

SUMMARY OF STATE HERITAGE PLACE

REGISTER ENTRY

Entry in the South Australian Heritage Register in accordance with the *Heritage Places Act 1993*

NAME: Former Prospect ARP Sub-Control Station **PLACE NO.:** 26512

ADDRESS: 4/1 Menzies Crescent, Prospect
CT 5204/868; CT 5737/308; D35462 A1; F109765 A100

STATEMENT OF HERITAGE SIGNIFICANCE

The former Prospect ARP Sub-Control Station formed part of the Adelaide metropolitan Air Raid Precautions (ARP) emergency communications network, designed to coordinate the civilian response to expected Japanese air raids during the Second World War. As a surviving component of this network, the former Prospect ARP Sub-Control Station helps to demonstrate the degree to which South Australians feared attack from the air, the extent of measures taken to respond to the potential threat. Documentary evidence associated with this place demonstrates the important role that ARP played in sustaining the morale of the general public in wartime.

The former Prospect ARP Sub-Control Station is a rare surviving example of a civilian air raid shelter, a structure designed to protect civilian ARP personnel, carrying out their duties coordinating the ARP emergency communications network, from airborne attack. It is also an outstanding example of an air raid shelter, retaining a high degree of intactness and integrity and displaying many of the principal characteristics of its class at a higher quality than many other examples.

RELEVANT CRITERIA (under section 16 of the Heritage Places Act 1993)

(a) it demonstrates important aspects of the evolution or pattern of the State's history

The former Prospect ARP Sub-Control Station is directly associated with civil defence during the Second World War. Following the bombing of Pearl Harbor and then Darwin by the Empire of Japan on 19 February 1942, South Australians were threatened, for the first time, by the likelihood of direct air attack from hostile military forces. During the Second World War, metropolitan Adelaide

was the centre for defence materiel production in South Australia, placing the civilian population at greater risk from air raids.

This threat resulted in the immediate and extensive mobilisation of civil defence provisions, including a suite of Air Raid Precautions (ARP), which included air raid shelters and a metropolitan ARP emergency communications network. The emergency communications network played a central role in organising the civilian response to the threat of air raid during the Second World War, and supported public morale during a time when the civilian population was experiencing heightened fear.

While ostensibly to provide protection from physical attack, the primary, covert purpose of ARP, and by extension civil defence, was to maintain public morale. The provision of ARP infrastructure fostered an impression that adequate measures had been taken to mitigate the threat from the air. In addition, participating in civil defence activities, including ARP, gave ordinary South Australians a sense of contributing towards their own defence and fostering community solidarity. The period from December 1941 to August 1943 marked a turning point in South Australian history, when ordinary South Australians became self-reliant in home defence.

The Prospect ARP Sub-Control station formed a critical component of the metropolitan ARP communications network and was one of seven nearly identical stations spread across Adelaide. As one of the best surviving examples, it demonstrates the degree to which South Australians feared attack from the air and the extent of measures taken to respond to the potential threat. It also has important associations with the ARP's role in sustaining the morale of the general public.

(b) it has rare, uncommon or endangered qualities that are of cultural significance

The Prospect ARP Sub-Control Station was one of seven suburban Sub-Control Stations, all built to an identical design, which formed the Air Raid Precautions (ARP) communications network across metropolitan Adelaide. This network was designed to coordinate the civilian response to an expected Japanese air raid. The ARP Sub-Control Stations were positioned in prominent public locations, with one Sub-Control Station located in each metropolitan local government area.

Five Sub-Control Stations were demolished after the end of the Second World War. Three ARP Sub-Control Stations remain, one at Prospect (subject of this assessment), Thebarton (listed as a State Heritage Place), and Glenelg.

Air raid shelters are significant because they demonstrate the historic theme of civil defence during the Second World War, and the unique ways of life, associated with the acute and widespread fear of air raids, which prevailed between December 1941 and August 1943 and which are no longer experienced.

The Prospect ARP Sub-Control Station was one of at least 586 civilian air raid shelters constructed in South Australia. Today, only about 12 identified, confirmed and intact civilian air raid shelters remain. Six of these surviving shelters are bunkers in suburban backyards, and are under active threat from infill development. Air raid shelters are thus now rarely found in South Australia, and those that do remain are in danger of being lost.

(d) it is an outstanding representative of a particular class of place of cultural significance

The former Prospect ARP Sub-Control Station is associated with the class of place known as air raid shelters within the broad place type of civil defence infrastructure.

At least 586 civilian air raid shelters were constructed across South Australia between December 1941 and August 1943. Air raid shelters played a vital role in maintaining the morale of the general public, and encouraged community solidarity, when South Australia was threatened by air raids during the Second World War. Air raid shelters are also key civil defence infrastructure and demonstrate both the severity and geographical extent of the fear associated with the potential for air raids during the Second World War.

The principal characteristics of air raid shelters include:

- Subterranean, semi-subterranean or mounded construction,
- Use of heavy materials such as reinforced concrete, brick or steel, to protect occupants from airborne attack,
- Deliberate placement, taking into account protection from the air, access to roads or places of habitation or work, and the appropriateness of visibility or concealment,
- Simple, utilitarian appearance with no pretension to formal design,
- Protective features such as traversed entrances, baffle walls, overhanging slab roofs and gas locks.

The former Prospect ARP Sub-Control Station is an outstanding example of an air raid shelter, retaining a high degree of intactness and integrity and displaying many of the principal characteristics of the class at a higher quality than many other examples. The former Prospect ARP Sub-Control Station

demonstrates the principal characteristics of the class in a way that allows the class to be readily understood and appreciated

SITE PLAN

Former Prospect ARP Sub-Control Station
4/1 Menzies Crescent, Prospect

PLACE NO.: 26512






The extent of the listing is CT 5204/868; CT 5737/308; D35462 A1; F109765 A100

- The significant components of the SHP include the reinforced concrete bunker and rendered brick baffle walls, remaining internal walls and original footpaths with integrated drainage channels.
- The non-significant components of site include fencing, twenty-first century footpaths, landscaping and signage, twenty-first century electricity infrastructure, sump and pump, and the balance of the Prospect Oval/Payinthis yarta, Soldier's Memorial Gardens Playground and the North Adelaide Croquet Club.

N ↑

LEGEND

-  Parcel boundaries (Indicates extent of Listing)
-  Existing State Heritage Place(s)
-  Outline of Elements of Significance for State Heritage Place

SITE PLAN

Former Prospect ARP Sub-Control Station
4/1 Menzies Crescent, Prospect




PLACE NO.: 26512



Detail showing Elements of Significance for State Heritage Place

N ↑

LEGEND

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COMMENTARY ON THE LISTING

Description and notes with respect to a place entered in the South Australian Heritage Register in accordance with the *Heritage Places Act 1993*

Physical Description

Exterior

The former Prospect ARP Sub-Control Station is a roughly rectangular semi-subterranean reinforced-concrete structure, measuring about 16 metres long by 9.5 metres wide. The concrete surface displays the texture of the wooden formwork used to build the structure. Two 'traversed' entrances at the northern end of the structure, comprised of wooden doors protected by reinforced concrete alcoves, open directly onto staircases that lead down into the interior.

The roof slab is 310mm thick, and stands about 640mm above ground level. The roof slab overhangs the side walls by about 310mm, protecting twelve deep-set windows that are spaced around the eastern, southern and western walls of the structure. Four steel ventilation tubes, each capped by a steel cover bolted over the top, are located on the roof, one in each corner.

Rendered red brick baffle walls standing 1354mm high and 375mm thick, stand on the northern and western sides of the structure. Original concrete paving survives on the south and western sides of the structure. This paving has integrated drainage channels with a glazed earthenware drainage pipe running west. Replacement paving has been installed on the eastern and northern sides.

Interior

The interior of the Sub-Control Station is partially divided by reinforced concrete walls into seven smaller spaces, including one large room, three smaller rooms, a small room or alcove at the southern end, and small spaces under each staircase. The floor, ceiling and walls are reinforced concrete. Two reinforced concrete beams support the roof. A sump and pump is located in the floor next to the western staircase.

Elements of Significance:

Elements of heritage significance include (but are not necessarily limited to):

- Reinforced concrete bunker and rendered brick baffle wall
- Remaining internal walls
- Original footpaths and integrated drainage channels, showing locations of missing baffle walls

Elements not considered to contribute to significance of place include (but are not necessarily limited to):

- Fencing, twenty-first century footpaths, landscaping and signage
- Twenty-first century electricity infrastructure, sump and pump
- The balance of the Prospect Oval/Payinthe yarta, Soldier's Memorial Gardens Playground and the North Adelaide Croquet Club on CT 5204/868

History of the Place

Prior to the Second World War and the advent of aerial warfare, civil defence 'played no part in Australia's colonial or national defensive posture.'¹ The geographical isolation of South Australia meant that official defensive measures primarily addressed the likelihood of bombardment or invasion from the sea.²

During the nineteenth century the colonial frontier was perceived to lie only a few miles off the coast, however, following Federation in 1901 and the creation of the Royal Australian Navy in 1911, this perceived frontier was 'pushed ... out to the horizon'³ and to some extent, out of the minds of ordinary South Australians. During 1914-1918 for example, the war was something that happened 'elsewhere' and while the effects of war were keenly felt at home, particularly resulting from the casualties of war, the civilian population of South Australia did not feel immediately threatened by foreign enemies.

War in the Pacific and the threat from the air

Nazi Germany invaded Poland on 1 September 1939, and Britain responded by declaring war on Germany two days later on 3 September. At 9.15pm, Prime Minister Robert Menzies addressed the nation by radio broadcast, to announce that Australia was 'also at war' with Germany.⁴

Adelaide subsequently played an important role in the provision of war materiel and general supplies to the Allied war effort through three major government munitions factories, built in 1940 and 1941 at Finsbury, Hendon and Salisbury, and the existing Islington railway workshops, which produced shells and aircraft components. Adelaide was selected as the site for three purpose-built munitions factories due to its geographical isolation, the existence of advanced motor vehicle and railway industries, and its largely under-employed population.⁵

On the morning of 7 December 1941, Japan launched a surprise military strike against the neutral United States naval base at Pearl Harbor in Honolulu, signalling the entry of the Empire of Japan into the Second World War. Two days later, on 9 December 1941, Australia formally declared war on Japan.⁶ These events led to a general panic and a 'flurry' of trench digging in Adelaide, by both private individuals and government agencies, to provide protection in the event of an air raid.⁷ The scale of the Australian coastline, a small defence force,⁸ and the absence of large numbers of men who were engaged in military service overseas⁹ all contributed to 'heightened fear and paranoia' and a sense of vulnerability across the wider Australian population.¹⁰

This fear was realised on 19 February 1942, when 242 aircraft in two separate raids launched from aircraft carriers and a ground-based airfield on Ambon bombed Darwin. The Japanese strikes on Pearl Harbor and Darwin were not concealed from South Australians. Accounts of both attacks appeared in Adelaide newspapers during the following days, and film footage emerging from both incidents was screened in Adelaide newsreel theatres.¹¹

The strike on Darwin sharpened fears of a 'two-pronged' surprise attack by Japanese Imperial forces on Adelaide, beginning with a carrier-launched air raid on key defensive and other facilities. The air strikes would be followed by an amphibious invasion, which it was believed would land at various points on Adelaide's western beaches.¹² The concentrated presence of munitions factories, manufacturing and transport infrastructure in the north-western suburbs, including wharves and oil storage facilities at Port Adelaide,¹³ were obvious targets for air attack.¹⁴ However, knowledge of deliberate efforts by the Luftwaffe to demoralise the British population by deliberately targeting civilians led to quite plausible fears of 'opportunistic' machine gun attacks on suburban, or even country areas, en route to major military or industrial targets.¹⁵ Indeed, bombing of civilian targets from the air is recognised as a 'characterising feature' of the Second World War.¹⁶

The South Australian government's immediate response was rapid. Only hours after the bombing of Darwin, the abutments and piers of bridges located on roads between the metropolitan beaches and the City of Adelaide were drilled to accept explosive charges,¹⁷ allowing them to be destroyed in the event of an invasion. Barbed wire was laid along the metropolitan beaches¹⁸ and trenches became 'regular features' of backyards, parks, playgrounds and school ovals¹⁹ in all suburbs of metropolitan Adelaide.²⁰

Archaeologist Martin Wimmer argues that as Japanese forces advanced south, the perceived Australian frontier 'collapsed in on itself' and took on a 'fearful domestic familiarity'²¹ which brought the frontier 'to every household in the settled regions of Australia.'²² On the other hand, Wimmer also argues this particular moment in history marked a 'turning point' when civilians became both 'self-aware of their vulnerability' and 'self-reliant in home defence.'²³

Air Raid Precautions (ARP) philosophy, practice and legislation

Civilian ARP provisions, including air-raid shelters, served two purposes. On one hand, they were designed to protect civilians from direct physical attack. More covertly, they were designed to maintain morale by demonstrating that sufficient precautions had been put in place for the protection of the public in the event of a raid.²⁴ Allied governments, including Australia and Britain, understood that a sufficiently demoralised public, after losing confidence in the government of the day, might vote or otherwise run the incumbent government out of office²⁵ and then capitulate to the enemy.²⁶ Indeed, it has been argued that the maintenance of public morale was the

primary objective of Air Raid Precautions (ARP),²⁷ in order to prevent panic and mass-hysteria and ensure essential services remained in operation.²⁸

ARP was regarded as a 'double-edged sword' in that measures taken to protect the public may have exacerbated fears of attack,²⁹ and so all ARP measures were carefully calculated. For example, in Britain, the government deliberately avoided constructing deep underground bomb-proof shelters, even though such shelters were within reach of the technological capabilities of the time, fearing that truly safe underground shelters would cultivate a 'shelter mentality' in the general public, causing them to flee underground each time the enemy 'feinted' attack, thus interrupting essential services and production.³⁰ Civil defence planners also understood that mass shelters would allow citizens to congregate and 'exchange ideas,' and feared that such environments might incubate mass hysteria that might prove difficult to control.³¹

Instead, the British government adopted an official policy of 'dispersal,' whereby citizens were encouraged to shelter in their own homes.³² This approach was echoed in South Australia, leading to a large number of private, backyard shelters, and a general absence of mass underground shelters in the suburbs. An exception to this rule was the City of Adelaide, where a concentration of trenches and reinforced concrete pipe shelters was provided in the Adelaide Park Lands for people working in the city who would not be able to reach their homes in the suburbs.³³

The first organisation in Australia to raise awareness of ARP and civil defence more broadly was the South Australian Defence Society, founded by Adelaide teacher Natalia Davies in February 1933 and comprised largely of women. Davies later became the only female civil defence area officer in Adelaide and advised the Education Department on civil defence.³⁴ The Society received regular updates on ARP theory and practice from the British Home Office, and held regular public lectures on ARP theory and practice. When war was declared, the Society taught 'hundreds of women' various skills including how to shoot and maintain a rifle.³⁵

Official South Australian civil defence preparations began in August 1937. Lieutenant-Colonel William Charles Douglas Veale, City Engineer and Surveyor for the Corporation of the City Adelaide, and also co-ordinator of ARP in South Australia, was responsible for the development of ARP districts, known as Sub-Control Areas, which were based on the boundaries of existing local government bodies.³⁶ There were eight such areas, namely:

- Area A: City of Adelaide,
- Area B: Unley,
- Area C: Norwood,

- Area D: Prospect,
- Area E: Woodville,
- Area F: Port Adelaide,
- Area G: Thebarton,
- Area H: Glenelg.³⁷

Later, these areas would form the administrative basis of an ARP communications network, however, besides the pioneering work of the Defence Society, in South Australia ARP remained largely 'on paper' until 1941,³⁸ when a growing awareness of the necessity for civil defence led to the passing of the *Emergency Powers Act* in August. Regulations under the Act, gazetted on 8 January 1942, placed responsibility for the protection of residents and transient workers 'squarely on the shoulders' of local government.³⁹

Subsequently on 26 February 1942, only seven days after the attack on Darwin, the *Code for air raid shelters* was gazetted by the South Australian government, establishing minimum standards for South Australian air raid shelters.⁴⁰ Few if any shelters constructed in South Australia could have withstood direct hits from powerful 'demolition' bombs, like those dropped regularly by the Luftwaffe on London, but those built according to the *Code for Air Raid Shelters* were designed to be effective protection from near-misses, incendiary bombs, penetration from machine-gun fire and shrapnel,⁴¹ considered to be the most likely threats to civilians in metropolitan Adelaide.⁴²

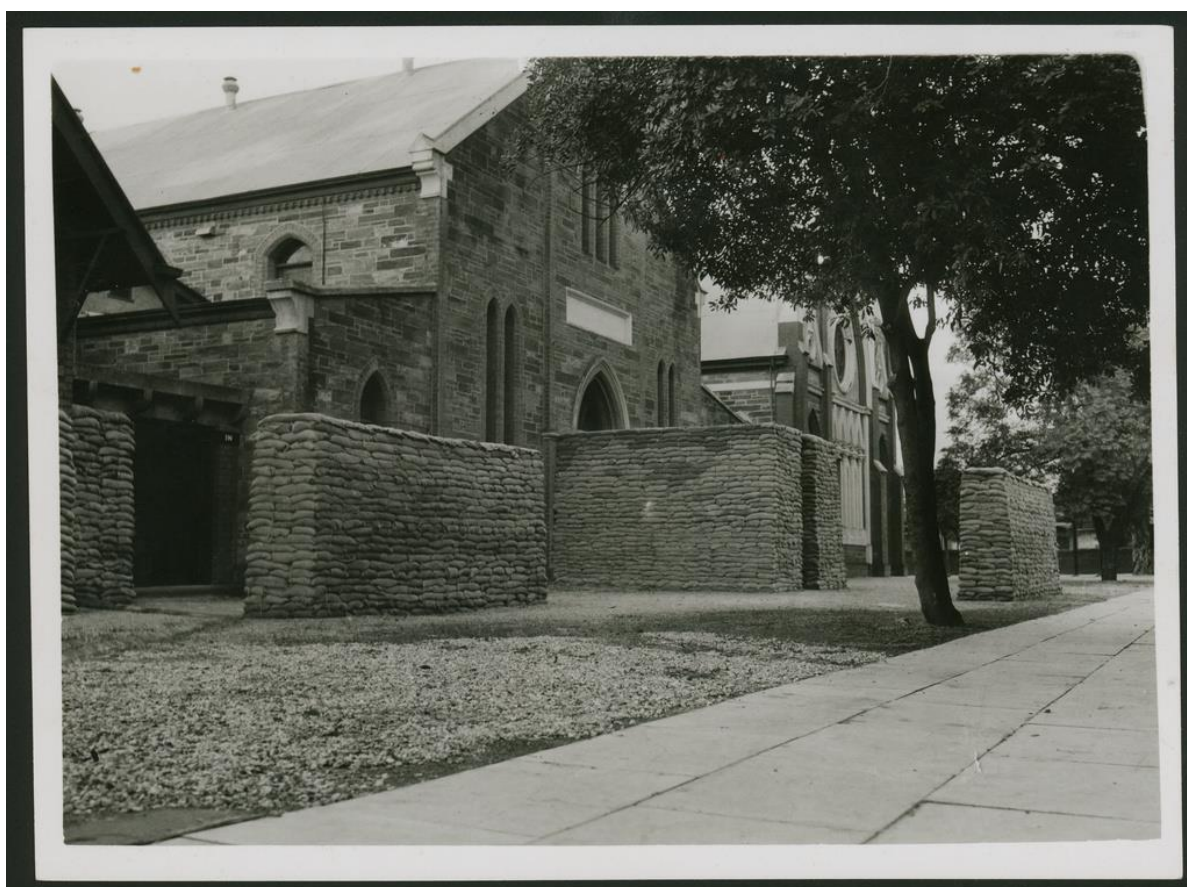
Air raid shelters in South Australia

Air raid shelters formed a key component of South Australia's official ARP response, but were also constructed privately by individual South Australians. At least 586 air raid shelters were constructed in South Australia over a period of only 18 months between December 1941 and August 1943, including 547 across the metropolitan area and 39 in country areas.⁴³ In 1939, the population of metropolitan Adelaide was 325,000,⁴⁴ substantially lower than the present population of 1,376,601 (recorded on 30 June 2020).⁴⁵

Wimmer identifies six South Australian air raid shelter types (refer to comparative analysis). The majority of the air raid shelters built in South Australia were simple trenches, of which 303 instances are known. There were also 16 dugouts, 21 sectional shelters, 78 reinforced concrete pipe installations (sites with more than one pipe were counted as one installation), 29 bunkers and 40 structurally modified rooms.⁴⁶ While most were located in the metropolitan area, air raid shelters were built as far afield as Peterborough in the north, Barmera in the east, and Kingscote in the south.⁴⁷ Wimmer argues that the large number of air raid shelters constructed may be read as a

'barometer' of the 'psychological health' of the South Australian community at the time.⁴⁸

In Adelaide, air raid shelters formed one part of a suite of ARP and other civil defence provisions. These included 'constant' air raid drills, air raid sirens, blackouts, publicity and public education surrounding ARP,⁴⁹ bracing, sandbagging and shuttering buildings,⁵⁰ watch-posts and towers, and an extensive city and suburban ARP communications network. This network was comprised of Sub-Control Stations, dispatch riders, air raid wardens and watchers. Meanwhile all school children received a cloth first-aid bag containing bandages, ointment, a blood group disc, a rubber cork 'for biting down on during bombardment' and a barley sugar or Butter Menthol, 'both of which had to be continually replenished.'⁵¹



B 21666

Sandbag bunds outside the Methodist Church, Unley, 1942. An example of a temporary ARP in the suburban environment

Source: SLSA B 21666

Wimmer therefore argues that air raid shelters are 'not isolated structures' but instead form part of 'an intriguing cultural landscape ... a wartime civilian landscape of fear,'⁵² which was superimposed on the peacetime urban environment.⁵³ This landscape of fear existed for a relatively short time, nevertheless, it had a profound effect on adults⁵⁴ who experienced it.

The Adelaide ARP emergency services network and the Prospect ARP Sub-Control Station

The ARP emergency services network, designed to coordinate the civilian response to a potential Japanese air raid, was established by February 1943.⁵⁵ The network's responsibilities included directing emergency services to bombing 'incidents' and coordinating a network of air raid warden and civilian relief centres.⁵⁶



BRG 213/207/5/59

ARP Control Room at GMH Woodville, providing an impression of how the Prospect ARP Sub-Control station may have appeared when furnished.

Source: SLSA BRG 213/207/5/54

The network headquarters was located in the basement of the AMP Building, King William Street, connected by telephone to eight communication centres known as Sub-Control Stations, one in each Sub-Control Area. The Adelaide (Area A) Sub-Control Station was located in the basement of the Savings Bank of South Australia, also on King William Street. The remaining seven Sub-Control Stations were located in purpose-built, reinforced concrete bunker-type air raid shelters, designed by the Engineering and Water Supply Department (E&WSD) by January 1942.⁵⁷ Three of these Sub-Control Stations survive, namely Prospect (subject of this assessment), Thebarton (SHP 14477) and Glenelg. The Sub-Control stations were simple, utilitarian structures built to a standardised design and each Sub-Control Station was nearly identical.

Each Sub-Control Centre housed at least 33 individuals, including twelve telephonists, various liaison officers, map plotters and other personnel,⁵⁸ supported by numerous dispatch riders on bicycles. The Sub-Control Centres communicated both with local air raid wardens and with the King William Street headquarters. Each centre was built in a 'readily identifiable' location, for example, adjacent to ovals or arterial roads.⁵⁹



BRG 213/207/5/58

ARP Control Room at GMH Woodville, providing an impression of how the Prospect ARP Sub-Control station may have appeared when fully staffed.

Source: SLSA BRG 213/207/5/58

While no original fittings remain at Prospect or Glenelg, the Thebarton shelter has some elements of the original telephone wiring, conduits and switches attached to its ceiling. Telephones in the ARP Sub-Control Stations were capable of communicating with domestic telephones through the Adelaide telephone exchange.

All ARP Sub-Control Stations were intended to have a low 'blast' or 'baffle' walls around the entire structure, designed to reduce the possibility of damage to the shelter resulting from near misses. However, only Prospect retains parts of its blast walls, and these surviving, original elements do not conform to the E&WSD design.⁶⁰ At Prospect the blast walls are rendered red brick and stand on the northern and western sides of the structure. Meanwhile what is presumed to be concrete paving on the

southern and western sides of the structure follows the inside footprint of the baffle walls as they were originally designed.

Arguably, the primary purpose of the ARP network was to serve as a visible and reassuring civil defence presence,⁶¹ indicating to the general public that the dangers of air raid had been appropriately mitigated by the government of the day. To this end, sub-Control Stations were strategically placed in prominent locations, where in some cases thousands of people passed by them every day, and were 'accessorised' with civilian men and women in military-style uniforms with badges of rank.⁶²



BRG 213/207/5/57

An ARP warden's post and dispatch rider at the Woodville GMH Factory, 11 May 1942

Source: SLSA BRG 213/207/5/57

Participation in civil defence activities, including ARP, gave ordinary South Australians a sense of contributing to their own defence and 'doing their bit,'⁶³ fostering community solidarity by uniting 'against a common enemy.'⁶⁴ Participation also gave individuals a sense of control over a frightening situation, however illusory that sense may have been, and from the government's point of view, ARP could be viewed as 'a healthy community distraction.'⁶⁵



B 21658

An ARP display at Wayville showgrounds

Source: SLA B 21658

The Prospect ARP Sub-Control District coordinator was local councillor Charles Williamson,⁶⁶ who later received an MBE for his services to his community during wartime. Air Raid Wardens included individuals such as Ruth Gower and Patty Duncan, who was Charles Williamson's niece.⁶⁷

Postwar use

In South Australia, ARP infrastructure, including air raid shelters, was never used for its intended purpose. Japan lost much of its surprise air strike capability with the sinking of four aircraft carriers at the Battle of Midway⁶⁸ in June 1942. Air raid shelters were maintained 'well into' 1943, however August saw 'debate about their future.'⁶⁹

Following the war, most trenches were filled in. Bunkers and sectional shelters were more difficult to demolish, and those in suburban gardens were often repurposed as storage, wine cellars, and occasionally chicken sheds. Some reinforced concrete pipes are believed to have been reused as school playground equipment.⁷⁰ Five of the local government-owned ARP Sub-Control Stations were demolished, however the remaining three became 'council assets' after the war.⁷¹

Since the end of the Second World War, the former Prospect Civil Defence Sub-Control Station has served a variety of uses. For a time it was used by the St John

Ambulance Brigade and the North Adelaide Football Club.⁷² Between 1965 and 1973 it was used as a clubroom by the South Australian Police Model Car Club and subsequently the Police Pistol Club until 1976.

The former Prospect Civil Defence Sub-Control Station is currently vacant, with no ongoing use besides storage. Occasional site tours are led by the Prospect Local History Group. This organisation plans to establish an interpretive centre within the building at some point in the future, to commemorate civil defence efforts during the Second World War.⁷³ In the local community, the former Sub-Control Station is colloquially known as the Prospect Air Raid Shelter.⁷⁴

The former Prospect ARP Sub-Control Station was locally listed in 2016. Prior to local listing, the former Sub-Control Station was threatened with demolition, provoking a 'hostile' response from the local community.⁷⁵

In recent years, the City of Prospect has undertaken a number of works on the site including concrete paving on the northern and western sides of the Sub-Control Station, landscaping, interpretive signage, and a mural. The Sub-Control Station originally displayed a 'natural' weathered finish that has recently been painted grey. Previously, the former Prospect Sub-Control Station was subject to regular flooding, however, the installation of a sump and water pump in 2017 finally solved this ongoing problem.

Chronology

Year Event

1933 25 February 1933, inaugural meeting of the South Australian Defence Society

1937 August, beginning of official South Australian civil defence preparations

1939 1 September, Nazi Germany invades Poland

3 December, Britain declares war on Germany; Australia 'also at war.'

1941 28 August, *Emergency Powers Act 1941* passed by South Australian Parliament

7 December, the Empire of Japan launches a surprise strike on United States naval base at Pearl Harbor in Honolulu

9 December, Australia formally declares war on Japan

1942 2 January, design work on ARP Sub-Control Stations is completed by engineers of the Engineering and Water Supply Department

15 February, Japanese troops land on Timor, 400 miles north of Darwin

19 February, 242 Japanese aircraft bomb Darwin

20 February, piers and abutments of suburban bridges between the city and the beaches are drilled to accept explosive charges in preparation for Japanese invasion

26 February, *Code for air raid shelters* gazetted by the South Australian government

13 March, first film footage of the Pearl Harbor and Darwin attacks are screened at the Savoy News-Luxe newsreel theatre in Rundle Street, Adelaide

4-7 June, Japanese surprise air strike capability is decimated through loss of four fleet carriers at the Battle of Midway

1943 February, Adelaide ARP emergency services network is active by this time

August, debate occurs in Adelaide surrounding the future of ARP infrastructure, including air raid shelters

1965 Former Prospect ARP Sub-Control Station becomes clubroom for the South Australian Police Model Car Club

1973 Former Prospect ARP Sub-Control Station becomes clubroom for the Police Pistol Club

1976 Former Prospect ARP Sub-Control Station vacated by the Police Pistol Club

2016 Former Prospect ARP Sub-Control Station is listed as a local heritage place

2017 Improvements to former Prospect ARP Sub-Control Station site including painting, landscaping, interpretive signage, and a sump and pump, which overcame the site's long-term flooding problem.

References

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Archival

B 21665, State Library of South Australia

GRG53/21/00000 Unit 705 File 3115/41, State Records of South Australia

SITE DETAILS

Former Prospect ARP Sub-Control Station

PLACE NO.: 26512

4/1 Menzies Crescent, Prospect

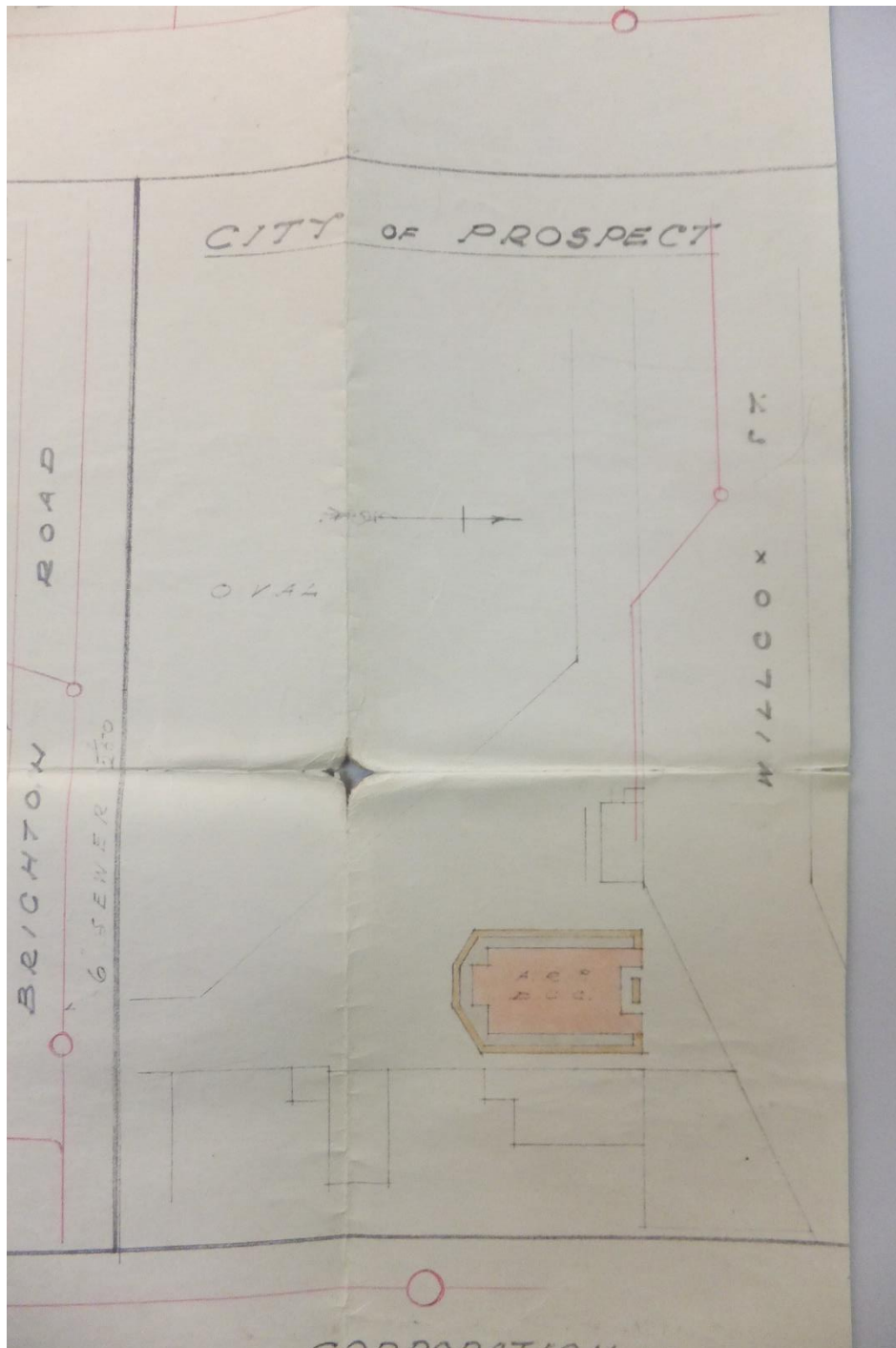
FORMER NAME:	Prospect ARP Sub-Control Station
DESCRIPTION OF PLACE:	Semi-subterranean reinforced concrete bunker, rendered brick baffle walls, original concrete footpaths and integrated drains
DATE OF CONSTRUCTION:	
REGISTER STATUS:	Nominated 2 September 2019 Provisional entry 5 August 2021 Confirmed 16 December 2021
CURRENT USE:	Vacant
PREVIOUS USE(S):	ARP communication network Sub-Control Station 1941-1943 St John Ambulance Brigade headquarters n.d. North Adelaide Football Club rooms n.d. SAPOL Model Car Club rooms 1965-1973 SAPOL Pistol Club rooms 1973-n.d
ARCHITECT:	Engineering and Water Supply Department engineers Plans submitted 2 January 1942
BUILDER:	Engineering and Water Supply Department 1942
LOCAL GOVERNMENT AREA:	City of Prospect
LOCATION:	Street No.: 4/1 Street Name: Menzies Crescent Town/Suburb: Prospect Post Code: 5082
LAND DESCRIPTION:	Title CT 5204/868; CT 5737/308 Reference: Plan No.: D35462 A1; F109765 A100 Hundred: Yatala

PHOTOS

Former Prospect ARP Sub-Control Station

PLACE NO.: 26512

4/1 Menzies Crescent, Prospect



Site plan of Prospect ARP Sub-Control Station

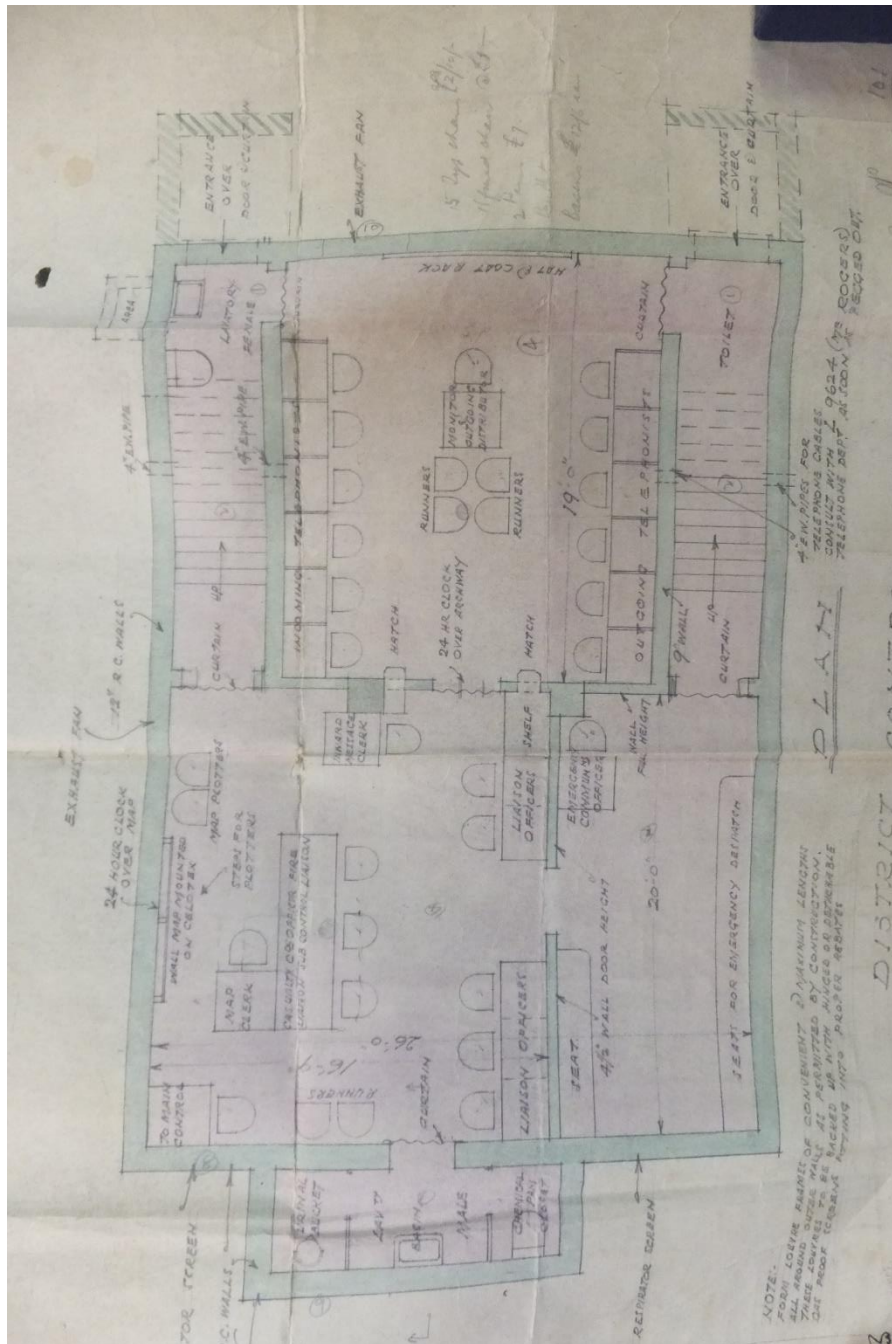
Source: GRG53/21/00000 Unit 705 File 3115/41, State Records of South Australia

PHOTOS

Former Prospect ARP Sub-Control Station

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4/1 Menzies Crescent, Prospect



Plan of typical ARP Sub-Control Station

Source: GRG53/21/0000 Unit 705 File 3115/41, State Records of South Australia

PHOTOS

Former Prospect ARP Sub-Control Station

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4/1 Menzies Crescent, Prospect



Front entrance showing baffle wall and new concrete paving
DEW Files 4 February 2021



Front view showing traversed entrance
DEW Files 4 February 2021

PHOTOS

Former Prospect ARP Sub-Control Station

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4/1 Menzies Crescent, Prospect



Side view showing windows

DEW Files 4 February 2021



Detail of board-formed concrete

DEW Files 4 February 2021

PHOTOS

Former Prospect ARP Sub-Control Station
4/1 Menzies Crescent, Prospect

PLACE NO.: 26512



Rear view

DEW Files 4 February 2021



Rear view

DEW Files 4 February 2021

PHOTOS

Former Prospect ARP Sub-Control Station

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4/1 Menzies Crescent, Prospect



Window detail

DEW Files 4 February 2021



Original cement paving and integrated drain

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PHOTOS

Former Prospect ARP Sub-Control Station

PLACE NO.: 26512

4/1 Menzies Crescent, Prospect



Interior view looking up stairs

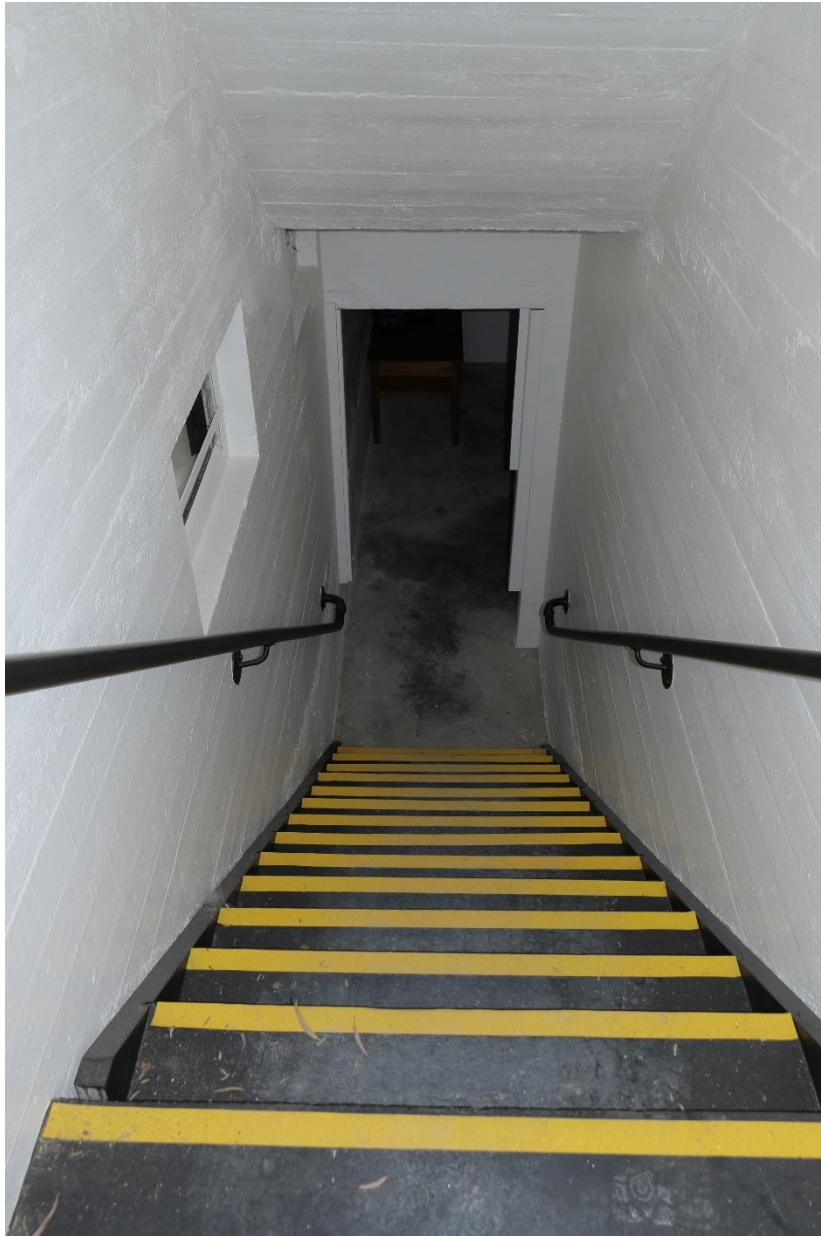
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PHOTOS

Former Prospect ARP Sub-Control Station

PLACE NO.: 26512

4/1 Menzies Crescent, Prospect



Interior view looking down stairs

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PHOTOS

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4/1 Menzies Crescent, Prospect



Interior view showing stairs and honour boards

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General interior view

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PHOTOS

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4/1 Menzies Crescent, Prospect



General interior view
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General interior view
DEW Files 4 February 2021

PHOTOS

Former Prospect ARP Sub-Control Station
4/1 Menzies Crescent, Prospect

PLACE NO.: 26512



General interior view
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Interior view showing window and ventilator tube
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PHOTOS

Former Prospect ARP Sub-Control Station

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4/1 Menzies Crescent, Prospect



General interior view
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Interior view showing sump pump
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4/1 Menzies Crescent, Prospect



Exterior – earthenware drainage pipe

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Side view showing original cement paving and integrated drain

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- ⁴ Deirdre McKeown and Roy Jordan, Background Note: "Parliamentary involvement in declaring war and deploying forces overseas" (2010) Canberra ACT: Parliament of Australia, Department of Parliamentary Services, Parliamentary Library
<https://www.aph.gov.au/binaries/library/pubs/bn/pol/parliamentaryinvolvement.pdf>
- ⁵ Carol Fort, "The Second World War" in *Adelaidia*
<https://adelaidia.history.sa.gov.au/subjects/the-second-world-war> accessed 5 July 2021
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- ⁷ Martin Wimmer, *Gimme Shelter* p. 137
- ⁸ Martin Wimmer, *Gimme Shelter* p. 75
- ⁹ Martin Wimmer, *Gimme Shelter* p. 230
- ¹⁰ Martin Wimmer, *Gimme Shelter* p. 75
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- ¹⁴ Carol Fort, "The Second World War" in *Adelaidia*
<https://adelaidia.history.sa.gov.au/subjects/the-second-world-war> accessed 5 July 2021
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- ¹⁶ Martin Wimmer, *Gimme Shelter* p. 9
- ¹⁷ Doug Robertson, "1942's desperate plans to defend Adelaide" in *Advertiser* 18 February 2010
- ¹⁸ For example at Semaphore; Kevin Crease, "Kevin Crease" in *100 Years of Semaphore 1883-1983* (1983) Semaphore SA: Semaphore Promotions and Tourist Association Inc.
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- ²⁰ E. Fuchs, "The Development of Outdoor Shelters. Showing Comparative Protection by Various Types" in *The Australian Home Beautiful*, 1942, 21(7) p. 10; cited in Wimmer p. 137
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- ²² Martin Wimmer, *Gimme Shelter* p. 52
- ²³ Martin Wimmer, *Gimme Shelter* p. 398
- ²⁴ Martin Wimmer, *Gimme Shelter* p. 395
- ²⁵ Martin Wimmer, *Gimme Shelter* p. 389
- ²⁶ Martin Wimmer, *Gimme Shelter* p. 58
- ²⁷ E. Jones, R. Woolven, B. Durodie and S. Wessely, "Civilian Morale During the Second World War: Responses to Air Raids Re-examined" in *Social History of Medicine* 2004, 17(3) pp 463-479; cited in Martin Wimmer, *Gimme Shelter* p. 33
- ²⁸ Martin Wimmer, *Gimme Shelter* p. 38
- ²⁹ Martin Wimmer, *Gimme Shelter* p. 49
- ³⁰ Martin Wimmer, *Gimme Shelter* p. 35
- ³¹ Martin Wimmer, *Gimme Shelter* p. 36
- ³² Martin Wimmer, *Gimme Shelter* p. 36
- ³³ Martin Wimmer, *Gimme Shelter* p. 206
- ³⁴ Martin Wimmer, *Gimme Shelter* p. 49
- ³⁵ Martin Wimmer, *Gimme Shelter* p. 49
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- ³⁷ Martin Wimmer, *Gimme Shelter* p. 47
- ³⁸ Martin Wimmer, *Gimme Shelter* p. 38
- ³⁹ Martin Wimmer, *Gimme Shelter* p. 127; see *South Australian Government Gazette* 8 January 1942 pp. 53-55
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- ⁵³ Martin Wimmer, *Gimme Shelter* p. 14
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- ⁶⁰ Martin Wimmer, *Gimme Shelter* p. 272
- ⁶¹ Jones et al 2004 p. 466, cited in Wimmer p. 33
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- ⁷³ Martin Wimmer, *Gimme Shelter* p. 418
- ⁷⁴ <https://www.prospectairraidshelter-adelaide.com.au/> accessed 13 July 2021
- ⁷⁵ Nominator pers. comm. 2 September 2019