



## In this issue



From small settlement to regional city  
Page 5



Plans for Astley Cup celebrations  
Page 6



Historic woolshed  
Page 7



Accidents and mishaps  
Pages 10 & 11

### Cover image

Plan of the village of Orange at Blackman's Swamp, 1846, showing the proposed layout with the ownership of early blocks of land added later.

Image nla.obj-229898356  
courtesy National Library of Australia.

**This newsletter is designed to keep members and other interested people informed about the society's activities as well as matters of interest in the wider field.**

**If anyone would like to contribute to it they should contact editor Liz Edwards.**

**Our newsletter requires a considerable amount of money to produce each quarter with paper, printing and postage all adding to the cost.**

**Therefore, wherever possible, we email it to those members and others on our mailing list who have an email address.**

**However, if anyone with an email address would prefer also to receive a paper copy, they may do so simply by contacting the secretary.**

**Those who do not have access to email will continue to receive their copies by ordinary mail.**

### Orange & District Historical Society

Orange Heritage Centre  
148 March Street  
PO Box 1626 Orange NSW 2800.  
Email: orange.history@yahoo.com.au  
Facebook:  
<https://www.facebook.com/orangehistory>  
Website: odhs.org

**Patrons:** Russell Tym and Marie Hammond

**President:** Dave Sykes ph: 6362 1682

**Vice-president:** Karen Kloosterman

**Secretary:** Liz Edwards

ph: 0408 390 918

**Treasurer:** Phil Stevenson

**Committee:** Judy Agland, Ross Maroney, Fred Brooking, Steve Brakenridge, Bob Curran

**Publicity officer/newsletter editor:**

Liz Edwards

**Honorary historians:** Ross Maroney, Liz Edwards, Julie Sykes & Elizabeth Griffin

### Membership fees from January 2021

Family \$45; individual \$30; single concession \$20; couple concession \$30.

Contact secretary or treasurer. Please pay promptly.

### Research inquiries:

The Research Officer, Orange & District Historical Society, P O Box 1626, Orange, NSW 2800

Please supply an A4, stamped, self-addressed envelope.

Cost: \$25 for the initial inquiry (plus additional charges for more extensive research).

Please provide your name, address, phone number and email address, details of your inquiry, any information you may already have, and the reason for your inquiry.

### Bank:

Orange & District Historical Society, Orange Credit Union, BSB 802-129, A/c No 34252 (please include name and reason for payment). If you are transferring money from your account at Orange Credit Union, please add \$1 to our account number.

# A message from the president

Hi Members,

I hope you are working through the pandemic and staying safe and sane, maybe by extending your interest in family or local house research to allow you to keep your interest going. As members know, we have been, like you, restricted by the pandemic as it affects Orange.

We have organised the cottage to be Covid friendly whereby you can scan in or sign in for our records of attendance. The cottage is sanitised weekly before meetings to be as safe as possible.

We had to postpone the latest History Alive meeting because of Covid restrictions. The topic was 'Delivered to your door'. The great speakers would have spoken on their recollections and experiences in the days of home deliveries.

This event will be rescheduled for another date once things settle down.

As well, the AGM was postponed in August. Once again, locally, we were in lockdown and could not find a practical safe way to hold it.

In the meantime the current committee has agreed to

continue working to maintain the high standard and smooth running that you would like from your local Historical Society. Our monthly committee meetings are being held from our homes using emails and phone correspondence.

Our research team members continue working on inquiries as they come in. Members Bob Curran and John Kich explore the history of Orange through Facebook and the Old Orange Crew, which is yielding a wealth of interesting photos and comments.

Liz Edwards supplies photos from the CWD Negative Collection as requested, and Phil Stevenson and others work on other inquiries about local history.

We are continuing to work to keep history alive in Orange and, when able, we will hold the AGM and work with the new committee.

- Dave Sykes



## Pioneer recalls a life in orcharding

Willie Edwin 'Bill' West (1886-1974) was well known around Orange as an orchardist in the Canobolas district.

His family owned Balmoral and Caernarvon orchards and Willie was very much involved in the development of the local fruit industry.

He was secretary of the Fruit Growers Federation and was instrumental in starting the bulk loading of fruit and other produce at the Canobolas siding near the Racecourse.

He was also involved in lobbying to have fast trains with louvered vans to take fruit to Sydney.

In 1966, as he approached his last years, he agreed to allow his grandson, Dr Robert Smith, to record his recollections. The recordings were transcribed and only recently published in book form.

As Dr Smith points out, 'W E West: Recollections of a Life in Early Orange', is not a family history, nor a definitive history of Orange, rather it is a series of recollections and yarns that provide a human angle to events which shaped local history.

The book is available through his grandson Garry West at \$25 plus postage. Email Garry at: [garrywest@gmail.com](mailto:garrywest@gmail.com)



Top: Bill West's son Brian picking fruit on Caernarvon in about 1935.

Above left: Bill West recorded his memories of orcharding days.

Above right: West family members transporting fruit with horse and cart.

Photos courtesy Rita Tame.

# Orange's beginnings: a village is born

*Our city celebrates two important anniversaries this year: the 175th anniversary of Orange being declared a village (November 1846), and the 75th anniversary of it being declared a city (July 1946).*

**By Elisabeth Edwards**

Surveyor J B Richards marked a reserve for the village as early as 1829. He noted that water was available from Blackmans Swamp Creek, which ran through the reserve.

Surrounding the village reserve were the land holdings of Moulder, Sampson, Scott and Lord.

Before 1846 there were just a few settlers in the district, notably at Frederick's Valley just to the east of the present city, and on isolated properties further west along the Wellington Road.

John Peisley was granted a licence to operate an inn on the western edge of the future village in June 1838, which he named The Coach and Horses. In 1844 he was issued with a new licence to operate an inn of the same name on the eastern approach to the village.

Following claims that some settlers had encroached on the village reserve, Surveyor Davidson was asked to investigate and determine whether a village should be laid out at Blackman's Swamp, Frederick's Valley or Pretty Plains.

He reported that the nucleus of a village was already in existence at Blackmans Swamp, and a blacksmith and a wheelwright were already established there.

He wrote that the village site was the centre of a 'peopled district' and the soil was rich and well suited for cultivation, adding that crops generally thrived as water was plentiful.

The first applications to purchase land in the village were from John Peisley, Joseph Moulder and Henry Blunden.

After a proclamation of land to be sold in Orange appeared in the Government Gazette of 30 October 1848, ten blocks were bought between Denis Hanra-

han, John Arkins and John Peisley.

In the first few years after proclamation the land remained in its original primitive condition, with huge trees, which had to be removed before building could take place. There was no bridge over Blackman's Swamp Creek and in wet weather it was impassable.

The 1851 census recorded that just seven houses had been completed in Orange with seven more being built. The first public building was a police watch-house, constructed on the site of the present Court House.

James Dalton Junior, who moved into Orange from Frederick's Valley in the early 1850s and purchased land on which he built his first primitive store in Summer Street in 1853, had to

work hard to establish his business:

"The first time I saw Orange in 1849 it wasn't much then, I can assure you. The buildings were slabs and there were no streets that could properly be called so [and] no formed roads. In front of the store [in Summer Street] there were stumps everywhere. I helped take them out. Business was not brisk and nobody was in a great hurry about anything."

James cut a drain from the shop to Blackman's Swamp Creek, which was still in use in 1897. While working on this he would close the shop but ran back if a customer approached.

Not everyone could pay in cash so James would take items such as sheepskins or hides in exchange for goods.

It was the discovery of gold in the district which really allowed the small settlement of Orange to expand through the influx of miners heading to the site of the discovery of the first payable gold in Australia, at Ophir, and a little later at the Wentworth goldfield at Lucknow. With them came stores, inns, churches, houses and transport services, and Orange never looked back.



Plan of the village of Orange, 1846.

Image courtesy of National Library of Australia.

# From small settlement to regional city

One-hundred years after the declaration of Orange as a village, with a population of about 15,000, it was the centre of a thriving agricultural district. The inhabitants were overwhelmingly Anglo-Irish, with just seven Chinese and 13 Greeks. In religion, most were either Church of England or Catholic, with slightly more of the former.

The district was mainly engaged in primary industries, with hundreds of small orchards growing a variety of fruit in the rich volcanic soil beneath Mount Canobolas. In the Spring Hill and Millthorpe district potatoes and peas were cultivated. Farmers raised fat lambs and cattle and produced hay, chaff and grains. Orange served as a centre for this rich farming district with rural supplies stores, schools, banks and a base hospital. Major employers included Bloomfield psychiatric

hospital, Orange Base Hospital, the Woollen Mills, the railways and the fledgling Emmco factory, which manufactured a range of electric goods, including fridges, cookers and fans.

Only the centre of Orange had sealed roads and dirt roads were common, even within the city's boundaries.

It was a conservative city and although most inhabitants were Australian born, they saw Britain as 'the homeland' and King George VI as the head of the nation. Indeed they were British. They espoused British values and traditions and their food centred on plain English fare.

The Mayor, Jack Jaeger, was officially notified that Orange had been proclaimed NSW's 14th city in late July 1946. Despite being seriously ill, Member for Orange Robert O'Halloran forwarded a telegram to Jaeger and the other aldermen: "Congratulations on the high honour, long overdue, for the finest country town in NSW. Delighted that progress of Orange in recent years has been so fittingly recognised," before returning to his sickbed suffering from pleurisy.

Tamworth was also declared a city at this time. Other cities in the State were Armidale, Bathurst, Broken Hill, Goulburn, Grafton, Lithgow, Maitland, Newcastle, Parramatta, Sydney and Wollongong and Katoomba.



Orange Municipal Council aldermen 1908. Image courtesy of OCTEC



Orange City Council aldermen 1955.

Image CWD Negative Collection.



Orange City Council aldermen 1974.

Image CWD Negative Collection.

# Plans in hand for Astley Cup centenary

Plans are in hand for the centenary celebrations of Orange High School's involvement in the Astley Cup, to take place in mid-2023.

The cup was presented in 1923 by prominent Dubbo resident Laurence Astley for a perpetual competition between Dubbo, Bathurst and Orange high schools which, at the time, were the only high schools covering a wide area of western NSW.

The cup was not originally intended for this competition, but for a competition between Dubbo High School and Sacred Heart Convent at Dubbo. Because of a declining enrolment at the convent and an increasing enrolment at Dubbo High School, Mr Astley and headmaster of Dubbo High School, Mr Christmas, decided that a regular competition with a fixed trophy would be a more suitable use for the Astley Cup.

The competition among high schools was already operating, although not on a regular basis. Visits between the three schools had been taking place almost since Dubbo High School had been opened in 1917.

The cup is awarded annually to the school which wins outright two competitions. If no school wins two competitions, the winner will be the school which gains the highest percentage of points for which contests have been held.

Chair of the Astley Cup 100 Years Steering Committee, Lynne Middleton, is excited with the planned activ-



Orange High School's 1929 Astley Cup team. Sports played in the early years included athletics, basketball, tennis, hockey and football.

ities for 2023.

The celebrations will include: old boy/old girl games over the two days prior to the schools' competition; a display at Orange Regional Museum; a static display at Orange High School; tours of Orange High School; and a black and gold ball.

The celebrations will not include the Mulvey Cup for debating, which was not introduced until 1937.

Orange & District Historical Society will be assisting with the sourcing and scanning of photographs from the CWD Negative Collection.

Ms Middleton is appealing to all Historical Society members and others to look for any personal photos prior to 1955 plus assorted memorabilia relating to the Astley Cup. These items can be loaned, gifted, or copied and returned. They can be posted to Lynne at Orange High School, Woodward Street, Orange, NSW 2800, or emailed to [emma.morley2@det.nsw.edu.au](mailto:emma.morley2@det.nsw.edu.au), attention Lynne Middleton.



The Astley Cup was awarded to Orange High School in 1923.



Orange High School's 1929 Astley Cup basketball team.

# Nyrang woolshed's impressive history



Echoes of the past resound from every corner of the old six-stand shearing shed at Boree Nyrang, an historic property 29km west of Orange.

Built in about 1900, it was the centre of a thriving wool district and was frenetically busy in its heyday. Like many other shearing sheds, it was also used for dances and other social gatherings.

While it is now in disrepair, it is not hard to imagine the buzz of activity at shearing time. Pride of place goes to a Geelong-built Ferrer's wool press.

The shearing stands, sheep pens and various tools evoke a time when Australia really did ride on the sheep's back.

Images taken by Elisabeth Edwards and reproduced by kind permission of owners Susan Grinpukel and Brian Robertson.



# The maritime career of John Black

*Orange's Lords Place was named after Simeon Lord, an early landholder. In this article, member Elizabeth Griffin tells the story of John Black, the former partner of Lord's wife Mary Hyde.*

Imagine my surprise and delight when the male voice on the end of the phone said, "Hello, my name is John Black and I'm a descendant of John Black and Mary Hyde." The bells went off. "Was that the Mary Hyde who married Simeon Lord? I asked. "Yes," was the surprised answer. "Where are you and when can we meet?" I asked. We met the next day.

We had a lovely afternoon out at Banjo Paterson Park, and driving around the boundaries of old Narrambla and the area that is now known as Bletchington. We finished off the day with afternoon tea at Heritage House and met some of the Historical Society's committee members.

Who were these people, you may well ask. Captain John Black (3 October 1778-May 1802) was an English privateer. A privateer is a polite way of saying that he was a pirate who had the sanction of the Crown. He was the eldest son of the Scottish Reverend John Black and Mary Logie.

By the time he was 17 he was ready for adventures and joined the crew of an East Indian trader, *Walpole*. Two years later he was on the *Lady Shore* on his way to Australia with 69 female convicts and a detachment of soldiers who were to join the NSW Corps. From all accounts they were an unhappy lot and of questionable character.

On 1 August, when the ship was a few days from Rio de Janeiro, there was a mutiny on board, the captain and chief mate were killed and about 30 people – soldiers, passengers, children and convicts who hadn't taken part in the mutiny – were set adrift in a long boat. They had some provisions of water, bread and beef.

They had a few rough days at sea before they landed at Rio Grande in Brazil and were cared for by the locals. Black was impatient and decided to go overland to Rio de Janeiro on horseback, a journey of nearly 770km. He managed to join the crew of a whale boat at the island of St Catharine and sailed back to Rio.

Black was frustrated by the thought of having to wait months before he could return to England so he joined the *Indispensable*, a privateer of 14 guns and a crew of over 30. It was camouflaged as a whaling ship. It wasn't long before they captured a Spanish ship and decided to take it to the Cape of Good Hope. Over the next few months several other ships were captured with their cargo shared by the crew. Black invested his share to take to Sydney.

The journey to Port Jackson took about two months with storms and wild seas. The ship was damaged, a man was lost overboard, and all were relieved when they reached their destination.

Black found that the market in Sydney was poor due to very bad timing. Three other trading ships had arrived before them and had drained the available cash from the colony. He was not impressed by the way things were

traded in the new settlement, but quickly adapted to its ways.

He was assigned a convict girl, Mary Hyde, who had arrived in the *Britannia II* and it wasn't long before she was pregnant. A boy, named John Henry, was born in May 1799. Black was in port at the time so was able to join in the celebrations.

Black next became involved in whaling and he soon amassed a large quantity of sperm whale oil from areas north and south of Sydney.

In 1799 the ship was having repairs done to it and Black was settling into colony life. He was granted a lease of land by Governor Hunter. This block was on the east side of George Street, between what we now know as Hunter Street and Martin Place.

While Black was sailing into and out of Sydney on various trading excursions, Mary was living on the allotment and was soon self-sufficient. The grant backed onto the Tank Stream, so water wasn't a problem for growing vegetables and running a few sheep, pigs and goats.

When the ship was repaired, Black sailed for Cape Town and made good time sailing up the eastern coast of Australia to New Guinea and across between the islands before reaching the open sea. When he reached Cape Town he was to learn that England was at war with Spain. He was ordered to capture any Spanish ships in the area. In July 1800, he captured a Spanish Brig and returned to Cape Town claiming his reward.

Black then took command of the brig *Harbinger* and sailed back to Sydney loaded with wine and spirits which he stored in the warehouse of his friend Simeon Lord. By now he was accumulating a small fortune and was soon off again. This time he went south, and sailed through Bass Strait, newly discovered by Bass and Flinders. It was here that he discovered uncharted islands and called them New Year Isles and a larger one King Island after the Governor, Phillip Gidley King.

After an absence of 14 months he returned to his family in Sydney Cove and it wasn't long before Mary became pregnant again. (I can find no record of a marriage between the two of them). On 1 October 1801, Mary gave birth to a girl, Mary Ann.

Black left Sydney again on 1 January 1802. This time he was captain of a ship owned by Robert Campbell called the *Fly*. He had orders to pick up goods in India and sail back to Sydney via Bass Strait.

From the reports, he picked up his cargo and was returning to Sydney, leaving Calcutta on 14 May 1802. It was some time after this that the ship was reported lost at sea. The alarm wasn't raised until another ship, the *Castle of Good Hope*, arrived in Sydney on 5 March 1803, only to find that the *Fly* had never arrived.

John Black's death was reported officially in April 1804. The ship was reported as lost with all hands. He was 23 years of age and left behind Mary and two children under three years.

# Mary Hyde and Simeon Lord

*The story continues with Mary Hyde's background and her marriage to Simeon Lord following the death of John Black.*

Mary Hyde was born February 1779 at Halesowen, Worcestershire, the eldest child of Edward Hyde and Sarah Blunn. Mary was 16 when she was accused of stealing several pieces of clothing and was sentenced to seven years' transportation to NSW. She was one of 95 females on board the *Britannia II* that had arrived 18 July 1798.

She was put under the protection of a dashing young ship's officer, John Black, who was later lost at sea, leaving her with two children. In the short time he had been trading he was able not only to leave her a house and shop on the land granted to him but a supply of goods and money. This meant that she was not left destitute.

Mary managed very well for some years. In 1805 she formed a friendship with one of her husband's old partners, Simeon Lord. He also had been a convict and had built up a wealthy trading business. He built a three-storey house near the Tank Stream and rented out sleeping quarters for seamen who were not too keen to leave their ships at a distance.

In 1806 Mary had her first child with Simeon Lord, Sarah Ann. By the time they decided to marry, their fifth child was one week old. They were married on 27 October 1814 at St Philip's Church. They had eight children altogether.

It didn't take them long to amass considerable wealth and in fact they were among the wealthiest in the colony. In 1820, they moved to Botany where they had a country house and factory. This is where they both lived for the rest of their lives

Simeon Lord was compensated by the Governor for the loss of some of his land and buildings in Sydney and was given land in different parts of New South Wales. These grants, 1920 acres (named Narranbla) and an adjoining 913 acres (Bletchington) at Orange was given to him.

When the village of Orange was gazetted in 1846, one of the streets was named Lords Place because apparently you could see the house on the hill in Bletchington that was built for his son George.

Simeon Lord died in 1840 and Mary was left to manage the factory and business. The factory employed many people from the area who made cloth, hats, stockings, leather, shoes, candles and harnesses.

In 1855 she sued the Commissioners of the City of Sydney for taking her property at Botany and putting her out of business. She finally took the case to the Privy Council in England and won compensation to the tune of £15,600. It was unheard of at this time for a woman to take a case to the Privy Council and not only win a court case but to have such an amount of money when there was no living husband.

Mary died on 1 December 1864 in the family house at Botany aged 85. In her will she gave her money to her children and grandchildren, and specified that the money left to her granddaughters was theirs and not their husbands'. This too was ground-breaking, because under English law all of a woman's property became her husband's.

Their children became respectable members of colonial society, with George (1818-1880) becoming a member of the NSW Legislative Assembly. He was colonial treasurer 1870 to 1872. Simeon (1810-1897) was an important pastoralist in Tasmania and Queensland. Edward (1814-1894) went on to become Mayor of St Leonards.

John Henry Black, her first child with John Black, became the first manager of the Bank of NSW.

Her eldest daughter married Prosper de Mestre, who was a successful trader and the owner of Archer, the horse that won the first and second Melbourne Cups.

*Elizabeth Griffin's story of Simeon Lord and his connections with Orange will be featured in the Summer 2021-22 newsletter.*

---

## New prices for research inquiries and photos

Our committee has approved the following revised pricing for research inquiries and photos, reflecting the amount of work that goes into these tasks, which are all carried out by our volunteers.

### Photographic orders

Single high-resolution digital copies: \$15.00, delivered by email or, if too large, by individual arrangement.

Photographic paper copies: \$20 per A4 sheet (= 1 x A4 print; 2 x A5 prints; or 4 x A6 prints).

Collection of multiple images: for orders over 20 im-

ages, such as for a school or organisation's anniversary: \$400.00.

Contact Liz Edwards on 0408 390 918, email: [liz.edwards@orangepeel.it](mailto:liz.edwards@orangepeel.it)

### Research inquiries

The initial fee, to be paid in advance, for research inquiries is now \$25.00

Where further research is requested, the fee will be determined by negotiation.

Contact research inquiries co-ordinator Phil Stevenson on 0402 412 188, email: [ibiswines@bigpond.com](mailto:ibiswines@bigpond.com)

# Disasters and mishaps on our roads:



Apples were strewn along the road for several hundred yards when this truck left the road and overturned at Chinaman's Bend about two miles from Orange on the Bathurst Road on a Saturday afternoon in November 1959.

The driver, Colin Pratt of Lords Place, scrambled out of the telescoped cabin with slight head and neck injuries.

Scores of people collected apples from the damaged truck as well as picking up apples lying on the road.

The accident happened at 2.40pm and people were still picking up apples at 5 o'clock.

The truck was taking a sharp right-hand bend when Pratt lost control.

It plunged down an embankment and overturned, striking a telegraph pole.

Telephone communications between Lucknow and Orange were out of order for a short while after the accident.

## By Elisabeth Edwards

As I work through the thousands of images in the CWD Negative Collection, I have come across a number of recurring themes.

Two years ago we mounted a very successful exhibition at Orange Regional Museum showing workers in the 1950s and 60s, depicting how much had changed in the workplace over the decades since then.

Following that, we are currently working on an exhibition,

to be opened later this year, about children – at school, playing, exploring and preparing to enter the adult world. Again, they provide an interesting contrast with the lives of children today.

I have noticed another theme which is depicted strongly in the negative collection: the frequent incidence of accidents and mishaps on local roads.

Some were attributable to careless driving, some to overloading of trucks, and some to the poor condition of many roads, both inside and outside the city.



People living at the eastern end of Margaret Street east of the Showground were virtually isolated for more than a month beyond the 'Road closed' sign after heavy rain in July 1956. There was no detour. Tradesmen refused to call and mothers were forced to keep children home from school on wet days. The City Council said it was powerless to do anything because drainage of the area would be a major project and funds were not available.



This heavy panel van became bogged to the axle when it went through the bitumen in Peisley Street near the gasworks in May 1956. Orange City Council came to the rescue and towed it out with a grader. 1956 was an exceptionally wet year in Orange.

# the perils of driving in the 1950s

RIGHT: It took Orange carriers Perry brothers three hours to haul this truck from a 35-foot gully on the Cargo Road in May 1956. They were assisted by staff from Cameron's Garage.

The fall from the road to the bottom of the gully was almost perpendicular, but once the tackle was in place they had no difficulty in removing the vehicle.

The front of the truck was resting against the opposite side of the gully. It had been stuck there since about 1am the previous day.

Malcolm Fletcher, of McLachlan Street, was driving it when the front wheels skidded in loose gravel and it swung down the embankment.

The truck, showing little damage, was driven back to Orange.



LEFT: The back wheels of this table-top lorry sank three feet when the vehicle crashed through a rain-sodden gravel road in Glenroi one night in July 1956.

Workmen used a powerful crane to get the vehicle out.

The truck, carrying six and a half tons of sheepskins and hides, broke through the road at the corner of Brunswick and Fitzroy streets.

A cross-member underneath the tray of the truck was broken, but the vehicle, owned by carriers Joseph and Callil, was otherwise undamaged.

It took six men most of the day to reload the truck.

RIGHT: This truck, owned by Martin Brothers of Orange, lost bales of hay in the middle of the road at the intersection of Summer and Peisley streets in November 1957. It was hastily reloaded.

Coincidentally, another truck carrying more than 1000 sheepskins lost part of its load near the Strand Theatre shortly before.



# Diary October - December 2021

**While Covid restrictions remain in place, opening times and meetings may be changed or postponed.**

**Orange Regional Museum:** Open daily 9am-4pm.

**Millthorpe Golden Memories Museum:** Open weekends and public holidays plus school holidays 11am-3pm.

**Molong Museum:** During renovations for the next few months the museum will be closed to general visitors. It may be open on Tuesdays and Thursdays but please phone ahead to ensure this. Museum volunteers are available by appointment at other times for research and family history matters. Contact secretary Sue Milne on 0400 425 015 or email: susanmilne55@gmail.com

**Wentworth Mine:** Open Saturday and Sunday on the first full weekend of the month 10am-2.30pm. See [www.orangemuseum.com.au/wentworthmainmine](http://www.orangemuseum.com.au/wentworthmainmine)

**Wednesdays and Fridays:** Volunteer working days at Heritage Cottage. Visitors with inquiries are welcome. Please phone Liz Edwards on 0408 390 918 before your visit so we can start working on your inquiry.

**Wednesday 6 October:** ODHS committee meeting, 5pm.

**Wednesday 3 November:** ODHS committee meeting, 5pm.

**Wednesday 1 December:** ODHS committee meeting, 5pm.

## Jack Renshaw visits boyhood home in Orange



It was a poignant moment when NSW Labor parliamentarian Jack Renshaw visited his childhood home in Orange in February 1968.

Mr Renshaw, who was born near Wellington and later lived near Binnaway, moved to the house in Racecourse Road with his widowed mother

and seven siblings in the early 1920s.

He was educated at Binnaway Central School and Patrician Brothers in Orange.

Mr Renshaw was a member of the Labor Party for many years and represented the Castlereagh electorate from 1941 to 1980.

He was Premier from April 1964 until May 1965, when the Labor Government was defeated by the Coalition, headed by Bob Askin. He died in 1987.

Mr Renshaw is pictured, left, with ALP candidate for Orange, Alderman R J Cutcliffe.

Photo CWD Negative Collection.