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The Growing Interest in Airmail Covers

Machin Post and Go Update

Burrinjuck Dam

and more.





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(Founded 1932)

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CAPITAL PHILATELY

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Editorial

Another issue of Capital Philately and another plea for articles, however, it seems I am not alone in needing articles, nearly every editor of journals I subscribe to needs material, except perhaps the London Philatelist and the Journal of the American Philatelic Society. So please send in a book review or a small article on your favourite cover because I can assure you readers do find them interesting. I have put in book reviews of two non-philatelic books that I hope you will enjoy. Although non-philatelic, both books are very relevant to anyone with an interest in aerophilately or the Antarctic, and will add to your understanding of both.

It has been a busy year for exhibitions with Australia 2013 followed by Bangkok 2013 in August then a one-frame exhibition in Brisbane and a half national in New Zealand. Yet we aren't finished because there is a full world exhibition in Rio de Janeiro in November as well. If you can ever get to an international exhibition I highly recommend it. We are starting to get busy in relation to Canberra Stampshow and if you can help please let the organising committee know. We need the money we make from the exhibition to fund our ongoing activities, so please help in anyway you can.

I read recently that the new government was looking at sales of government enterprises and that this included Australia Post. Any sale of Australia Post would have a dramatic impact upon philately in Australia, most of it negative, so let us hope that this does not happen. As I have said many times before, Australia is lucky in having a postal administration that still supports philately.

Darryl Fuller

Canberra Stampshow 2014

It is time for all members of the Society to start thinking about how they may assist with Canberra Stampshow 2014. The exhibition is very important to the Society because it supplies much of the running costs. It is not cheap to run the Society and we need this funding. The Philatelic Society of Canberra has a proud history of running the longest series of exhibitions in Australia. This will be our 18th in a row and I would like to think that we will continue through to at least number 25.

There are many ways you can assist with the exhibition as follows:

- Put in an exhibit
- Join the Supporter's Club
- Buy some souvenirs
- Help with the setup and take down
- Volunteer to be on the door or other duties
- Visit the dealers



This exhibition's souvenirs include a set of miniature sheets from the Headlines series that few people have seen and will be limited to 100 sets only, as this is all Australia Post could supply. They will be in demand as our souvenir items have been popular over the years. The Supporter's cClub also has some nice items. We will also have another imperforate booklet. These are the rarest items put out by Australia Post as they are limited to 250 only, and only one a year from now on. In my opinion they are the most underrated items in Australian Philately.

If you are able to assist in the first instance let the Secretary, Elspeth Bodley know at Elspeth@grapevine.net.au or contact me at darryl.fuller@home.netspeed.com.au Also take a look at the website www.canberrastamps.org for the entry form and first bulletin.

Apology and Correction

In the last issue of Capital Philately your erstwhile editor failed to double-check one of the articles submitted for publication and missed the detailed captions for the figures in the article. The article in question was "Check in the Mail" by Miles Patterson. I sincerely apologise to Miles for the error. The most significant mistake by me (in doing my own captions) was the Bulgarian postcard that I listed as Russian. The correct captions are as follows:

Figure 1. 'Algebraic' and correspondence chess notation. Brazil, 1980.

Figure 2a. Correspondence chess postcard - front. 'Suomen Kirjeshakkiliitto' means Finnish Correspondence Chess Federation.

Figure 2b. Finnish correspondence chess postcard – reverse, showing use of international correspondence chess notation, although the board diagrams have the algebraic grid.

Figure 3. 50 Years of Correspondence Chess in Bulgaria. The logos combine a chess piece or board with the posthorn.

Figure 4. International Correspondence Chess Federation Congress, 2003. Postalia meter stamp.

Figure 5a. USSR postal stationery for correspondence chess – front.

Figure 5b. USSR postal stationery for correspondence chess – reverse. The board diagrams show the international correspondence chess notation, but the moves are given in algebraic.

Figure 6. Soyuz 9. USSR, 1970.

The Growing Interest in Commercial Airmail Covers

Darryl Fuller

(Note – The images in this article were taken directly from the web and may not be up to the usual standard of images used in Capital Philately.)

Any collector who regularly reads Stamp News will have read one of Rod Perry's articles on commercial usage of Australian stamps, and possibly his special articles on very high frankings on covers to Australia. The sale of Rod's collection of inward airmails to Australia showed that there is interest in this material with items selling up to five figures. Twenty years ago if you had said some of this material would be in the high three-figure range, let alone four and five figures, many collectors would have scoffed. However, the interest in commercial airmails continues to grow as the following illustrates.

My own interest in commercial airmails is mainly limited to inter-island airmails of the Caribbean, plus some South American covers to the Caribbean. Sometimes I come across covers that I think can't be common but don't fit my own collection. Some of this material sells for high prices as the following nine covers show. They are all Clipper covers sent during World War 2, with one exception. The covers were sold over the last two months by an eBay seller called Grace Philatelics. They were part of a collection that is being broken up and sold. The travails of WWII airmails make a fascinating tale and the covers, with their high postage rates, will only increase in value as more and more collectors begin to realise the story that can be told using this type of material. As noted, each cover had from 4 to 13 different bidders, so it isn't just two people bidding against each other. When you think about material like this, imagine how hard it would be to get another copy of one of these covers, let alone all nine!

1 1941 Transpacific Clipper cover from Palestine (FPO 120) to Canada

This cover (Figure 1) doesn't look that exciting, franked with two common 2/6d Great Britain stamps, however, it sparked the interest of seven different bidders realising \$US665.95. It was

posted on 21 July 1941 at Field Post Office (FPO) 120, which was located in Palestine in July 1941, and addressed to Canada. It was marked to fly the Pacific Clipper service via Hong Kong. This meant that it flew eastward on the BOAC Horseshoe route to connect with Pan Am's Transpacific Clipper service at Hong Kong. It was censored and is backstamped Ontario 28 August 1941. This means it took 38 days to arrive by airmail. It was then forwarded within Canada.

I am not sure why this cover sold for the highest amount among the nine covers but clearly two people wanted it quite badly.



Figure 1: 1941 Clipper cover from Palestine to Canada

2 1940 Pacific Clipper Cover from St Lucia to India

Airmails from Saint Lucia are not common, in my opinion, so Figure 2 represents a quite rare cover. It is another Transpacific Clipper cover, this time from the West Indies to India. It is franked a total of 6/10d which is a very high rate for a half ounce letter. It is also franked with the relatively scarce 5/- value. The rate is correct for all air transmission (1). The cover is backstamped Antigua on 25 March, Hong Kong on 7 April and Karachi on 16 April. Based on the date of posting and the transit markings this cover

was flown on FAM 6-10 (2) from St. Lucia through Antigua to Miami; then USA domestic airlines from Miami to San Francisco; by Pan American Airways FAM 14 Honolulu Clipper which departed San Francisco 31 March 1940 and arrived in Hong Kong 6 April; from Hong Kong to Bangkok on BOAC Feeder service Flight HB 227, 10 April; BOAC / Imperial Airways from Bangkok to Karachi, India (now Pakistan); and finally Indian domestic airlines to Bombay.

This is a truly rare cover that sold for \$569.99 and was competed for by six different bidders. You would be hard pressed to find another.

3 1940 USA China Clipper Cover to Indochina

The vendor stated that this was the only Pacific Clipper cover (Figure 3) they had seen going to Indochina. This is a quadruple rate cover (4x70c) and was posted on 21 May 1941 at San Francisco. On the reverse is a Victoria, Hong Kong transit marking dated 29 May, confirming that this cover was flown on the China Clipper that departed San Francisco 21 May, and arrived in Hong Kong May 29. From Hong Kong, the cover was probably flown to Hanoi by Air France, on the Hong Kong to Marseille route, which left Hong Kong on 1 June. It was off-loaded in Hanoi, possibly to be censored there; backstamped Hanoi on 3 June 1940 and finally, from Hanoi to Saigon, probably by train and is backstamped Saigon 5 June 1940.



Figure 2: 1940 Clipper cover from St Lucia to India

Although Clipper mail from the USA has to be far more common than from St Lucia, this cover still sold for \$US560 and had 5 different bidders.

4 1941 Pacific Clipper Cover from Argentina to New Zealand

The vendor noted that this cover (Figure 4) was a huge rarity and I wouldn't disagree. This cover was flown on the first flight of the extension of FAM 14 to Singapore. The registered cover was postmarked on 25 April 1941 at Buenos Aires and has a very high 14.52 Pesos franking. The vendor notes it is the only commercial cover he has seen for this flight and gives the following historical context:

In spite of increased tensions around the world, Pan Am decided to extend the Pacific service from Manila to Singapore in 1941. On May 3, 1941 the California Clipper departed San Francisco under command of Captain J.W.Burrows, stopping at Honolulu (May 4), Midway, Wake, Guam, Manila, and arrived at Singapore on May



Figure 3: 1940 Clipper cover from the USA to Indochina

Capital Philately

10. This was the first flight of the extended service to Singapore. The May 4 Honolulu backstamp on this cover confirms that it was flown on this first flight of the extended service to Singapore.



Figure 4: 1941 Clipper cover from Argentina to New Zealand

Based on the backstamps the route was FAM 6-10 to Miami; USA domestic airlines to San Francisco; FAM 14 California Clipper which departed San Francisco 3 May, arriving in Singapore 10 May; BOAC Horseshoe route to Sydney, Australia; and finally TEAL (Tasman Empire Airways Ltd) to Auckland. The cover sold for \$US550 with 13 separate bidders!

5 1939 Pacific Clipper Cover from the US Virgin Islands to Thailand

This is an amazing cover (Figure 5) in my opinion and is the only one not flown during WWII. Mail to Thailand is far from common and the combination of origin/destination probably makes this cover unique. It was postmarked at Charlotte Amalie on 16 February 1939 and addressed to someone working on a ship, and sent care of The East Asiatic Co. Ltd. The rate of 80c is actually quite rare for a trans-Pacific cover and represents 10c to the mainland and 70c by Clipper. There is a Hong Kong transit marking on reverse dated 3 March 1939, and a Bangkok arrival marking dated 8 March 1939. This is truly an amazing



Figure 5: 1939 Clipper cover from US Virgin Islands to Thailand

cover that the vendor noted would fit a number of collecting areas. It realized \$US548.80 and had five separate bidders.

6 1940 Pacific Clipper Cover from Tam-Dao, Indochina to Canada

An uncommon origin/destination, this cover (Figure 6) was posted on 25 July 1940 and is franked 1.05 piastres and was censored by both the French and English. The route can be determined from the date of posting and the backstamps. The cover went from Tam-Dao to Hanoi by domestic transport, probably by surface truck. From Hanoi to Hong Kong, this cover was flown on the BOAC Bangkok to Hong Kong feeder service flight BH 257 that departed Bangkok on July 29, arrived in Hanoi that same day, where this cover was put on board, and the flight then continued on to Hong Kong, arriving later that same day – 29 July, 1940. This cover is backstamped Hanoi

27 July and Hong Kong 29 July. From Hong Kong, the cover was flown on the China Clipper that arrived in Hong Kong 30 July and departed the next day for San Francisco, arriving there 7 August. It was then carried by USA and Canada domestic airlines from San Francisco to Montreal.



Figure 8: 1941 China Clipper cover from New York to Singapore

Summary

What I like to see with this material is not so much the prices, with an average of close to \$US500 a cover, but rather the number of bidders who are beginning to realize the scarcity of much of this material. There are many 19th and 18th Century covers that sell for a fraction of this. I can only see demand increasing for commercial airmails. The interest in this material is also impacting on first flight covers I believe, with a

number of collectors looking at airmail postal history rather than aerophilately. However, that is a discussion for another day.

Notes:

1. The West Indies Year Book 1941-42, Thomas Skinner, Montreal
2. FAM is Foreign Airmail Route

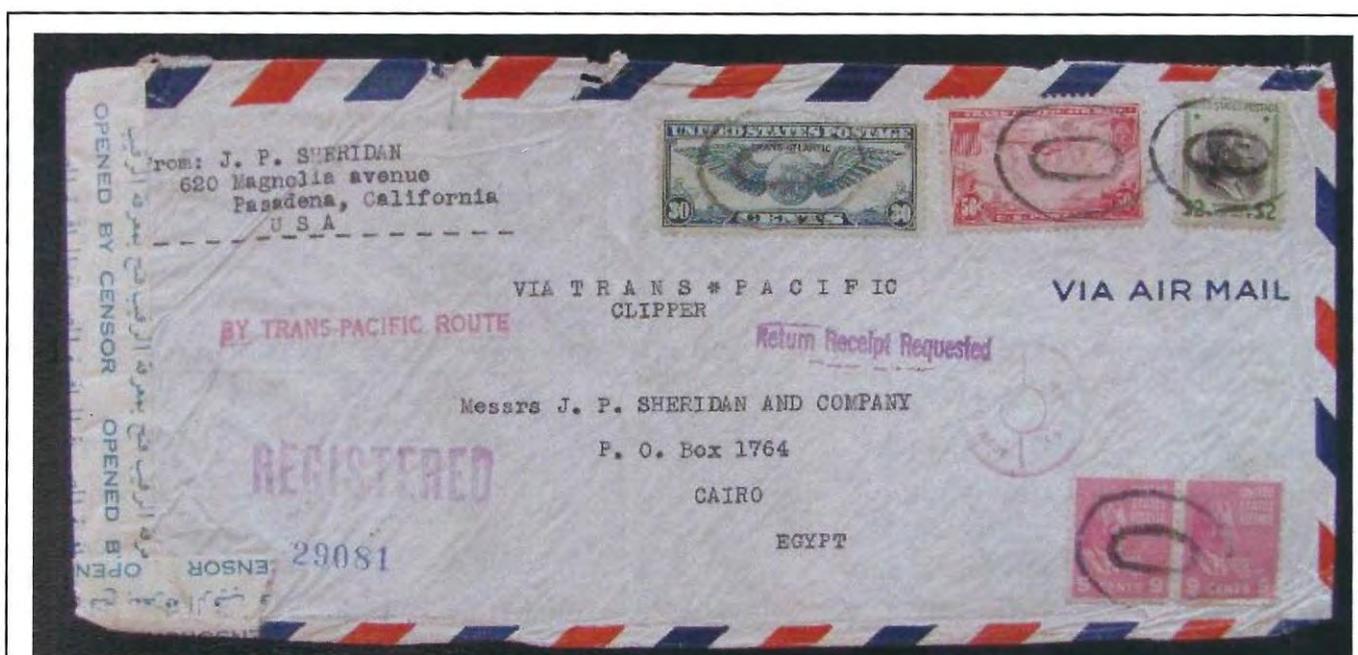


Figure 9: 1941 China Clipper cover from California to Egypt

Australian 'Post & Go' Machines?

Daniel Tangri

On 16 June 2011 Australia Post announced plans for a network of 'post offices of the future' in major centres. The post offices would emphasise the services that are currently in demand – for example, posting and picking up online shopping, travel services and financial and passport transactions. The post offices would also include a special '24/7 zone for customers to pick up parcels, vending machines where customers can buy stamps and packaging products as well as weigh and send parcels at any time that suits them.'

The first of these post offices of the future opened at the Brisbane GPO. Others have been rolled out since then. Recently, I stopped off at the Canberra GPO to post an item and visited its '24/7' zone. The key feature that attracted my attention was something that looked suspiciously like a Royal Mail 'Post

Wincor Nixdorf or Hytech, who have (to date) made the Royal Mail's machines. NCR also make the self-service machines in local supermarkets, and Australia Post's machine looks remarkably like those. The machine provides two services – a quick means for paying bills and postal services. To make things easier for customers, the 24/7 zone provides facilities for weighing items at the machine and for posting parcels through the slot adjacent to the machine.

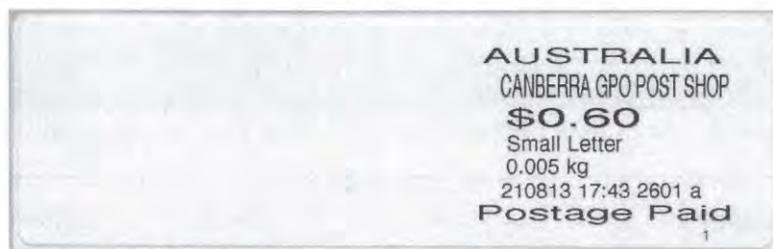


Figure 2A: 60c Basic small letter rate



Figure 1: Australia Post Postal Station

The machine can only handle domestic mail, but offers three basic rates – small letter (60c), large letter (\$1.20) and parcel post (variable cost depending on weight and the distance to be travelled, but the base rate appears to be \$6.95). When purchasing a parcel post label the machine gives you the option of purchasing recorded delivery (an extra \$2.95) or using express post (\$9.95). The machine prints labels for these rates (Figures 2A-C). Labels are only able to be printed as single items – the machines cannot print strips, as is the case with the Royal Mail machines. The machines also provide receipts, which in accordance with legal requirements set out the total Goods and Services Tax payable on the transaction.

& Go' machine (Figure 1).

The machine is different – unlike the Royal Mail machine, this is set up to handle both cash and credit card transactions, and the machine is made by NCR, rather than

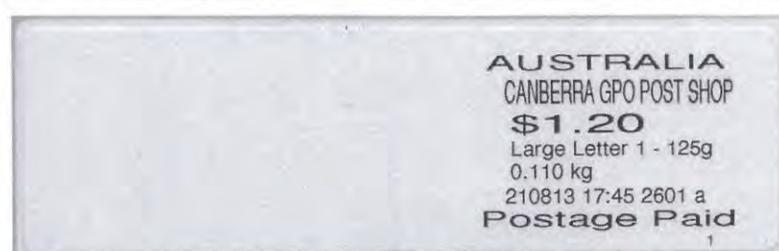


Figure 2B: \$1.20 Basic large letter rate

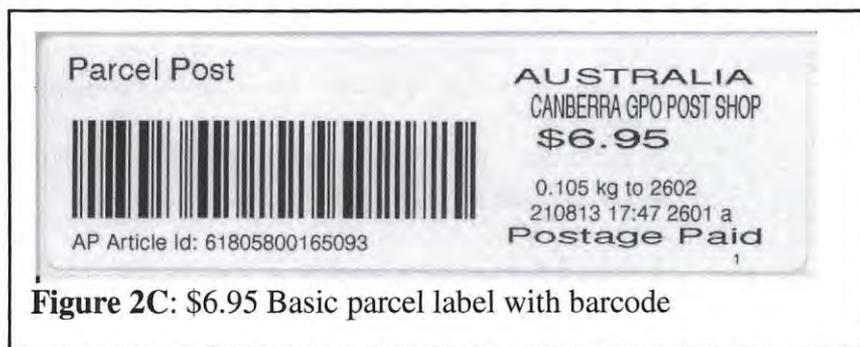


Figure 2C: \$6.95 Basic parcel label with barcode

The labels are fairly crude, being little more than printed rate descriptions on white backing paper. That said, technically these labels fall into the same category as the ‘counter-printed stamps’ of the 1990s. Those carried illustrations that matched the ‘Threatened Species’ definitives of the time, and as a result enjoyed a fair amount of collector interest. If Australia Post ever goes down the Royal Mail route and adds pictures to these labels I suspect they will come to be viewed as stamps of some form.

Book Reviews

Sometimes Eagle's Wings: The Saga of Aéropostale

Joy Dunkerley

It is important to state up front that this is not a philatelic book. It is, however, a very well researched and written book on the airline Aéropostale based on much material that only appears in French. There is some discussion of the mail in the book since airmail contracts were the key to the development of early airlines.

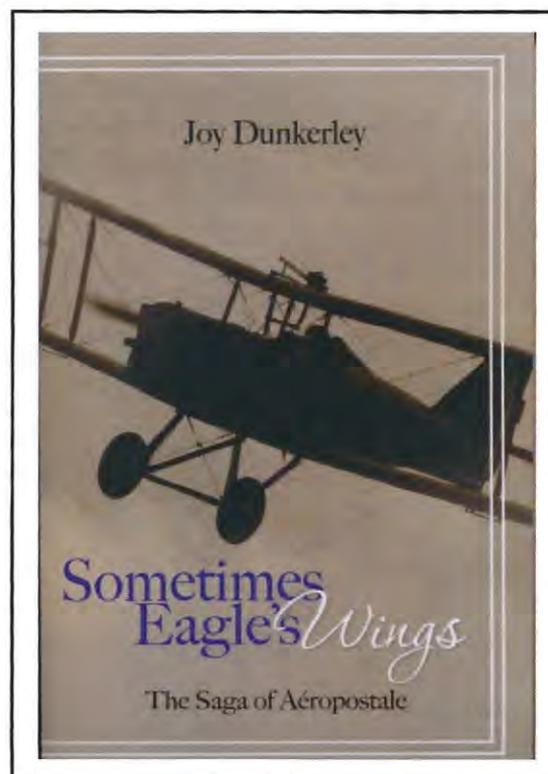
Aéropostale was a French airline that operated from 1918 to 1933. The airline was started by Pierre-Georges Latécoère and he was always ambitious in a way no other airline was. In 1918 the few commercial air services in the world were large over short routes or safely over land between major cities such as London to Paris, Paris to Belgium and New York to Washington via Philadelphia. These air routes often followed existing infrastructure such as roads and railways, or in the case of the USA in the very early days there were large arrows painted on rooftops to help guide the planes!

Latécoère did not think small and from day one he envisaged an intercontinental air service linking France with Africa and Latin America – a distance of 7,800 miles. You need to remember that the average plane at the time could only fly a little over 300 miles, there was little meteorological data and ground facilities barely existed.

I will leave you to read the story of perhaps the most important airline in the world as it develops long distance flight, night flying, radio navigation, training programs and airline management including the logistical challenge of servicing aircraft in remote locations.

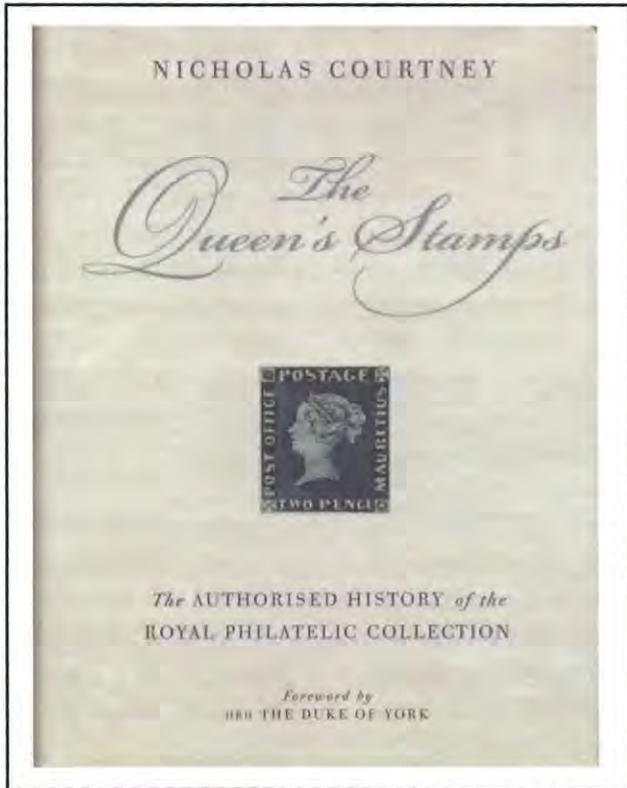
I can highly recommend this book. It is not a dry history book but a good read about a fascinating time with amazing feats. Some of the tasks undertaken would be difficult to do today with our modern technology. If you have any interest in aerophilately then read this book, and even if you don't it is still worth a read.

The book itself is paperback of 238 pages, published in 2011, with five maps but no other illustrations. It is available from Book Depository (www.bookdepository.co.uk) for a little over \$A15 post free. (Reviewed by **Darryl Fuller**)



The Queens's Stamps – An Authorised History of the Royal Philatelic Collection

Nicholas Courtney



This is a fascinating and beautifully illustrated book about the building of perhaps the world's greatest philatelic collection relating to Great Britain and her Empire, which also affords us a rare glimpse of the workings of the British Royal Family from the times of Queen Victoria onwards. The book covers the development of the collection from the time of Prince Alfred, the second son of Queen Victoria to King George V (who became the most ardent of philatelists in the Family) through King George VI to the reign of the present Queen.

Stories about the acquisition of great rarities abound, but what is most fascinating is the ways and means by which many of these and more ordinary items were acquired. The most interesting development of the collection occurred during the life and times of Prince George, later George V. Being a member of the Royal Family has its benefits and many important stamps were acquired gratis during trips abroad when George and his predecessor Alfred were serving in the Royal Navy.

Alfred joined HMS Euralyus as a midshipman at fourteen and had a habit of selling letters from

his mother, Queen Victoria to other sailor for 5 Pounds. Among other things he purchased stamps with the income. He visited Australia, where he was shot at and became as Duke of Edinburgh, the honorary President of The Philatelic Society, London.

Prince George, later George V was to receive his uncle's collection and take it to a higher level. His father Edward VII was not particularly interested in collecting, apart from his own issues, but encouraged his son. As a young naval officer George noted in his diary "another lovely day. Arranging stamps" while it was often said his main pleasures in life and a perfect day would entail shooting wild animals at Balmoral by day and attending to his stamp collection in the evening. His children were terrified of him and his rages were formidable, however whether in the Stamp Room at Buckingham Place or engaged in any philatelic pursuit he was serene and polite.

I have always thought that if a royal monarch were ever feeling a little downhearted, an evening sorting Commonwealth stamps (which would invariably contain an image of ones visage on each stamp) would likely cause a healthy rise in one's mood and self esteem. Or possibly not ... With the death of King George V the collection was maintained and continued through to the present reign, but would never again be the obsession, social focal point and pre-eminent hobby of all succeeding monarchs.

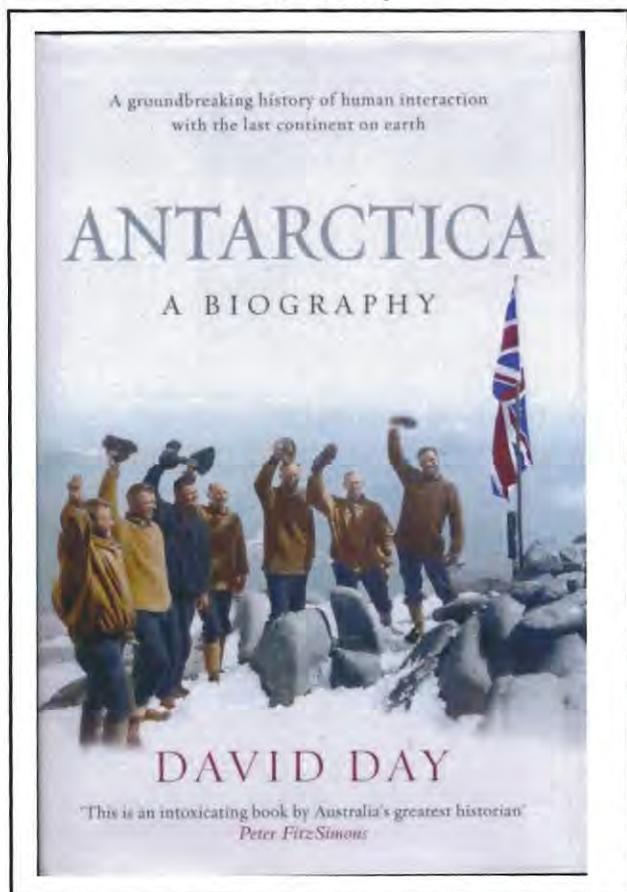
This book is as much about the keepers and curators of the Royal Collection, the first being John A Tilleard who was appointed in 1893 to George when he was Duke of York and later Sir Edward Bacon who was curator of the King's Collection for over 25 years. Sir John Wilson became the keeper while George VI was on the throne. All these men advised their monarchs on purchases, bid on their behalf (usually secretly) at auctions and arranged and mounted the collections.

The Queen's Stamps manages to be a delight both to collectors and social historians, not an easy feat to achieve. Highly recommended. It was published by Methuen in 2004 and is 337 pages.

(Reviewed by **Peter Kunz**)

Antarctica - A Biography

David Day



This is another non-philatelic book (albeit with the odd mention of postage stamps) but one that is essential reading to anyone putting together a polar exhibit. As the cover notes, this is “A groundbreaking history of human interaction with the last continent on earth”.

I have a great interest in the Antarctic, even though I do not collect the stamps or postal history. When I was young I tried to get a job down there, but just missed out. I have read many books about individuals or single expeditions, but this is the first book that pulls them all together into a coherent history.

The book is 614 pages long, of which 523 are the story and epilogue, while the last 90 or so pages are endnotes, a bibliography and an index. There are 16 pages of illustrations or photographs and even one of a stamp!

There are 21 chapters covering the period from the 1770s through to 2012. What I like about this book is the overarching level of research but written in a way that is easy to read and digest.

As Australians we have a very British-Australian view of the Antarctic but this book covers all of the nations involved in exploring, claiming and trying to develop the Antarctic. Australia may claim a large portion of Antarctica but our claim is somewhat tenuous.

Did you know that it was almost certainly a Russian, Captain Gottleib von Bellingshausen, that should be credited with discovering the Antarctic continent?

The other aspect of this book that is interesting is the importance that postage stamps and post offices played in claims for territory (including the much disputed Falkland Island Territories). In order to really claim land as your territory a country needed to actually take possession and live there. With Antarctica this didn't really happen until the 20th century. In order to boost claims post offices were set up and postage stamps were produced. This is why we have the Falkland Island Territories stamps – not so much because they were needed but for political reasons. British claim over much of this territory was tenuous when compared with claims from Chile and Argentina. So next time you think all those Antarctic stamps are purely philatelic, think again, there were strong political reasons for issuing them.

(As an aside there is an interesting article in the current issue of the London Philatelist (1) on the 1911-12 South Georgia handstamp, which is an excellent read.)

I highly commend this book. It is well researched and very well written and although it will take a while to read, is well worth the effort.

The book is published by Random House Australia Pty Ltd and was first published in 2012. I have the hardback version for which I do not have a price or knowwhether it is still available in this format. However, it is available as a paperback with a recommended price of \$34.95. (Reviewed by **Darryl Fuller**)

Reference

(1) *1911-12 South Georgia Provisional 'Paid at/At' Handstamp*, Hughe Osborne, The London Philatelist, Vol 122, October 2013, p290

Not All First Day Covers Are The Same

Darryl Fuller

Many collectors dismiss first day covers (FDCs) as not worth collecting but there are different features that can make them an interesting (and not expensive) study.

These days Australia Post usually has a special postmark it uses on FDCs – something appropriate to the subject. A postmark of Cockatoo on a bird issue for example. They are also producing unusual postmarks such as coloured foils like those used on some Chinese New Year issues and at Australia 2013. This would certainly make an interesting sideline. Indeed Australia Post produced some very limited run (250 or 500 I think) of some of the FDCs in different colours to normal to be sold by the organising committee of Australia 2013 as a fundraiser for the exhibition. These may still be available so check with the APF Archival Products Store (www.apf.org.au).

Back in the 1980s these special postmarks were more localised for FDCs. Figures 1-3 show a set of FDCs issued for Aboriginal rock paintings as part of the Bicentenary celebrations. Normally these three covers have a capital city FDC postmark. However, all were postmarked in Derby in Western Australia as this was close to the famous Gibb River rock paintings. I was lucky in that I had a friend living in Derby at the time who sent a set to me. Derby is about as far away from Canberra as it is possible to be in Australia. Figure 4 illustrates an enlarged copy of the postmark. A collection of such postmarks on FDCs would not be easy to put together but would be both interesting and worthwhile. In the UK where FDCs are still collected such covers are highly sought after.

The Gibb River rock paintings are considered to be between 30,000 and 50,000 years old and were possibly created by an earlier wave of humans to modern Aborigines. They are at the Wandjina Gorge at the end of the Gibb River road. Take a look at a blog by Tim Bowden to get a little more information and some images of these amazing paintings (<http://www.timbowden.com.au/travel/tims-articles-for-caravanrv-magazine/our-ancient-art-galleries/>).



Figure 1: 1988 Rock painting FDC



Figure 2:



Figure 3:

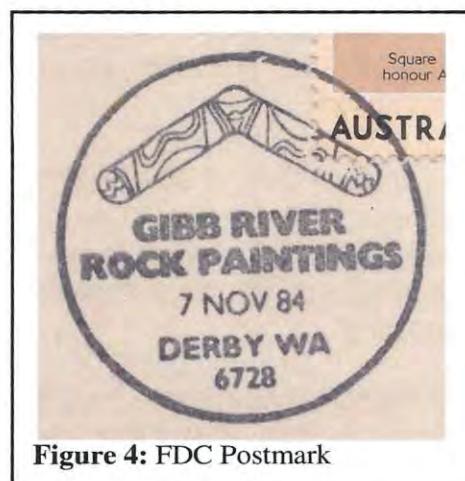


Figure 4: FDC Postmark

Israeli Revenues Part 2 - Addendum

(Capital Philately Vol 29 No. 2 February 2009)

The Agrah Sherutim stamps or service fee stamps discussed in the article back in February 2009 included the following values – 50pr, 100pr, 200pr, 250pr, 350pr, 500pr, 1I.L., 2I.L., 4I.L., 5I.L. and 6I.L. These stamps are not overly common used with few people collecting them, although the 500pr and 1I.L. values are little more common because they appeared on birth and death certificates. The other values are scarce to rare and I am yet to find a copy of the 100pr stamp. These stamps were replaced by the Agrah stamps that were much more widely collected and studied.

I have made a study of these stamps and there are a variety of perforations and two different watermarks. I was surprised six months ago to be corresponding with another collector who sent me scans of what he had. The surprise being a completely unrecorded 3I.L. value (Figure 1). To date this is the only recorded copy of this stamp.

About two months ago I received another surprise when another new value, the 8I.L., turned up on eBay. I recognised it immediately, the trouble is so did four other collectors, and a



Figure 1: Unlisted 3I.L. Agrah Sherutim

bidding duel started that luckily I won. These two stamps raise the interesting possibility that there are other values out there – most likely a 10I.L. purple to match the later Agrah series.



Figure 2: Unlisted 8I.L. Agrah Sherutim

Exhibition Timetable

Dates	Exhibition	Classes
19-25 Nov. 2013	FIP Rio De Janeiro	All FIP
14-16 March 2014	Half National Canberra Stampshow 2014	PH, Aero, Astro, Them., Open, Maxi., Frugal and all State classes
12-17 March 2014	FIAP Saudi Arabia	Traditional, PH, Youth and Literature
7-12 August 2014	FIP Seoul, Korea	All FIP
29-31 August 2014	Baltex, Malmo Sweden	National (with participation by Australia)
18-19 October 2014	Half National Stampex Adelaide	Trad., PS, Rev., Polar, PC
14-16 Nov. 2014	Baypex NZ	All national classes
1-6 December 2014	FIP and FIAP Kualar Lumpur	FIP – youth, the rest FIAP
April 2015	National Sydney	All national (ANZAC Theme)
2015	FIAP Hong Kong	?
13-17 August 2015	FIP Singapore	All FIP
First half 2015	FIAP Bangkok	All FIP
28 May – 4 Jun. 2016	FIP New York	All FIP
2016	FIAP Qatar	All FIP (?)
2016	FIAP & Nat. China	FIAP – Trad, PH Lit., Youth, Modern
2017	FIP Indonesia	All FIP

MACHINATIONS

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Machin Post and Go Update

Daniel Tangri

Quite a lot has happened since I last provided an update on Machin Post & Go issues in the December 2011 edition of *Capital Philately*. At the time it had seemed likely that Machin Post & Go labels would be used mainly for exhibitions or testing, and the pictorial Post & Go stamps would replace them; this, at least, was what had been claimed on various Internet blogs. However, the labels have remained in use at some post offices, where they appear to alternate with Post & Go labels with other designs. They have indeed been used at more exhibitions or stamp shows, often with unique overprints, in a manner rather reminiscent of the last years of Australia's own counter-printed stamps of the early 1990s. During this time several new varieties have appeared, including one that will probably be the 'key' item in any future display of Machin Post & Go labels.

The inverted label error

This key variety was discovered at the Ludgate Circus Post Shop in May 2012. Labels in one of the Wincor Nixdorf machines came out inverted, so that the thermal printing for the codes and rates was printed directly onto the head, which

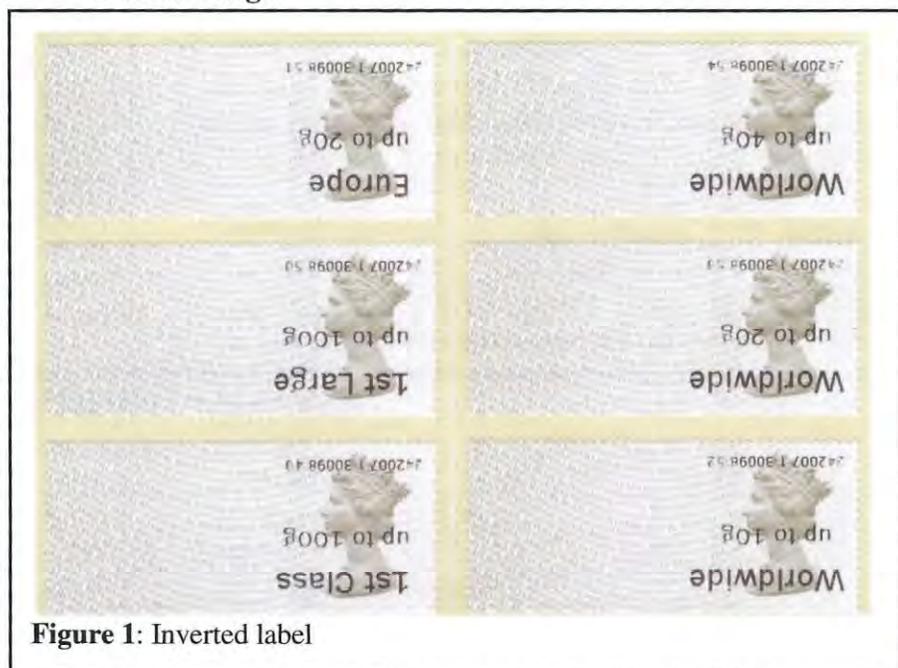


Figure 1: Inverted label

was upside down (Figure 1). The printing was made directly onto the phosphor bands and is as a result a little faint and patchy. The roll of labels ran out fairly quickly and it appears that only about a dozen collectors' strips exist (the lucky discoverer also managed to print out strips of single values). The labels have been available only from one seller on eBay and, when first offered, quickly settled at a price of about £260 (the seller has raised the price since then).

Machin enthusiasts have devoted quite a lot of thought to working out how the error may have occurred. One possibility, which was suggested



Figure 2: Interior of a Hytech Post and Go machine

to me by the seller himself, was that the labels were placed onto the reel upside down. I have never seen the inside of a Wincor Nixdorf machine, but have seen the inside of a Hytech machine (Figure 2). Assuming that the rolls of labels are placed inside the Wincor machines in much the same manner, if the roll was placed in the machine upside down then the end of the roll would have had to be wound over the top of the reel to come out of the machine. It is possible that this may have been done by a new or untrained staff member, and it is worth noting in this regard that the Ludgate Circus post shop is a franchise, operated as part of another shop, which perhaps makes it more likely that a staff member may not have known how to operate the machine.

Others have suggested that a roll may have broken at the printer, and been repaired rather carelessly, so that the new section was attached upside down in relation to the original roll. Such things have happened with coil strips before, so this explanation is clearly possible. In all honesty, however, I should state at the moment that we don't really know exactly how the error occurred and its precise cause must remain something of a mystery unless further evidence comes to light.

The Diamond Jubilee Overprint

In the December 2011 issue I described how the Hytech machines were taken to Stampex in 2011 and vended Machin Post & Go labels with a special overprint in honour of Arnold Machin. This must have been a success, because special overprints on Post & Go stamps have multiplied since then. There was no real operational need for any of these special overprints. They are essentially philatelic products and are likely to be relegated to footnote status in some catalogues. That said, they will probably be key components of any future Machin Post & Go collection!

The next special overprint to appear after the 2011 Arnold Machin overprint was released at Stampex in 2012, honouring the Queen's Diamond Jubilee (Figure 3).

The overprinted stamps have a special code in place of the normal code that identifies the post office – 002012, which simply identifies the year of the overprint (the Arnold Machin overprint was similarly coded 002011). Examples are known with both full phosphor bands and with the right band inset.



Figure 3: Diamond Jubilee

The Perth Overprint



Figure 4: The Perth overprint

examples from each roll in a single session. The machines vended Machin labels with the overprint ‘Perth 2012 19-22 October’ in two lines. Examples are known with full phosphor bands or with bands short at the bottom.

The machines also had a new style of code (Figure 4). The first group of digits in the bottom row is A0GB12, which itself comprises four different bits of information. The ‘A’ identifies which reel the label came from – in this case reel A (which, oddly enough, from all the evidence I have seen of the internal setup of Hytech version 2 machines, is the reel at the right of the machine and not the left). O then identifies the month (October). The months from January to September are coded 1-9, and October, November and December are coded O, N and D (I suspect there are limited spaces in the code field and therefore a two-digit code for the month was not able to be programmed into the

The 2012 National Philatelic Exhibition was held in Perth, Scotland, from 19-22 October. The Royal Mail sent along a new type of Hytech machine to this exhibition, known as version 2. The key new element in the version 2 machine is that it can hold two rolls of labels, allowing a customer to buy

machine). GB stands for the country in which the label was printed (Great Britain). As will be seen later in this article, Machin Post & Go stamps have since been printed in one other country, and this field in the code changed to suit! Finally, the ‘12’ represents the last two digits of the year (2012).

The next group of digits is the machine number (A2), which is then followed, as before, by a group of numerals specifying the session number and two numbers specifying the transaction number within the session.

Examples of this label used on ordinary or commercial cover during October 2012 are unlikely to be common.

The Camden Market Labels

The Post Office opened a special ‘pop-up post office’ at the Stables Market in Camden for



Figure 5: Camden Market pop-up post office

Christmas 2012 (Figure 5). The pop-up post office was open from 30 November to 24 December and was open seven days a week. As well as selling Post & Go stamps, it offered customers a special gift-wrapping service, with all donations going to BBC Children in Need. Two Hytech version 2 machines were set up in the shop. These offered the Christmas Robin Post & Go labels and also the Machin labels (Figure 6).

The main thing to note about the labels was that they were not overprinted, but included all six values that were then available from Post & Go machines. This meant that, for the first time, a



Figure 6: Camden market labels

Hytech-printed Worldwide up to 40g rate was available without an overprint. The previous unoverprinted Worldwide up to 40g label had been dispensed from Wincor Nixdorf machines only, and therefore the Hytech label is different because it has the unique font characteristics of Hytech machines – an elongated ‘0’, slightly bolder headings and font overall, and no lines of text inset (unlike Wincor Nixdorf-printed machines, which have the second line of text inset). The labels also have the new style of code at the bottom, but with the month changed to ‘N’ for November (as in Figure 6) or ‘D’ for December. The labels are known with full phosphor bands and with bands short at the bottom.

Similar unoverprinted labels were dispensed from Hytech machines at the York Stamp Fair in January 2013. The main interest in the labels from York is that examples were found with the right phosphor band inset.

The B.P.M.A. overprint

In December 2012 the post office announced that a Hytech version 2 machine would be installed at the British Postal Museum and Archive. This machine would dispense labels with a special overprint, ‘The B.P.M.A.’ (Figure 7 - early publicity material showed the labels with the words spelt out in full, which looked more attractive;



Figure 7: B.P.M.A. labels

such labels were however never publicly released). The overprints are only available from this machine, which has been permanently installed.

The Coronation varieties

During the 2013 Spring Stampex the Royal Mail issued a number of new Post & Go varieties. The first was a special overprint for the 60th Anniversary of the Coronation (Figure 8). These overprints were available from several machines – A2, A3 and A4 at the exhibition, and the ‘back office’ machine B2. Strips from A2 have been found with both full phosphor bands and bands short at the bottom. All the strips from B2 that I, and other people I know, have seen have bands short at the bottom.

The reason for specifying the different machines at this point is that a slight difference in the



Figure 8: Coronation labels

overprint settings was identified on labels from B2 (Figure 8). The line ‘The Coronation’ is inset by about 1mm (I have not tried to measure the distance precisely, because there do not appear to be any differences in the degree to which different examples are inset).

Second class post

Also at the 2013 Spring Stampex the Royal Mail issued the first Machin labels for second class postage. They are quite attractive items, being printed in a rather bright blue. Two labels were issued, for 2nd class mail up to 100g and for 2nd Class Large items up to 100g (Figure 9).

These labels have a date code printed onto the basic stock, as part



Figure 9: Second class labels

of the ‘Royal Mail’ security overprint that covers the surface of the label. This is MA12, indicating that the labels must have been printed in 2012 even though they were first issued in 2013.

The stamps may be found with full phosphor bands or with bands short at the bottom. Incidentally, the stamps give quite a strong afterglow under short wave ultraviolet light – something I had not observed before on earlier Post & Go stamps. The stamps were available from machine A4 and also from the back office machine B2, but in this case there do not appear to be any differences in the settings of the printing on the labels.



Figure 10: Second class labels from presentation pack

The Royal Mail also issued a presentation pack for the labels. These labels were printed from another machine, C2, and this time there is a clear difference in both the setting and location of the printing on the labels. The second line on both labels is slightly inset by a little less than 1mm; on labels from A4 or B2 this line is not inset. Furthermore, the printing as a whole has been shifted left, to the edge of the label (Figure 10). I am not sure whether this printing shift is characteristic of all labels printed on C2; other labels I have seen illustrated on eBay do not appear to be shifted as far to the left.

The Salisbury unofficial overprint

During March 2013 the dealer Rushstamps created some controversy by unofficially overprinting a batch of 6,000 2nd Class Post & Go labels that it had purchased at Stampex. The overprint reads ‘Salisbury Stamp Show 2013’

Capital Philately

and was apparently printed, according to *Stamp Magazine*, using a 100-year old letterpress (Figure 11). Rushstamps then used the stamps on letters to people on its mailing list. Apparently all the overprinted stamps were used, so no mint examples should exist. The overprints were not authorised by the Royal Mail, so in theory the stamps should have been invalid for postage and taxed as unpaid. However, all the covers I have seen appear to have passed safely through the post.

A number of covers or pieces bearing the unofficial overprints have appeared on eBay and have fetched quite good prices (covers can sell for between £20-30). The labels are unlikely to be listed in catalogues given their unofficial status, but will doubtless be sought to complete Post & Go collections.

The 84th Scottish Congress overprint

Yet another overprint (but official this time) was released at the 84th Scottish Congress on 19 April 2013 (Figure 12). The overprint was available on strips of six worldwide or first class values, but not on the second class values (which have not, in fact, been available since Spring Stampex). Other than the overprint there is nothing of any real note.

The World Stamp Expo overprints

For the World Stamp Expo, held in Melbourne from 10-15 May 2013, the Royal Mail decided to send two Hytech version 2 machines 'down under'. These machines would dispense the six worldwide and first class values with a special overprint.

Prior to the start of the exhibition the Royal Mail issued Machin stamps with the overprint, printed in the United Kingdom, so collectors in that country could buy copies. These stamps were overprinted 'Australia 2013 World Stamp Expo' and had the initial code A5GB13. The stamps actually issued at Melbourne, however, have a very clearly different overprint.



Figure 11: Rushstamps unofficial Salisbury overprint.

They bear the legend 'Australia 2013 Stamp Expo' and have the initial code A5AU13 (Figure 13). The AU stands for Australia and marks the first time Machin Post & Go stamps have been issued outside the United Kingdom.

Incidentally, there were considerable problems at the Expo with the Hytech machines. I arrived at

the Royal Mail stand at 12.30 on 10 May (the Expo opened at 12 noon) only to find that the machines were not working. For much of the first day only one machine worked; this had to be reset after each session. The other machine worked for about half an hour and then packed it in for the day. The problems were largely with the wireless Internet connections, which may have been 4G but clearly were not intended for commercial use. On the second day of the Expo the problems continued until a new Internet provider was called in. After the machines started to work properly they were reset to show



Figure 12: 84th Scottish Congress labels

the date 10 May, so labels bearing this date could have been vended on either the first or second day of the Expo.

Apparently, the strips with both versions of the overprint can be found with full phosphor bands or bands short at the bottom, but I have not seen all of these. My example of the strip printed in the United Kingdom has phosphor bands short at the bottom. By contrast, both of my copies of the strips printed in Australia have full phosphor bands.

MA13 labels

Mercifully, there have not been any further overprints on Machin Post & Go stamps since May, though one never knows what Autumn Stampex may bring. At the York Stamp and Coin Fair in July, however, the Royal Mail issued a new type of label from Hytech machines. These were the Machin label but this time with a date code (MA13) within the security printing, adjacent to the Queen's forehead (Figure 14). Such date codes are a feature of current security Machins, and their appearance on Post & Go labels should create a fair bit of fun in the future. One wonders, for example, whether the new style of label will appear soon with the B.P.M.A. overprint, and also whether it will be available from Wincor Nixdorf machines in post offices. Of course, next year the date code should change (to MA14?) so the fun will start again.

It is likely that the next year will bring further twists in the tale of Machin Post & Go stamps, requiring further updates in this magazine. Apparently the Royal Mail are considering introducing new types of machines, and one wonders whether these will lead to a new type of font. Sadly, I suspect that we haven't seen the end of the special overprints either!



Figure 13: Australia 2013 Stamp Expo labels



Figure 14: New label from the Hytech machine with MA13 security code

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Burrinjuck Dam

Elsbeth Bodley

(Editor: I have taken a new approach with this issue of Pastcards and put in a one-frame exhibit in its entirety. Please let me know if you think this works or you would prefer the earlier format.)

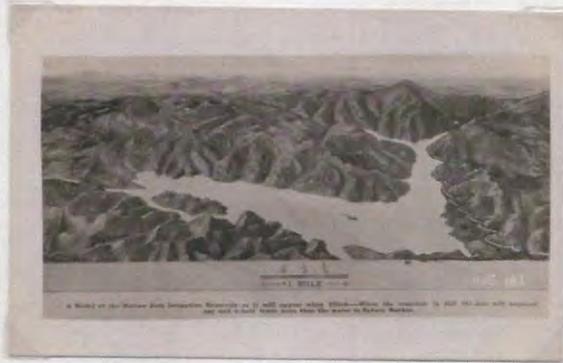
BURRINJUCK DAM, N.S.W. – 1907-1956

The Federation Drought of 1901-02, showed the need for more water storage and more agricultural land. The NSW Government established the Murrumbidgee Irrigation Area and built a dam on the Murrumbidgee River 416 km (260 miles) upstream from the Irrigation Area to provide the water.

When the Dam was planned it was the fourth largest dam in the world. Construction began in 1907 but was interrupted by floods, war, and engineering problems. Much of the early work was done by men and horses but the later remedial work (completed in 1956) was done by machinery.

These pages show:

- **where** the dam was built: in the hills just before the river enters the western plains;
- **what** was built: diversion channel, light rail, quarry, and the dam wall itself;
- **how** it was built: see the wall grow from riverbed to completion;
- **who** built it and where they lived: workers, Burrinjuck City, leisure times;
- **why** it was built: a glimpse of the Channel and the Murrumbidgee Irrigation Area;
- **when**: some contemporary newspaper extracts (in grey ink) help to tell the story.



“A model of the Barrin Jack Irrigation Reservoir as it will appear when filled – When the reservoir is full the dam will impound one and a half times more than the water in Sydney Harbour.”
Real photograph by C N Howard and Alfred Shornby of Yass (H&S No. 167).

References: ‘Burrinjuck Dam – a National Work’, publisher Water Conservation & Irrigation Commission of NSW, 1949, ‘Guide-book to the Excursion to Yass-Canberra and the Murrumbidgee Irrigation Area’, Pan-Pacific Science Congress, Sydney, 1923, Websites: Wikipedia, National Library of Australia Trove newspapers.

1

FROM "BARREN JACK" TO "BURRINJUCK"

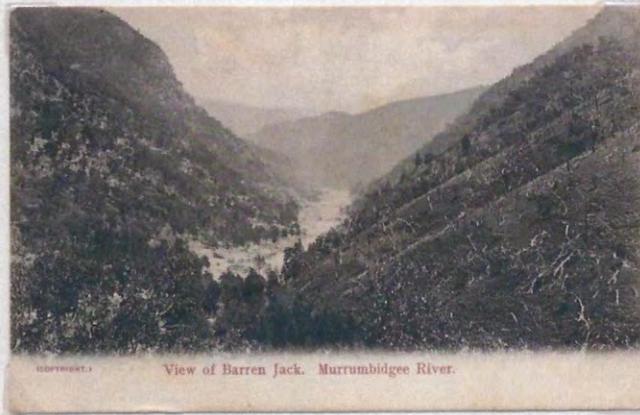
The hills on either side of the Murrumbidgee gorge were known as Barren Jack and Black Andrew. Presumably, "Barren" was not an appropriate name for a dam supplying water to a new irrigation area and by 1911 the project became known as 'Burrin Juck' and then 'Burrinjuck Dam'.

Another theory is that it comes from the Aboriginal words "Booren Yiack" meaning precipitous mountain.

Publisher: Howard & Taylor.

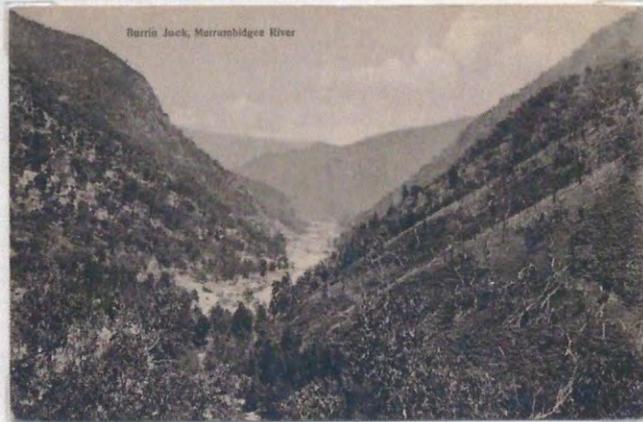
Colotype printing.

*Postally used
22 Dec 1906.*



View of Barren Jack. Murrumbidgee River.

These pictures are the same (apart from the clouds), only the name has changed.



Burrin Jack, Murrumbidgee River

Publisher: Will Thomson, Howard & Shearsby photographers, #1.

Colotype printing but "Made in Germany" has been crossed out so presumably pre-War stock sold during World War I.

Unused.

THE DIVERSION CHANNEL

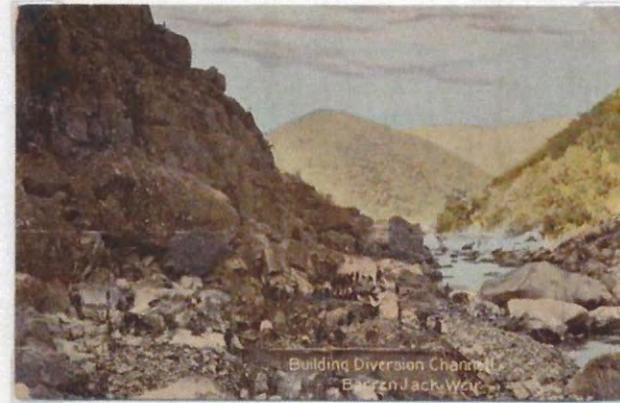
The Murrumbidgee River had to be kept flowing while work on the dam wall went on. The *Singleton Argus* (NSW) reported in its Saturday edition of 15 August 1908:

"The diversion channel, which carries about 90 per cent of the waters of the Murrumbidgee, is about 500 ft long, and 300ft wide, and 15ft deep, and is cut out of the solid granite rock at the foot of Barren Jack mountain. It is estimated that when full it will carry 8000 cubic feet of water per second."

Publisher: Harding & Billings for W. Taylor, Tobacconist, Yass.

Printing: three-colour letterpress.

Unused.

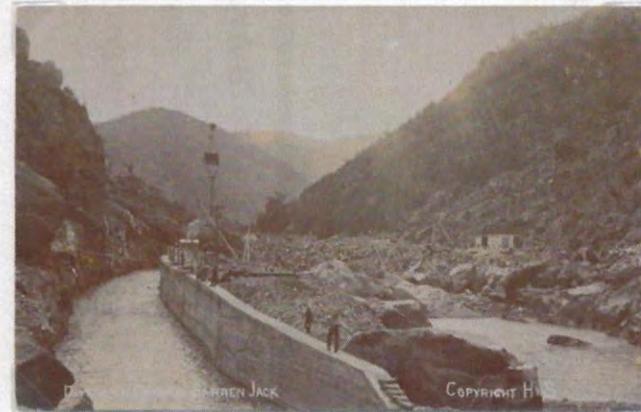


Building Diversion Channel, Barren Jack, W.C.N.

Publisher: Howard & Shearsby, Yass.

Real photograph.

Unused.



BARREN JACK

COPYRIGHT H.V.

THE DIVERSION CHANNEL

The diversion channel was finished by the winter of 1908 when the first of many floods arrived. Two major floods, in July 1922 and in May 1925 caused delays but surprisingly little damage. However, each of these floods showed the spillway capacities needed to be increased.



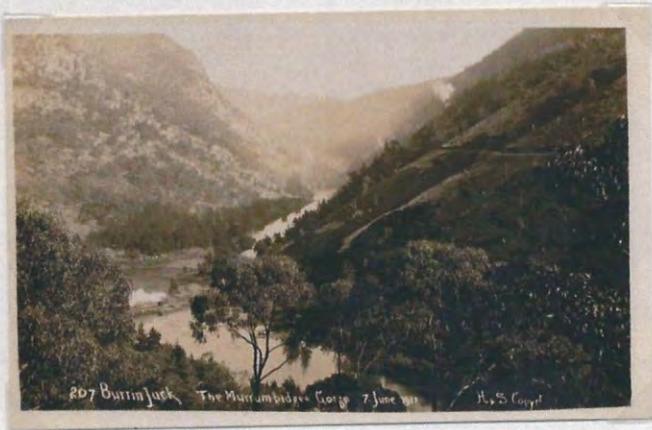
Publisher: Howard & Shearsby, Yass.

Real photograph.

Postally used June 1909, post-marked Barren Jack, to Dalton, NSW.

WORK ON THE SITE PROGRESSES

By 1911 the hillside on the right has been cleared and a road made. A low-level crossing of the Murrumbidgee can be seen, and the dam wall is making a lot of dust and smoke in the distance.



Publisher: Howard & Shearsby, Yass, no. 207.

Real photograph.

Unused.

207 Burrinjuck The Murrumbidgee Gorge 7 June 1911 H.S. Cuyler

LIGHT RAILWAY TO THE DAM SITE

The *Clarence & Richmond Examiner* of Grafton, NSW, reported on Saturday 6 April 1907:

"A good start has been made with the preliminary work in connection with the erection of the great dam on the Murrumbidgee at Barren Jack. The key of the situation is the establishment of communication with the main southern railway, distant about 30 miles from the site of the work. ... surveyors have almost completed the survey and location of the 2ft gauge railway which will be constructed from the site of the dam to the main southern railway at Goondah."

Two engines were used on this line, named "Robin" and "Archie". The line had a grade of 1 in 30 and some 90ft radius curves and took about 2 hours and 20 minutes to traverse.



Publisher not named.

Real photograph.

Unused.



Publisher not named.

Real photograph.

Unused.

MORE INFRASTRUCTURE

The dam wall was constructed from concrete, made on-site, and the quarry provided material for this work.



Publishers Howard & Shearsby, Yass #234.

*Real photograph
Unused.*

Large work- and storage sheds were required. Note the large delivery of fire-wood needed to power the steam engines.



No publisher named.

*Real photograph.
Unused.*

THE DAM WALL

By 12 February 1908 early work has begun on the dam wall.



Publishers Howard & Shearsby, Yass.

*Real photograph
Unused.*

By 7 April 1910 the work was well under way.

Publishers Howard & Shearsby, Yass.

Real photograph.

*Partially used
10 April 1910,
Yass to Sydney.*



THE DAM WALL

Huge concrete blocks weighing 9 tons were made on the site and then sent by the Lidgewood aerial cableway to their positions on the wall.

This is how the wall appeared on 15 March 1911.



Publisher Howard & Shearsby, Yass, no. 194.

Real photograph. Unused.



Publisher Howard & Shearsby, Yass, no. 193.

Real photograph. Unused.

WORK ON THE WALL IS DELAYED

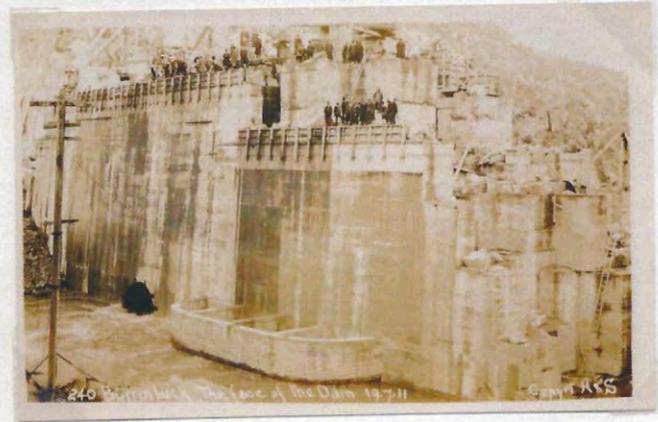
Sydney Morning Herald, Monday, 23 October 1911:

"...the preparation of the foundations for the wall on the northern side of the gorge above the river level has developed unexpected difficulties owing to the nature of the country. Hence another four months must elapse before the storage of water will be commenced."

19 July 1911

Publishers Howard & Shearsby, Yass, No. 240.

Real photograph. Unused.



Over a year later and progress has obviously slowed.

22 August 1912

Publishers Howard & Shearsby, Yass, No. 271.

Real photograph. Used Aug 1913.



THE DAM WALL

The Sydney Morning Herald, Monday, 13 January 1913:

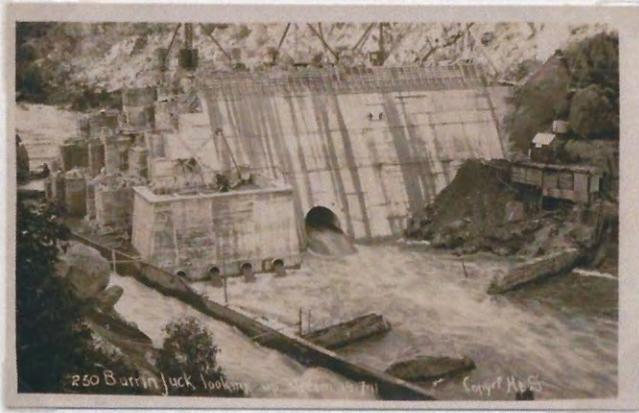
"The tunnel at Barren Jack dam was successfully blocked on Thursday. Water is being stored for the first time." Later that year water was released downstream for diversion to the Murrumbidgee Irrigation Area.

This is the tunnel which had to be blocked to allow water to build up behind the wall.

Publishers Howard & Shearsby, Yass, #230.

Real photograph

Unused.



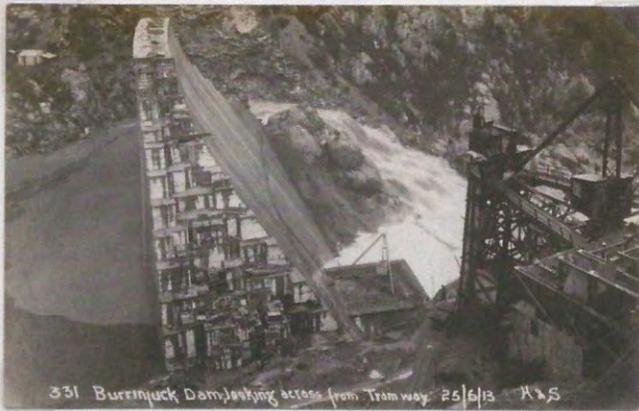
250 Burrinjuck looking across from Tram way. 25/6/13 K.S.

By 1913 work was proceeding well, but then came WORLD WAR I.

Publishers Howard & Shearsby, Yass, #331.

Real photograph

Unused.



331 Burrinjuck Dam looking across from Tram way. 25/6/13 K.S.

LIFE AT BURRINJUCK

THE WORKERS

The Queanbeyan Age, NSW, 11 January 1907:

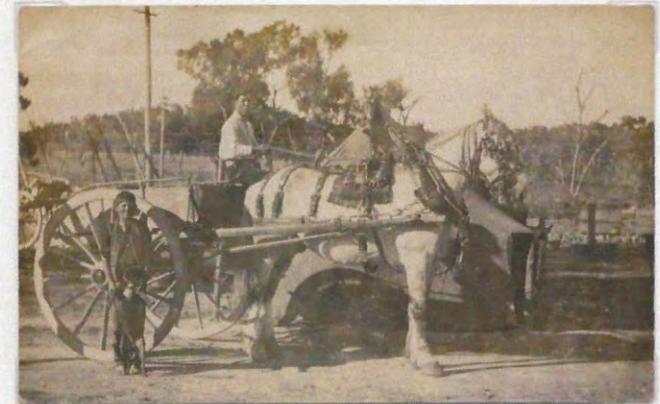
"Prospects of Work"

"We have had several inquiries from men as to the likelihood of employment on the construction of the Barren Jack reservoir. ... [An officer] said he would have enough tools for 60 men by Monday next. The wages are 8s (80c) a day hammer and drill men, and 7s (70c) ordinary pick and shovel men."

No publisher named but No.5 (or 517).

Real Photograph

Unused.



No publisher named.

Real Photograph

Unused.

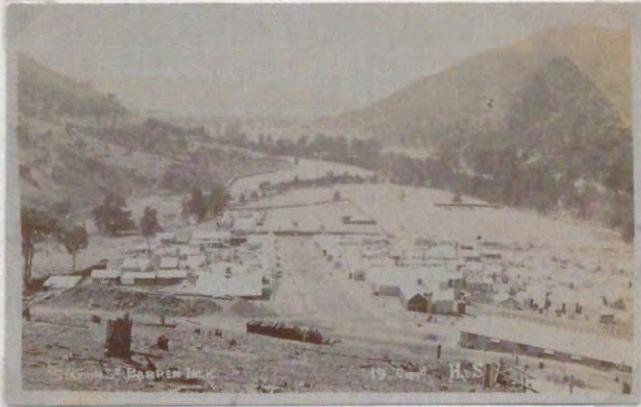
BARREN JACK/BURRINJUCK CITY

Clarence & Richmond Examiner (Grafton), Saturday 6 April 1907:

"A township has been established about a mile from the proposed dam, and it presents a scene of great activity, stores and boarding-houses having been erected by private enterprise. The engineers are pushing on with the water supply for the men and the construction of barracks in which the single men employed upon the works will be housed during the winter. A sanitary service has also been inaugurated and by the time the huge electric conveyors arrive from America, a well-organised and busy township will occupy the lower end of the hitherto lonely valley."

Publisher Howard & Shearby, Yass No.19.

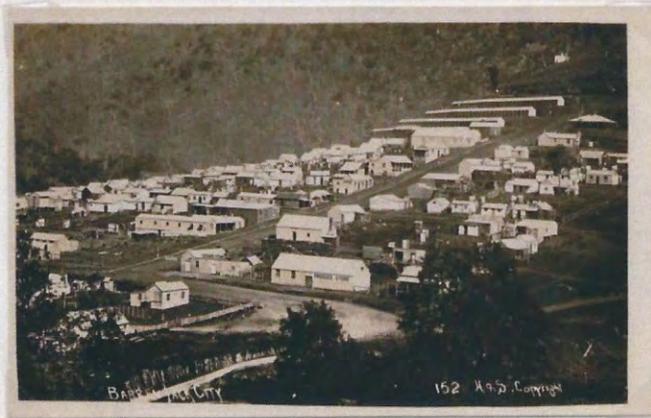
Real photograph. Unused.



Publishers Howard & Shearby, Yass. #152.

Real photograph

Postally used. Barren Jack postmark Oct 1911 to Sydney.



LEISURE TIMES AT BURRINJUCK

Family picnic day, undated.

No publisher named.

Real photograph

Unused.



Publisher W. Taylor, Tobacconist, Yass. Harding & Billings printers.

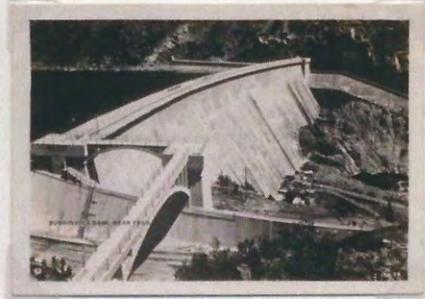
Printing: Three-colour letterpress, but note poor colour registration on the rocks at right and hillside in centre.

Unused.



THE FINISHED DAM WALL

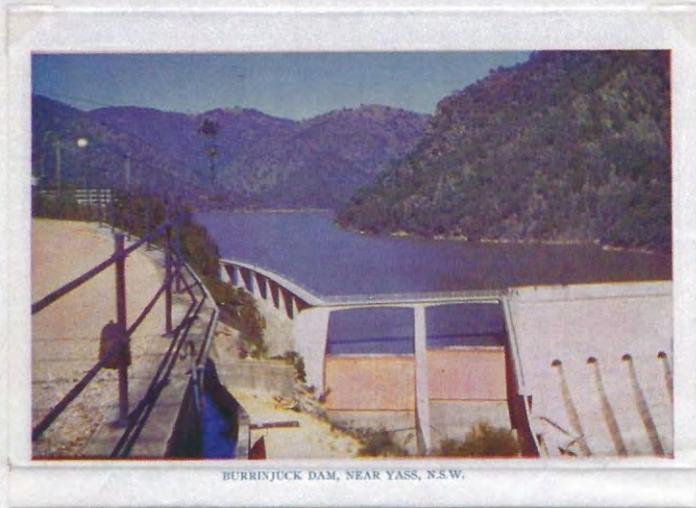
World War I caused delays in manpower and materials and the wall was finally completed in 1928.



*No publisher named.
Real photograph.
Unused.*

By 1937 a structural weakness in the dam had developed due to strains and stresses not scientifically understood at the time the dam was designed. International experts were brought in to report on the defects. Remedial work was authorised but did not proceed because of World War II.

After the war the remediation work was done; the dam wall was strengthened by adding concrete buttresses on the downstream face, the spillway capacities were increased yet again, and the storage capacity was increased by about 9% of the 1928 figure.



Remediation work complete, note the 2 new gates and the buttresses on the wall.

*Publisher: CA Pitt,
"Picturesque Yass NSW"
foldout views.
Printing: Four-colour
letterpress.*

BURRINJUCK DAM, NEAR YASS, N.S.W.

MURRUMBIDGEE IRRIGATION AREA

The main reason for building this Dam was to provide water for the new Irrigation Area. Water had been released to the settlers at Leeton and Griffith since 1912-13. When released, the water flowed 352 km down the Murrumbidgee River to a diversion weir at Berembeld, and then 64km by open channel past Narrandera.



*No publisher named.
Real photograph.
Unused.*

PALM AVENUE CHANNEL LEETON



*Publisher: Joanne Series,
#34.
Real photograph.
Unused.*

JOANNE SERIES 34 IRRIGATING FRUIT ORCHARD, GRIFFITH, N.S.W.



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