Heritage South Australia Newsletter

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Front Cover: Alberton Railway Station, possibly in the 1890s. The only major external change to it and the identically designed Bowden Station has been the removal of the collonades. They appear to be the oldest (1856) surviving station buildings in Australia. Photo courtesy State Library of South Australia B27135

Minister's Update

As Minister for Environment and Conservation I look forward to working with the Department for Environment and Heritage and the newly established SA Heritage Council in continuing the important work of conserving and promoting South Australia's unique built and maritime heritage.

Much continues to be achieved in heritage across the State:

The SA Heritage Council's Register Committee is now in place - The Committee advises and assists the Council to administer the SA Heritage Register, primarily by identifying places, and related objects, of State heritage significance and provisionally entering them in the Register.

The Heritage Advisory Service continues to expand – Burnside City Council residents can now get advice from their new local Heritage Adviser (contact the Council for details) and the Outback Heritage Advisory Service is forging an increasing presence in the remote areas of our State.

'SA Open Heritage' a great success - *SA Open Heritage*, a joint venture between the Department for Environment and Heritage and the History Trust of South Australia, gave the public access to 74 of Adelaide's State heritage-listed buildings during History Week in May 2006.

The Painting Older Buildings Seminar held in May - This seminar presented an opportunity for a wide-ranging look at the not-so-simple business of painting heritage structures. The seminar was attended by a diverse audience of heritage place owners, architects, heritage consultants, painters and others, including several attendees from interstate.

Stage 2 of the 20th Century Heritage Survey commenced - Consultant Dr Peter Bell, in association with Dr Susan Marsden, Carol Cosgrove and Justin McCarthy, will nominate and document places of State heritage significance for the period 1928 to 1945, covering the Depression and the Second World War.

Hon Gail Gago MLC
Minister for Environment and Conservation

Heritage Directions

Heritage is a living thing. It describes our origins and informs our understandings of who we are today. Heritage helps to define for a community a sense of place, an identity. It can contribute to feelings of connectedness, and community pride and confidence. Heritage can excite curiosity about our past and enrich our daily lives. Heritage is something to be celebrated.

Apart from the social and cultural value of heritage, there are many economic and environmental benefits of protecting our heritage. Heritage is one of South Australia's drawcards. It can contribute to the State's economy through cultural tourism, creating employment and regenerating communities. Sensitive adaptations of heritage buildings for new purposes can also avoid or reduce demolition waste and have significant environmental benefits.

- Extract from Heritage Directions: A Future for Built Heritage in South Australia (Department for Environment and Heritage, 2003)

My favourite heritage place: The Humphrey Pumps at Cobdogla

Sarah Laurence

When I was asked to write about my favourite place, I thought that the choice would be easy until I began to think more about it, and got embroiled in a complicated list: my favourite 'house', my favourite 'landscape', my favourite 'bridge', and so on. So I thought about what my favourite *type* of places were – the large engineering and industrial sites, of which there are sadly fewer and fewer examples remaining. These are the places which really thrill me with their sheer size, utility or complexity.

One such place which has totally fascinated and excited me each time I have visited is the Humphrey Pumps at the Cobdogla Irrigation Museum on the River Murray. Not only do these pumps satisfy my penchant for large engineering sites – they are seriously big pumps – but one of them is still in working order, which really is the icing on the cake as far as I am concerned.

The Humphrey pumps at Cobdogla are considered to be of international significance, being two of only 12 such pumps ever built to the design of Herbert Albert Humphrey, an English chemist and gas engineer, and two of the few known to survive worldwide.

Humphrey's pump has been described as one of the most ingenious mechanical inventions of the early 20th century. The pump

is an intriguing internal combustion device which uses an oscillating mass of water as its piston moving back and forwards in a U-shaped pipe. Gas ignited in the combustion chamber powers the movement of the water.

Commissioned in 1927, the pumps at Cobdogla continued in operation until an electric pump was installed in 1965. One of the Humphrey pumps was repaired and restored to working order for the State's Jubilee 150 in 1986.

I was lucky enough, on my first visit to the Cobdogla Museum, to be given a very thorough and intimate tour of the pump by one of the people responsible for its upkeep and operation. Down in the bowels of the system, several flights of stairs below ground level in the drippingly damp depths normally occupied by water from the Murray when the pump is operating, we inspected the numerous small inlet valves which let the water into the pump itself. Back upstairs, at the top end of the pump, the combustion chamber bristles with valves (scavenger air valves, gas mixture valves and exhaust valves) and spark plugs. The pump is fuelled by gas, which is 'produced' on site by burning coal, which also powers the Crossley gas engine which provides ancillary power to the pumping plant.

So enthused was I by this inspection that I made a special trip to Cobdogla some time later to view the pump in operation on one of the few days of the year that it is run. I clearly remember the anticipation which built during the morning, the anxious activities of the operators checking that all was well, and the excited hum of the crowd gathered in the pump house as ignition time neared.

Nothing, absolutely nothing, prepared me for the actual physical experience of witnessing this pump in action: the smells of the gas generator, the expansion and contraction of the gas bags, the clicks and rattles of the valves and the whoosh and ground-jarring whump of the water as it moved through this unique pump, the water rising dramatically in the water tower and the regular rush of it flowing out into the irrigation channel. Just imagine what it must have been like when both of the pumps were operating!

Sarah Laurence
Senior Heritage Officer

Editor's note:
Readers enthused by Sarah's article can check the opening times and the days on which the pump operates with the Barmera Visitor Information Centre tel. 08 8588 2289 or barmeravic@hotkey.net.au

Humphrey Pumps, Cobdogla – detail of combustion chamber and valves, 1971

150th Anniversaries - Steam railways and Government telegraph services

This year we celebrate two very significant sesquicentenaries of the commencement of transport and communication services central to our daily lives. Both have left behind some notable built heritage.

Port railway opens April 1856

Living in an age of air travel and email, it takes some effort to appreciate the significance of the advent of steam trains and the telegraph - the internet of its day. However, the colonists at the time were under no illusion. The *South Australian Register* of 21 April 1856 reported at length on the many toasts and speeches at the opening of the Port railway two days earlier. In the course of responding to a toast to his health, the Governor, Sir Richard MacDonnell, said:

> Ladies and gentlemen, I feel that upon this the first day on which 'the iron horse' has been sent through the land on his unwearying and useful mission, a new era has commenced. (Hear, [sic] and applause.) The locomotive is the peculiar invention of our age - that age which has achieved such great wonders. I therefore look upon it that South Australia has now given public evidence of having graduated as it were and taken her place among the civilized nations of the world. (Applause.)

The Colony's first railway had opened in 1854, linking the river port of Goolwa with the ocean port of Port Elliot, and was horse-powered. The Adelaide - Port Adelaide line which opened in April 1856 was the Colony's first steam-powered service and as we now know, steam, not the horse, was destined to be the dominant motive power of the railways for over a century.

Movable heritage of the railways

As regards preserving the movable heritage of the railways, the State has been extraordinarily well served by the voluntary efforts of railway enthusiasts, who have not only managed to amass very significant static collections but have also kept several lines, carriages and engines operational. SteamRanger, the Pichi Richi Railway Preservation Society and the National Railway Museum at Port Adelaide are perhaps
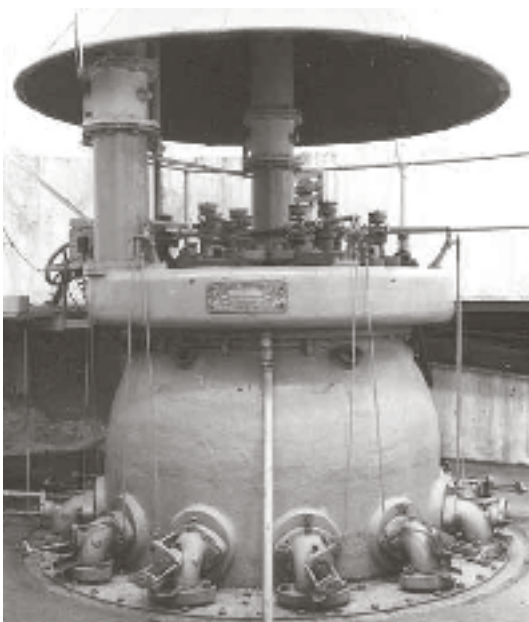
the best known organisations, but there are several others. (The SteamRanger Links page <http://www.steamranger.org.au/enthusiast/wwwlinks.htm> is a good guide to other groups.)

Built heritage of the railways

The built heritage of the railways typically receives less attention than the movable, but deserves more. Apart from the impressive architecture of some of the buildings - Adelaide, Gawler, Port Pirie (now a National Trust Museum) and Mannahill leap to mind - there are some survivors from the very earliest days of rail. On the Port Adelaide (now Outer Harbor) Line the original identical station buildings at Bowden and Alberton have survived with only one major change to their external form and appear to be the oldest station buildings in Australia. (It seems that the earlier buildings on New South Wales' and Victoria's first lines have been demolished.) On the Gawler Line, the Colony's second steam-powered service, which opened for general traffic to Salisbury (1 January), Smithfield (1 June) and Gawler (5 October) in 1857, North Adelaide is the only remaining original station building. In 1860 the line was extended to serve the important copper mining town Kapunda. The Kapunda Station building dates from the opening of the line and is our oldest country station building.

Electric telegraph links Adelaide City with the Port

Turning to the telegraph, there are some equally early buildings. The first electric telegraph linked Adelaide and Port Adelaide in November 1855. It was a privately-owned line built by James Macgeorge, better known subsequently as an architect. Ironically, it opened on the very day that Charles Todd, accompanied by his new bride Alice, arrived in the Colony to take up his Government appointment as Observer and Superintendent of Electric Telegraphs.

Todd worked quickly. The government line from the capital to its port opened in February 1856 and was soon extended to Semaphore, the focus of services for newly-arrived vessels, including signalmen, ships' pilots and shipping reporters. Macgeorge's private line proved uneconomic and was purchased by the Government and dismantled.

The original telegraph station buildings have been demolished, so the reminders of that service today are the former Telegraph Station (1868) on North Parade, Port Adelaide, next to the former Customs House by the Lighthouse, and the former Post and Telegraph Office (1881) at 15 Semaphore Road, opposite the Semaphore Library.

Inter-colonial telegraph line

In contrast, some of the original stations of the Colony's and Australia's first inter-colonial telegraph line - which connected with Melbourne via Mount Gambier in July 1858 and to Sydney via Albury soon after - have survived. The five initial South Australian telegraph stations on that line were at Willunga, Port Elliot, Goolwa, Robe and Mount Gambier. The original buildings survive at Robe and Willunga (both State Heritage Places in private ownership) and at Goolwa, as part of the current Post Office building.

Former Robe Post Office and Telegraph Station, 1979. The 1850s building is at left.

The next oldest telegraph station buildings that are State Heritage Places are at 59 Murray St, Gawler (now a National Trust Museum), 33 Gawler St, Mt Barker (now a dwelling), 2 St Vincent St, Auburn and 5 Market St, Burra (now an Art Gallery), which all date from around 1860. Hence the early history of telecommunications is well represented in the SA Heritage Register.

Telegraph brings news of significant events

The Gawler and Robe stations were improbably linked by the Colony's worst shipping disaster, the wreck of the intercolonial steamship *Admella* on a reef near Cape Northumberland on 6 August 1859. Eighty-nine of the 113 passengers and crew, including two Gawler residents, were lost during the eight days it took for the seas to be calm enough for a full-blown rescue

to be attempted. The disaster was recorded in poems, narratives and works of art and a detailed account is in Ian Mudie's *Wreck of the Admella* (Rigby, Adelaide, 1966).

The Robe and Mount Gambier operators kept the rest of the Colony abreast of developments. Dr Nott's 'Rise and Progress of Gawler', written the following year, records that 'crowds thronged round the office for days together, whilst every event of that melancholy catastrophe was flashed through the magic wires'.

However, it's the Burra Telegraph Office that has perhaps the most interesting claim to fame, for it was from there on 16 December 1862 that John McDouall Stuart telegraphed to Adelaide the news that he had completed the first crossing of the continent from South to North. If only walls could talk.

Brian Samuels
Principal Heritage Officer

Sources

I Auhl & M Perry *Burra Sketchbook*, Rigby, Adelaide, 1969.

Donovan & Associates 'Railway Heritage of South Australia', National Trust of SA, Adelaide, 1992.

GE Loyau *The Gawler Handbook*, Goodfellow & Hele, Adelaide, 1880, facsimile edition, Austaprint, Hampstead Gardens, 1978. [Chapter one includes Dr Nott's history, originally published in 1860 in *A General and commercial directory for Gawler and surrounding districts* …]

S Marsden *Working Lines: a History of the Robe Electric Telegraph Station and Post Office*, District Council of Robe, 1987.

A Moyal *Clear Across Australia: a History of Telecommunications*, Nelson, Melbourne, 1984.

SA Parliamentary Paper no. 164 of 1857-58 ('Colonial and Intercolonial Telegraphs')

M Thompson et al *150 Years of the Port Adelaide Railway 1856 to 2006*, National Railway Museum, Port Adelaide, 2006. [Available from the Museum for $15]

Further reading

Sir Charles Heavitree Todd (1826-1910) is best remembered for master-minding the construction of the overland telegraph line from Port Augusta to Darwin that connected Australia with England in 1872. One of the most notable of South Australia's colonial era public servants, he served as Postmaster-General for some 30 years. His story is engagingly told by his great-great-granddaughter Alice Thomson, a *Daily Telegraph* journalist, in her book *The Singing Line*, Chatto & Windus, London, 1999.

Infill building respects heritage neighbours

State of the art solar glass slots seamlessly into 120 year-old masonry to create a contemporary new retail space in what was originally a laneway between State heritage-listed Adelaide Arcade and the Regent Theatre Façade on Rundle Mall.

Adelaide City Council Heritage Adviser Robyn Taylor worked with architects Jason Pruszinski and Nicole Dent of Woodhead to problem-solve their way to an outstanding result for both the owner of the site and heritage conservation.

As intended, the new building with its sleek glass façade appears almost transparent. Behind the apparently effortless appearance of the new building was a team of professionals that worked out a series of creative solutions to meet often competing heritage, planning, safety and commercial requirements.

'The devil really is in the detail' said Ms Taylor. 'Getting the little things right, particularly with respect to structural engineering, is really important'.

The height of the new structure had to make sense of its two quite different adjacent buildings – both having strong horizontal elements. There was also an issue with the columned east-facing wall of the Adelaide Arcade building. An earlier plan to 'step' back the façade of the new building to block in this section of Adelaide Arcade – losing valuable retail space and creating an undesirable alcove – was discarded in favour of the retaining the Arcade wall inside the shop with glass, leaving it clearly on view both inside and outside of the premises. The decision to set back the shop's mezzanine level also contributes to the sense that the exterior wall of Adelaide Arcade has remained 'as is' through the 3-storey volume.

The largely untouched exterior walls of the adjacent buildings now form the interior walls of the new shop subtly showcasing the built history of these two heritage buildings. Internal fixtures to these walls have also been minimised – the heritage mantra 'do as little as possible and as much as necessary' has been well observed.

Shop signage also needed to be considered in terms of the impact on the heritage value of the adjacent State Heritage Places. Ripcurl's creative design group contributed to the ethereal feel of the building by suspending a fibreglass wave 'r' letter in the front of the building behind the glass – subtly but clearly visible from the street. Other signage is modern but discreet.

Complying with today's fire regulations often presents a challenge for those charged with adapting heritage buildings for new uses. This project was no different. To leave the second storey window in the Adelaide Arcade exterior wall posed a fire risk, while bricking it up was not really an option in conservation terms. An acceptable compromise was reached by installing a sprinkler system above the window to drench the opening in case of fire.

'Good communication between all parties, respecting each other's expertise and being prepared to be flexible along the way all contribute to the success of a project such as this' said Ms Dent. Woodhead was also responsible for designing the award-winning adaptive reuse of another State Heritage Place; the former Megaw and Hogg building in Leigh St, Adelaide, now occupied by State Records.

South Australia's 17 State Heritage Areas are a diverse group of places representing unique aspects of the State's natural and cultural heritage. Some are recognised for their architectural merits, layout or contributions to South Australia's development, while others are predominantly natural areas of scenic or geological importance. No two State Heritage Areas are alike, differing not only in significance and contribution to South Australia's historical story, but also in terms of size and location across the State.

In this first of a series of extracts from the State Heritage Areas of SA website www.stateheritageareas.com.au we look at the Beltana State Heritage Area.

Railway Station and Ghan Interpretation

Beltana State Heritage Area

The historic settlement of Beltana is located near the Warioota Creek in the western fringe of the Flinders Ranges, approximately 540 kilometres north of Adelaide. The designated State Heritage Area encompasses the surveyed township, as well as the adjacent cemetery and railway structures.

Significance

The declaration of the Beltana State Heritage Area on 16 July 1987 recognised the town's significant links with many important episodes in the history and development of South Australia's inland regions. People of Aboriginal, Afghan and European descent all regard Beltana as an important place in their cultural heritage.

The township of Beltana is historically important for its links with pastoralism, the Overland Telegraph, the Transcontinental Railway, mining, outback services and the Australian Inland Mission. Of added significance are the Afghan sites that reflect another phase in Beltana's past as an important camel-based transport centre of the nineteenth century.

A brief history

The land around Warioota Creek was first taken up by John Haines in 1855, and later (1867) amalgamated into the substantial holdings of the Beltana Pastoral Company of Thomas Elder and Samuel Stuckey. During 1866 Elder and Stuckey imported over 100 camels with Afghan drivers, which formed the basis of transport in the district and further north for decades.

The discovery of copper at Sliding Rock in 1870 prompted the construction of Martin's Eating House, later to be replaced by the Beltana Hotel, on the road to the mine at Warioota Creek. This location at the creek crossing had already been chosen as a site for a repeater station for the Overland Telegraph, which reached Beltana by 1871. The Beltana township was surveyed in 1873, and a purpose-built repeater station erected by 1875.

Beltana boomed with the arrival of the railway in 1881, and with an influx of mining families following the failure of the nearby Sliding Rock copper mine. By the mid-1880s the town had its own brewery, general store and a school. In the 1890s the Presbyterians established a mission at Beltana, with the Reverend John Flynn acting as the minister for a time in 1911. In 1919 the Australian Inland Mission opened a nursing home at Beltana. The town's population stabilised at about 150 and remained fairly constant until the 1920s.

By the 1940s, 64 trains per week were passing through Beltana along the Marree-Oodnadatta-Alice Springs line.

The development of the coal-mining town of Leigh Creek during the 1940s and 50s and the realignment of first the railway (1956) and later the main road (1983) led to Beltana's decline as a major service, transport and communication centre for the region.

Features of Beltana State Heritage Area

Important to the charm and distinguishing features of Beltana is the overall 'townscape'. While individual buildings and places have historic merit and their own appreciable characteristics, it is the town's layout and the location and type of buildings that contribute to its outback character.

The rugged visual setting and the small and simply designed buildings are reflective of the early settlement of South Australia's inland, and reveal the hardships faced by early pastoralists, miners, developers and settlers.

Surviving within the Beltana State Heritage Area are many buildings and places that illustrate the historical themes that dominate the town's past and contribute to its heritage significance. These include:

• telegraph repeater station (1875)
• railway station complex (1881)
• Beltana Hotel (1874)
• Royal Victoria Hotel (1878)
• police station and cells (1881)
• ruins of Buttfield's store (1887)
• Mitchell's manse (1894) - subsequently the A.I.M. nursing home

Railway engineer's camp at Beltana 1885, Photo B 62389: State Library of SA

• Smith of Dunesk mission, formerly Doig's coach works
• school (1893)
• cemetery

There are also several cottages and some substantial ruins, such as fireplaces, wells and a baker's oven, scattered over the area. Significant water supply structures include the railway dam and a government well and concrete trough dating from 1917.

More on State Heritage Areas

For more information about Beltana and the sixteen other SA State Heritage Areas see www.stateheritageareas.com.au

Robyn Ashworth
Senior Heritage Interpretation Officer

Government Well at Beltana

Development Guidelines

Guidelines for Development in the Beltana State Heritage Area are being developed by the Department for Environment and Heritage (DEH) to help guide future development at Beltana. The guidelines will provide information about appropriate conservation methods and sympathetic development within a State Heritage Area, as well as outline the development application process.

DEH provides a free heritage advisory service to Beltana residents (and to residents of other State Heritage Areas through their local Councils). To find out more contact the Heritage Branch on 8124 4960.

Hughes Chimney Stack, Wallaroo

Ross Creek Bridge, Kapunda, before repair

Ross Creek Bridge, Kapunda, after repair

Korra Weera, Marden, veranda tiles before repair

Each year, funding to help conserve South Australia's built heritage is available through the South Australian Heritage Fund Grants Program managed by the Department for Environment and Heritage. Grants for between 25% and 75% of the cost of conservation work, generally up to a limit of $5,000, are available for the care of State Heritage Places. Applications for grants are usually received between April 1 and June 30 (applications for 2006/07 are now closed).

Conservation work supported in 2005/06

In the 2005/06 financial year 59 grants were allocated (see list of successful grant projects). Projects ranged from re-roofing & stonework to the preparation of Conservation Management Plans and included the following:

Korra Weera, Marden

Repairing badly damaged veranda tiles was an arduous and time-consuming process for this heritage owner. Many hours were spent sorting and salvaging the existing tiles, which were all painstakingly cleaned, and repaired and re-laid with the help of dedicated tradesmen. Only small quantities of new tiles were sourced to complete the job, an outstanding result for all involved.

Ross Creek Bridge, Kapunda

Light Regional Council, with assistance from the SA Heritage Grants Program, undertook substantial conservation work at this triple arch stone bridge near Kapunda. Experienced contractors replaced fretted stone and re-mortared deteriorated sections.

Hughes Chimney Stack, Wallaroo

The District Council of the Copper Coast, with funds from the Commonwealth of Australia's Cultural Heritage Projects Program and the SA Heritage Grants Program, this year completed an extensive project stabilising and conserving the Hughes Chimney Stack at Wallaroo. In observing the principles of the Burra Charter, this project gave maximum protection to the structure with the least intervention to the original fabric.

Korra Weera, Marden, veranda tiles after repair

SA Heritage Fund Grants

2005/06 SA Heritage Fund Grant recipients

- St John's Community Hall, Adelaide
- Dwelling, North Adelaide
- Dwelling, Adelaide
- Row Houses, Adelaide
- Merridong Cheese Factory, Balhannah
- Dwelling, Mount Torrens
- Goolwa Museum, Goolwa
- St Jude's Church, Port Elliot
- Friedensberg German Museum, Springton
- Chateau Tanunda Estate, Tanunda
- St Joseph's School, West Hindmarsh
- Dwelling, Pt Lincoln
- Dwelling, Salisbury
- Lee's Theatre Club, Wayville
- St Augustine's Church, Unley
- Rose Street Cottages, Mile End
- Dwelling, Plympton
- Former Woolshed Flat Church, Rhynie
- Stable, Mintaro
- Dwelling, Narrung
- Masonic Hall, Moonta

- Wallaroo Smelter Ruin & Hughes Chimney Stack, Wallaroo
- Moonta Mines Uniting Church, Moonta
- All Saints Anglican Church, Moonta
- Dwelling, Mallala
- Former Coaching Stables, Wilmington
- Peterborough Town Hall, Peterborough
- Dingley Dell, Robe
- Tumby Bay Hotel, Tumby Bay
- Minlaton Showgrounds, Minlaton
- Dowlingville Post Office, Dowlingville
- Hawker Railway Station, Hawker
- Former Kapunda Showground Pavilion & Wall, Kapunda
- Ross Creek Bridge, Kapunda
- Freeling Hotel, Freeling
- Dwelling, Greenock
- Dwelling, Cadell
- Dwelling, Hahndorf
- Mount Barker RSL, Mount Barker
- Dwelling, Naracoorte

- Bon Marche Building, College Park
- Dwelling, Marden
- Dwelling, Reynella
- Dwelling, Willunga
- St Mary's Church, Port Adelaide
- Ford Brothers Store, Terowie
- Dwelling, Hallett
- Burra State Heritage Area Conservation Program
- Olivewood Museum, Renmark
- Conservation Management Plan, Gawler Uniting Church, Gawler
- Conservation Management Plan, St Peter & St Paul Church, Gawler
- Coward Springs Railway Site, William Creek
- National Trust Museum, Victor Harbor
- Dwelling, Victor Harbor
- Dwelling, Hamley Bridge
- Mt Burr Forest Reserve, Mt Burr

Need Heritage Advice?

Heritage advice is available free to owners of State Heritage Places. Contact your local Council to arrange an appointment, or if your Council is not listed, contact the DEH Heritage Branch on 8124 4060.

Greater Metropolitan Region

Adelaide City Council, Contact DEH Heritage Branch	8124 4960
Adelaide Hills Council	8408 1400
Alexandrina Council	8555 7000
Barossa Council	8563 8444
Burnside City Council	8366 4200
Clare & Gilbert Valleys Council	8842 6400
Gawler Town Council	8522 9211
Goyder Regional Council	8892 0100
Light Regional Council	8525 3200
Marion City Council (local heritage only)	8375 6600
Mitcham City Council	8372 8888
Mount Barker District Council	8391 1633
Norwood, Payneham & St Peters City Council	8366 4555
Onkaparinga City Council	8364 0666
Port Adelaide Enfield City Council	8405 6600
Tea Tree Gully City Council	8397 7444
Unley City Council	8372 5111
Victor Harbor City Council	8551 0500

Flinders Region

Flinders Ranges Council	8648 6031
Peterborough District Council	8651 3566
Orroroo Carrieton District Council	8658 1260
Mt Remarkable District Council	8666 2014

South East

Grant District Council	8721 0444
Kingston District Council	8767 2033
Mount Gambier City Council	8721 2555
Naracoorte Lucindale Council	8762 2133
Robe District Council	8768 2003
Tatiara District Council	8752 1044
Wattle Range Council	8737 0900

Upper Spencer Gulf

Port Augusta City Council	8641 9100
Port Pirie Regional Council	8632 1222
Whyalla City Council	8640 3444

Outback (unincorporated areas)

Contact DEH Heritage Branch	8124 4960

All other areas of the State

Contact DEH Heritage Branch	8124 4960

Looking After Your Heritage Place

Maintenance – Spring and early Summer

A basic program of routine seasonal maintenance helps keep buildings in good condition and avoids the unnecessary expenses of corrective action. The following is an extract from the soon to be published update of DEH Technical Note 3.1 *Maintenance and Repair of Older Buildings in South Australia* (previously published as *An Owner's Guide to the Maintenance of Historic Buildings*).
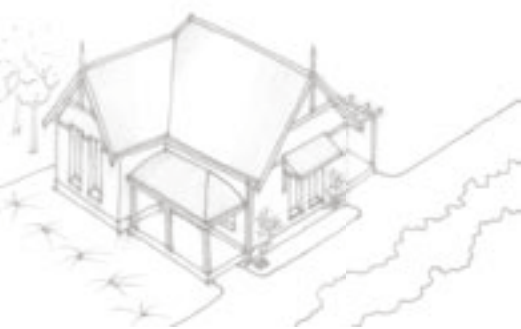
Spring

Gutters and downpipes

Clean gutters and downpipes.

Creepers

Cut back creepers and ivy. Allow tendrils to dry before removing from walls.

Subfloor vents

Check to ensure debries is cleaned and air is free to flow through sub-floor space.

Watering

Check operation of sprinklers – ensure that they do not wet the walls.

Summer

Fire Safety

Remove debris and flammable materials, check condition of door and window screens. Ensure eaves are screened against entry of air borne sparks and embers.

Roof

Ensure roof is watertight and that flashings and cappings are secured and in good repair.

Watering

Periodic deep watering of lawns, garden beds and trees can help stabilise soil moisture where cracking on clay soils is a problem.

Ask an expert

Q. What should I be doing to look after the roof of my older building?

A. From Paul Stark, Principal Conservation Architect:

Do you like standing in the rain unprotected for long periods? Masonry buildings don't either!

The roofs of traditional buildings should act as more than just a 'brollie'. How well the roof works and the extent to which rainwater is directed away from walling can directly impact on the condition and stability of buildings and even the likelihood of termite attack.

South Australian roofs were usually clad with terracotta tiles, slates or metal sheeting. Each are proven weather beaters, as long as they are regularly maintained. Tiles and slates can crack or slip and the metal sheeting (historically in short lengths, but now available as full length replacements) can eventually rust at the joints where one sheet 'laps' over another. Regular visual inspections are vital but equally important are the means by which these inspections can be made easy and safe.

But I regularly look at my roof when I return home or when I'm in the garden!

Its good practice to be familiar with buildings, but the first signs of trouble with roofs may not be visible from the ground. Thankfully however you don't have to act like a mountaineer clambering over the roof as this can not only be dangerous to your health, it can also do more damage to the cladding than leaving it alone. Inspection of the roof cladding from the underside, within the roof space above the ceiling, is more likely to be both convenient and instructive as to the condition of roof cladding.

Taking care to step on structure, not the ceiling, pinholes or small strips of light entering the roof space may indicate cracks or holes in the cladding, even on a dull day. Slates that often appear in good condition from the outside can reveal the salty and furry crust of delamination and decay when viewed from the roof space. Corrugated metal sheets can also look fine from the outside until the joints are viewed from the underside. The telltale signs of bubbling rust will indicate that all may not be as it should. Of particular importance (whatever the cladding type) is the uniform appearance of the timbers that support the cladding (purlins). Staining of timbers may indicate water entry points.

If these are present it may be wise to inspect the underside of the cladding during rain early in winter to ascertain whether or not the staining is historical and not the location of continuing water entry. This is particularly important around penetrations through the roof such as chimneys and at the back of gables and parapets.

Many houses of the Victorian period have box gutters either behind parapets or more commonly in the middle of roofing to drain both sides of cladding (sometimes called a 'well' roof). They are often located above the hallway and are notorious for flooding due to blockage by leaves, debris or vermin. It is good practice to inspect and clean these in anticipation of the odd summer downpour and again prior to winter rains towards the end of autumn. Lack of regular maintenance has unfortunately caused the occasional home owner to be greeted by the sight of the hall ceiling lying on the floor after a deluge. Sometimes box gutters simply can't cope and their size and discharge warrant specific attention to improve performance.

My gutters work well except during heavy rain. Why should I be concerned?

Older buildings have often been modified during their histories. Additions and alterations often result in changes to roof cladding and gutters. Even if they are 'original', this does not mean they function as well as they might. Small gutter sizes and inadequate numbers of downpipes as well as undersized box gutters can lead to problems with effective stormwater discharge. It is good practice to consider whether or not the present stormwater system copes well in storm conditions. It is better to have one or two additional downpipes and emergency overflow points at considered locations, and even a larger box gutter, than a regular waterfall at the base of external walls or worse inside the building.

Ultimately the roof will only be as good as the gutters that serve it. Regular localised flooding at the base of walls can lead to structural distress and cracking of walling as well as rising damp and salt attack if left unmanaged over time. The additional dampness can elevate humidity beneath timber floors and the 'cupping' of floor boards. In severe cases it may even soften timbers adding to the likelihood of termite attack.

Send your 'Ask an expert' questions for publishing to baxter.lyn@saugov.sa.gov.au or The Editor, *Heritage South Australia Newsletter*, Heritage Branch GPO Box 1047 Adelaide SA 5001.

Expedition Helps Uncover Stories of Survival

Around 160 years ago a real-life survival story unfolded on the cliffs of Flinders Island, a remote island off the West Coast of South Australia.

In an 1845 letter, Charles Driver, the Government Resident at Port Lincoln, wrote:

"On the 9th April the Vulcan Schooner…left Port Adelaide on a whaling trip, having on board seventeen hands besides the owner. Her destination was Middle Island. On the 22nd Ultimo she was totally wrecked on Flinders Island. No loss of life occurred, and the spars, sails, and casks were saved. The crew having constructed a canvas boat, the owner and eight others put to sea therein, leaving nine men on Flinders Island."

Although the rescue team was originally headed for Port Adelaide to find a replacement vessel, rough weather forced them to land at Coffin Bay, where they dragged the boat ashore and buried their personal effects and provisions in the sand. The group then walked to Port Lincoln, prompting the missive from the Government Resident. They eventually returned to Flinders Island to pick up the remainder of the *Vulcan's* crew around August 1945.

A recent expedition to the Investigator Group of islands provided DEH maritime archaeologist Terry Arnott and Senior Heritage Officer Sarah Laurence with a rare opportunity to explore the site, particularly the caves where the nine men sheltered while waiting for rescue.

Another Flinders Island survival story is the story of Aboriginal woman 'Charlotte'. Sealer William Bryant lived on the Island from about 1826 to his death in 1844, some months before the *Vulcan* was wrecked. Living with Bryant on the island was Charlotte, an Aboriginal woman Bryant had taken from the mainland in about 1826, with her then infant son named William Bluff, and two young sons born to Bryant by Charlotte. There was also another Aboriginal woman named Fanny. It appears that Fanny 'was removed' from Flinders Island in 1848, while Charlotte and her two young children left the island in September 1849. But their unknown sealing vessel was wrecked and Charlotte's two children and two European men were drowned; Charlotte was the sole survivor.

Sources:

State Records – SA, *Charles Driver's Letterbook*, 28/1845

Heritage Branch file SH/VULC/1845

Terry Arnott and Sarah Laurence explore one of the old caves
Photogaph by Greg Adams, *The Advertiser*

Terry and Sarah study structures built by the survivors
Photograph by Greg Adams, *The Advertiser*

Walter Charles TORODE (1858-1937), master builder

Walter Torode was born on 17 September 1858 at North Adelaide, son of Henry Kaines Torode and his wife Sarah, nee Sperring. His father was a cabinet maker who had emigrated to South Australia from Guernsey in 1854, and Torode also had an uncle who was a brickmaker, a family background which undoubtedly fostered respect for the craft tradition. In 1873, Torode was indentured to be a carpenter and joiner at William King's steam sawmill in O'Connell Street, North Adelaide, finishing his apprenticeship in 1879.

From the outset of his career, Torode seized on the business opportunities offered by the Adelaide Hills railway, opened in 1883, which converted the rustic villages of Aldgate and Stirling into fashionable resorts for the Adelaide gentry. Leasing quarries at Heathfield, Aldgate, Stirling West, and Burdett on the River Murray, Torode specialized in contracts for large Hills houses and some public buildings under the direction of a number of prominent Adelaide architects. He refused to let sub-contracts, employing day labour exclusively. At the age of thirty he had already established a flourishing business, based on commercial self-sufficiency, entrepreneurial flair, and a reputation for superior quality work in a range of building materials.

Some of his buildings

By the turn of the century, Torode was in the vanguard of the South Australian building industry, his versatility and reliability winning him a succession of large and prestigious contracts in the City of Adelaide and nearby. He built the Allan Campbell building at the Adelaide Children's Hospital (1896), the Elder Conservatorium at the University of Adelaide (1897), the Stock Exchange of Adelaide (1900), the Lady Chapel and western towers of St Peter's Cathedral (1901), the Anglican church of St George the Martyr at Goodwood (1902), St Paul's Anglican church at Port Adelaide (1905), the Presbyterian church at Woodville (1906), extensions to the Unley Town Hall (1907) and Ruthven Mansions (1913), and buildings for Pulteney Grammar School (1920).

Concrete structures

Always fascinated by new developments in technology, Torode was among the first Australian builders to grasp the structural potential of reinforced concrete, employing it in a small way in commercial buildings in the City of Adelaide as early as 1907. The following year he built himself a concrete house in Unley which still stands, employing cavity walls cast in situ, with perforated steel sheet reinforcement. Also in 1908, Torode built a substantial concrete bridge and several buildings at Anlaby station, near Kapunda. By 1909, he had adopted the use of imported asbestos cement sheeting for linings, and stucco render to disguise external cast concrete surfaces.

There followed a number of contracts for concrete houses in metropolitan Adelaide over the next two decades, and Torode's structural system was adopted by the South Australian Railways for low-cost cottages.

Although quick to apply the new technology, Torode was not himself an innovator in concrete construction. He took out no patents, but skilfully rode the wave of early twentieth century developments in building methods. However there were technical limitations to his knowledge of concrete construction, and the durability of some of his work suffered from his inexperience. Some of the early concrete buildings are poorly reinforced, and in some structures the reinforcing rods were too close to the surface, and have corroded. The central arch of the 1908 bridge at Anlaby has collapsed, apparently from failure of the reinforcement. Torode was apparently content to experiment without closely following the engineering literature, because there was considerable technical information describing reinforcing systems available in print from Europe. (The South Australian Reinforced Concrete Company built several structures using the Monier system which were contemporary with Torode's earliest concrete buildings, and which are in far better condition today.) Either because concrete did not find favour with clients, or because Torode recognised its technical limitations, he built very few concrete houses after 1916.

East Elevation

Dwelling, Unley Park - North elevation, 1911. Built in 1910 by W.C. Torode.

His own designs

On the occasions when Torode produced his own architectural designs, he demonstrated a fondness for the Picturesque, and for Arts-and-Crafts motifs which were philosophically opposed to the mechanistic technologies he adopted. His own homes, which also served as display houses for business promotion, reveal an eclectic mind at work, ranging rapidly across a variety of structural techniques and stylistic influences. The most remarkable of Torode's homes is Amphi Cosma, built at Wayville in 1914. Innovative in its reinforced concrete structure, daring in its octagonal plan, it is a minor landmark in the history of Australian domestic architecture, yet scarcely practical as a family home. Its principal stylistic influence appears to be the mid-nineteenth century octagonal houses of American designer Orson Fowler.

Prominent though he was in his day, Torode had little identifiable influence on succeeding generations. His building methods reflected the current state of a rapidly evolving industry in which many others were active, and his own designs were derivative and somewhat archaic.

His high profile owed much to self-promotion; he published at least two booklets illustrating his work, *How to Build* (Adelaide 1904) and *At Home* (Adelaide 1917). His greatest technical achievement lay in successfully applying the demanding new technology of reinforced concrete to buildings on a domestic scale, but, significant as this achievement was, its outward expression is to be found today principally in a number of relatively insignificant suburban houses. Nonetheless, Torode commands respect for his flexible response to new technology, his success at vertical integration of the building industry, and his consistently fine craftsmanship.

Private life

Torode shifted his residence within the Adelaide area on several occasions, to Stirling West in 1881, Fullarton in 1904, Unley in 1908, Unley Park in 1909, and Wayville in 1914, following the locus of his major domestic commissions through the newly fashionable southern suburbs. He married twice, first in 1881 to Sophie Minnie Gellentien, who died in 1913. The following year Torode married Ida Edith Lower. Described as 'vigorous and genial', he was a deacon of the

Lee's Theatre Club (former dwelling), Wayville, Designed and built by W. C. Torode in 1912.

Brougham Place Congregational Church, and was active in the Wattle League during the First World War, and in the Sunday School movement. Cricket played a major part in his early life, as did bowls later. His enthusiasm for new technology spilled over into his private life, and aeroplanes and motorcycles figure prominently in his recollections. He relished such anecdotes as his one day round trip by motorcycle between Adelaide and Murray Bridge in 1902.

Torode built very little after 1920, his last house was at Kensington Gardens in 1926. His last major contract, the Memorial Hall at St Peter's College, dragged on for eight years, and costs went seriously over budget before the job was completed in 1929. Whatever the cause may have been, Torode appears to have had little involvement in what was nominally his project. His second wife died in 1928, and

Torode moved to Melbourne. There he entered into a token partnership with Alex Gairn of Collins Street, but no work of substance emerged. In 1935 he retired to Sydney where his three daughters lived, and died there on 28 January 1937. He was cremated at the Rookwood Cemetery.

Peter Bell

Peter Bell is a consultant historian. An earlier version of this article formed the basis for his entry on Torode in the *Australian Dictionary of Biography*, Volume 12, Melbourne University Press, Melbourne, 1990.

Sources

Peter Bell, 'Walter Charles Torode (1858-1937)', *Australian Dictionary of Biography*, vol.12, Melbourne University Press, Melbourne, 1990, p. 244

John Schenk, 'The Concrete Houses of Walter Charles Torode', *Architecture Australia*, 77, 4, (June 1988), p. 65

Walter Torode Papers, State Library of SA PRG 312

Advertiser 29 January 1937

Heritage News

Heritage Surveys/PARs

The following Councils are undertaking or about to undertake Heritage Reviews/Surveys, prior to a Heritage Plan Amendment Report (PAR) being prepared:

- Flinders Ranges Council & the District Councils of Mount Remarkable, Orroroo/Carrieton & Peterborough (Joint Heritage Review)
- City of Holdfast Bay (1930s Heritage)
- Kangaroo Island (excluding American River, Kingscote, Parndana & Penneshaw)
- District Council of Kingston
- City of Mount Gambier
- District Council of Wattle Range (Penola only)

The following Councils currently have Heritage PARs under Interim Authorisation:

- Alexandra Council (Strathalbyn Township only)
- City of Burnside (Historic (Conservation) Zones No. 2)
- City of Campbelltown (Local Heritage Places)
- City of Norwood Payneham & St Peters (2 PARs - Payneham and St Peters, Kensington & Norwood)
- Light Regional Council
- Town of Walkerville (Heritage Places & Areas)

The District Council of Mount Barker is expected to have its Heritage PAR under Interim Authorisation shortly.

Also in preparation are the Mintaro PAR by the Clare & Gilbert Valleys Council, a PAR for the Happy Valley area of the City of Onkaparinga and a Heritage/Character Precinct PAR by the City of Victor Harbor.

New-look website

The DEH Heritage website has a new look and structure. The site now provides more detailed information about types of heritage and levels of heritage protection, and about assessing and listing State Heritage Places. The new 'Owning a heritage place' section presents information for owners and potential owners of State Heritage Places. Keep an eye on the site www.heritage.sa.gov.au as new content is added over the next few months.

Twentieth Century Heritage Survey - Stage 2 (1928-1945)

DEH has commissioned Dr Peter Bell, of Historical Research Pty Ltd, in association with Dr Susan Marsden, Carol Cosgrove and Justin McCarthy (of Austral Archaeology) to undertake the 2nd Stage of the Twentieth Century Heritage Survey.

The survey will nominate and document places of State heritage significance from the period 1928 to 1945, covering The Depression and the Second World War. The survey report is expected to be completed by November 2007.

DEH Principal Conservation Architect appointed

Paul Stark, Principal Conservation Architect, DEH

Paul Stark has joined the Heritage Branch of DEH as Principal Conservation Architect, replacing Duncan Ross-Watt who has moved to Queensland. Paul has worked at the interface of heritage, planning and design for most of his career. During the nineties he managed the City of Adelaide's heritage program and Council's heritage grants scheme, raising its profile nationally through the facilitation of projects such as conservation of the Beehive Corner. More recently he enjoyed working for Planning SA expanding the role of urban design principles and awareness of their importance through whole-of-Government policy development and by application in many rural town centres. Paul is a local architect with post-Graduate qualifications in heritage conservation from the Institute of Advanced Architectural Studies, York, UK.

State Heritage Places - new in the SA Heritage Register

Former Powder Magazine Keeper's Residence, Water Tank, Toilet, Fence, Garden and Curtilage, Adelaide Criterion: b

Former Powder Magazine Keeper's Residence, Adelaide.

The former powder magazine keeper's cottage is a rare example of an on-site residence for the manager of a powder magazine which provides information about a now extinct vocation and way of life. It also has significant associations with the City of Adelaide's last surviving powder magazines.

Slab Hut built by Ferdinand von Mueller & House, Bugle Ranges Criteria: b, e & g

Slab Hut built by Ferdinand von Mueller, Bugle Ranges

The slab hut built by Ferdinand von Mueller at Bugle Ranges in 1849 is significant for being one of the most intact surviving examples of a pioneering timber-slab cottage in the State and demonstrates early construction techniques. It is also significant for its association with von Mueller, who went on to become an Internationally-renowned scientist. The adjacent c1850s cottage also displays pioneering construction techniques. When the cottage was built the original hut was then used as its kitchen for over a century.

St Andrew's Anglican Church (including Front Fence, Eastern Side Fence, Clock and Peal of Bells), Walkerville Criteria: b & e

St Andrew's Anglican Church, Walkerville.

St Andrew's Anglican Church is significant as an example of a parish church which clearly represents the influence of British religious ideals on the physical and spiritual landscape of South Australia. Its early date of commencement, its development and continued use make it one of the most significant parish churches in South Australia.

Challenging Times:
National Trust of South Australia
1955 - 2005
by C Cosgrove & S Marsden. The Trust, Adelaide, 2005. Limp, 212pp.

It's not unusual for historical organisations to be so focussed on the histories of other bodies in their communities that they neglect to properly record their own. It is therefore very pleasing that the National Trust of South Australia saw fit to commission a substantial history for its 50th anniversary.

The overwhelming impression gained from it is the considerable scope and variety of tasks the Trust has taken on down the years. As the State's oldest broadly based heritage conservation organisation – earlier bodies focused more narrowly on nature conservation or on specialized or local history – there was much for it to do in 1955.

There were branches to form, museums to establish, native vegetation and fossils to protect, early buildings to list, horse-drawn vehicles to collect and buildings to acquire or accept 'care and control' of from government. In later years came stronger engagement with planning legislation, Federal government National Estate Grants Program funding, and higher profile advocacy work, including battles for the retention of Tram Barn A at Hackney and Adelaide's East End Market buildings.

This book underscores the enormous contribution that volunteers have made and continue to make to the conservation of the State's heritage. When the Trust was formed there were less than 20 museums and historical organisations in the State. There are now around 300. Their collective achievements are something to acknowledge and celebrate as we move towards the 175th anniversary of European settlement in 2011.

Brian Samuels
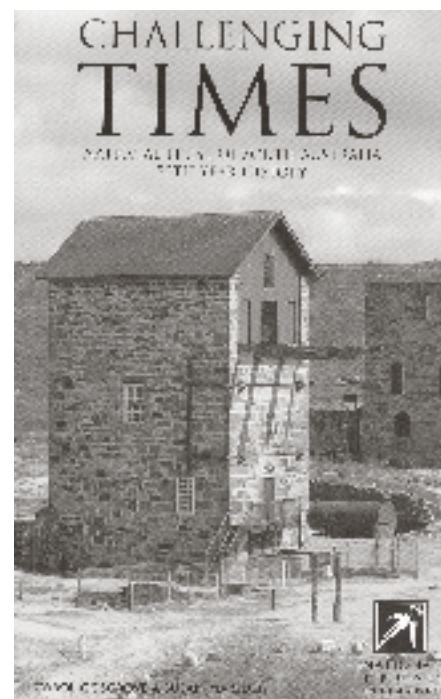
Some Plaques and Memorials
of South Australia
Volume 2, Part 3B (North-Western to Northern Regions of Greater Adelaide) by F Paul Bulbeck. The author, Adelaide, January 2006. Limp, 298pp.

This is the fifth volume in Paul Bulbeck's ambitious project to record and describe the plaques and memorials to be found around Adelaide and its environs.

It follows volumes dealing with Adelaide city (Volume 1) and Greater Adelaide (Volume 2, Parts 1, 2, and 3A). This latest volume deals with localities covered by the local government areas of Port Adelaide and Enfield, West Torrens, Thebarton and Charles Sturt. A future volume, covering the more accessible country regions of South Australia, is intended to complete the series.

The scope of the project is staggering, and the author's dedication to the task of describing or meticulously transcribing the text of hundreds of foundation stones, commemorative plaques and interpretive signs located within each suburb is certainly impressive.

However this is much more than a mere catalogue. The author also provides context in the form of extensive historical notes on each locality, and many of the individual places are described in considerable detail. Some of the items featured include parks, public buildings, private homes, artworks, cemeteries, bridges and landscapes. Many are illustrated with good-quality colour photographs, taken by the author.

Most places are easily accessible to the public, making this a wonderful resource for those curious to learn more about their local area, or explore less familiar parts of Adelaide. The books are written in an easy conversational style that is readable and unpretentious, and allows the personality of the writer to show through. It's a little like taking a stroll round the neighbourhood with a knowledgeable local.

The author has set out to make this a systematic and exhaustive survey. His method of arranging the material (into segments, suburbs and precincts) is perhaps a little idiosyncratic, but this is incidental to the enjoyment and usefulness of the books. At the beginning of each chapter there is a definition of the geographical area it relates to, and a comprehensive index with each volume allows for quick reference.
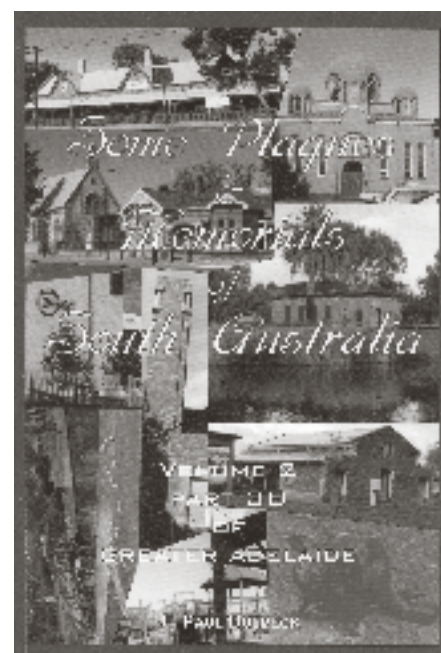
This valuable publication brings to life many of the interesting stories that lie behind those cryptically worded plaques and silent memorials we tend to pass by without really noticing. It should encourage us to take a closer look.

The books have had very small print runs – often less than 100 copies – and should be sourced from libraries.

Deb Morgan

Events

September

Wed 20

Royal Adelaide Hospital and Michell Residence

An Historical Society of South Australia field trip

Bookings: (08) 8277 2953

October

Sun 8

Coromandel Valley - visit the old cemetery and Institute, Gamble's Cottage and Winn's Bakehouse

An Historical Society of South Australia field trip

Bookings: (08) 8277 2953

Fri 13

Heritage Conservation Seminar – Cemeteries

Aimed at those interested in conserving small historic cemeteries and individual graves; particularly anyone applying for a 'Heritage Cemeteries' grant.

Venue & Cost: to be advised

Enquiries: (08) 8124 4960

Fri 20 - Sun 22

Adelaide's Botanical Riches: keeping history in garden design

27th Australian Garden History Society National Conference

Venue: National Wine Centre

Cost: Full registration $410 (members) $470 (non-members) - other options available

Enquiries: (03) 9650 5043
Toll free 1800 678 447 or
info@gardenhistorysociety.org.au
www.gardenhistorysociety.org.au

Tues 31

Schools Heritage Competition Presentation Ceremony

Venue: Sunnybrae Farm, Regency Park

Cost: Free, by invitation only

Enquiries: (08) 8124 4957

November

Fri 10

Adelaide Parklands Symposium

A balancing act: Past - present - future

Adelaide Parklands Symposium - Friday 10 November 2006

Open to the public, but a registration fee applies.

UniSA, City East Campus: Basil Hetzel Building Mutual Community Theatre (H2-02)

Adelaide Parklands Tours - Saturday 11 November 2006

A series of walking, coach and bike tours are being planned for this day to take in aspects of the Parklands.

Adelaide Parklands Public Lecture - Sunday 12 November 2006

Free public lecture to be held at the Adelaide Town Hall during the afternoon with Sarah Whyte, Chair of the Centennial Parklands Foundation, Sydney.

www.hawkecentre.unisa.edu.au

Sun 26

Loreto College: tour of 'The Acacias', heritage display and stables

Christmas function with drinks and finger food in the garden. From 4pm - 6pm.

An Historical Society of South Australia field trip

Bookings: (08) 8277 2953