



The
Historical Society
of
South Australia
Inc.



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THE HISTORICAL SOCIETY OF SOUTH AUSTRALIA Inc.

Institute Building, 122 Kintore Avenue, Adelaide 5000.

OBJECTS

- (a) to arouse interest in and to promote the study and discussion of South Australian and Australian history,
- (b) to promote the collection, preservation and classification of source material of all kinds relating to South Australian and Australian history,
- (c) to publish historical records and articles,
- (d) to promote the interchange of information among members of the Society by lectures, readings, discussions and exhibitions,
- (e) to co-operate with similar societies throughout Australia,
- (f) to do all such things as are conducive or incidental to the attainment of the above objects or any of them.

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FOUNDED IN 1974

Cover Illustration - The Adelaide Hunt Club at Urrbrae. In Adelaide and the Country 1870-1917 J.B. Hirst writes: 'Almost to the end of the century, meetings of the Hunt Club could be held in several places around the city which were no more than two miles from its centre.'

FORTHCOMING EVENTS

Friday, 3rd April, 1987, at 8.00 p.m.

ANNUAL GENERAL MEETING

&

MEMBERS NIGHT

Venue: State Library Lecture Theatre
(Corner North Terrace and Kintore Avenue, Adelaide)

The business of the AGM will be followed by the return of Members Night, an experiment first tried in 1984, repeated with much success in 1985, and rested for a very busy Jubilee year.

As in 1984 and 1985, Members Night is an evening without a formal lecture. Instead members are invited to bring along an item (or items, if you like) and say a few words. Both evenings proved to be enormously successful, members bringing along coffins, agricultural implements and a host of smaller items of historical interest, and talking about them with some flair. Do participate by coming along and sharing something you value with the rest of us. An enjoyable and interesting evening is guaranteed.

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Friday, 1 May 1987 at 8.00 p.m.
Venue: State Library Lecture Theatre

Dr. John Daly: The Adelaide Hunt

Sports history is a comparatively new branch of history but one which is rapidly gaining acceptance. Dr Daly is no stranger to it, having published his Elysian Fields, a history of sport, class and community in colonial South Australia, some years ago. His new book, a history of the Adelaide hunt, was published late in 1986, and will be available to members at a reduced price on the night. In his illustrated address he will tackle only a few themes in the 147 year old history of the Adelaide hunt.

Apart from his historical research, John Daly is well known in the community for his record as an athletics coach. His track record speaks for itself - head coach of the Australian athletics teams in the 1976, 1980 and 1984 Olympic Games. He has also coached Glynnis Nunn, gold medal winner at the Los Angeles games.

* * * FUND-RAISING TOURS * * *

Sunday, 12 April 1987

Historic Mitcham Village

Pam Oborn, a member of the Society, and an authority on old Mitcham, will be our guide. Mitcham was one of the earliest villages on the Adelaide plain and boasted more than its share of fine old buildings. A highlight of the walk, which should take about two hours, will be a visit to the restored Barr Smith Theatre in the grounds of Scotch College.

Please assemble at the Mitcham Village Art and Craft Centre (corner of Albert and High Streets) at 1.50 p.m. The walk will start and finish there. The Art and Craft Centre is near the terminus of the Mitcham bus route.

You are asked to contribute \$1 (more, if you like) for admission to the Barr Smith Theatre. Pam Oborn will also be selling a walking tour guide for \$1 should you care to purchase it.

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Sunday, 31 May 1987

Adelaide Oval

This tour, by courtesy of the South Australian Cricket Association, will take in the scoreboard, the Dressing rooms, the Ridings room and the Bradman room. It will take about an hour. SACA needs to know how many guides will be required so if you are interested contact the Historical Society's secretary at 356 0099. Please do so by Thursday 21 May at the latest - we need to give SACA numbers by the Friday of that week.

This is an early notice because the May Newsletter will reach most metropolitan households only two or three days before 21 May. Assemble at the South Gate of the Adelaide Oval at 1.45 p.m.

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*** SEPTEMBER MEETING ***

Please note that the venue for Dr Brian Dickey's lecture on 4 September will be Holy Trinity Church, North Terrace. Dr Dickey's lecture is entitled 'Holy Trinity - Church and Congregation, 1836 - 1868'. The venue was still to be decided when the programme went to press in January.

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ARTICLES

THE RAILWAY WATER TANK

How do you slake the thirst of a panting eighty ton (tonne) monster who has just raced thirty miles (50 kms) and in ten minutes will start to race another thirty miles (50 kms)? In that ten minutes of replenishment, up to 3000 gallons (13,500 l) of water could be required and in the driest state in the driest continent, that quantity is not available in such a short time.

This was the problem faced by the South Australian Railways as they established a network of lines across the colony in the 1860's, 70's and 80's. Railways revolutionised transport for our forefathers. Before the iron rails had been laid into a district, travellers had to be content with riding or bumping and rattling at 7 to 9 miles per hour (11 to 14 kph) over rough roads at the slow pace of the horse. The advent of the railway however immediately accelerated the speed of travel to 20 miles per hour (32 kph) with improved comfort as the train rode smoothly over the rails. This quickened pace was due to the power of the steam locomotive, beyond comparison with animal traction. The great power of the locomotive also enabled much larger loads to be hauled; instead of 3 or 4 tons (3 to 4 tonnes) behind a team of bullocks, an early locomotive could haul 100 or more tons (tonnes). Later locomotives hauled 2000 to 3000 tons (tonnes) at speeds up to 60 miles per hour (100 kph).

However, the steam locomotive required coal for its fire and water in prodigious quantities to generate steam for its power. Enough coal for most journeys could usually be carried on the tender coupled permanently behind the locomotive. To avoid carrying an excessive weight of water, the locomotive's supply had to be replenished at intervals along its journey ranging from 20 to 150 miles (32 to 250 kms) depending on the size of the tender, the load hauled and the height climbed by the track.

The railways stretched out into the dry South Australian countryside long before many of the reticulated water supplies we now rely upon. Local creeks and waterholes which had been adequate for bullock and horse teams could not fill the tender of a locomotive quickly enough to prevent a long delay in its journey.

To reduce the time taken to fill the tender, the South Australian Railways provided water supplies at stations about ten to fifteen miles (16 to 25 kms) apart. Where a reticulation scheme already existed, a "water column" was connected to that supply and positioned alongside the track. Where this was not possible, a large tank was erected on a high stand next to the line and kept full by whatever local supply was available. Often this was a railway dam with a steam operated pump. When a locomotive required water it stopped alongside the tank and a large moveable pipe or hose, known as trunking, quickly discharged as much as was needed directly from the tank into the tender. The trunking was either of canvas or sheet metal. These tanks were also used to supply the local community with reticulated water.

A tank of 25,000 gallons (110,000 l) was found to be suitable for almost all locations. Ransomes and Rapier, railway materials manufacturers of London produced a tank of this size which virtually became standard from the 1860's to about 1910. At first the tanks were imported from England, but later they were made by the Railways at their Islington workshops. This type was found all over the South Australian Railways system, from Bull Island in the South East to Oodnadatta 1000 miles (1600 kms) to the north. For locomotive crews with only a few minutes available for watering, a simple and standard operating system was essential. The trunking was simply pulled down, and a foot valve in the tank turned on by pulling a chain hung next to the trunking. To stop the flow, the chain was released and the trunking pushed up.

The tanks were assembled from cast iron modules bolted together. Only three different module shapes were required:-

- (1) a flat module measuring four feet (1.2 m) square for the walls and floor,
- (2) a singly curved module four feet (1.2 m) long by nine inches (225 mm) wide and nine inches (225 mm) high for the edges between walls and the floor and between adjacent walls, and
- (3) a doubly curved module nine inches (225 mm) high, nine inches (225 mm) wide and nine inches (225 mm) long for the four bottom corners.

The top of the tank was left open. To construct a 25,000 gallon (110,000 l) tank measuring 21ft 6inches (6.5 m) long by 21ft 6inches (6.5 m) wide by 8ft 9inches (2.7 m) deep, 65 flat modules, 28 singly curved modules and four doubly curved modules were required. Other sizes of tank could be made by varying the number of modules, and a number of smaller tanks were built, such as the 2,500 gallon (11,000 l) tank at Semaphore for suburban locomotives.

A flange facing into the tank was cast all the way around the edge of each module so that the bolts through the flanges holding adjacent modules together were hidden and a smooth face presented to the outside. A half inch (12 mm) wide by two and a half inch (65 mm) deep gap was left between adjacent flanges for a caulking compound to make the tank watertight. These tanks were constructed long before the availability of modern mastic, silicon, polyurethane and polysulphide sealants so the tank builders made their own. It comprised equal parts of sal ammoniac, sulphur and iron filings and was mixed on the floor of the tank with a little water until it became pastey. The mixture was left under a wet bag for about half an hour until it became "gooey" when it was pushed into the joint using a specially shaped caulking tool. Over a period of time the mixture expanded due to the corrosion of the iron filings and sealed the gap against water leakage.

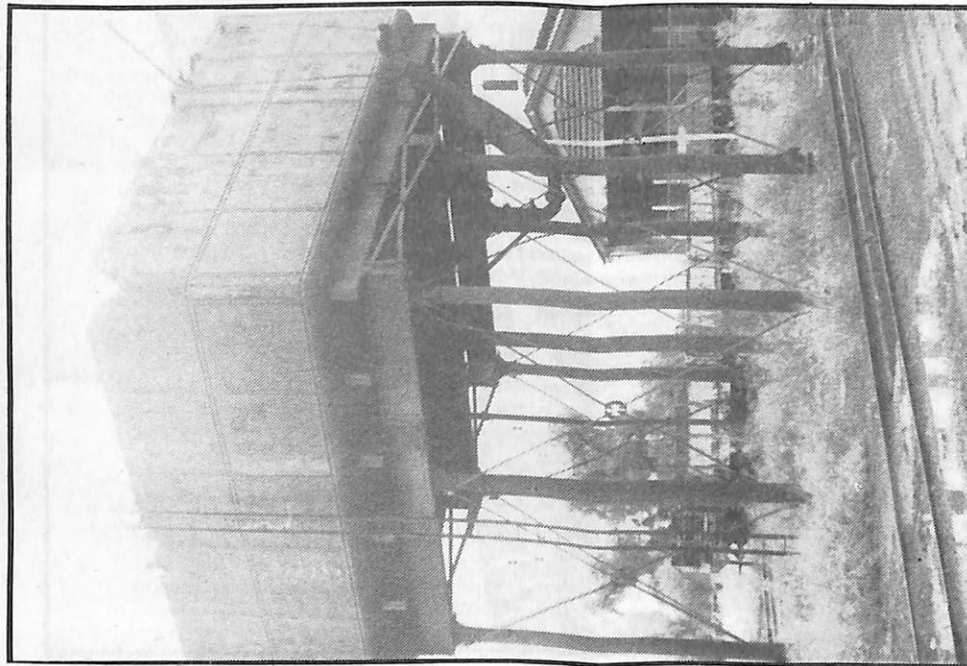
This mixture was probably derived from "rusting cement", the invention of which is attributed to the Englishman William Murdock, a pioneer of gas lighting, and who was an associate of Matthew Boulton and James Watt. It comprised a mixture of sal ammoniac (ammonium chloride) and iron filings, was packed dry into the spaces to be filled then wetted. It was used in structures where cast iron girders were required to be held



A small tank at Semaphore.
Photo L.J. Hart Collection.
No date.



*The interior of the Quorn tank.
Photo Bill Stacy.*



*The Quorn tank, showing cast
iron columns. Photo Bill Stacy.*

tightly in position such as the domed roof of the Reading Room of the British Library. The sal ammoniac accelerated the rusting of the iron filings. Because the rust had a greater volume than the original filings, an expansive force was generated which held the structure tightly together.

Some of the early South Australian water tanks were raised on a masonry base such as that at Riverton on the Burra line which was opened in 1870. At the same time iron casting skills were being developed to a high level and foundries were producing beautiful and detailed shapes for structural members, including cleats for attaching bracing and other fittings. This made it cheaper to construct bases of cast iron columns with diagonal wrought iron bracing carrying wrought iron girders. The tank erected at Quorn in 1879 is a typical example. As wrought iron production was largely by human labour, the size of the molten billet and hence the end product was small. Large girders could not be produced from one billet so small sections of wrought iron had to be rivetted together to form girders large and strong enough to support the weight of the tank.

1879 was a watershed in the development of iron and steel. In that year the Tay Bridge in Scotland collapsed leading to the abandonment of cast iron as a structural material. In the same year Sydney Gilchrist invented a process for the economical production of mild steel. Steel had superior properties to both cast and wrought iron and could be produced in larger quantities and more cheaply than wrought iron. These advantages soon led to steel becoming the dominant structural material, even for the bases of water tanks. Later bases, such as that built in about 1915 at Jamestown, used columns formed from steel rails rivetted back to back. The top and bottom of each column were supported in specially cast shoes. Large single section rolled steel girders supported the floor. The rails used for the columns at Jamestown are stamped "Barrow Steel, T & P R R", Barrow Steel being the English manufacturers of the original rail used in 1881 for the Terowie & Pichi Richi (Quorn) Railway. In about 1915 this line was relaid with heavier rail and some of the salvaged lengths of original rail were used for the columns.

In the flat and arid regions of South Australia on the Great Northern and Broken Hill lines, these water tanks stood high above the scrub and defined the course of the railway. As a prominent landmark throughout the state they were painted with advertising slogans. Railway travellers of the twenties and thirties would remember slogans such as "Fry's Cocoa", "Havelock Tobacco", "Burford's Soap", "Arab Groceries" and "More water for Amgoorie Tea". That last one has a sour taste. Many water supplies were barely suitable for locomotive boilers and required heavy dosing, so would have destroyed the subtleties of the tea's flavour!

In service the tanks were reasonably successful. The cast iron in the walls and floor was resistant to corrosion but it was also brittle which meant that it snapped when bent too far. The iron filings in the sealant did not stop corroding once the gap was sealed, but continued, forcing the flanges further apart and bending the plates until they sometimes snapped. Once this had happened the tank leaked through the resultant

crack, the loss increasing as more plates snapped. Jack Sweeney, retired works foreman at Peterborough, related how once the leakage became too great, the tank would be drained immediately after a train departed, the cracked plate unbolted, removed and replaced with a new one, the joint resealed and enough water put back into the tank before the arrival of the next train.

By the early years of this century, other and cheaper forms of water supply, such as the galvanised corrugated tank, were becoming available and this, together with the problems of the cast iron tank, led to its abandonment for new railway construction.

In the 1950's and 60's many of the pioneering narrow gauge railways in the South East and the North were abandoned. The water tanks on these lines fell into disuse. For the remaining tanks, their necessity too was almost at an end, for in September 1951, the South Australian Railways placed its first main line diesel locomotive in service. This type required almost no water and could carry all the fuel it needed for the longest trips. As steam locomotives were replaced by diesels, the need for water supplies at frequent intervals along the line declined and when steam working ceased in January 1970, the water tanks became redundant.

A few of these tanks abandoned by the Railways still see service, such as that at Hawker. Some are used as a water supply by graziers for stock. Others have had their walls removed and a galvanised iron tank placed on the floor. A few remain, simply because they have not been demolished.

These tanks played an unnoticed but vital role in the early transport of South Australia. They supplied the water needed by the steam locomotives which helped open up and develop much of this state. The survivors are almost unprotected; only the tank at Quorn is specifically listed on a heritage register (National Estate as part of the Pichi Richi Railway). Presumably the tank at Manoora is also protected by virtue of being part of the "station complex" which is listed on the state register. The Quorn tank is also covered in this way.

The tank at Quorn is too badly cracked for any long term storage of water for the steam locomotives which operate out of the town. The Pichi Richi Railway Preservation Society has just recieved a National Estate grant for \$19,950 towards the cost of fully restoring the Quorn tank to full working order which will see it operating well into the 21st century. This project will ensure that these important and silent sentinels of the steam railway era are not allowed to disappear.

ACKNOWLEDGEMENT: The author gratefully acknowledges the help given by Hayden Hart in preparing this article.

Bill Stacy

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IS OUR PHYSICAL HERITAGE REALLY A TOURIST ATTRACTION?

[Extract from a dinner speech delivered by our President, Dr Robert Nicol, at the biennial South Australian tourism conference, 1986.]

I have been asked to speak for 5 - 10 minutes and so will be able to offer only a few very basic introductory remarks. I can offer those remarks as an academic working in the heritage area, but also as someone involved in heritage and tourism through Parkin House and the Parkin House Piano Collection, which are being seen by an increasing number of visitors annually - and as a heritage consumer - someone who tours city and country frequently and actively seeks out parts of South Australia's physical heritage.

The question for us to consider tonight is, "Is our physical heritage really a tourist attraction?"

I think my initial answer is that it should be and it can be. In some instances, it already is. Ayers House and Martindale Hall, for example, are obvious tourist attractions. Sometimes the link between tourism and heritage is less obvious, but is nonetheless significant.

The Adelaide Parklands are a most important part of our physical heritage - and one of the most frequently admired attractions of the city. Some parts are, however, completely neglected, e.g. West Terrace Cemetery.

But in some instances our physical heritage is already a tourist attraction, in many other cases, the work required to achieve this still has to be done. Even where success has been achieved, it has been on a relatively small scale. Given the obvious attractions of Ayers House - association with prominent figures and the State's history - beautiful interior and contents - central location - and so on, it is remarkable that average daily attendance is only around 25 people. And it needs to be remembered that a place like Ayers House is of interest not just on a state basis, but on a national and even an international level.

Unfortunately, South Australians have been slow to recognize the potential of heritage items. I say unfortunately, because most of the arguments in support of that potential were being put when I came to Adelaide from Sydney 10 years ago. In the ensuing decade substantial damage has been done to this state's physical heritage. Some of the damage has been done to individual significant buildings - when I came here, all that was left of the South Australian Hotel was a hole in the ground. - But I think the greatest damage, particularly in tourism terms, has been done to the overall character of Adelaide and many rural centres

by the destruction, usually in the name of progress, of an alarming number of individually less significant, but collectively very attractive buildings. In the last decade, King William Street has lost its distinctive character, Pirie and Grenfell Streets have become cold, uninviting grey tunnels and many country towns with their characteristic and attractive 19th century main streets have been blighted by cream brick banks, council chambers and post offices, and by a gaudy array of advertising signs and modern shop fronts. Modern supermarkets and carparks have swept away many early buildings and are more often than not entirely out of sympathy with the physical appearance of the town.

Part of the problem is that there is still no general acceptance of the importance of our physical heritage. For the majority of the population, progress still means by definition the replacement of the old with the new. Heritage conservers are apt to lose sight of this fact and forget that they are still the minority. But an even greater problem has been that there is still no widespread acceptance of the viability of heritage as a commercial proposition.

It is here that the importance of the tourism industry looms large, for we are consistently being told of late that it is one of our few growth industries. I am not directly involved in that industry and most of you are. I certainly would not presume to tell you your business. You all know that tourism contributes significantly to earnings of foreign exchange, to local employment and prosperity and to local, state and federal government taxation. Our physical heritage should be seen as an integral of that process. Of course, it has intrinsic value and beauty, but quite apart from this, it is a major economic resource and an irreplaceable capital asset. It is this last point which is sadly missed by the development lobby which would demolish all but a token selection of our 19th century buildings.

The fact is that an increasing number of people are seeking new ways of filling their leisure time. Many of them turn to old places in the expectation of getting something out of them. Some simply want a change from their usual surroundings, some are looking for a connection with their own family history or a sense of belonging. Others are quite specifically interested in history and heritage. But above all else, such tourists are after a distinctive atmosphere which will give them an experience to be remembered. South Australia's physical heritage, if properly conserved and appropriately utilised, is one of the best sources of such an atmosphere.

Nevertheless conserving our physical heritage is not a one way street to prosperity and big profits. Herein lies another major problem which has hindered acceptance of its value.

Conservation costs money and in the present economic climate, no one really wants to pick up the bill. All those who benefit from an increase in tourism need to be reminded of the part they should play. Federal, state and local governments must take a prominent role - but contributions should also come from the large companies and local business groups alike who make a profit from the heritage atmosphere engendered, and from the general community whose members may owe their livelihood, or at least part of it, to tourism or may use our physical heritage for their leisure time or simply to create a quality of life which they deem acceptable. "The user pays" is a valuable principle in this case. The problem is that many fail to accept that they are users, or are quite unaware of the fact.

Conservation associated with tourism also brings with it problems and responsibilities apart from the obvious financial ones. The sheer success of some clever heritage oriented promotion has brought its own threats by combining large numbers of tourists with fragile buildings and environments.

Few people in management positions have any expertise in the area of heritage conservation and there is a fairly widespread lack of knowledge about and understanding of South Australia's history. The risk here is that unwitting damage will be done to our physical heritage or that we will see the proliferation of fake heritage.

I don't wish to appear too negative or to be classed as an ivory tower academic with no understanding of the real world, but I could come up with numerous examples of the sorts of horrors that can emerge - The rapid destruction of the real heritage and atmosphere of a town like Hahndorf - by a combination of large numbers of tourists and the development of a German character redolent of beer halls and slap dancing, which is far removed from that of the original settlement and its German citizens, not to mention the proliferation of souvenir and food shops which seek to capture the tourist dollar as quickly as possible with little or no attempt to contribute to the maintenance or conservation of Hahndorf's original character.

- The proliferation of rather kitsch mock feudal castles and baronial homes at the many new wineries established in the Barossa Valley during the past decade - erected in many instances by people with the best of intentions, but no understanding of the history and heritage of the region. The area had a strong German element and produced wine - German wine meant the River Rhine and fairy tale castles - The poor tourist was so underestimated in intelligence that it was assumed this would be what he would expect to see if he was attracted to the area - never mind

(Continued on Page 14)

THE HISTORICAL SOCIETY OF SOUTH AUSTRALIA

STATEMENT OF RECEIPTS AND PAYMENTS FOR YEAR ENDED 31ST DECEMBER, 1986

<u>RECEIPTS</u>			<u>PAYMENTS</u>		
<u>1985</u>		<u>1986</u>	<u>1985</u>		<u>1986</u>
	<u>Balances 1 January 1986</u>			<u>Publications</u>	
3086-34	Operating Account	1804-48	1825-28	Newsletters	3305-16
1617-89	Deposit Stock Account	1762-48	5417-24	Journals	3507-74
-	Premium Interest Account	5806-57	426-00	Stationery and Programs	194-28
2446-70	Life Membership Account	2923-67			
2433-37	Special Publications Account	4027-10	7668-52		
9584-30		16,324-30		<u>Administration</u>	7,007-18
	<u>Subscriptions</u>		75-00	Subscriptions to other societies	-
1760-00	Family Members 1986 (66)		140-30	Postage, Telephone, Stationery	
	1987 (2)	1700-00	27-48	Secretary	100-00
3572-00	Ordinary Members 1986 (212)		273-60	Treasurer	46-70
	1987 (3)	4296-00	-	Official Stationery	-
1009-00	Corporate Members 1986 (18)		-	Word Processing	26-32
	1987 (1)	470-00	60-00	Photo-copying	4-75
562-00	Pensioner/Students 1986 (5)	590-00		Refunds, Subscriptions	42-00
582-00	Country Members 1986 (44)		13-34	Bank Charges	
	1987 (1)	714-00	-06	Operating A/c	15-50
250-00	Life Members (2)	550-00	-18	Deposit Stock A/c	-06
7735-00			-64	Life Membership A/c	-32
	<u>Other Income</u>	8,320-00	3-32	Special Publications A/c	-
205-60	Journal Sales	683-75	-	Premium Interest A/c	2-74
50-00	Proceeds, Advertisement Inserts	100-00	328-00	Field Trip Expenses	539-00
1282-00	Field Trips	1284-00	376-80	Theatre Hire	300-00
154-50	Donations 1986 \$154	168-00	50-00	Book Sales	-
	1987 \$ 14		23-00	Supper Supplies	-
4500-00	Grants	1500-00	-	Fees and Licences	10-20
	Interest		1371-72	Advertising	538-40
225-67	Operating A/c	113-18	-	Transfer, Ordinary Member to	
144-65	Deposit Stock A/c	96-26	1804-48	Life Membership	40-00
309-89	Premium Interest A/c	1280-09	1762-48	<u>Balances 31 December 1986</u>	
227-15	Life Members A/c	272-79	5806-57	Operating A/c	(758-63)
312-37	Special Publications A/c	438-74	2923-67	Deposit Stock A/c	-
382-10	Book Sales on Consignment	75-00	4027-10	Premium Interest A/c	13942-60
47-35	Newsletter and other sales	16-00	16324-30	Life Membership A/c	3746-14
42-61	Proceeds - Raffles	31-40		Special Publications A/c	5210-84
95-35	Proceeds - Suppers	94-61			22,140-95
-	Air Fare, Canberra Conference (Contra)	392-80		Air Fare, Canberra Conference (contra)	392-80
64-00	Overpayment, Suscription	16-00			
2-00	Unpresented cheque written off	-			
8045-24		6,562-62			
\$25364-54		\$31,206-92	\$25364-54		\$31,206-92
=====		=====	=====		=====

I have examined the books and records of the Historical Society of South Australia Inc. for the year ended 31st December, 1986, and have received satisfactory answers to my questions. In the light of my examination, I certify that, in my opinion, the Statement of Receipts and Payments as shown above is a true and fair account of the year's transactions.

.....Glen Ralph.....

GLEN RALPH, BA ALAA Hon Auditor 15/1/87

(From Page 11)

that it had nothing to do with real heritage.

Some may say all this is what the public want. If that is true, I don't believe it can justify the destruction of our physical and cultural heritage which it often involves - this is where responsibility again comes in. But in any case, I don't believe it is true. It is the result of a simplistic view, a desire to take what seems to be the easiest road and a failure to give tourists any credit for intelligence whatsoever. In the great majority of cases, I believe it could be just as profitable and certainly more responsible to give people something genuine rather than something fake.

One of the best features of the Jubilee year has been that this is being increasingly recognised, and if five or six years ago, I tended only to identify areas and projects which in the name of tourism had abused our heritage, in 1986 there are a growing number of commendable efforts to use heritage intelligently and responsibly and still attract the tourist an his essential money. The work being done in the towns of Moonta and Burra are obvious examples. As a compromise - Adelaide Casino. Nevertheless, I still think we have only seen the tip of the iceberg. Our heritage is still disappearing more rapidly than it is being conserved.

This gets me back to our original question - "Is our physical heritage really a tourist attraction?" As I said earlier, I think the answer is yes, but it is so because it is distinctive. The best way to maintain that distinctiveness is to keep it authentic and for all the parties who will benefit from it to treat it responsibly and contribute to its conservation. There isn't much value in making Adelaide and South Australia just like every other tourist destination around the world.

Again, as I said at the beginning, these are just brief comments on the relationship between tourism and heritage. I am sure many of you will have others to make or may take issue with some things I have said. At the very worst I hope they may help promote some valuable discussion this evening.

Robert Nicol.

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NEWS

Demolition Control and Local Government

[This extract is from the Department of Environment and Planning's publication Planning News, No. 10, December 1986. Ed.]

For some time now members of the public, local councils and members of Parliament have been pressing for the wider exercise of the power to control the demolition of places of heritage conservation

Outside the City of Adelaide, the power to control demolition is restricted to the protection of State Heritage Items and Areas. The extension of demolition control raises several important issues concerning the nature of what is being protected and the resources needed to successfully implement these wider arrangements

To generate debate on this issue the Minister of Environment and Planning has released a discussion paper for public comment. The paper, entitled "Heritage Conservation for Local Area Planning" provides four main options for dealing with the protection of buildings and structures identified as being of local heritage significance.

These are as follows:

- (1) no change to the existing situation;
- (2) extension of planning controls to areas/items of local heritage significance but without demolition control;
- (3) a two-tiered heritage system, providing for both State and local heritage registers and development controls including demolition control; and
- (4) incorporation of a general demolition control into the Planning Act 1982.

Copies are available from the

State Heritage Branch
Department of Environment and Planning
7th Floor, 55 Grenfell Street
ADELAIDE 5000

Further information will be provided on submissions and recommendations in forthcoming issues.

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Facts and Events

The January Newsletter ran a short item on a new publication, Facts and Events, which Mr G.L. Fischer is producing from Lyndoch. Mr Fischer was formerly in charge of the Archives.

The second issue, dated December 1986, shows once again that this is a remarkably interesting little publication, full of historical snippets as it is. At \$2.60 for three issues (postage included) it certainly represents remarkable value.

The December issue ran to 17 pages. Mr Fischer envisages three issues a year.

Contact: G.L. Fischer, P.O. Box 207, Lyndoch, SA 5351.

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Centre for British Studies

On 2 and 3 April 1987 the University of Adelaide will launch a Centre for British Studies. The Centre will function within the University's Faculty of Arts but will draw on the scholarship and research collections of the Flinders University of South Australia and the Art Gallery of South Australia, both of which are formally represented on the Centre's Board of Management. It will promote a range of scholarly activities focussed on British culture and affairs, past and present, and ranged across the arts and the humanities, and the natural and social sciences. The launching of the Centre will be marked by a series of lectures to be given by the historians Christopher Hill and Oliver MacDonagh, and the art historian and cultural theorist Stephen Bann. The Centre invites membership from scholars and others throughout Australia with an interest in British culture and affairs.

If you would like more information about the Centre and the events of April, or if you wish to become a member, please contact the Director, Dr Robert Dare, Department of History, University of Adelaide.

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Pichi Richi Railway

[The Pichi Richi Railway Preservation Society is an operational museum with over 43 Km of track in use. The Society has its own workshops for the maintenance of rolling stock. Details from the 1987 programme, including scheduled train journeys, are reproduced below. Ed.]

1987 Trains depart QUORN		a.m.	p.m.
EASTER & APRIL SCHOOL HOLIDAYS			
Saturday	18th April	10.00	2.00
Sunday	19th April	10.00	2.00
Monday	20th April	10.00	-
ANZAC WEEK-END			
Saturday	25th April	10.00	2.00
Sunday	26th April	10.00	-
ADELAIDE CUP WEEK-END			
Saturday	16th May	-	2.00
Sunday	17th May	10.00	2.00
Sunday	17th May	* Steam Motor Coach	11.45*
Monday	18th May	10.00	-
QUEEN'S BIRTHDAY WEEK-END			
Saturday	6th June	-	2.00
Sunday	7th June	10.00	2.00
Monday	8th June	10.00	-
JULY SCHOOL HOLIDAYS			
Saturday	4th July	-	2.00
Sunday	5th July	10.00	2.00
Sunday	5th July	* Steam Motor Coach	11.45*
Tuesday	7th July	10.00	-
Thursday	9th July	10.00	2.00
Saturday	11th July	* Steam motor Coach	11.45*
Sunday	12th July	10.00	-
SEPTEMBER			
Saturday	12th September	-	2.00
Sunday	13th September	10.00	-
OCTOBER SCHOOL HOLIDAYS & LABOUR DAY			
Saturday	3rd October	10.00	2.00
Sunday	4th October	10.00	2.00
Tuesday	6th October	10.00	2.00
Wednesday	7th October	10.00	2.00
Thursday	8th October	10.00	2.00
Saturday	10th October	10.00	2.00
Sunday	11th October	10.00	2.00
Monday	12th October (LABOUR DAY)	10.00	-

TIME FOR RETURN JOURNEY approx. 2 hrs. 45 mins.

BOOKINGS - RESERVATIONS	
To ensure accommodation on a train BOOK AHEAD at THE SOUTH AUSTRALIAN GOVERNMENT TRAVEL CENTRE	
Adelaide	18 King William Street, Phone (08) 212 1644 Telex AAB2487 - 'SATOUR'
Melbourne	25 Elizabeth Street, Phone: (03) 61 2431
Sydney	143 King Street, Phone: (02) 232 8388
Perth	S.A. Travel Centre, AMP Arcade, 741 Hay St. Phone: (09) 481 1268
Quorn	The Quorn Restaurant & Motel, Phone (086) 48 6016
Phone reservations only available at Quorn.	
Phone reservations must be collected at Quorn Station at least 30 mins. before train departure time.	
Tickets also available at Quorn Station on day of travel unless previously sold out.	
QUORN STATION - Phone: (086) 486598 (on train days only)	

DOCUMENTS

CHANGING THE BUILT ENVIRONMENT - THE BUILDING ACT 1858

Act No. 17 of 1858 appears to have been the first of its kind, and must have led to major changes in the City of Adelaide's building stock. It was repealed by Act 16 of 1861, the Municipal Corporations Act, which further extended controls over buildings in clauses 128 - 145.

Brian Samuels.

FARES - 1987	
RETURN TRIP: QUORN - WOOLSHED FLAT - QUORN	
REGULAR TRAINS	
ADULTS \$11.00	PENSIONERS \$7.00
CHILDREN (5-14 yrs, inclusive)	\$7.00
CHILDREN under 5 yrs. - FREE - (No provision for a seat.)	
Tickets issued indicate carriage No. and a seat will be provided for each ticket holder. Specific seat numbers are not allocated.	
Passengers can board carriages 30 minutes before train departure.	
Fares remain constant irrespective of distance travelled.	
STEAM MOTOR COACH No. 1 "THE COFFEE POT"	
* 1st Class \$27.00	* 2nd Class \$22.00
NO CONCESSION FARES	
* "Coffee Pot" fare includes light picnic luncheon.	
LIGHT REFRESHMENTS AVAILABLE ON ALL TRAINS	
WORKSHOP/MUSEUM TOURS	
The Pichi Richi Railway Preservation Society has established a Workshop/Museum on the original site of the former Commonwealth Railway workshops and locomotive depot. Here the Society stores, repairs and rebuilds its historic locomotives and rolling stock.	
Conducted tours of the Workshop/Museum are scheduled on all train running days.	
Tickets can be purchased at the souvenir shop, Quorn Station.	
ADULTS \$2.00	PENSIONERS & CHILDREN \$1.00
At other times tours can be arranged by appointment.	
MEMBERSHIP	
The Society cordially invites applications for membership from all interested persons. Inquiries to -	
"Membership Officer" c/- The Secretary.	
INQUIRIES - INFORMATION - MEMBERSHIP	
Write to: The Secretary	
PICHI RICHI RAILWAY PRESERVATION SOCIETY INC.	
QUORN STATION, Railway Terrace, Quorn, S.A. 5433	
Phone: Publicity Officer (08) 276 6232.	



ANNO VICESIMO PRIMO

VICTORIÆ REGINÆ.

No. 17.

An Act to regulate certain Buildings, and for preventing Mischiefs by Fire in the City of Adelaide.

[Assented to, 27th January, 1858.]

WHEREAS it is expedient, for the safety, health, and comfort of the inhabitants of the City of Adelaide, and the security of property therein, that provision should be made for the better regulation of buildings, and for the prevention of mischiefs by fire in the said City: Be it therefore Enacted, by the Governor-in-Chief of the Province of South Australia, with the advice and consent of the Legislative Council and House of Assembly of the said Province, in this present Parliament assembled, as follows—

1. No building having its sides, ends, roof, or other part of its exterior covered wholly or in part with wood, canvas, thatch, or other inflammable material, shall be erected in the City of Adelaide, nor shall the partitions or ceilings of any building hereafter to be erected, or any part thereof respectively, be of calico, canvas, paper, or other inflammable material whatsoever.

2. In case any person or persons shall erect within the said City any building with its sides, ends, roof, or other exterior part covered wholly or in part with wood, straw, grass, or thatch, or any other inflammable material, of whatsoever description; or shall put up or continue in use, in any building in the said City, for three months after he shall have been required by writing under the hand of the Town Clerk to remove the same, any ceiling, partition, or other interior part of any building, of calico, canvas, paper, or other equally or more inflammable material—every such person shall be liable to a fine of

not

not less than Five Pounds, or more than Fifty Pounds, to be recovered in a summary way before any two Justices of the Peace; and the objectionable parts of any building, and in respect to which any such penalty shall have been inflicted, shall forthwith be removed, by and at the expense of the person or persons erecting or using the same respectively; and in default of his, her, or their so doing, then by any person duly authorized by the Mayor of the said City for that purpose; and the costs of such removal shall be recoverable, if not previously paid, upon the order of the Council of the said City, under the hand of the Mayor or Town Clerk, and it shall be lawful for any Justice of the Peace to order the same to be levied by distress and sale of the goods and chattels of the person mentioned in such order, or in default of such distress, to commit such person to the Common Gaol at Adelaide, for any period not exceeding three calendar months.

3. It shall be lawful for any two or more Justices of the Peace, at any time, on complaint made to them, after notice under the hand of the Mayor or Town Clerk shall have been duly served upon the owner or person beneficially interested therein, that any building as hereinbefore described, is dangerous in the event of accident by fire, to order the removal of such building, or the parts thereof which render it dangerous, within such time, as to such Justices shall seem meet, and on such terms as to compensation for injury to be done in rebuilding the same, as may be fixed by a reference to arbitration in the usual way, each party appointing a referee, and the referees an umpire, the award of any two to be final; and in case of refusal to obey such order, then to direct the removal thereof by the persons duly appointed by the Mayor and Corporation, at the expense of the owner or person aforesaid, after seven days' further notice shall have been served upon him or them, or upon his or their agent, the costs of such removal to be recoverable, in manner hereinbefore provided in respect of the expenses of removal of buildings mentioned in the second section of this Act: Provided that in all cases of buildings held by lessees having tenures of less than three years to run, and on whom the rebuilding or reinstating of such building would fall, and not on the owner thereof, it shall be lawful for such referees, in conjunction with one referee to be appointed by the owner (if such owner shall within fourteen days make such appointment), to fix what portion of the cost of rebuilding the same building shall be borne or contributed by the owner, and what proportion of the compensation shall be paid to such owner.

4. All buildings, now erected in the said City, having their sides, ends, roof, or other exterior part covered wholly or in part with wood, canvas, thatch, or other inflammable material, shall be removed altogether or in part, according as may be necessary to get rid of all the inflammable materials forming part of the exterior of any such building, but so far as regards any such building situate at a less distance than thirty feet from any adjoining building, on or before the first day of January, one thousand eight hundred

and

and sixty-three; and so far as regards all other such buildings, on or before the first day of January, one thousand eight hundred and seventy, under pain of being declared, by any two or more Magistrates, a nuisance; and, in either of such cases, shall be removed by the said Council, upon compensation being given under an award by arbitrators, in the usual manner: Provided always, that this clause shall only be applicable to such acres, streets, or squares of the City of Adelaide which shall be placed under the provisions thereof, by any Proclamation to be issued by the Governor, with the advice of the Executive Council, and on application being made by the Corporation.

5. The Governor, with the advice of the Executive Council, may, by Proclamation, extend the provisions of this Act, or any of them, to any Corporate Town, on being requested so to do by the Mayor and Corporation of such Town.

6 This Act shall commence and take effect from and after the passing thereof.

Repealed by Act No 16/61

A HOUSEHOLD INVENTORY, 1867

[Andrew Peake has been kind enough to forward the following household inventory with this note:

'It was prepared as an annexure to the Marriage Settlement made between Mrs Elizabeth Newman and Edward John Peake which was dated the 28 June, 1867. Mrs Elizabeth Newman was the widow of John Holden Newman (legitimate son of John Newman of 'The Brocas', Woodville) and daughter of James Chambers. Edward John Peake was a stipendiary magistrate, member of the first SA Parliament and a prominent Catholic. They married on 25 June, 1867, at Adelaide.

The original document was deposited in the General Registry Office, Adelaide, from where I made my copy.'

The catalogue of books in Mrs Newman's house is not reproduced here. Even so the inventory offers us a window onto a comfortable Victorian household just thirty or so years after European settlement. It makes interesting reading. [Ed.]

Household furniture etc in the residence of Mrs Elizabeth Newman, Hill Street, North Adelaide.

DRAWING ROOM: 1 set of damask window curtains, 1 brussels carpet, 1 hearth rug, 1 fender (steel) and set of fire irons, suite of drawing room furniture in walnut comprising; 8 chairs 2 armchairs 2 large easychairs 1 couch 2 card tables, 1 embroidered devotional chair, round table, 1 davenport, 1 canterbury, 1 round table (mahogany), set of chinese tables, cottage piano by Collard and Collard, music stool, 2 glass candlesticks with pendants, 2 levies vases, 2 small chinese 2 large ditto., 1 tortoiseshell card stand, 1 chinese punch bowl, 2 papiermache inkstands, 1 microscope (complete) 1 large magnifying glass (complete), 12 volumes of engravings, 1 rose wood sofa and table, portfolio of engravings, engraving (Harvest in the Highlands), engraving (View in Venice), time piece (8 day) in marble case.

OIL PAINTINGS: Fruit piece with miniature by Jerome Van der Myre, Soldiers Gambling by Jaen Weille, The Nativity, Dutchman Carousing, View in New South Wales by Conrad Martin, Game Piece by W. Sartorius, The Burgmaster by Brack tin Campe, Man and Foal by W. Moreland, Head of Jew (in wood), Hunting Party (Charles Secontime), Virgin and Child (in copper), Christ carrying his Cross in copper, The last rites to the sick, Jews Bartering (Austrian), Bachelor going to bed by Schramm.

ENGRAVINGS: The White Cockade, Morte d'Arthur, Lady and Child, The Covenanters, Chromolithograph (Columbus and the Cardinal of Spain), Portfolio of Engravings.

DINING ROOM: Damask curtains, brussels carpet and hearth rug, steel fender and fire irons, telescope, dining table, 8 mahogany chairs (covered with morocco), 1 mahogany easy chair, 2 mahogany horse hair chairs, 2 rocking chairs, 1 book case (cedar) with glass, folding doors, shelves and cupboards complete, 1 side board with drawers, cupboards etc complete (cedar), 1 mahogany table, 1 tea poy (mahogany) 1 pair candlesticks (walnut).

PLATED AND SILVER GOODS: 1 liquer stand (liqueur), with three decanters, 2 egg stands (silver), 2 toast racks (silver), 4 dozen table forks (electroplate), 4 dozen small table forks (electro), 3 doz. tea spoons, 2 doz. table spoons, 2 doz. dessert spoons, 4 large gravy spoons. 2 soup ladles, 6 salt spoons (silver), 1 large (electro.) tea tray, 1 doz. dessert knives and 1 ditto forks (silver), 3 pairs candlesticks (electro.), 2 bronze candelabras; 6 light, 1 tea pot, 1 coffee pot, milk jug (silver), 1 large inkstand complete, 1 silver mug (childs), 1 cake basket (plated), 4 writing desks, 1 ladies work box.

PANTRY: 2 doz. cut wine glasses, 2 doz. tumblers, 1 dessert service (green), 1 dessert gold and pink china, 1 tea and

coffee service (china), 2 celery glasses (cut) 2 doz. finger glasses, 6 pairs cut decanters, 4 glass jugs (cut), 2 cruets stands (electroplated) and furnished complete, 1 dinner service (green and gold) china, 1 dinner service (white and lilac) complete delf, 2 sets of hot water jugs of 3 each complete.

BED ROOM NO. 1: large iron bedstead (tester), straw palliasse for same, horse hair mattress for ditto, bolster and 4 pillows, Ladies wardrobe, 1 cedar washstand (double) with furniture complete, 3 bedroom chairs, chest of drawers and towel horse in cedar, 1 dressing table, 1 night commode, brussels carpet and hearth rug, fender and fire irons, 1 child's iron bedstead, horse hair mattress and palliasse and 2 pillows, 1 looking glass.

BEDROOM NO.2: iron bedstead, double palliasse and horse hair mattress, 1 bolster and 2 pillows, 1 chest of drawers, 1 wash stand with marble top complete, 1 large china bowl and jug, 2 dressing tables, 2 looking glasses, 2 towel horses (cedar), Kidminster carpet and hearth rug, book case with glass front, 4 bedroom chairs, 1 easy chair.

BEDROOM NO. 3: 1 single (half tester) bedstead (iron), 1 palliasse, 1 horse hair mattress, 1 dressing table and looking glass, 1 towel horse, 1 carpet and hearth rug, 1 wash stand complete (single).

BEDROOM NO. 4: Iron bedstead (single) palliasse, horse hair mattress bolster and two pillows, 1 wash stand, 1 looking glass, 2 bedroom chairs, carpet and hearth rug, fender and fire irons.

BEDROOM NO. 5: Brass bedstead (double), tester, palliasse and horse hair mattress, 1 wash stand (double) complete, 1 dressing table with two drawers, 1 looking glass, 1 boot rack, 1 hat stand, 1 chest of drawers, 1 brussels carpet and 1 hearth rug, 3 bedroom chairs.

BEDROOM NO. 6: Iron bedstead (half tester), iron bedstead (double) half tester, 2 palliasses, 2 horse hair mattresses, carpet (Kidminster) and hearth rug, fender and fire irons, 2 chests of drawers (cedar), 3 bedroom chairs, 1 round table (cedar) 1 set of pigeon holes with 4 drawers (cedar).

LINEN ETC.: 12 pairs blankets, 12 pairs sheets, 2 doz. pillow cases, 12 bed quilts (marseilles), 12 large table cloths, 2 dozen dinner napkins, 2 doz. doylies, 4 doz. bedroom towels.

CUTLERY: 4 doz. ivory dinner knives, 4 doz. small ditto, 6 carving knives, and forks, 2 book cases 7 shelves each.

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NEW PUBLICATIONS

Readers may not be aware that Ron Gibbs has produced a number of slide sets illustrating different aspects of South Australian history. Ron was of course Foundation President of the Historical Society. He is the author of A History of South Australia.

The slide sets, nine in number, were designed for teaching purposes but have a far wider appeal than the classroom. Each set consists of 32 slides and a book which provides roughly a page of information on each slide; they are well presented in a plastic wallet. The slides, both coloured and black and white, include rare archival and lithograph illustrations, as well as photographs of more recent times to illustrate the chosen themes.

Five sets were first published in 1979. They were: The Exploration and Early Development of South Australia; Adelaide's Development from 1850 to 1900; Country Life in the 19th Century; Mining in South Australia; Aboriginals in South Australia. All are still available.

Four new sets are now available:

Pioneering in South Australia - Includes the background of pioneering, Wakefield, Hindmarsh and Light; Adelaide's origins; women as pioneers; pioneering activities and experiences; the environment; German pioneers; memorials and ceremonies.

North Terrace: Past and Present - Essentially an excursion along North Terrace, with the history and functions of its important sites and buildings, including not only the parliamentary buildings and Government House, the Railway Station and Museum, but the Egyptian column, the history of the 'News' and John Martin's Christmas Pageant. Besides illuminating South Australian history, the set is an ideal basis for a tour along one of Australia's most important streets.

Adelaide's Old West End - An important area, revealing much about the city's general history, its colour, and the multicultural community who have lived there. It includes Hindley Street, early schools, the Supreme Court, Central Market, the Irish, the Chinese, the Bushmen's Club, the Adelaide Mosque and the West Terrace Cemetery.

Transport in South Australia - Much of South Australia can only be understood in terms of its transport history. The set includes the history of bullock teams, camel transport, horses and horse tramways, paddle steamers, ketches, the

'penny-farthing', railways, the motor car and motor industry, and early and modern air transport, as well as developing a theme of the use of different forms of power.

Each set costs \$45 post free. This includes 30% sales tax.

Contact: Southern Heritage, P.O. Box 421,
Blackwood, SA 5051. Telephone (08) 278 8257

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Denis Cumming et al

South Australia's Heritage

240 pages, casebound. Illustrated with 250 photographs. Published by the Government Printing Division, Department of Environment and Planning, 1986. Retail price: \$39.95.

The publisher's note says that this rather large volume is 'the first comprehensive and authoritative account of the cultural heritage of the State'. The authors are Denis Cumming, Peter Donovan, Fay Gale, R.L. Heathcote, Susan Marsden and Elizabeth Warburton.

The book falls into three parts. Section 2 offers an overview of South Australian social and economic history, touching upon Aboriginal perceptions of the landscape, the transformation of the countryside, the emerging city, the industrial and commercial heritage, and mining and smelting. Section 2 explores factors which influenced settlement in nine regions - Kangaroo Island, metropolitan Adelaide, the Mount Lofty Ranges and Fleurieu Peninsula, the Riverland and Murray Mallee, the South-East, the Lower North, Eyre Peninsula, Yorke Peninsula, and the North. Section 3 is a register of State Heritage items to date.

South Australia's Heritage is available from

Government Printing Division
Department of Services and Supply
282 Richmond Road
Netley S.A. 5037.

Please allow \$3 for postage and handling in South Australia and \$5 interstate.

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