in special packs.

Coins were rarely minted for any purpose other than general circulation in Australia. The first commemorative was the 1927 florin commemorating the opening of Canberra parliament house, concurrent with our first commemorative stamp. It was issued at face value, unlike the Melbourne centenary issue of 1933/4 which sold for three shillings, 50% above face value. Not surprisingly few made it into circulation. Very few people would pay three shillings for a coin with the purchasing power of two. It could be regarded as our first example of 'non circulating legal tender'. Subsequent commemorative coins were issued at face, even if not a circulating denomination such as the $5 issued to mark the opening of the new parliament house in Canberra. Many of the commemorative coins of the last forty years or so can more accurately be described as medals with nominal monetary values added to the design. However, all these modern issues seldom make it into circulation unless struck as circulating denominations. Some recent $2 coloured commemoratives became legitimate circulating coins when given as change following marketing promotion by some supermarkets. Other commemoratives were clearly never intended for circulation because of considerations of shape, weight or cost well above the nominate value, not to

mention how well they would survive in circulation. However, perusal of many dealer lists suggests that 'non circulating legal tender' makes up a large part of modern numismatic trade which is unlikely to change in a cashless society.

It might be thought that commemorative coins are a recent phenomenon but they have a history almost as ancient as coinage itself.

AR Obol (9mm, 0.48 g, 2h). Susa mint. Struck circa 300-295 BC. Head of Alexander or Seleukos? right, wearing helmet covered with panther skin and adorned with the ear and horns of a bull / Nike standing right, holding wreath that she places on trophy to right

This obol of Seleukos I (312-281 BC), who inherited most of the empire of Alexander the Great, shows *Victory* crowning a victory monument. It commemorates one of Seleukos' many victories, even if it is uncertain which. This particular type is also uncommon, suggesting that it was struck soon after the victory commemorated.

Even questionable commemorative coins were rare until Roman times, when they assumed political importance as imperial propaganda. The design on this Roman provincial coin, struck at Nemausus in the south of modern France, depicts the emperor Augustus and his ally Agrippa on the obverse. The chained crocodile and palm tree on the reverse is a reference to their victory over the forces of Cleopatra and Mark Antony at the battle of Actium in 30 BC.

Copper As (28mm, 13.23 g). Struck AD 10-14. Heads of Agrippa, wearing combined rostral crown and laurel wreath, and Augustus, laureate, back to back / Crocodile right, chained to palm frond with wreath at top; two palm fronds at base.

This coin was struck for many years after the battle commemorated, indicating its perceived propaganda value. The coin is undated, unlike commemorative of the

past couple of centuries when most commemoratives are associated with a single year of issue.

Propaganda was clearly in mind when the Romans issued this next coin to mark the conquest of Judaea in AD 77, clearly indicated by the inscription 'IVDAEA CAPTA'.
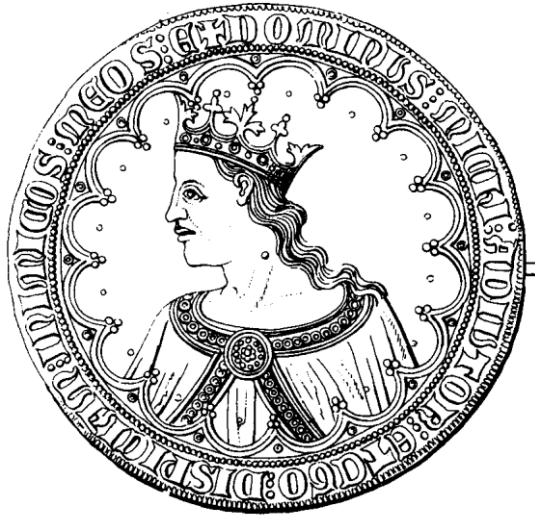

Titus. As Caesar, AD 69-79. Æ As (27mm, 8.17 g). "Judaea Capta" commemorative. Lugdunum (Lyon) mint. Struck under Vespasian, AD 77-78. Laureate head right / IVDAEA CAPTA, S C in exergue, Palm tree; to left, shields, helmet, spears, and vexillum; to right, Jewess seated right on cuirass, in attitude of mourning.

Other Roman commemoratives were comparable in purpose with some modern themes. This coin of the emperor Philip was issued to mark one thousand years since the foundation of Rome.

Philip. AD 244-249. Silver antoninianus (23mm, 4.41 g). Ludi Saeculares (Secular Games) issue, commemorating the 1000th anniversary of Rome. Rome mint AD 249. Radiate, draped, and cuirassed bust right / SAECVLARES AVGG, cippus inscribed COS/ III in two lines.

Some emperors went so far as to issue victory commems <u>before</u> the battle. Emperor Valerian (AD 253-260) began striking coins announcing his victory over Iran, then known as Parthia, before the battle. Perhaps he wanted to give the mints a head start on striking a massive victory issue but he lost the battle, was captured by the Iranians and spent the rest of his life in humiliating captivity.

By the mid fourth century commemorative coins tended to be rare and for some centuries afterwards coins were struck for purely monetary purposes. Some coins of unconventional size such as this gold 10 *dobla* of Peter (1350-1369), king of Castile, shown here at actual size, are believed to have been special presentation pieces rather than commemorating anything in particular.

Commemorative coins as we know them today probably began with issues at the start of the French Revolution.

This *ecu* of six livres commemorates the beginning of the 'Rule of law' but is as much propaganda as commemoration. This could be said of much commemorative coinage since World War II even if very few commemorative coins make it into circulation or are even practical as circulating coin.   •

[This article has been re-printed from the September 2019 Newsletter because it was missing the last page. Ed]

ORANGE MAILS IN 1902

This article was compiled to provide a snap-shot of mail movement to and from Orange in 1902. The population was about 3,000.

MAILS CLOSING TIMES FROM ORANGE POST OFFICE IN 1902

Orange "Mails Close" information was published weekly in the *Orange Leader* newspaper. The column from page 6 of the Saturday 25th January 1902 edition is reproduced below: -

"MAILS CLOSE'
     'Spring Hill daily, Sundays excepted, at 9pm
     Millthorpe daily, Sundays excepted, at 9pm
     Blayney daily, Sundays excepted, at 9pm
         And all railway stations on the up line, east of Orange, at 9pm
     Late post 10minutes 1d extra late-fee for rail letter to 10 minutes before mail [train] arrives5.
     Forest Reefs, Guyong, Cadia, via Millthorpe, Mondays, Wednesdays and Fridays, at 9pm.
     Mullion Creek, daily, Saturdays excepted, at 9.30pm
     Kerr's Creek, daily, Saturdays excepted, at 9.30pm
     Warne, daily, Saturdays excepted, at 9.30pm [Warne was renamed Euchareena on 1 Nov 1889]
     Stuart Town, daily, Saturdays excepted, at 9.30pm
     Wellington, daily, Saturdays excepted, at 9.30pm
     And all railway stations on the line to Bourke, daily, Saturdays excepted, at 9.30pm
     Borenore, daily, Saturdays excepted, at 9.30pm
     Cheeseman's Creek, daily, Saturdays excepted, at 9.30pm
     Cudal, daily, Saturdays excepted, at 9.30pm
     Toogong, daily, Saturdays excepted, at 9.30pm
     Murga, daily, Saturdays excepted, at 9.30pm
     Eugowra, daily, Saturdays excepted, at 9.30pm
     Forbes, daily, Saturdays excepted, at 9.30pm
     Parkes, daily, Saturdays excepted, at 9.30pm
     Molong and intervening stations, daily, Saturdays excepted, at 9.30pm
     Cargo, direct, daily (Sundays excepted), at 9.30pm
     March, Wednesdays & Saturdays, 6.30am
     Ophir, Wednesdays & Saturdays, 6.30am
     Canobolas, Wednesdays & Saturdays, at 6.30am
     Springside, Wednesdays & Saturdays, at 6.30am
     Lucknow, daily, Sundays excepted, at 6.30am
     Cadia, direct, Mondays, Wednesdays and Saturdays, at 6.30am

The mails from Orange to Spring Hill, Millthorpe, Blayney and Sydney travelled (Sundays excepted) on the T.P.O. 2 van attached to the **Relief Mail (later called the Forbes mail).** It left Orange at 9.50pm Sundays to Fridays. There were 20 minutes for the Orange Post Office staff to get mail bags up to the station and loaded on to the T.P.O. West 2 van.

Mails from Orange to Mullion Creek, Kerr's Creek, Warne, Stuart Town, Wellington, Dubbo and all the stations to Bourke (including the Cobar Line) travelled on T.P.O.3 attached to the Through Mail. It departed Orange at 5.25am (Sundays excepted). It arrived at Wellington at 7.22am, Dubbo at 8.49am, Nyngan at 12 noon and Bourke at 5.30pm.

The **Relief Mail (or Forbes Mail**) train travelled between Sydney to Orange and Molong and on to Parkes and Forbes. It left Sydney at7.25pm (Saturday nights excepted) and arrived

at Orange at 4.45am. It included a KL T.P.O. mail sorting van, which was shunted off at Orange and attached to the Through Mail, following on, 40 minutes later.   The Relief Mail (Forbes Mail) train departed Orange at 5am. It arrived at Borenore at 5.25am, at Molong at 5.55am, at Manildra at 5.45am, at Parkes at 8.25am, and terminating at Forbes at 9.50am. A mail contractor's coach service, operating from Borenore Railway Station, met the Relief (Forbes) Mail there. It provided a daily, return, (not Sunday) mail & passenger service to Cudal, Toogong, Murga, Eugowra and Forbes.. The horse-drawn coach was replaced by a motor car in 1909. This was an "old" mail route started when Borenore was the terminus of the line. The railway line had been extended to Forbes on 18 December 1893, but the towns along the route needed a service.

Mail contractors, using horse-drawn sulkies operated routes from the Orange Post Office (actually the Royal Hotel) to the March and Ophir Post Offices on Wednesdays and Saturdays, and to the Canobolas & Springside Post Offices on Wednesday s and Saturdays, to Lucknow daily, and to the Cadia Post Office on Mondays, Wednesdays and Saturdays. These mails closed at Orange Post Office at 7.45am. The mines at Cadia and Lucknow were still operational in 1902.

The Forest Reefs Post Office mails were despatched daily by horse-drawn sulky with the mail closing at 7.45am. Tallwood, Lower Forest, Guyong, Byng and Cadia mails were despatched on horseback from Orange on Thursdays, with mail closing at 7.45am. Cadia, Guyong & Post Office mails were also delivered on horseback from Millthorpe on Mondays, Wednesdays and Fridays.

In 1902 the Orange Post Office staff operated its own horse-drawn sulky that took mail bags to and from Orange Railway Station and to the East Orange Post Office. East Orange had just opened on 1 December 1901 in Summer St East. The stables were only demolished in 1989.

The "Postal Information" column in the *Orange Leader* newspaper of 1 February 1902 also refers to the 1d Orange local postage local district: -
"PENNY POSTAGE
The rates of postage, under the conditions of the Act on letters posted in this district from and to any of the following post offices is 1d: -
> Amaroo
> Belgravia
> Borenore
> Byng
> Cadia
> Canobolas
> Cave Creek [the settlement was abandoned completely in 1902]
> Cheeseman's Creek
> Forest Reefs
> German's Hill [later called Lidster following WWI]
> Guyong
> Lewis Ponds
> Lucknow
> March**"**

In 1902 postage for a ½ ounce letter was 2d. Complaints in the previous decades about the cost of sending local letters led the Postmaster-General to Gazette 'local districts' around the State. In a 'local district' a ½ ounce letter only cost 1d.
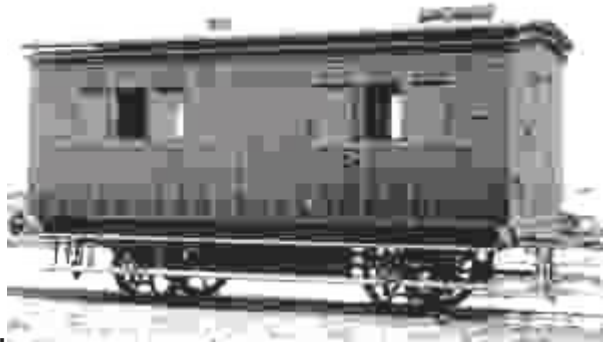
Orange Railway Station

TRAINS AND MAILS BETWEEN ORANGE AND SYDNEY IN 1902

The first train out of Sydney for Orange was the **Paper Train.** It actually didn't carry any mail, only newspapers, passengers, parcels and freight.   It started at Sydney Terminal at 3am as the Albury Paper Train. It was a mixed train of passenger and freight wagons. It had a van on the rear which was detached and shunted on to the Orange Paper Train at Granville. This train actually started from the Clyde goods sidings, 1km east of Granville. The Orange Paper Train, too, was a mixed train which included an Ashbury side-door, composite carriage for 1st and 2nd Class passengers. The Paper Train was timed to arrive in Orange at 4.48pm after a journey of 13 hours.
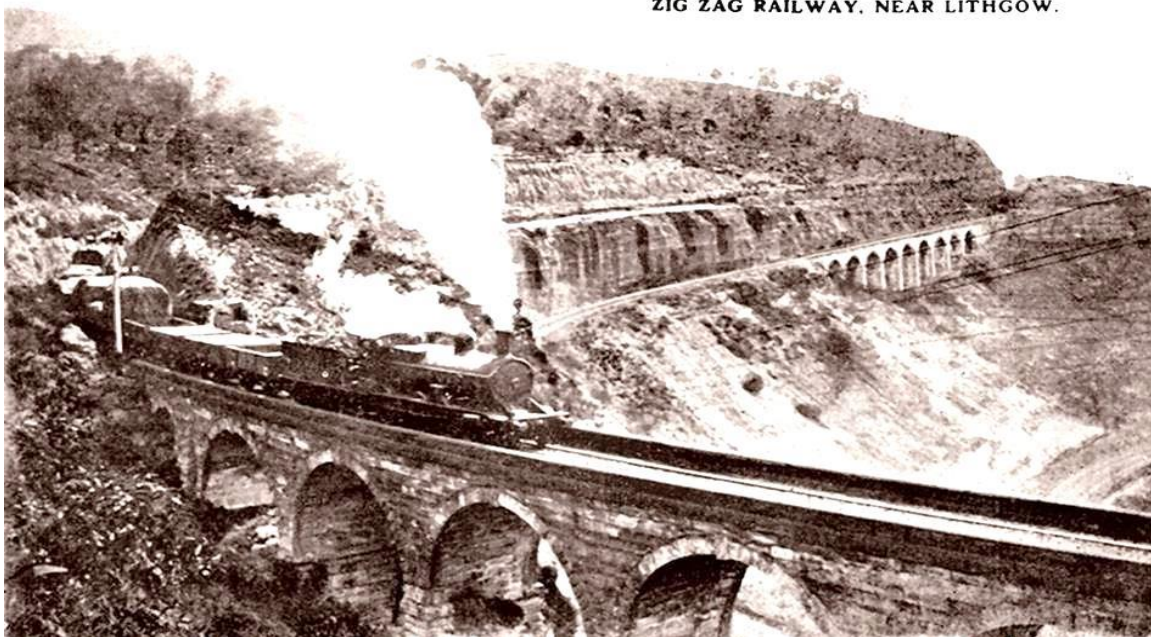

An Ashbury carriage

The next train out of Sydney was the **Orange Day Train**. It left Sydney at 10.15am and served Blacktown thence all stations to Orange. It was unusual because it four wheel postal van was located between the train and the brake-van and the engine.   It was one of the original 1871 postal vans or even one of the 4-wheel vans built in 1886.   It operated on the day train because it had no internal lighting.   Only minimal sorting of mail took place on the journey. Mails for the Orange day train closed at the Sydney G.P.O. at 9am for all stations (the ones that had post offices) between Blacktown and Orange.   A post office cart took the mail from the G.P.O. to the Sydney railway Station. The train arrived in Orange about 5pm, just after the paper train.   The return trip left Orange for Sydney at 7.45am, but as mails had already been sent on the overnight mail trains, only what was in the posting box on Orange Railway Station was taken. This train did pick up mail bags from Blayney all the way to Blacktown though. It arrived in Sydney at 4.20pm.

4-wheel postal van #13 built by Hudson Brothers in 1886

The first overnight **Western Mail train** left Sydney at 7.25pm. This train had only been operating for a year, necessitated by the limits of the length of train that could be run round the Lithgow Zig Zag. It had sleeping cars for Mudgee, Cowra and Forbes. It took the KL postal sorting van of T.P.O. 1 (and2) West as far as Orange, where it was shunted off and attached to the following Through Mail for Dubbo.   This T.P.O. sorted mail on the journey for all stations (the ones with post offices) between Penrith and Orange.   It arrived at 4.45am in Orange (Sunday mornings excepted).   In 1902 it was called the **Western Relief Mail train**, but was later named the **Forbes Mail**.

The Lithgow Zig Zag limited the length of trains on the Western Line, requiring the Western Mail Train to be split into two trains in 1901

Later, after 1911, a separate T.P.O. postal sorting van was attached to the Forbes Mail train, between Forbes and Orange and return. This short-lived T.P.O. only operated until 1916.

Mails for Western New South Wales overnight mail train(s) closed at the Sydney G.P.O. at 6.30pm, Sunday to Friday.   Mails were taken by cart to the Mail Custodians' Room at Sydney Station from where they were trolleyed on to the trains.

In the timetable commenced on 7 October 1900 the Sydney-bound Relief Mail (later called the Forbes mail) train departed from Orange, at 9.50pm daily (Sunday excepted]. It had the KL postal sorting van attached. The KL postal van had been detached from the earlier Through Mail from Dubbo and was attached to this train. It picked up mail bags at all stations (with post offices) from Orange to Penrith. Mail was sorted en-route and bagged for

morning delivery to almost all Sydney Suburbs. The Relief (Forbes) Mail train reached Blayney at 10.59pm, Bathurst at 11.32pm, Wallerawang at 1.14am and arrived in Sydney at 5.40am.

The image, below, shows sorting in a KL mail van, but in the 1950's. The only difference was the lighting by oil gas (manufactured by the Railways at Macdonaldtown) was replaced by electric lighting.   Mail sorting vans built after 1890 all had bogies and gave a much better ride that the 4-wheelers. Your editor's dad used to work on this route.

In 1902 this mail train left Orange for Forbes daily at 5am, arriving at 9.30am. On Mondays, Wednesdays and Fridays part of this train was shunted off at Parkes and continued to Condobolin, where it arrived at 1.50pm.   In 1902 Condobolin was the end of the line. The railway had arrived from Parkes in 1898.

In 1902, the **Through Mail** left Sydney at 9pm. It served stations between Orange and Bourke and the Cobar line as well as towns like Lithgow and Bathurst. It arrived in Orange, Mondays to Saturdays at 5.16am. The KL mail sorting van was attached at Orange and it continued to Dubbo where it arrived at 8.49am and was detached. The Through Mail continued to Bourke where I arrived at 5.30pm.

When the railway opened to Bourke in 1885 the question was asked whether the TPO service should be extended to there. The request was refused.   Mails travelling past Dubbo travelled in a separate locked compartment in the guard's van

In 1902 the Sydney Railway Station, shown above in the late-1890's, was about 700m closer to Orange than the present Sydney Terminal.   Work had commenced on planning the current terminal on top of the Devonshire St Cemetery. It was completed in 1906.

Sydney G.P.O. circa-1902. A mail delivery man plods along with his leather satchel. Not fully visible on the left are the brass letter receivers in the G.P.O. wall, one of which is labelled 'Western Mails'.

When the railway was extended to Coonamble in 1903, the Through Mail train was divided at Dubbo; with one part going to Bourke, and the other part to Coonamble. The Coonamble line, too, did not have its own T.P.O. service despite representations from locals.

On the return trip of the Through Mail from Bourke to Sydney, the KL mail sorting van, originating in Dubbo, was shunted off the train when it arrived in Orange at 8.30pm. It was then attached to the Relief (or Forbes) mail train which left Orange at 9.50pm. Sorted mail bags were off-loaded in Orange for local addresses from right along the Western line – from Bourke, Byrock, Nyngan, Dubbo and Wellington as well as Stuart Town & Mullion Creek just up the line, and for the Forbes and Condobolin lines and coach donations west of there.

Cobar had a connecting service with the Through Mail to Nyngan on Tuesdays, Thursdays and Saturdays. A connecting train to Cobar left Nyngan on Mondays, Wednesdays and Fridays. This meant that Cobar only had three mail deliveries a week.

Another unusual train was the **Limerick**. This named train was a mixed train that run daily, Mondays to Saturdays, both ways, between Dubbo and Bathurst via Orange. It didn't carry mail bags from post offices, but instead the guard picked up and dropped off individual mail items from railway stations, lineside railway camps and small settlements along the route. There was a posting box chute in the side of the guard's van. The Up (towards Sydney) Limerick arrived at Orange from Dubbo at 2.14pm and arrived at Bathurst at 2.35pm. The Down (away from Sydney) Limerick arrived at Orange from Bathurst at 2pm and left for Dubbo at 2.45pm.

The Travelling Post Office service to the west was divided into three sections in 1881. T.P.O. 1 West ran from Sydney to Wallerawang and return. T.P.O. 2 West (in the same carriage as T.P.O.1 West) ran from Wallerawang to Orange and return. T.P.O. 3 West ran from Orange to Dubbo and return. Mail guards were stationed at Wallerawang and Orange. At that time all money going to banks, cheques, gold and other valuables were carried by registered post by train.

The first Western mail train was No. 25 which ran from Sydney to Dubbo with the opening of the line to Dubbo on 1 Feb 1881. It was extended to Bourke in 1886. In 1886 the train departed Sydney at 8 pm, arriving at Dubbo at 9.15 am the following morning.

The 2nd Class single train fare from Sydney to Orange was £3 6s 7d, a little less than a week's wages. Railway salaries were not high, as shown by the railways "Blue Book" for stations on the Forbes and Condobolin lines for 31 December 1896: -

NSW Railway employees as at 31 December 1896
Molong - Forbes

Name.	Rank, Position, Grade, &c.	Where employed.	Salary or Rate of Pay.
Russell John	Porter	Molong	7s. per day
McInnes Charles	Junior Porter	,,	4s. 2d. ,,
Russell Elizabeth	Gatekeeper	,,	Free house
Woods Ellen	Platform Attendant	Gregra	,,
Green Henry E.	Porter-in-charge	Manildra	40s.* per week
Hartigan Mary E.	Platform Attendant	Meranburn	5s. per week
McDougal Louisa	,,	Bumberry	Free house.
Long Mary	,,	Moura	5s. per week
Findlay Mary Ann	,,	Cookamidgera	5s. ,,
Knight William	Porter	Parkes	7s. 6d. per day
Coyne Charles	,,	,,	7s. ,,
Williams Frederick	Junior Porter	,,	5s. ,,
Dumbrell Mary E.	Platform Attendant	Tichborne	5s. per week
Considine Norah	Platform Attendant and Postmistress.	Daroobalgie	7s. ,,
Anthes Frederick	Assistant Guard	,,	8s. 6d. per day
Donning Aubrey R.	Probationer	,,	2s. 6d. per week
Agland John	Porter	Forbes	7s. 6d. per day
Keane James	,,	,,	7s. ,,
Morgan Louis E.	Junior Porter	,,	5s. ,,
Muir Wm. J. K.	Probationer	,,	2s. 6d, per week
Mitchell Alfred E.	Guard	,,	9s. 6d. per day
Davidson Horace	Porter-in-charge	Bogan Gate	45s.* per week
Marr William H.	Junior Porter	,,	5s. per day

Mail Guards and letter-sorters on the T.P.O.'s were paid separately by the N.S.W. Postmaster-Generals Department

THE DEVELOPMENT OF TRAVELLING POST OFFICES IN NEW SOUTH WALES

While the railways timetabled their trains to match the travelling needs of the public, postal services had restraints, including the collection, sorting and bagging of mail. These tasks took time and needed to fit in with the letter writing public.

The idea of sorting mail while travelling was one of the benefits of rail and the expanding NSW railway system was one of the advantages of the travelling post office.

Postal Inspector de Milhau proposed in his annual report of 1868 that: "Many letters are thrown into the mail carriage or given to the mail guards at the railway station. It is an unsatisfactory way for the public to send their letters and for the mail guards to receive them. It gives more security to the public to have a letterbox fixed to the railway carriage. At the same time, a late fee should be charged on those letters, the said fee to be 2d extra."

"It would be very convenient for the mail guards if the railway mail carriages were provided with the necessary number of pigeon holes to enable mail guards to sort letters for the different offices on the line."

On 2 February 1870, Postal Inspector Moyse reported that mail guards were travelling in the brake van, which was highly undesirable. Moyse recommended that second class carriages for the postal service be fitted up as a mail vans and that 'Royal Mail' be painted on the exterior.

On 12 March 1870, approval was given for the conversion of one carriage with the cost to be met by the post office. By December that year, two vans had been converted and were in service on the Great Southern Railway.

Both vans were fitted with a letter box on each side, a stamping table, seats and hooks for mail bags. The words 'Post Office Letter Box' were written near the slot, while 'Royal Mail Van' was painted on each side with 'VR', Victoria Regina, between the words.

Two additional cars were converted in 1871. All of these cars were former second class, four-wheel stock. The Travelling Post Office (TPO) was up and running.
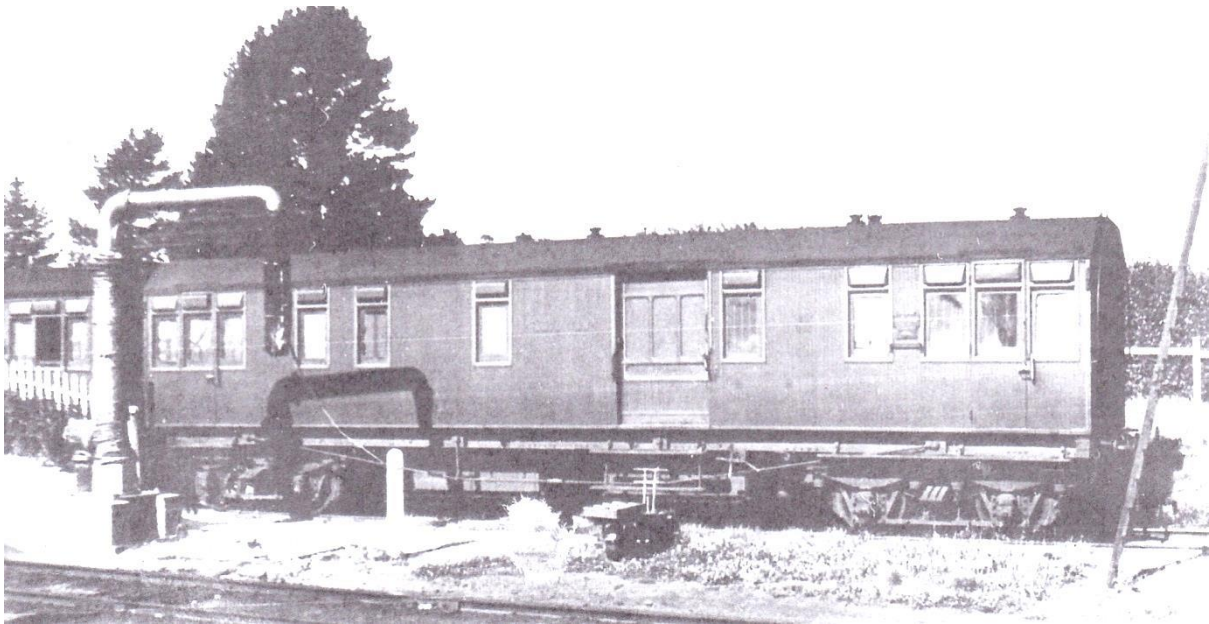
While the vans were used to move bags of letters, sorting in transit did not commence until early 1876. Problems with poor lighting prevented an earlier start to mail sorting on the trains.

The term Travelling Post Office appears to have come into use around 1877.

By May 1887, there were 24 mail guards employed by the post office – four at Newcastle, seven at Orange, nine at Cootamundra, three at Tamworth and one at Murrurundi.

The first bogie mail vans appeared in 1891 when Hudson Brothers supplied eight KL type. Fitted with gas lighting, these 46' vans included a ten-seat second class compartment at each end and a 32'6" mail sorting compartment in the centre. A ninth van, coded KS, was built by the railway's own workshops.

In 1901, the KF & KL coded 35'6" vans with a capacity of 7 tons were introduced. The van could accommodate two sorters. In 1909, a single KM van was built with a capacity of 13.5 tons. This van accommodated four sorters.

A KL postal van at Glen Innes. This one had been updated to a Type HKL van in 1940. It had passenger compartments at either end.
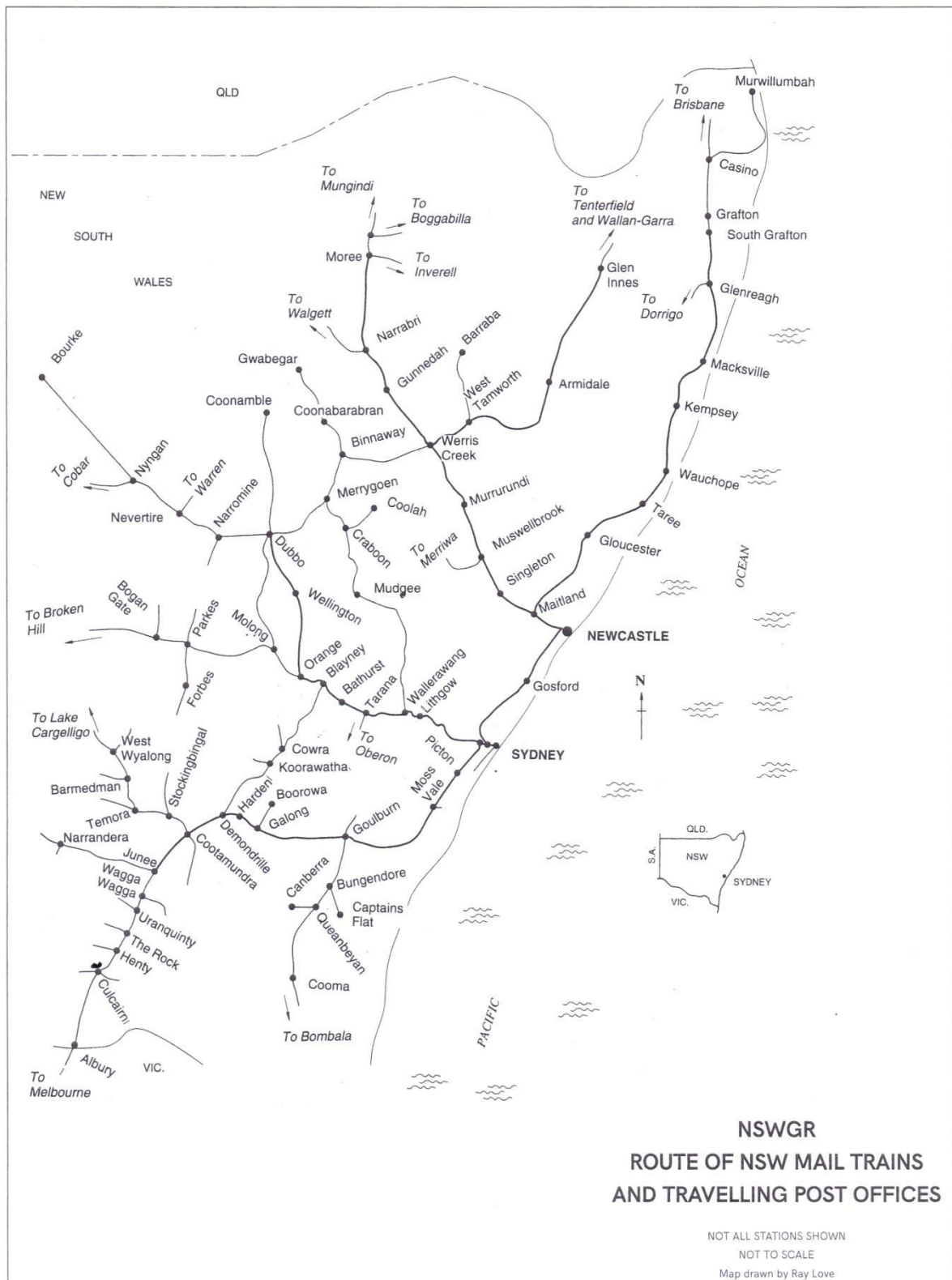
In 1903, a pair of KB bulk mail vans with clerestory roofs were built at Eveleigh. Ritchie Brothers built eleven 63'4" KP vans capable of holding 20 tons between 1912 and 1914. These vans had two storage areas, as well as the sorting area. The KP vans were owned by the Postmaster General's Department, but were maintained by the railways. Any modifications required by the post office were costed and agreed to before proceeding. Departure times were set by a number of factors. The mail had to be collected and roughly sorted into the districts served by the various trains. Another factor to be taken into account was the arrival time in major towns. Passengers had to be considered and there was no sense in arriving at a major town in the early hours of the morning.

MORE ON TRAVELLING POST OFFICES TO THE WEST

The first T.P.O. West ran on the Great Western Railway from Sydney to Wallerawang in 1870. It connected with coaches to Orange and further west. The line and the service continued to Bathurst when the railway opened in 1876 and to Orange when the railway opened on 1876 and to Dubbo when the railway opened in 1881.

The old Dubbo post office in Macquarie Street posting box and the Orange Post Office posting boxes had 2 slots labelled Western lines and Sydney lines to facilitate sorting.

Orange Railway Station had a Telegraph (telegram office) operated by the Station Master. Occasionally letters were posted there, and received a TELEGRAPHS – ORANGE postmark. More often letters were posted in the posting box on the railway platform. If you were there when the Western Mail trains left you could post letter in the posting slit on the T.P.O. van. It was a common "Orange thing-do-do" to take your letters up to the railway station after dinner and post them in the box on the platform to ensure delivery in Sydney & suburbs the next morning.

NSWGR
ROUTE OF NSW MAIL TRAINS
AND TRAVELLING POST OFFICES

NOT ALL STATIONS SHOWN
NOT TO SCALE
Map drawn by Ray Love

The Travelling Post Office Network at its greatest extent. The through route to Murwillumbah was not opened until the 1930's, for instance. From *The Roundhouse* Spring 2018 –article by John Casey.

Inside a Travelling Post Office van restored at the Goulburn Rail Heritage Centre

THE STORY OF THE ORANGE POST OFFICE BUILDING

Taken & modified from the 2001 Heritage Assessment of the building

"The first European settlement in Orange began during the early 1820s, when a convict cattle station was established. The region was opened up for free settlement after 1826, when Governor Darling redefined the limits of location. Originally known as Blackmans Swamp, the village of Orange was proclaimed and surveyed in 1846. The first post office was established in 1849, and is reported to have been within the store of John Woodward, fronting the road to Bathurst.'

Orange Post Office circa-1902

'Orange's population began to rise rapidly with the discovery of gold in the district, and the village gradually filled with buildings of more permanence. The second post office was constructed during this period (1851–55) with a John Arkins as Postmaster. Arkins' annual salary was £12, increasing to £50 by 1855 when James Dale was Postmaster, and then to £100 by 1861, an indication of the growing postal business in Orange. In December 1860 the Telegraph reached Orange, six years after its introduction to Australia. The Telegraph Station Master was Robert Pizey, who was appointed with a salary of £150. Pizey was succeeded by Charles Cooper as Telegraph Master in October 1862.'

'

From 1 January 1870 the post office and telegraph offices were amalgamated in Australia. They were in a single-storey building on the site of the current Post Office that had been completed in 1868.'

'Charles Cooper stayed on as Telegraph Master while his wife Rose Cooper was appointed Postmistress. It seems that the two offices operated out of the same building at this time, although no official record of this exists. In 1877, Charles Cooper wrote to the Post-Master General asking for further assistance in the running of the Post Office, complaining that he was often at the office from 8.30am till 10pm, longer when he had to receive or dispatch mail. As a result of Cooper's request, he was appointed as Postmaster as well as Telegraph Master from 15 October 1877, a position he held until his retirement in 1897, and an assistant was employed at £100 per annum.'

'The Colonial Architect James Barnet prepared plans for the present Post Office during 1877, which would adequately accommodate both the postal and telegraph services. The plan included accommodation for the District Surveyor and Road Superintendent, as well as the Post and Telegraph Office in the one building. The estimated cost for construction came to £6,000. The building tender was accepted from a Mr J. Douglas on 18 November 1878. A clock and turret were added to the design during 1879 at an extra cost of £395, with the clock itself costing £205. The building was completed on 29 December 1879 and officially opened by the Postmaster General, Mr S. Samuel on 10 February 1880.'

'During 1903 the decision was made to take over the entire building for use as the Post Office and to carry out alterations and additions. A tender from Mr J. H. Gains was accepted for the work at £1,397. In August 1903, the Road Superintendent vacated the section of the building he had occupied, and the Post Office moved into this section while the work was completed in the main office. Three upstairs rooms, which had been occupied by the School of Arts were also taken over by the Post Office, while the telephone switchboard was placed in the upper front room. The repairs and alteration were finalised on 14 July 1904 at a total cost of £1,500.'

'Further additions were made to the Post Office in 1913. A number of further alterations to the building have occurred since this time, including the relocation of the southwestern stair, addition of the toilets in the 1950-60s and electrification of the clock mechanism in 1983. The Post Office interior was remodelled in c. 1995 to improve retail services.'

DESCRIPTION OF THE ORANGE POST OFFICE BUILDING

'Post Office is an imposing, finely scaled and detailed two-storey Victorian Free Classical building, and is located within the heart of the city's civic centre and is surrounded by predominantly two-storey retail and commercial late nineteenth- and mid- to late twentieth-century buildings. It is constructed of rendered and painted masonry in a cream and stone painted colour scheme. The predominantly hipped and gable-ended roof is of corrugated iron, with a balustraded parapet to the northern facade and part way down the western facade. There is a central clock with a white and black face installed at the centre of

the northern facade parapet, and it is surmounted by a broken-apex pediment. Below the clock face is a dentilled, moulded string course and there is a bracketed moulded string course on the first floor level.'

'A pyramidal corrugated iron roof supported by cast iron corner posts, with an ornate weathervane at the apex, caps off the open belfry behind the clock face. The roof of the two-storey section is punctuated by three tall, rendered and painted corbelled chimneys; two at the eastern edge and one at the south-western side. The northern facade has a two-storey verandah, with rendered masonry arches and columns to both, and infills to three bays of each side of the upper floor. The first-floor centre verandah is painted brown and cream and has a bituminous-coated floor, timber balustrade painted to imitate masonry and board and batten soffit. The ground-floor open arcade runs the entire length of the facade and comprises arched bays and a central colonnaded porch. This verandah has a pebblecrete floor, concrete steps, board and batten ceiling, black wrought iron balustrading and large pendant lights. The masonry arches have decoratively moulded architraves and prominent keystones. The post box niches in the Post Office Lane facade have lockable gates and concrete steps, with brown tiled floors.'

'The northern facade also comprises a variety of column types, both attached and freestanding, ranging from squat Corinthian-styled columns supporting the moulded window arches to Ionic-styled main columns and square corner pilasters.
Fenestration of the building is symmetrical about the centre line of the front facade, with casement windows featuring arched fanlights in the verandah infills of the top floor and original French doors.'

'Additions, largely in English Bond face brickwork, have occurred to the rear of the building and in several different stages. These incorporate the weatherboard infill of the upper-floor verandah, the two-storey brick addition to the south-western corner of the two-storey original section of building, the weatherboard addition of a rear dock and two single-storey gable-ended brick additions to the eastern and western boundaries. A concreted yard is retained between these additions and the rear.'

'The interior spaces of the ground floor of Orange Post Office include the carpeted retail area to the north-east, and separate carpeted retail premises in the north-western corner. There are also sheet vinyl floored mail sorting and storage areas to the south, a post boxes wing in the south-western corner and carpeted offices to the centre eastern side. The rear dock space has a textured steel plate floor. The ground-floor ceilings are varied. The retail area and separate retail premises have a plaster ceiling with moulded cornice and exposed beams. There is a plasterboard ceiling in the rear dock and suspended ceilings in the mail room and offices. There is both exposed and enclosed air conditioning ducting in the mail room, retail area and offices, with fluorescent lighting throughout the entire ground floor.[1]

There are original or early architraves located to the original openings and some fragments of early skirting in the stairwell. However, much later architraves and skirting are dominant on this floor. Windows on the ground floor generally comprise single upper and lower pane sash windows, with arched top sashes and white painted frames. Internal doors are modern flush, half glazed and sliding doors. There are later front doors in the separate retail premises and automatic doors in the Post Office.'

'Walls are rendered and painted masonry in a generally grey colour scheme standard to the Australia Post fitout of the 1990s and there are smooth-rendered, Doric-styled structural columns located in both the retail area of Australia Post and in the adjacent retail premises. There are no fireplaces retained to the ground floor. The main stair to the first-floor has been relocated during past renovations and comprises grey painted turned timber posts and balusters with a shaped rail. Treads are clad with vinyl sheet with black edge strips. The first-floor is largely unoccupied and the Post

Office currently utilises the vinyl floored north eastern corner lunch room and verandah, as well as the south-eastern corner and southern locker rooms and bathrooms and carpeted northern meeting room.'

'Windows on the first-floor are predominantly two pane upper and lower sash windows, with many later multi-pane windows in the infilled rear verandah. Internal doors are largely four panel original or early, with some later flush doors to later partition walls and former loading area at the centre of the southern verandah infill. There are early internal windows in the former light well on the eastern side. The first-floor walls are predominantly rendered masonry, with later partition walls. The first floor has a cream/apricot and grey trim colour scheme. Fireplaces have been bricked in or boarded over and only one surround has been retained in the south-eastern locker room.'

The Universal Postmarking machine, unused since about 1998, is in the shed.

MODIFICATIONS TO THE BUILDING
'The original Post Office building completed in 1879 appears to have comprised the northern two-storey section, probably with several rear additions. Unknown additions have been recorded as occurring in 1891–1892, possibly including the stepped down, two-storey addition to the north-western corner of the original section. In 1899 a Telephone Exchange was opened in Orange, this probably relates to the spaces allocated as such in the 1903 plans of the south-western corner. 1903-4 additions saw the renovation to incorporate the entire building for use by the Post Office. Three upper rooms formerly used by the School of Arts were taken over and the telephone switchboard was placed in the upper front room. 1942 plans indicate the relocation of the southwestern stairwell as having already occurred, shifted to the west and they indicate the presence of the eastern stairwell which was later removed and a light well created, the date of this change is unknown. The date of construction for the weatherboard infill of the rear verandah is unknown, and addition of the male and female toilets to the eastern end, possibly 1950-60s construction. Plans appear to indicate that in 1979 the third post box bay to the southern end of the western facade was added. Sometime after 1979 a section of the rear ground floor verandah was enclosed and extended to form the current dock area and the northern facade post boxes were removed, date of construction is unknown. The electrification of the clock mechanism occurred in June 1983. The extension of the eastern side single-storey section of building to the south occurred prior to 1995, probably c. 1989 when demolition was occurring to the rear of the site. This is probably close to the time when the brick cycle shed to the southwestern corner of the site was built and the rear ground-floor verandah disappeared. An extension of the western side wing appears to have occurred before these changes, possibly in the 1970s. c. 1989 saw the photographic recording and demolition of the former stables to the south of the site for car parking. c. 1995 standard Australia Post interior fitout to the ground floor retail area, construction of new partition offices to the eastern side ground floor, separation of the north-western retail space and installation of automatic front doors.'

ORANGE POST OFFICE HERITAGE LISTING
'As at 27 June 2001, Orange Post Office was significant at a State level for its historical associations, strong aesthetic qualities and social value.'

'Orange Post Office is associated with the early development of the area in the mid-nineteenth century as it is linked with the original post office established in 1849. It is also associated with the rapid growth of the population of Orange due to the discovery of gold as a second post office was required in the early 1850s to meet the increased demand. Orange Post Office is historically significant because it is associated with the development of communications services in the Orange district in the 1870s as the post office and telegraph services were amalgamated. Orange Post Office also provides evidence of the changing

nature of postal and telecommunications in NSW as the telephone exchange was introduced in 1903.'

'Orange Post Office is also historically significant because it is associated with the NSW Colonial Architect's Office under James Barnet, which designed and maintained a number of post offices across NSW between 1865 and 1890.
Orange Post Office is described in the Heritage listing as aesthetically significant because it is a distinctive example of the Victorian Free Classical style, with strong visual appeal. It forms part of a historic streetscape and makes a significant contribution to the character of the Orange civic precinct.'

'Orange Post Office is also considered to be significant to the community of Orange's sense of place.'

More research needs to go in to street mail delivery in Orange and when it commenced.

The content on mails by rail has been taken from the Orange Leader newspaper, a 2018 article in the *Roundhouse* magazine, NSW Mail Trains by John Casey and Richard Peck's useful *Travelling Post Offices 1870 – 1983* and a number of internet sources

THE ORANGE APPLE-DESIGN POSTMARKER IS BACK!

Your editor was at the Orange POSTshop to obtain the last sequence of Alphabet stamps on 22 October.   He likes the idea of first day covers actually showing a correct postal rate and eschews the pre-printed 'postmarks' from Sprintpak.

The counter staff let him know that the long-time pictorial Apple postmarker was back and was kept in the safe. It had been re-designed. Someone had asked for an impression on 27 August 2017 and before that someone had asked for an impression in late-May 2019. No-one else had asked.

It differs slightly in design from its fore-bearer which ran out of 'years' on the year-wheel about 2004.

Also back and re-designed is the *Sir Neville Howse* 'everyday' pictorial postmarker first provided for the *Australian Legends: Centenary of the 1ˢᵗ Australian Victoria Cross* stamps issued on 22 January 2000.

SHOW-AND-TELL AND COMPETITIVE DISPLAYS FROM THE 24th SEPTEMBER MEETINF

Competitive displays were brought along by: -

"A"   Tony Read   *New Caledonia* 12-page stamp frame
"B"   Derek Dolstra *The 2d overprint on the 1½d King George V stamp of 1930*

TONY READ – NEW CALEDONIA
Tony Read talked about his New Caledonia display.
Captain Cook had discovered New Caledonia on his 2nd voyage in 1774. He named it New Caledonia because it reminded him of Scotland.
On 24 September 1853, under orders from Emperor Napoleon III, Admiral Febvrier Despointes took formal possession of New Caledonia. Captain Louis-Marie-François Tardy de Montravel founded Port-de-France (Nouméa) on 25 June 1854. A few dozen free settlers settled on the west coast in the following years. New Caledonia became a penal colony in 1864, and from the 1860s until the end of the transportations in 1897, France sent about 22,000 criminals and political prisoners to New Caledonia.
The indigenous population, the Kanaks generally had a hard time in the early French colony.

The first page showed a picture postcard showing Kanaks, postmarked in 1894 on a 10c New Caledonia stamp.
The 2nd page showed a cover postmarked Voh Nlle Caledonia in 1915 on a 10 centime red surcharged stamp. About 1000 New Caledonians served in the French Army in World War I. There was resentment of the French by the Kanak peoples because of the wartime levies of manpower for labour and military service. It sparked a revolt of the Kanaks in 1917. The revolt was quelled but only after several hundred Kanaks had been killed.
The 3rd page showed a 100 franc banknote from 1937.
The next 5 pages (4-8) showed New Caledonian stamps. They almost exclusively picture French themes – without any reference to the majority Kanak population.

At the start of World War II the New Caledonian governor first aligned the colony with the Free French government, but on 20 June 1940, his loyalty switched to Vichy France and the Axis powers. The General Council decided to directly contact General de Gaulle. H.M.A.S. *Adelaide* arrived and threatened to occupy the colony with U.S., New Zealand and Australian troops. . The governor was quickly replaced and fled on a Vichy French warship to French Indo-China. New Caledonia came under the protection of Free French Forces from 24 September 1940.
1941 stamps were overprinted "France Libre".
In March 1942, with the assistance of Australia, New Caledonia became an important Allied Base. Eventually 100 000 American and New Zealand personnel were stationed there.

Australia printed the 1944 20 franc banknote for New Caledonia (which showed the Banque De L'Indochine on page 9).
Pages 10 and 11 showed emergency banknotes printed during 1942 and 1943.
Page 12 showed the 1949 New Caledonian coin issue. It included a 50 centime aluminium coin and 1 and 2 franc coins – all minted in Paris. A 5franc coin followed in 1952. In 1967 10, 20 and 50 franc nickel coins were joined by a bronze 100 franc coin in 1976. The 1949 coins replaced French coins.

DEREK DOLSTRA – PHILATELIC PASSPORTS
Derek explained the issue and use of philatelic passports at major international stamp exhibitions. He showed one from the Hong Kong Stamp-show of 2001.   Visitors to stamp shows, especially young visitors, went round all the stamp issuing agencies at a show,

bought a stamp from that country, and had it postmarked with that countries postmarker. The Hong Kong passport had stamps from 50 countries all nicely postmarked.   There was a little 'cheating', because stamp producers like the International Government Philatelic Corporation represented 25 of the countries, which could all be bought at the one counter.

Colin Richardson also mentioned the numerous bogus stamp issues from countries like Somalia and Rwanda. They were issued and sold by philatelic agencies but were never authorised by the country.

DEREK DOLSTRA - THE 2d OVERPRINTED ON 1½d *KING GEORGE V* STAMPS OF 1930
Derek talked about his display of 9 covers from 1930 showing the hastily-produced 2d overprint stamp – produced and overprinted within 2 weeks when the Commonwealth Budget of 1930 suddenly announced an increase the letter rate by ½d.

[This stamp issue and the politics surrounding it were dealt with by an article in the September 2019 *Newsletter*].

LAWRENCE SHERWIN – THE 1984 *JOHN WEST* $1 COIN & NOTE FOLDER

Lawrie showed this souvenir of the last $1 banknote and the new $1 coin produced by the fish canner John West. Purchasers of tinned salmon and tuna were invited to write to John West for the folder as a souvenir of the end of $1 notes.

LAWRENCE SHERWIN – 'PROPAGANDA' BRASS COIN OF 10-14 AD.
Lawrie also passed around a copper As of AD 10-14. The design on this Roman provincial coin, struck at Nemausus in the south of in the south of modern France, depicts the emperor Augustus and his ally Agrippa on the obverse. The chained crocodile and palm tree on the reverse is a reference to their victory over the forces of Cleopatra and Mark Antony at the battle of Actium in 30 BC.

Copper As (28mm, 13.23 g). Struck AD 10-14. Heads of Agrippa, wearing combined rostral crown and laurel wreath, and Augustus, laureate, back to back / Crocodile right, chained to palm frond with wreath at top; two palm fronds at base.

This coin was struck for many years after the battle commemorated, indicating its perceived propaganda value. The coin is undated, unlike commemorative of the past couple of centuries when most commemoratives are associated with a single year of issue.

COL DAVIDSON – WIDOW'S MITE COIN
Col Davidson described the Widow's Mite coin of the time of Pontius Pilate he received some years ago as a gift from Reader's Digest.