

Australian Postcard Society Inc.

Meetings: 7.45p.m. — 4th Thursday of the month
except December (11 meetings only per year)

Where SAPHIL House, 22 Gray Court, Adelaide

Who Anybody interested in postcards

Costs Gold coin donation to cover supper costs.

Auction held each meeting—Forms available from Secretary

Syllabus for 2018

Date	Invited Displays-
25th January	Viewing of The Travelling Postcard Man
22nd February	The Caves of Han by Michel Roland
22nd March	Trading Night
26th April	Betty Cornish Trophy 6 Page Competition -Theme - Children
5-6 May	POSTCARD EXHIBITION Drill Hall, Adelaide
24th May	Port Adelaide & H R James Postcards by Ron Ritter
21st June	Sands & MacDougall by Neville Solly
26th July	A.G.M. Empire Trophy 8 Page Competition - Theme - Australian & NZ Postcards
23rd August	One Framers by Alma Downes
27th September	Surprise Display by John Bodnar
25th October	London by Linda Welden
22nd November	Christmas Supper - Bring a plate of food to share Christmas Card Display by Phil Melling

Australian Postcard Society Inc.



BULLETIN

August 2018 Quarterly Issue No. 38

WEBSITE ADDRESS: australian-postcard-society.com



Fort Augustus is a settlement in the parish of Boleskine and Abertarff, at the south west end of Loch Ness, Scottish Highlands. The village has a population of around 646; its economy is heavily reliant on tourism.



The **Augustusburg and Falkenlust Palaces** form a historical building complex in Brühl, North Rhine-Westphalia, Germany, which has been listed as a UNESCO cultural World Heritage Site since 1984. The buildings are connected by the spacious gardens and trees of the Schlosspark. Augustusburg Palace (German: *Schloss Augustusburg*) and its parks also serve as a venue for the Brühl Palace Concerts. The Max Ernst Museum is located nearby.

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ELECTED COMMITTEE:

President	David Figg
Vice-President	John Bodnar
Treasurer	David Figg
Secretary	Linda Welden
Librarian	Robert Halliday
Publicity	Vacant
Auction Superintendent	George Turner
Magazine Editor	Claire Thomas
SAPC Delegates	Claire Thomas
	Vacant
Raffle Organiser	Claire Thomas
PATRON	Phil Sunman
Website Managers	Johanna Stafford
Auditor	Andy Kovaleff

Any questions or matters of interest contact

The Secretary,
Linda Welden,
PO Box 281,
Edwardstown,
South Australia, 5039.

email: lindawelden35@gmail.com
Phone: 0421 367 665

Membership Fees—1st July-30th June

SINGLE	\$20.00
JUNIOR up to 16	\$ 6.00
FAMILY	\$30.00
OVERSEAS	AUS\$35.00
Paypal available	

BULLETIN BACK ISSUES

If you have missed out on back issues of the Bulletin they are available at \$5 plus postage. Or I can email you a pdf

BECOME INVOLVED

Bring any interesting items for "Show and Tell".
Members can bring their items for sale to meetings.
Bring auction lots to meetings.

ARTICLES FOR THE BULLETIN

Bring in a postcard... or as many as you want.
If you are from interstate/overseas scan it and email. Or send the postcard registered mail it will be scanned and returned asap registered post.
With **each** postcard a write-up will be needed - about half page or more. Either hand written or typed.
Add your name if you wish or not if you are worried about the safety of your collection.
Keep them coming they will be added as space permits.



Beechey's Postcard History - a web site

A reference to the history of Tasmanian Postcards

Frequently updated with new postcard images and new publishers

<http://beecheypostcardhistory.org.au>



BUYING - SELLING

**Old Books, Postcards, Trade Cards,
Cigarette Cards, Ephemera,
Autographs, Sheet Music, Anything Printed.**

ABRA CARD ABRA ROYCROFT

**680 High Street, East Kew, 3102, Victoria
Phone/Fax (03) 9859 4215**

MEMBERS ADVERTISEMENTS:

WANTED TO BUY:

For Sale Radio Active Newspaper Published by the ABC August 1970 Series 2, Volume 6 #8 Fair Condition—offers, Souvenir Special 200 years of Australia's First Newspaper Fair Condition—offers Contact John 0416 944 236

Australian Comic Postcards. Collector and researcher looking for singles, groups, duplicates, hoards, large/small collections. Anything considered. Contact Gary Davies, PO Box 107, Magnetic Island, Queensland, 4819. email: ccbnq@optusnet.com.au

New Zealand Postcards Contact Linda Welden 0421 367 665 lindaw3456@gmail.com

Postcards of Kalamunda (West Australia), Goa (India), Lord Howe Island & Magnetic Bay (Queensland) and Norfolk Islands Email: pk@bankofideas.com.au or Call Peter Kenyon on: 62931848

Murray Bridge Postcards and items wanted Please contact Robert Halliday 0419 800 497

Members if you want to advertise your buys and sells etc let me know.

Business Advertising

Per Bulletin prices

\$30 per full page

\$15 half page

\$7.50 1/4 page

Our Bulletins go world wide

From The Editor—

Hi Folks,

A huge thank you for anyone who contributes items to The Bulletin. For every page published, you get \$1 from your next years subscription fees.

For Members who do use Facebook we do have a club page.

Members of the public are invited to donate any unwanted postcards to our club.

Claire Thomas

"If you don't ask, you don't find out"

If you ever need/want to contact me
Mobile phone 0426 253 276—I am always happy to ring you back

Letters to the Editor

GOOD NEWS

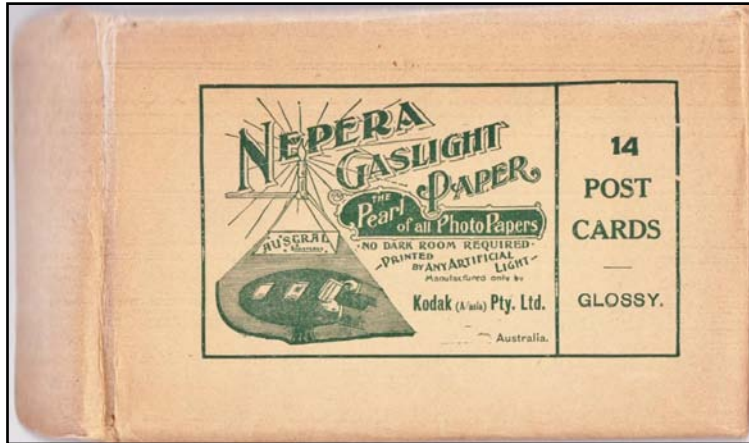
Postcards Online new website **www.postcardsonline.com.au** and on eBay <http://stores.ebay.com.au/Postcards Online>
Sell Club postcards and for various clients. Anybody interested in Postcards Online selling your postcards, contact Claire for relevant fees and charges.

COMING EVENTS 2018:

If anybody knows of events that may interest members please advise the committee so that it can be included in the Bulletin.

How to make your own postcards.

1. Purchase the paper from your Kodak dealer



opened on 3 August 1928. Since it was laid directly onto the shingle forming the Dungeness peninsula it has been suggested that the extension was the most cheaply constructed railway in the world.

In 1940 the railway was taken over by the military during World War II, and a miniature armoured train was used on the line. It was also used by the Department of Petroleum Warfare in the construction of PLUTO ("Pipe Line Under The Ocean") intended to supply fuel to the Allied forces after the D-Day Normandy landings. During the latter stages of the construction of PLUTO considerable damage was caused to the track on the extension when, to speed up the work, lengths of pipe were dragged along the



trackbed by bulldozers, resulting in its reduction to a single track after the war.

The line re-opened between Hythe and New Romney in 1946, the New Romney to Dungeness section following with a formal opening by Laurel and Hardy on 21 March 1947. Regular services

started on 29 March 1947.

In June 1947 the Duke of Westminster's railway from Eaton Hall, Cheshire was transported by the Great Western Railway and Southern Railway from Balderton, Cheshire to New Romney in Kent. It comprised an engine, nine coaches and trucks, and track totalling 222 tons.

In 1949, Captain Howey bought the Duke of Sutherland's private train including engine Dunrobin and 60 feet (18 m) coach for the museum at New Romney. It was transported there in 1950 and displayed until sold in 1963.

From 7 September 1977 until 24 July 2015, the railway provided school trains to transport children to and from the Marsh Academy in New Romney. The service was finally withdrawn due to falling usage.

The railway's role as part of the local public transport network was extended when Warren Halt re-opened in 2009, providing a link to the Romney Marsh Visitor Centre. Further discussions with local councils took place regarding the possible expansion of Burmarsh Road and the provision of a new station at the gravel pits in West Hythe, in connection with both the proposed extensive new housing construction and the need to provide alternative transport to the A259 coast road.

The railway, which carries over 150,000 passengers each year, celebrated its 90th birthday in 2017.

From Wikipedia -- (Editor *This one's for you Glen*)

Commissioners in the Assembly Rooms at New Romney on 15 and 16 January 1926. The Minister of Transport indicated his intention to approve the application on 19 February 1926 and The Romney, Hythe & Dymchurch Light Railway Order 1926 was made on 26 May. This incorporated the Romney, Hythe & Dymchurch Light Railway Company as a statutory public utility undertaking, gave it powers to construct and work the proposed railway and also included compulsory purchase powers over the land required (which ultimately had to be used to acquire six plots of land on the proposed route).



During construction, the railway was visited on 5 August 1926 by the Duke of York, (later King George VI), who drove the Northern Chief hauling a train of approximately 100 passengers from Jesson Halt to New Romney and back. The railway was opened on 16 July 1927 by Lord Warden of the Cinque Ports, William Lygon, 7th Earl Beauchamp. The locomotives were designed by Henry Greenly who was commissioned by Howey to work on the construction of the entire railway and became the railway's first chief engineer until his abrupt resignation in March 1929. Mountain

Class *Hercules* hauled the inaugural train from Hythe to New Romney, with guests including the mayors of the two towns and General Sir Ivor Maxse.

Howey was not satisfied with just 8 ¼ miles (13.3 km) of track from Hythe to New Romney and plans were in hand for an extension even before the original section had opened. The line was to be extended 5 ½ miles (9 km) from New Romney to Dungeness, double-tracked throughout apart from a balloon loop on which the station at Dungeness was sited. A Light Railway Order for this extension was applied for and, following a Public Inquiry on 18 April 1928, the Romney, Hythe & Dymchurch Light Railway (Extension) Order was granted on 12 July 1928. Ahead of this the line between New Romney and The Pilot had actually opened on 24 May 1928 and the rest of the line through to Dungeness



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2. Read the instructions.

DIRECTIONS FOR USING
AUSTRAL NEPERA GASLIGHT
PAPER

This Paper differs from daylight printing paper in that the image does not become visible on exposure to light. The image is rendered visible only by treating in a suitable developing solution.

THE LIGHT—A large kerosene lamp, ordinary gaslight, acetylene, electric or magnesium light, may all be used.

The paper must not be unnecessarily exposed to any light, however weak, but when not actually being printed on or developed, should be kept in the opaque wrappers in which it is sold, and each sheet withdrawn as required.

The handling and development should always be carried on in shadow, which may be very easily arranged for by suspending a piece of cardboard horizontally under the gaslight, as shown in the illustration on wrapper, or the paper may be shaded by the body while it is being placed in the printing frame or developed. The stronger the light the greater the care to be observed in shielding the paper from it.

EXPOSURE—The sensitive side of the paper may be recognised by its tendency to curl slightly inwards or by its adhering when pressed between the moistened thumb and forefinger. As the time of exposure varies with every negative and with every source of light it is impossible to give specific directions concerning it, but as an approximate guide it may be stated that an average negative will require about 20 seconds at 6 inches from a 16-candle power Electric Light. Welsbach mantles (70-candle power) require about one-third as long. Kerosene lamps (1 ¼-inch wick) have about half the power of an ordinary Electric Light bulb.

Very dense negatives may be printed by burning an inch of Magnesium ribbon at a distance of about 2 feet from the negative. Negatives wanting in contrast should be printed at a distance of 2 feet or more from the source of light, as the vigor of the prints will in that way be increased, but it must be remembered that increasing the distance from the light calls for a more than proportionate increase in the time of exposure. If the distance is doubled, the exposure must be increased four times; if it is trebled, nine times the exposure is necessary, and so on. As the light from Magnesium is very regular, it may be very advantageously used generally for printing Nepera Paper. The KODAK MAGNESIUM RIBBON HOLDER will be found a convenience for burning the ribbon.

The best way of arriving at the proper exposure is to make a test. Place a strip of paper behind the negative and expose for 10 seconds, then cover a portion of the negative and expose again 10 seconds; cover a further portion and expose another 10 seconds, and so on. On developing, the result will show which length of exposure is the best, and the printing can be carried on in accordance with the information gained.

DEVELOPMENT—Any of the developers in use for Bromide Paper will give good results with Nepera. We can recommend "SIMPLEX" sold by us in packets, each containing sufficient to make 8 oz. of strong developer, or 32 oz. of the usual working strength, but the following is equally good:—

ELON	7 grs.	"Kodak" Sodium Carbonate	160 grs.
Hydrochinon	30 grs.	Water	10 ozs.
"Kodak" Sodium Sulphite	100 grs.	Bromide of Potassium	1 gr.

For strong contrasts, with deep blacks, use any of these developers undiluted, but for ordinary use they should be diluted with three times their bulk of water.

Romney, Hythe and Dymchurch Railway

The **Romney, Hythe & Dymchurch Railway (RH&DR)** is a 15 in (381 mm) gauge light railway in Kent, England, operating steam and internal combustion locomotives. The 13 ¾-mile (22.1 km) line runs from the Cinque Port of Hythe via Dymchurch, St. Mary's Bay, New Romney and Romney Sands to Dungeness, close to Dungeness nuclear power

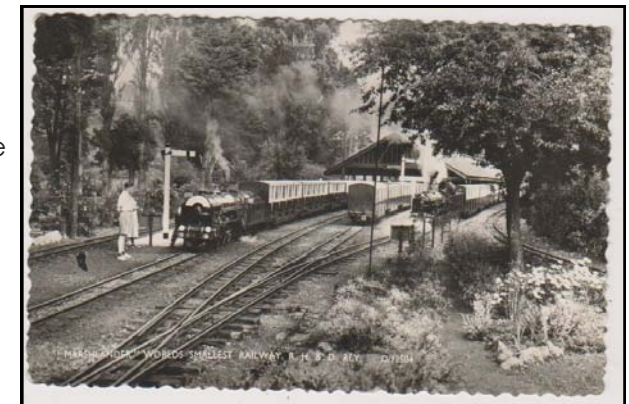


station and Dungeness Lighthouse.

The railway was the dream of millionaire racing drivers Captain John Edwards Presgrave ("Jack") Howey and Count Louis Zborowski. The latter had constructed a railway at Higham Park, his home at Bridge, Kent, and agreed to donate the rolling stock and infrastructure to the

project. However, he was killed on 19 October 1924 in a motor racing accident at the Monza Grand Prix before the Romney Marsh site was chosen, and Howey

continued the project alone. After Howey had unsuccessfully attempted to buy the Ravenglass & Eskdale Railway and extend it, he investigated a greenfield site between Burnham-on-Sea and Weston-super-Mare in Somerset and offered to buy the Hundred of Manhood & Selsey Tramway in



Sussex, Henry Greenly drew Howey's attention to the potential for a 15-inch gauge line between New Romney and Hythe. Howey first visited New Romney on 8 September 1925 and decided there and then that it was an ideal location for his proposed railway.

Because it involved crossing public highways and acquiring land from a number of different owners a Light Railway Order made under the Light Railways Act 1896 was necessary and application for this was made in November 1925. A Public Inquiry was held by the Light Railway

When printing from very hard negatives, the dilution may be with seven times their bulk of water, or even more.

In hot weather, or if the whites are impure or prints lacking in brilliancy, up to a grain per ounce of Bromide of Potassium may be added to any of these developers.

The developer and dishes must be prepared for use before the paper is removed from the printing frame. Place the paper in the dish and, without prior wetting, pour the developer over it immediately. With the strong solution the image will appear in a few seconds and will be fully developed in about a minute, but with the one in four solution it may be 30 seconds before the image appears, and two or three minutes before the development is completed, while very diluted solutions may require five minutes or more.

As soon as the print is sufficiently developed, rinse off the developer and place the paper immediately in the FIXING BATH, which is made by dissolving one ounce of Hypo in 5 of water. The print must remain in the Fixing Bath for about 10 min., and should be frequently moved about during that time. The print should then be well washed for an hour in running or frequently changed water. As soon as any discoloration is observed in the Fixing Bath a fresh solution must be made.

In hot weather, or if the film has a tendency to soften, blister or frill, an ACID FIXING BATH should be used instead of the plain Hypo solution. It is made up as follows:—Dissolve 160 grains of "Kodak" Sodium Sulphite in 20 oz. of Cold Water, and add to the solution 1 dram of Citric Acid and ½ oz. of Powdered Alum. When the latter is dissolved add 6 oz. Hypo. In cold weather this bath will keep some time. This bath hardens the film as well as fixes.

As an alternative to the above, KODAK ANTI-THERM FIXING BATH may be used. This is sold in cans, containing sufficient to make up 100 and 200 ounces of bath.

KODAK ACID FIXING SALT, sold in cartons at 4d. each is also suitable.

The best temperature for working is from 60 to 70 deg. F. Colder, the development is slow; hotter, too rapid, with a tendency to cause fog. In the latter case, add a few drops of Bromide Solution (10% solution) to each ounce of developer.

CAUSES OF FAILURE.

IMPURE WHITES—Insufficient Bromide in developer; paper improperly exposed to light.
GREENISH or BROWNISH BLACKS—Developer too weak or too old.

PRINTS TOO BLACK—Over exposure, or developer too strong to suit the negative.

PRINTS TOO WEAK—Under exposure or developer too weak.

YELLOW STAINS—Development too long. Using a discolored developer or discolored fixing bath. Imperfect immersion of the prints in the fixing bath, or failure to move them about in it when first put in.

PURPLE or BROWNISH STAINS (not apparent until prints have been exposed to a white light):—Incomplete fixing, either from too weak a solution or leaving the prints an insufficient time in the bath.

BLISTERS may occur if the solutions are too warm, but may be prevented by using an Alum Bath either before or after fixing, or more effectively by using the KODAK ANTI-THERM FIXING BATH.

ROUND WHITE SPOTS—Air bubbles on the surface of the paper. These may generally be seen in development, and if then rubbed with the finger are, as a rule, not apparent on the finished print.

PRINTS DEVELOPING IRREGULARLY—If the print does not lie perfectly flat at the start of development, some portions come out more quickly than others. With a correct exposure, the development may always be continued until the whole of the print is evenly developed. Even development may be secured by pushing the paper, face downwards, into the developer, as both sides are then evenly wetted, and the paper will lie flat in the dish.

NEPERA POST CARDS. These, as well as the Paper, are made in **Matt, Glossy, and Velvet** (Semi-Matt) Surface, and are used in exactly the same way. As they require no mounting, finished prints are produced upon them at the cost of very little time and trouble.

MANUFACTURED BY

KODAK (Australasia) PTY. LTD., Melbourne, Australia.

Unique in Australia as the largest fresh produce retail market under one roof, the 250 traders of the 132-year-old Adelaide Central Market and the hustle and bustle of its vibrant setting is another South Australian icon.



Pie Floater—It looks like a bowl of green mushy gruel with a lump of something solid sitting in it. On closer inspection this absolutely inedible looking mush turns out to be a hearty pea soup, with a meat pie upended in it. It is often embellished with tomato or Worcestershire sauce and, or, vinegar. Delicious? Many South Australians and lesser numbers of their more intrepid visitors think so. It's South Australia's own culinary specialty, the 'pie floater'. The hearty meal is traditionally eaten at kerbside from a 'pie cart', the most famous being Cowleys', which still stands alongside the GPO in Victoria Square. The name 'floater' may come from early English slang expression describing a dumpling in soup. But its South Australian origins date to early colonial times when vendors with horse or hand-drawn carts sold pies baked in a wood-fired oven - and soup from a simmering pot. These pie carts became a meeting place where cabbies, police, nightwatchmen and other workers rubbed shoulders with theatre patrons in formal evening wear, musicians, politicians and businessmen.

The first pie cart was licensed in 1871 and by 1915 there were nine, sustained until 1942. In 1938 the City Council, prompted by other food traders' complaints, decided to abolish pie carts as current owners ceased trading. By 1958 only two remained in the city - at the GPO site and the one now outside the Adelaide Railway Station. Today the pie cart remains one of our most egalitarian of eateries and the pie floater's curb-side consumption by people from all walks of life for more than 130 years makes it an authentic and uniquely South Australian culinary tradition.

BankSA Heritage Icons List 2003

Each year, in association with the National Trust South Australia, the BankSA Heritage Icons List records, recognises, and protects items that have made a significant contribution to South Australia's cultural identity.

Putting SA on a pedestal

LIMITED EDITION CARDSET NUMBER SIX IN A SERIES OF EIGHT FOUR 2003

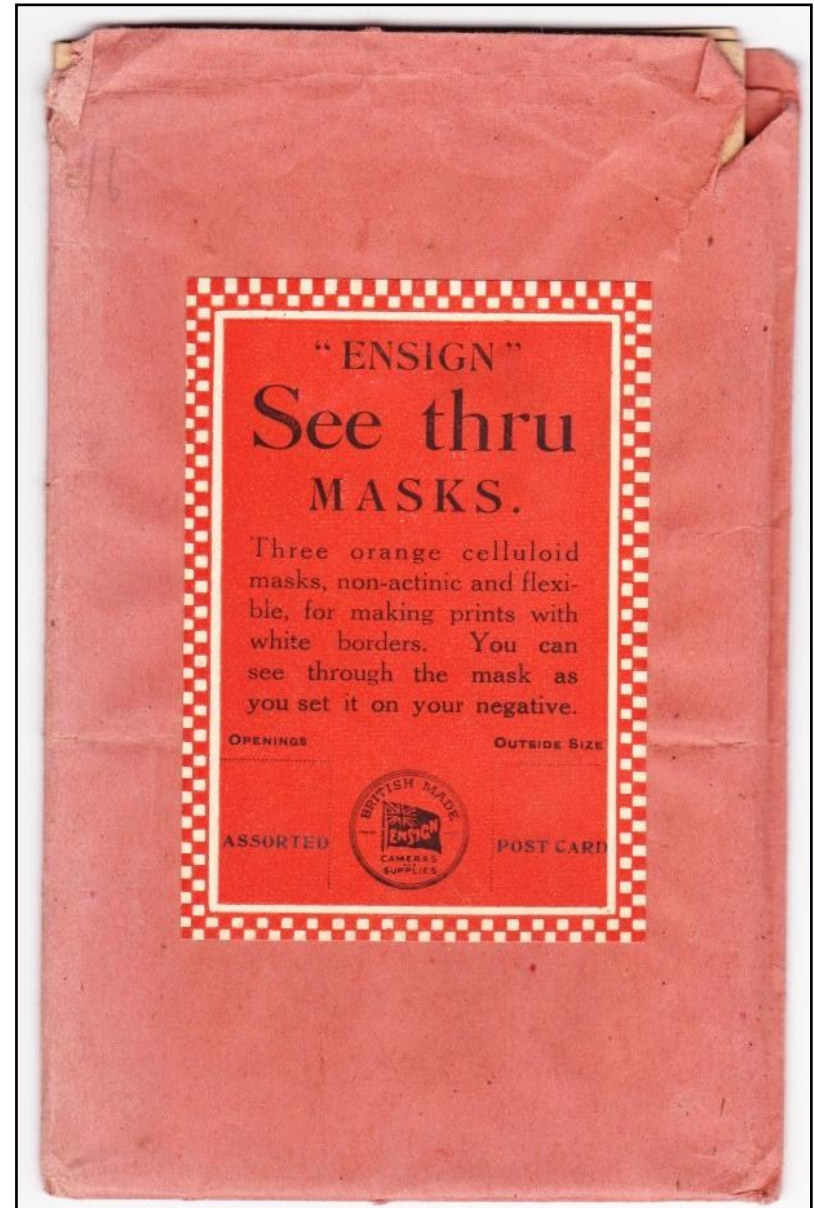
A hearty pea soup with a meat pie upended in it - often embellished with tomato or Worcestershire sauce and, or, vinegar. Delicious? Many South Australians and their more intrepid visitors think so. It's SA's own culinary specialty - the 'pie floater' - since 1871 eaten kerbside from a 'pie cart'.

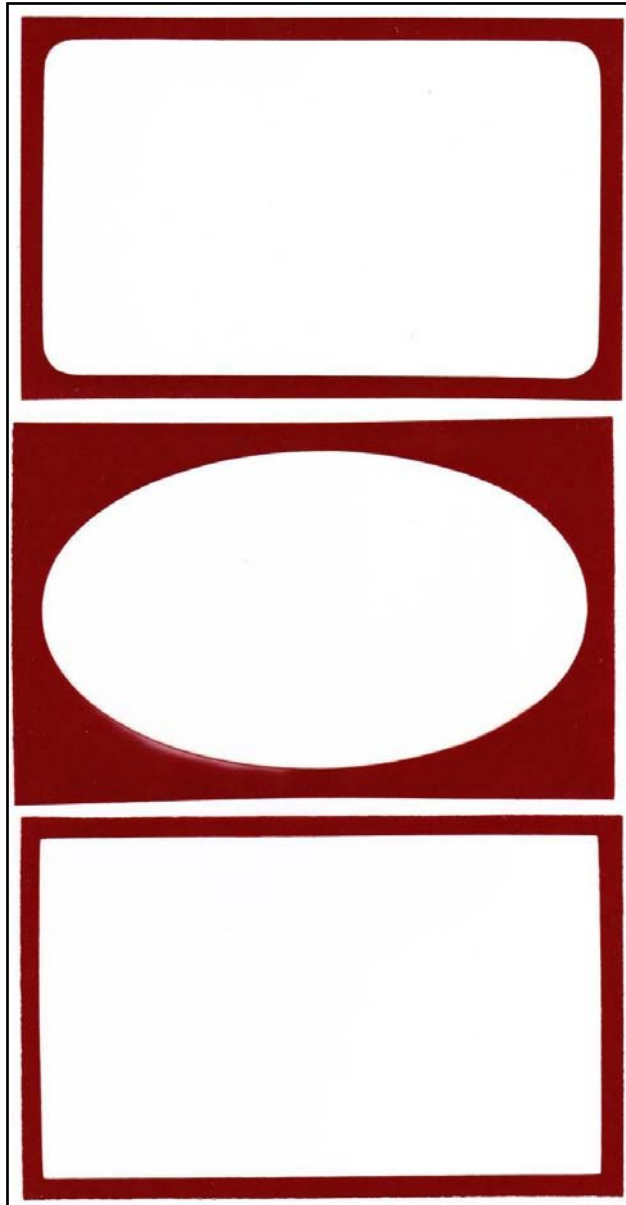
More details at www.nationaltrustsa.org.au

Sunday Mail BankSA

https://web.archive.org/web/20060825032850/http://www.nationaltrustsa.org.au/heritage_icons_20023htm

3 If you want fancy borders—use masks available at your photography shop





BankSA
Heritage Icons List
2003

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Putting SA on a pedestal

LIMITED EDITION CARDS NUMBER FOUR IN A SERIES OF EIGHT FOR 2003

He is SA's own and forever four-years-old. Humphrey B. Bear is a household name in Australia who, since 1963, has played a part in virtually every Australian child's life. After more than 3,000 episodes of his award-winning television show Humphrey remains a lovable symbol of joy for each new generation of children - and their parents.

More details at www.nationaltrustsa.org.au

Sunday Mail BankSA The Bank of South Australia

lovable South Australian has now appeared in more than 3,000 episodes of the award-winning show over 37 years. Humphrey, who continues to make frequent appearances for charity, was made 'Citizen of the Year' on Australia Day 1994. Fun-loving Humphrey teaches children and reminds adults to treat each day as a new adventure. He explores life as a child, reinforcing self-esteem, showing it is okay to make mistakes, that we don't always have to be 'best' and that it's fun just to take part. Dancing, playing, singing and making friends, SA's own favourite four-year-

old Humphrey B. Bear remains forever young and a symbol of joy for each new generation of the world's children.

Putting SA on a pedestal

BankSA
The Bank of South Australia

Adelaide Central Market—It's one of Adelaide's most colourful experiences. And South Australians have enjoyed it at the same spot since 1869. Shopping. Mainly for fresh fruit and vegetables. But these days for almost any imaginable foodstuff plus a range of other merchandise from cut flowers to second-hand magazines. It's the Adelaide Central Market, originally known as the City Market, now a bustling metropolis of traders grabbing attention for their stalls and yelling the price of their specials. Our Market began on an empty field at the current site, surrounded by a paling fence and illuminated by two gaslights. Then came two tin and wooden sheds known as 'A' and 'B'. By 1874 these had been joined by a common roof to enlarge the trading space. In 1884 Adelaide's first fish market was established on the site and from 1900 the market was rebuilt to include an

impressive two-story red brick façade facing Grote Street, with 16 shops. In 1906 the Gouger Street boundary was also given a similarly impressive façade. Through the 20th century the Market expanded and changed, but retained its vibrant ambiance. Increasingly, it also reflected the diversity of Australia's multi-cultural society.

BankSA
Heritage Icons List
2003

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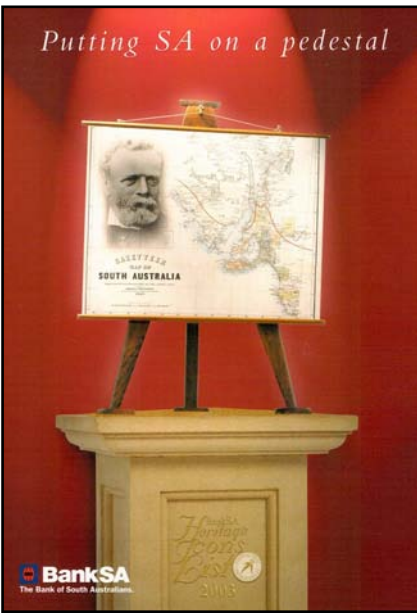
Putting SA on a pedestal

LIMITED EDITION CARDS NUMBER EIGHT IN A SERIES OF EIGHT FOR 2003

Since 1869 Adelaideans have shopped for fresh produce on the same spot - the Adelaide Central Market, a bustling metropolis of traders demanding attention and yelling their prices. Australia's largest fresh produce retail market under one roof, the 132-year-old Market's bustle, bawle and vibrancy is a South Australian icon.

More details at www.nationaltrustsa.org.au

Sunday Mail BankSA The Bank of South Australia



Goyder's Line—In the spring of 1865 South Australia's Surveyor-General, George Goyder, was instructed to survey the State's north and 'lay down on a map, the line of demarcation between that portion of the country where the rainfall has extended, and that where the drought prevails'. He did just that, travelling almost 5,000 kilometres on horseback. And 'Goyder's Line of Rainfall', unique to South Australia, was to become recognised as the divide between land that would support growing crops and that which, at best, received only enough rainfall to support grazing. Prior to his establishment of the line, Goyder and many farmers had been fooled by exceptionally rainy seasons that transformed the normally arid country to its north. Unfortunately, history would repeat itself. Despite Goyder's warnings, mocked by many including sections of the media as 'mere theoretical baubles', farmers

again flocked north of the line in the exceptionally rainy years of the 1870s. Many hearts, homes and lives were broken by the mistaken belief in European farming folklore that 'rain follows the plough'. Today, scattered ruins of lonely homesteads stand



testimony both to those early pioneers' misplaced optimism and to the veracity of Goyder's Line and his repeated warnings and constant refrain: 'rainfall unreliable'.

Humphrey B. Bear—is one of South Australia's most unusual popular culture creations – and one of our most widely recognised and successful exports. Created by Adelaide television station NWS Channel 9, Humphrey B. Bear is a household name in Australia. His television program, still produced entirely in South Australia, is regularly screened worldwide. As the central character of one of the longest continuously run programs on Australian television, Humphrey has played a part in virtually every Australian child's life. From his first television appearance as 'Bear Bear' on 24 May, 1965, Humphrey has delighted and educated generations of pre-schoolers. Renamed Humphrey B. Bear through an on-air competition, this

BankSA Heritage Icons List



2003—The BankSA Heritage Icons List has been launched to record, recognise and protect items which have made a significant contribution to the State's cultural identity.

Leyland Badger—Tom Kruse has appeared in only two films – and only ever played himself. The first was Australia's most internationally awarded film, The Back of Beyond. Released in 1954, it featured Tom in his real-life role as one of Australia's toughest outback mailmen - and his sturdy truck, a 1936 Leyland Badger bought new by pioneer mail and livestock freight contractor Harry Ding for the Birdsville Track mail run. Tom bought the business from Harry in 1947 and continued in one of the hardest jobs imaginable,

BankSA Heritage Icons List 2003

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Tom Kruse and his 1936 Leyland Badger truck (now at the National Motor Museum, Birdsville) battled the notorious Birdsville Track to deliver the mail to lonely stations, together with fuel, food and good cheer - making it through heat, drifting sand hills and mile-wide floods with remarkable resilience, toughness and bush ingenuity.

LIMITED EDITION CARDS NUMBER TWO IN A SERIES OF EIGHT FOR 2003

Putting SA on a pedestal

More details at www.nationaltrustsa.org.au

Sunday Mail BankSA National Trust South Australia

batting harsh outback desert conditions to deliver letters and parcels to lonely stations, together with fuel, food and good cheer. Outback families relied on Tom making it through drifting sand hills and across Cooper Creek, which could and did flood to a mile wide. The Jubilee Mail Run Re-enactment Group recovered the abandoned truck in 1986 and in 1996 the Badger Restoration Group began its almost impossible reconstruction. Tom helped, overhauling and restoring the engine.

On October 2, 1999, aged 85, Tom Kruse and the Badger took to the Birdsville Track for their second starring role and last mail run. Nine days later Tom drove his beloved Badger into the National Motor Museum at Birdwood where it has been proudly displayed ever since - an icon of South Australian pioneering spirit.

Schools Music Festival—In 2019, when thousands of young voices fill the Festival Theatre with song at this year's South Australian Public (Primary) Schools Music




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Putting SA on a pedestal

LIMITED EDITION CARDS NUMBER ONE IN A SERIES OF EIGHT FOR 2003



More details at www.nationaltrustsa.org.au

Sunday Mail BankSA The Bank of South Australia

Festival, they will continue a 124-year-old South Australian tradition, born of the love of children, music ... and flowers! In the 19th century two community groups were established to improve the cheerless settings of the State's primary schools. The Public Schools Floral and Industrial Society (formed 1879) planted trees and flowers. The Public Schools Decoration Society (formed 1891) set out to raise funds for decorating schools. It organised the first music festival in October 1891 - a program of eight combined choirs from nine schools - that raised enough money

to purchase 148 framed pictures for schools. In 1925 the groups amalgamated as the Public Schools Floral and Decoration Society and in 1943 became the Primary Schools Music Society. It still funds the festival with the assistance of volunteer teachers and the Education Department. Today, more than 6,000 student choristers from some 230 participating schools give 13 performances, each featuring a different choir, school orchestras and a student compere. Halted only by an influenza epidemic in 1919 and the Second World War, this year's festival will be the 103rd performance of this joyous event in which an incredible 40 per cent of South Australians have taken part, as performers or members of the audience.



Claret Ash—In autumn's splendid display, one of the most brilliant contributors is the gloriously rich, red wine hue of the Claret Ash. Amazingly, the deciduous tree originated in South Australia and its spread worldwide is linked to the similarly striking hues of Australian opal. 'Discovering' the tree was almost as chancy as finding precious


gems. Surveyor Tullie Wollaston (1863-1931) was passionate about gemstones and arboriculture. In around 1910, while inspecting tree specimens for his retirement home Raywood Gardens, he noticed an unusually coloured specimen in a row of typically green ash trees. With his knowledge of plants, he realised the

BankSA Heritage Icons List 2003

Each year, in association with the National Trust South Australia, the BankSA Heritage Icons List records, recognises and protects items that have made a significant contribution to South Australia's cultural identity.

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Amazingly, the deciduous Claret Ash originated in South Australia. Its cultivation and spread worldwide is credited to surveyor Tullie Wollaston (1863-1931) who chance to notice the mutant with the blazing red foliage, nurtured it and grafted bud wood from the unusual specimen onto other varieties of ash.

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significance of his find. Not wishing to draw attention to the individual plant, he promptly purchased the whole batch. He planted the chance mutant and later grafted bud wood from the unusual specimen onto other varieties of ash. In 1928 London's Kew Gardens gave the tree its correct botanic name, *Fraxinus augustifolia* 'Raywood'. Wollaston had previously named it *Fraxinus raywoodii*, after his property. Commonly known as Claret Ash, the beautiful tree that was born and bred in South Australia is now planted worldwide.



Coopers Brewery -Coopers is Australia's sole remaining family-owned brewery. Almost as old as the State itself, Coopers is quintessentially South Australian. Its first brewery was established at Norwood in 1862, relocated to Leabrook in 1881 then in 2001 moved to Regency Park. Now in its 4th and 5th generation, the Cooper family continues to brew its renowned and traditional 'handmade' stout and ale as well as lagers. Founder Thomas Cooper spurned the security of stonemasonry to become a brewer, discovering his talent by accident when his wife asked him to brew ale from an old family recipe to help cure an illness. Word spread and he was soon brewing Coopers Sparkling Ale and Extra Stout for a growing band of loyal customers. As his business flourished Thomas delivered by horse and cart direct to their homes, a Coopers' tradition that continued until the 1920s.


Thomas died in 1897 and left the business to his sons who continued the family tradition. By the turn of the century even its competitors regarded Coopers Brewery Limited as a 'brewer of distinction' and its products began to be sold by more and more hotels. Coopers has always embraced tradition and innovation, brewing in the natural, traditional way while harnessing new technologies. In 1975 it perfected reliable home brewing kits and is now the world's leading manufacturer and exporter. Then in the early 1980s Coopers developed secondary fermentation in bottles and stainless steel kegs, enabling its beers to be sold on tap.

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