Bowden Urban Village

Cultural Mapping Survey
DA102411 : Final Report : 30.06.2011
4.3.2 Bowden's central location and layout has made it a popular place for workers and newly arrived immigrants.................................51
4.3.3 Bowden was, and is, an important place for manufacturing..........52
4.3.4 Brompton: Lighting the way.................................................53
4.3.5 From Bowden to the world ..................................................54
4.3.6 Changing the way we do things.............................................58
4.3.7 Bowden had an active village life (and a new village life will be created). ..........................................................60
4.3.8 Daily life was regulated by routines........................................62
4.3.9 Transport has shaped the community (and continues to shape it)....63
4.3.10 Pugholes were a prominent feature of the landscape..............66
4.3.11 We look after our own.........................................................69
4.3.12 Children 'ran riot' in Bowden...............................................71

VOLUME 2

5 Interpretation .............................................................................74
5.1 Interpreting the Bowden-Brompton area ...................................74
  5.1.1 Audience for Interpretive Strategies.................................74
  5.1.2 Benefits of Interpretation..................................................74
  5.1.3 Community Projects ........................................................75
5.2 Interpretive Opportunities for BUV ........................................77
  5.2.1 Interpretive Themes ............................................................77
  5.2.2 Current Masterplan ...........................................................79
  5.2.3 Design Elements, Materials and the Adaptive Reuse of Heritage Buildings..................................................81
  5.2.4 Urban Design Elements ......................................................83
  5.2.5 Public Art .............................................................................85
  5.2.6 Playgrounds and Landscaping..........................................87
  5.2.7 Lighting Installation and Street Lighting..............................90
  5.2.8 Naming of Urban Design Elements .....................................91
  5.2.9 Amphitheatre and Meeting Places .....................................92
  5.2.10 Heritage Trails .................................................................94
  5.2.11 Temporary Exhibitions ....................................................96
  5.2.12 Theatre or Musical Productions ......................................98
  5.2.13 New Museum and/or Library...........................................100
<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.2.14</td>
<td>Community Christmas Tree</td>
<td>102</td>
</tr>
<tr>
<td>5.2.15</td>
<td>Publications and Brochures</td>
<td>103</td>
</tr>
<tr>
<td>5.2.16</td>
<td>Virtual Exhibitions &amp; Digital Stories</td>
<td>104</td>
</tr>
<tr>
<td>5.2.17</td>
<td>Now and Then Wiki site</td>
<td>106</td>
</tr>
<tr>
<td>5.2.18</td>
<td>Outreach: Resources for Schools, Nursing Homes, and the Community</td>
<td>108</td>
</tr>
<tr>
<td>6</td>
<td>Recommendations</td>
<td>111</td>
</tr>
<tr>
<td>7</td>
<td>Appendices</td>
<td>113</td>
</tr>
<tr>
<td>7.1</td>
<td>Bibliography &amp; Sources</td>
<td>113</td>
</tr>
<tr>
<td>7.1.1</td>
<td>Publications</td>
<td>113</td>
</tr>
<tr>
<td>7.1.2</td>
<td>Primary Sources at the State Library of South Australia</td>
<td>114</td>
</tr>
<tr>
<td>7.1.3</td>
<td>Primary Sources at the National Library of Australia</td>
<td>114</td>
</tr>
<tr>
<td>7.1.4</td>
<td>Websites</td>
<td>114</td>
</tr>
<tr>
<td>7.1.5</td>
<td>Formal and informal interviews</td>
<td>115</td>
</tr>
<tr>
<td>7.1.6</td>
<td>Consultation List</td>
<td>116</td>
</tr>
<tr>
<td>7.2</td>
<td>Stakeholder Meeting Minutes</td>
<td>119</td>
</tr>
<tr>
<td>7.3</td>
<td>Interview Transcriptions</td>
<td>120</td>
</tr>
</tbody>
</table>
Bowden Urban Village
VOLUME 1 – CULTURAL MAPPING
DA102411 : Final Report: 30.06.2011
1 Executive Summary

The Cultural Mapping Survey of the Bowden Urban Village site has been prepared by DASH Architects and its consultants (Historian and Oral Historian Sally Stephenson, and Interpretive Specialist Bev Hocking), for the Land Management Corporation (LMC).

The report has reviewed the cultural values of the former Clipsal and former Origin Gasworks sites, located within the areas of Bowden and Brompton, that are nominated for redevelopment as part of the Bowden Urban Village (BUV) project. The Cultural Mapping Survey has included consultation with the BUV Cultural Mapping Steering Group, comprising representatives from the following groups and organisations:

- City of Charles Sturt;
- National Trust (Adelaide & Inner Suburbs Branch);
- Hindmarsh Greening;
- Bowden Resident’s Action Group;
- Residents of Inner North West Adelaide Incorporated;
- Hindmarsh Historical Society; and
- Land Management Corporation.

This report acknowledges that previous studies and reports have been undertaken which detail investigations on indigenous activity, detailed histories and physical heritage reviews of the site. In the context of this existing work, the scope of the BUV Cultural Mapping Survey was to identify other broad historical and cultural themes (both tangible and intangible) of importance to the local community, and establish possible mechanisms for their interpretation as part of the pending redevelopment of the site.

Through a process of research and site visits, the ‘tangible’ heritage values were reviewed, and in addition to Steering Group consultation, important stories and memories (the ‘intangible’ values) connected with the site were gathered. This process included recorded interviews with three people identified by the Steering Group as having long term associations with either the Gasworks site, Clipsal site or local community.
This base information was then used to establish the following interpretive themes of community cultural importance:

- Bowden is a community that encourages social justice and fights for social reform;
- Bowden’s central location and layout has made it a popular place for workers and newly arrived immigrants;
- Bowden was, and is, an important place for manufacturing;
- Brompton: Lighting the way;
- From Bowden to the world;
- Changing the way we do things;
- Bowden has an active village life (once more);
- Daily life was regulated by routines;
- Transport has shaped the community (and continues to shape it);
- Pugholes were a prominent feature of the landscape;
- We look after our own; and
- Children ‘ran riot’ in Bowden.

Three precincts within the study area were identified as retaining physical connections to these collective memories:

- The Clipsal ‘Character’ Precinct (within the former Clipsal site);
- The Gasworks Cultural Precinct (within the former Gasworks site); and
- The Gibson Street Cultural Precinct (also contained within the former Clipsal site).

Whilst interpretive opportunities were identified throughout the BUV site area, the above precincts offer increased opportunities to provide physical connections to the stories, within the pending proposed redevelopment.

The Cultural Mapping Survey provides a detailed framework to maintain these cultural values through adaptive reuse opportunities, public realm and open space opportunities, and ways to interpret the rich and diverse stories of the site and the local area in general.
The opportunities and possible mechanisms for the interpretation of the identified themes within the pending redevelopment can be summarised as follows:

<table>
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<tr>
<th>Interpretive Opportunities &amp; Summary of Mechanisms</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Opportunity</strong></td>
</tr>
<tr>
<td>Current Masterplan</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Heritage Trails</td>
</tr>
<tr>
<td>Exhibitions &amp; Events</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Publications</td>
</tr>
<tr>
<td>Web-based &amp; Digital Projects</td>
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<tr>
<td></td>
</tr>
<tr>
<td>Outreach</td>
</tr>
</tbody>
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Fundamental to the successful preservation of the identified cultural values will be to undertake future masterplanning and public realm design cognisant of these interpretive opportunities.

Further detailed work to assist this may also include the commissioning of a Conservation Management Plan (CMP) for the Gasworks site, which contains buildings of State Heritage value, and remains a highly significant complex representing a rare example of early gas manufacturing. This CMP will assist LMC and its consultants by identifying the reasons the place is of heritage value and provide policy on the ways to manage these values. A CMP can also provide guidance on ways to adaptively reuse buildings or elements to achieve the broader goals of BUV whilst maintaining the heritage values of the place.

The Cultural Mapping Survey recognises that cultural values are dynamic, and that the BUV project, and the rejuvenation of the site, are an important chapter to the next phase of social and cultural development within the precinct.
In closing, this report recommends the following key actions be undertaken to assist and further inform the interpretive opportunities and possible mechanisms:

- Review this report in conjunction with the “Special Places” identified in the Annand Alcock Revised Concept Plan report and look to integrate opportunities (LMC’s Urban Design Consultant);

- Undertake pre-demolition inspections into buildings or areas (accompanied by professional consultants) to determine if there are any unique elements that can be salvaged for reuse in art work or other future interpretive projects/ installations. For example bluestone kerbing or red bricks could be reused in the public realm, or metal objects could be reused within an art installation.

- Review the key public realm interpretive opportunities (LMC’s Landscape Architect Consultant);

- Consider undertaking additional interviews with identified former workers and community members to deepen the richness of the collection of stories and memories available for interpretation;

- Consider preparing a Conservation Management Plan for the State-Heritage-listed Gasworks Cultural Precinct to inform potential adaptive reuse opportunities specific to the site (and in particular determine policies for remaining artefacts such as the blacksmith’s forge) cognisant of the masterplan. A review of the remaining plant at the Gasworks site should be undertaken with a former worker or expert, as part of this process, to determine the rarity factor of modern-day plant (particularly in B21); and

- Consider undertaking an additional heritage review of the Gibson Street Precinct (cognisant of the existing Local Heritage Place listings) to inform potential adaptive reuse opportunities specific to the site, and in the context of the broader BUV redevelopment. Such a review could be undertaken by LMC or future owners.
2 Introduction

2.1 Project Background

The former Clipsal site at Bowden and the former Origin Energy Gasworks site at Brompton are to be redeveloped into a medium and high density mixed-use and transport-oriented development, namely the new Bowden Urban Village. The Land Management Corporation engaged DASH Architects in June 2010 to undertake a Cultural Mapping Survey of the two sites, to identify the cultural and industrial heritage values of the site, and to explore potential interpretive opportunities.

Key items included the consideration of:

- The integration of State and Local Heritage items within the proposed development;
- Opportunities for interpretive signs, trails, digital storytelling or installations within (or observed from) the public realm, including various squares and plazas throughout the proposed redevelopment project; and
- Options for additional displays/ exhibitions within places such as the Hindmarsh Historical Society.

The Survey has also been prepared in accordance with the principles of The Burra Charter, 1999, an internationally recognised guiding document for the management of places of heritage value. This document can be viewed at the Australian ICOMOS website, under the section ‘Charters and Publications’.

2.1.1 Study Area

The study area was physically confined to the former Clipsal factory site and the former Origin Gasworks sites.

The Clipsal site is located in Bowden on the city fringe adjacent the northern Adelaide Parklands. It is bounded by the Port Adelaide railway line, Park Terrace, Sixth and Seventh Streets, and Drayton Street to the North-west. Gibson Street, Bowden runs through the centre of the site, and was historically Bowden’s High Street.

The Origin Gasworks site is located in Brompton and is bounded by the Port Adelaide Railway line, Drayton Street, Second Street and Chief Street to the North-West.

Refer to Figure 1 for a Location Plan.
Figure 1: Location Plan
2.1.2 Previous Studies

Several reports prepared for the BUV project have been reviewed to inform this study. These include:

- Hassell/Parsons Brinckerhoff (2010). Bowden Urban Village Master Plan - Stage 1 Report, specifically including Section 06 review of Heritage buildings and a character assessment of the study area;
- Australian Cultural Heritage Management (2009). Cultural Heritage Survey of Bowden Urban Village Site, Bowden SA;

2.1.3 Authors

This Study has been prepared by DASH Architects and its team. The following people have contributed to the preparation of this document:

- Jason Schulz (Project Director), Reviewer
- Nicole Dent (Project Leader);
- Sally Stephenson, Research, Oral History, Interpretation;
- Bev Hocking, Interpretation Specialist

2.2 Acknowledgements

DASH Architects would like to acknowledge the contribution of a number of individuals and organisations, as follows:

- Ms Linda Lacey, Cultural Heritage Project Officer, City of Charles Sturt;
- Ms Carmela Luscri, City of Charles Sturt;
- Ms Lyn O’Grady, National Trust (Adelaide & Inner Suburbs Branch);
- Mr Philip Konings, Hindmarsh Greening;
- Mr Garry Lopetta, Bowden Resident’s Action Group;
- Ms Rina Russo, Residents of Inner North West Adelaide Incorporated;
- Mr Ron Willis, Hindmarsh Historical Society, former Origin Energy Gasworks site worker (and interviewee);
- Representatives from the Hindmarsh Historical Society;
- Mr Ollie Clark, former Origin Energy Gasworks site worker (and interviewee);
• Mr Dennis Perry, former Clipsal site worker (and interviewee);
• Mr Andre Stuyt, Place Manager, Land Management Corporation;
• Ms Barbara Dickens, Manager Community Engagement, Land Management Corporation; and
• Many other individual community members that gave their time to our project, as referenced in the Consultation list provided in the appendices of this report.

2.3 What is Cultural Mapping?

Cultural mapping is defined as:

“…an approach or a methodology used to identify and record a given community’s cultural resources and activities.”

“Cultural Mapping is a generic term covering a range of methodologies which attempt the identification and recording noted above. It may be as narrow as a local heritage survey to identify and document historic places or it may be very broad and encompass a wide range of cultural places, organisations, activities and events…”

Key features of the methodology can include the following:

- "culture is viewed in its broadest sense and includes both tangible and intangible culture;
- the methodology tends largely to be local government or regionally based;
- the methodology is community driven;
- it is intended to draw on other databases or sources of information, such as local heritage surveys;
- the details of any particular cultural mapping exercise, including outcomes or products, is subject to local design…"
2.3.1 Project Methodology

DASH Architects and its team worked with the BUV Cultural Mapping Steering Group (see below) to establish the key areas for review and focus, and to provide regular reporting and updates throughout the duration of the project.

Communication and consultation were considered crucial to guide the adequate recording of the cultural and industrial heritage values of the Bowden Urban Village.

After an initial project briefing, including information on the current site proposals, a number of stakeholder meetings were undertaken as follows:

- Meeting 1: presentation of return brief for review and endorsement. Initial discussion of potential community members and former workers to liaise with. General discussion of main topics for focus; ie. Clipsal site and expansion, gasworks site, and local Bowden-Brompton community;
- Meeting 2: Discussion of historical research undertaken to establish focus for additional research. Refinement of list of potential interviewees and general discussion on which interviews best to undertake to meet project needs;
- Meeting 3: Update on findings and presentation of historical themes, outcomes of interviews and identification of potential gaps in information for further research and discussion; and
- Meeting 4: Update and presentation of draft report with summary of findings, collation of interviews and information, and outline of interpretive opportunities for each of the stakeholders.

Each site was visited for familiarisation, with a desktop assessment of the cultural values of the Clipsal and Gasworks sites, and reviews of previous studies.

2.3.2 Consultation & Interviews

Public consultation has been undertaken previously by the Land Management Corporation through a number of methods, including the summary provided in the Natalie Fuller & Associates report. LMC requested that DASH Architects and its team consult the BUV Cultural Mapping Steering Group. Members of this Steering Group included:

- Land Management Corporation;
- The City of Charles Sturt;
- National Trust;
- Hindmarsh Greening;
- Brompton Resident’s Action Group;
- Hindmarsh Historical Society; and
- Residents of Inner North West Incorporated.
The Steering Mapping group were consulted at regular intervals throughout the project, with methodology and a return brief, key stories and themes all presented for review.

The team also consulted with the Hindmarsh Historical Society, including a visit to the Hindmarsh Fire and Folk Museum, undertaking extensive discussions with members of the society regarding their memories and understanding of the history of the study area. This included a walking tour of the Bowden area under the guidance of Mr Ron Willis.

Three interviews were deemed essential by the Steering Group to capture stories relevant to each key site, and the general Bowden-Brompton area itself. Interviews were conducted by Sally Stephenson, Oral Historian, and transcribed for use in future interpretive projects.
3 Historical Outline

3.1 Historical Summary

The following outlines a brief cultural and industrial history of the study area, setting it in the context of broader historical issues affecting these suburbs. Conversely, the major impacts of Bowden and Brompton, their people and industries on the broader community, are also briefly elucidated.

A more detailed chronological history of the general area is provided in the Hassell/ PB Masterplan Stage 1 report. More detailed Gasworks history is available in Donovan, P. and Kirkman, N. (1986) The Unquenchable Flame: The South Australian Gas Company 1861-1986. More detailed Clipsal history is available from Schneider Electric, and we understand that there was a 1985 Heritage Survey of the Brompton Gasworks.

We provide the following outline history in order to establish the historical themes of the site, to in turn inform interpretive opportunities.
3.1.1 Establishment of Bowden and Brompton

Part of the District of Adelaide’ map by John Arrowsmith, 1839 based on Colonel Light’s Surveys (SLSA call no. 831.5 ac 1839)

The land now comprising Bowden and Brompton was surveyed by Colonel William Light by 1837 during the surveying of Adelaide and Port Adelaide and the land in between Section 354 became Bowden, whilst sections 355 and 370 became Brompton. Section 353 on the opposite of Port Road became Hindmarsh. Each section had an area of 134 acres.

Bowden village was created in 1839 by James Hurtle Fisher, who named it after his native village in Northamptonshire. Section 354 was offered for sale in 1839 as a lottery of one 14-acre and twelve 10-acre allotments. These allotments were subdivided into small blocks with street frontages of 30 to 33 feet. They were
advertised as having potential for brickmaking and building. There was no defined village centre. Bisecting Bowden from north-east to south-west was Gibson Street, which functioned as the village high street, and is a still a focus. It was intersected in a grid pattern by seventeen narrow streets named First through to Seventeenth Street. The village was bounded by Park Terrace to the south and Drayton Street to the north.

Brompton village was created by William Sanders and William Paxton in June 1849, naming it after a village in Paxton’s native Yorkshire.

This singularly valuable property [has been subdivided] in consequence of numerous applications by parties anxious for frontages to the most busy roads of the province or desirous of obtaining access to the inexhaustible stores of incomparable brick-clay with which the more remote acres abound...

By October 1849:

Two thirds of this singularly valuable township which three months since was a bare common ground are now covered with substantial and genteel cottages, thriving shops and wells of excellent water. NB. As old colonists and new are alike expected to throng this really unreserved sale, lunch will be provided as adequate to the gastronomic capacities of the whole community...

Brompton was subdivided into slightly larger blocks than Bowden, although the streets were still very narrow.
The crowded pattern of subdivision, particularly in Bowden, resulted in inexpensive properties with cheap housing that was affordable and convenient for workers in the many local industries servicing Adelaide and the colony. Following the establishment of the gasworks at Brompton in 1862, there was an increased need for workers’ housing, and substantial numbers of cottages were built after the 1860s. More recently, the housing has proven convenient and affordable for newly arrived immigrants who have been able to obtain employment in local industries.

A great diversity of industries and businesses in the Bowden, Brompton and Hindmarsh areas provided employment for residents of Bowden and Brompton from its earliest days. They supplied essential goods that reduced the colony’s

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4 South Australian Register, 23 October 1850, p2.
dependence on imports. Industries developed in the area because of the availability of natural resources (such as clay, and water from the nearby River Torrens), and the proximity to Adelaide, Port Adelaide and transport. In the nineteenth century industries included: brick making from the rich clay deposits (with the legacy of numerous pug holes), potteries, wool scouring, fellmongering, tanning, boot making; rope, candle and soap making, blacksmiths, flour mills, foundries, glass works and dairies. Later businesses included clothing manufacture and laundries. Many of these businesses continued well into the twentieth century, and some still exist.

3.1.2 The Gasworks (1861-2000)

The gasworks was one of the most important industries in Bowden-Brompton. It dominated the landscape, and employed many generations of locals.

The South Australian Gas Company was established as a private company in 1861 by prominent and powerful citizens of Adelaide and incorporated by Act of Parliament. Bowden-Brompton was selected as the most suitable site for the gasworks because of its proximity to Adelaide (the major market), thereby minimising the length of gas mains and risk of leaks, and minimising the difficulty of maintaining pressure; it was near the railway line from Port Adelaide, essential for transporting Newcastle coal from the port; and it was lower than Adelaide, facilitating its distribution.

The company purchased four acres adjacent to the Bowden railway station for the gasworks. A large number of buildings were erected on the site including a gasometer (which required the laying of 15,000 bricks per day for several weeks), retort and coal house, large chimney, purifying house, meter house, governor house, photometer room and office store, blacksmith’s shop and manager’s residence. The buildings were soon landmarks in the area, particularly the gasometer and chimney. The retort house was a ‘strong and unpretending edifice, but by no means inelegant’\(^5\). The chimney had ‘finely proportioned and well executed pieces of brickwork’\(^6\). The buildings presented ‘remarkable spectacles’ to passengers on the Port Adelaide railway line.

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\(^5\) Observer, 21 February 1863.
\(^6\) ibid
The gasworks c1900, viewed from the railway line (courtesy of the State Library of South Australia, photograph B21543).

The gas furnaces were lit on Saturday 30 May 1863 to help cure the clay retorts, and three weeks later the gas main was opened for the first time. Regular services to customers in Adelaide began on 22 June 1863.

The introduction of gas had a major social impact, lighting previously dark and dangerous streets (see section 4.3.4).

Gas was manufactured by heating black coal in the retort house. The resulting impure gas passed through mains to a ‘scrubber’ to remove impurities such as tar. It was then cooled to 45°F (7.2°C) in the condenser, and passed through the purifier to remove carbon dioxide, hydrogen sulphide and ammonia. The purified gas (composed of methane, hydrogen and carbon monoxide) then entered the gasometer for storage, and was drawn off as needed. Initially, most impurities were considered waste. Gaseous waste entered the atmosphere, liquid waste tended to enter the waterways and solid and some liquid wastes were dumped in pug holes. Hydrogen sulphide entering the atmosphere caused problems for locals since it reacted with the lead in paint on local houses to produce the black precipitate lead sulphide. By contrast, leaking gas was considered a good thing by some people; asthmatics were told to walk around the gasworks to improve their health. In later years, some impurities were sold as by-products, and pollution was monitored. Coke was provided to hospitals, and ammonia was used in the production of ammonium sulphate for fertilizer. With the increasing use of cars in the 1920s, tar was used for surfacing roads. Bitumen was made by distilling the tar.

Gas was initially supplied to Adelaide in 1863. More suburbs were soon connected: North Adelaide in 1864, Kent Town, Hackney and Norwood in 1869, and Hindmarsh, Thebarton and Bowden in 1871. The increasing number of customers necessitated expansion of production, new buildings and updated processes. A chimney and a new retort house with 42 horizontal retorts were added in 1900. Further retorts were added in 1907, 1919 and 1923. High pressure welded steel mains were introduced in the early 1920s, enabling reticulation to be extended to more distant places. By 1918, the Bowden-Brompton property needed to be expanded, and the South Australian Gas Company purchased First Street, in spite of considerable local opposition.

Workers at the gasworks tended to live locally and work for the company for life; in many cases, several generations of the same family worked at the site.
“I could have went to six jobs because it was a different world then, and I’m talking...1952 when I went to school. So automatically my grandfather, my father, I just followed in their footsteps — went to the Gas Company.” Ron Willis

Working conditions at the gasworks could be unpleasant in the early years. The retort house was hot and steamy, with an iron floor and no windows. Stokers in the retort house had to lift iron scoops weighing 150 kg. Each man was responsible for 2 beds of 14 retorts. The men who worked here were “men’s men”7. These working conditions helped facilitate the development of strong unions which played an ongoing role in the gas industry. Blue collar workers were members of the Federated Gas Employees’ Union, and white-collar workers joined the Gas Industry Salaried Officers’ Association. By 1913, the unions had negotiated, for example, that stokers would be supplied with hot and cold baths, a lavatory and a dining room.

At the turn of the twentieth century, gas had to compete with electricity for the lighting market. Adelaide streets were now lit by electricity, although metropolitan areas were still gas-lit. The Gas Company turned its attention to developing the market for other uses of gas — particularly gas cooking and heating. In the years following the First World War, many new houses were built with gas bath heaters, gas wash coppers, gas fires or radiators and gas cookers. Gas significantly changed the lives of many households (see section 4.3.6). To meet these increasing needs, the Company acquired other sites to manufacture gas, although the Bowden-Brompton property remained the most important.

In the 1950s, the Gas Company began to market Liquid Petroleum Gas (LPG), a mixture of propane and butane derived from the crude oil refineries. Gas was initially purchased from Altona in Victoria, and transported by road tanker to a bottle-filling plant at Brompton. When the Mobil refinery opened at Port Stanvac, LPG was obtained from there. However Port Stanvac was not able to meet the demands, and supplies were supplemented by LPG from a refinery at Geelong. Bottled LPG was important in enabling the company to reach a new market in rural areas.

One of the most significant changes at the site occurred in the 1960s when it was decided to distribute natural gas, rather than manufacture gas. In 1964 a catalytic re-forming plant was installed at Brompton to produce gas from the refinery gas at Port Stanvac. This process was quicker, cheaper, cleaner and more efficient than the manufacture of gas from coal. A second re-forming plant was installed in 1965, and the manufacture of gas from coal ceased the same year. In 1963, Santos discovered natural gas in the Cooper Basin of South Australia; three years later it signed a contract with SAGasCo to supply gas. By 1969, a 780 km pipeline was completed from Moomba to Adelaide, and the Gas Company phased in the use of natural gas over the next twelve months. Ironically, it was the decision of the Gas Company’s long-term rival, the Electricity Trust of South Australia (ETSA),

7 Interview with Ollie Clark AM, OH958/3
to use gas for its electricity station that ensured sufficient demand for the gas pipeline to be constructed.

The changeover to natural gas caused dramatic changes in the company workforce, as well as changes at the Brompton site, the mains used to deliver gas, and gas appliances. All gas appliances had to be converted to run on natural gas (methane), which was drier and burned with a hotter flame than the manufactured gas. This was a highly labour intensive process, as every gas appliance in every customer’s house needed to be altered.

During the 1970s, the world oil crisis favoured the gas industry. Natural gas became a major source of energy. The Gas Company pioneered the use of gas as a fuel for cars, setting up an Autogas division in 1971 and a conversion workshop. It was also a world leader in encouraging the use of buses powered by compressed natural gas (CNG). The first ten CNG-powered buses were introduced in 1988. These buses are quieter and produce lower emissions than equivalent diesel-powered buses.

The Gas Company was acquired by Boral in 1993. In 1997, State and Federal Governments de-regulated the gas industry; the operations of the South Australian Gas Company were split (and combined with interstate operations) to form Envestra (natural gas distribution networks) and Origin Energy (gas retailing).

The gasworks site was closed in 2000, and acquired by the State Government in 2010.

3.1.3 Gerard Industries and Clipsal (1936-2009)

Many of the manufacturing industries in Bowden and Brompton began as family operations. One such was Gerard Industries (Clipsal). Starting as a family company in North Adelaide in 1920, it moved to Bowden in 1936.

Mr Alfred Gerard developed ‘clips all’ adjustable conduit fittings for all sizes of imported metal conduit. These fittings were an instant success and were produced with a staff of six employees and factory floor space of 1 000 square feet. Other products were added to production, and larger premises were needed. In 1936 the new factory at Bowden, with a floor space of 25 000 square feet, was ready.
Clipsal developed into a major manufacturing company, doing everything in-house from producing its own screws, to printing boxes and developing all its own marketing products, and even owning a winery and function centre for corporate functions. It developed innovative products and processes of international significance. It introduced injection moulding in the 1950s to produce plastic products. Clipsal became a world leader in the use of thermoplastics, producing the world’s first flexible PVC plug top and cord extension socket. The range of products increased to more than 20,000, and staff numbers increased from 300 in 1959 to 1,500 by 1979.

Many workers stayed at Clipsal for decades, and it was possible for men to be promoted from the tool shop through inspectorships, to management. Clipsal also employed women, although few have been promoted to senior levels. By the 1980s, university degrees were required for promotion to management, reflecting international changes in corporations. The Clipsal workforce also included a large multicultural population, reflecting the European wave of immigration after the Second World War, and Asian immigration from the 1970s.

Like many manufacturing industries, working conditions were less than would be expected today, and could be noisy and dusty. As awareness of the importance of the working environment increased, so too did provision of suitable worker safety.

The extraordinary success of Clipsal led to its physical expansion in Bowden at the expense of the small homes and shops, and at the expense of good relations with locals. Unfortunately, many old cottages and buildings were lost, although many had already deteriorated considerably during the years of uncertainty of the MATS plan (see section 3.1.6). Clipsal did, however, contribute to the broader
community through philanthropic and sponsorship programmes (see section 4.3.11).

In late 2003, the Clipsal brand became part owned by French company, Schneider Electric. In 2008, Clipsal announced that it would move from its Bowden site to new premises at Gepps Cross. The State Government purchased the Clipsal site in 2008, and in 2009, the Clipsal head office and manufacturing facility at Bowden closed.

3.1.4 Transport

Many residents of Bowden and Brompton worked in industries located nearby, and this combined with poverty, meant that they tended to walk everywhere. Wealthier residents or business owners could afford their own horses and drays, or public transport.

Nevertheless, public transport has had an important influence on the development of Bowden and Brompton, and was necessitated by the development of industries needing to transport goods. In particular, the railway was crucial for the transport of coal from Port Adelaide to the gasworks site.

The railways also presented significant problems. Two railway lines crossed the Bowden-Brompton area. The Port Adelaide line was constructed in 1856, cutting through the backyards of Bowden residents, and intensifying the overcrowding. The Gawler line was opened in 1857, cutting off eleven streets in Bowden. The railway lines effectively isolated some areas of the community because of the lack of railway crossings. Residents petitioned for crossings for many years, but only two were provided across the Port railway line: at Gibson and Chief Streets.

A tram line (the Cheltenham line) reached Bowden in 1912. This line used electric trams and was extended as far as Kilkenny by 1929, and then to Cheltenham in 1942 to serve the munitions factory there. The last tram ran on 22 November 1958, after which buses replaced them.
In the early-mid twentieth century, public transport was an important part of social outings. Children caught the train to the beach, and companies would hire trains for their annual picnics. Whilst many workers lived locally, an increasing number in the twentieth century lived outside the Bowden-Brompton area and caught trains to work, arriving at the Bowden or North Adelaide railway stations.

With increasing availability and use of cars and trucks, and the changing requirements of local industries, public transport services in the area gradually declined in the twentieth century. Today, significant areas of land are devoted to car parks for the different industries.

### 3.1.5 World War Two

World War Two had a significant impact on the local community, as it did elsewhere. Many men enlisted to fight, changing the face of the local workforce and community.

Women played a much greater role in local industries. At Clipsal for example women worked mainly in the assembly areas before the war, but as men left, women were required to work in the moulding departments, operating the hydraulic compression moulding presses that required enormous strength. To overcome this difficulty, the mould presses were redesigned so that they could be operated by a simple push-button.

The gasworks was an exempt industry during the war. However, many men were released from working there if they could find a replacement. Women temporarily filled some of these places, in machine operating and book keeping.
The Gas Company looked after its enlisted employees, sending them Christmas cards and a Canteen Order that could be redeemed at overseas canteens. It also supported local Cheer-Up Societies and other organisations. When the war ended, the Gas Company reinstated service personnel.

For the Gas Company, the Second World War necessitated an increase in production to fuel the war industries such as munitions factories. However this occurred in the face of coal shortages, so the Gas Company advertised that domestic consumers should limit their use of gas at home so as to enable the use of gas for the war effort.

Local industries also developed products specifically for the war effort. Clipsal manufactured aircraft switches, bomb release buttons and Morse code keys for the Defence Department. In 1940 Clipsal developed the Festoon lamp holder, today known as party lighting, to provide the Armed forces with temporary lighting. These were used in army, navy and air force installations and land base camps.

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3.1.6 Post-war development

Following the Second World War, many local industries expanded dramatically, encouraged by improved economic conditions and the policies of the State Playford government. Clipsal’s workforce expanded from 180 during the war years to 2,000 employees by 1995, and its factory increased from 25,000 square feet (about 0.23 hectares) to nine hectares. The company became a major international electrical components manufacturer.

The availability and use of cars increased following the war, as did the use of trucks by the local industries. The narrow and previously quiet streets were now plagued by large trucks carrying goods from industries operating 24-hours per day, resulting in significant noise, increased pollution, and dangerous streets. Fewer people walked and children were not able to play safely in the streets. Nevertheless, car ownership was less in the Hindmarsh council area (27.6% of dwellings had no car at the time of the 1976 census) than in the rest of Adelaide (only 14.9% had no car in the Adelaide Statistical Division). In 1968, the Metropolitan Adelaide Transport Study (MATS) Plan was released by the State Government. It included a number of major proposals to improve the Adelaide road system. These included a North-South Freeway to connect the expanding southern suburbs with Salisbury and Elizabeth; a North Adelaide Connector (connecting the western and eastern suburbs), and the Hindmarsh Interchange. This interchange was the largest construction project in the plan; it was the proposed intersection of the Port Freeway, the North-South Freeway and the North Adelaide Connector, and would have required a four-level spaghetti interchange with many flyovers that would have almost completely destroyed Bowden and Brompton (see figure below). The State Government purchased many houses in preparation for constructing the interchange. Discussion of the MATS Plan continued for many years, during which time buildings were allowed to become rundown and sometimes uninhabitable. Property values plummeted, the population declined and the community disintegrated. The MATS plan was suspended in 1970 and finally abandoned in 1983. For fifteen years, the Bowden and Brompton communities were in limbo, uncertain as to whether their suburbs would be replaced by the interchange and freeways. There was little progress in upgrading the area during this time. Once the plan was abandoned, much of the land was sold cheaply to industry, thereby increasing the industrialisation of the area.

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9 Lester First and Murton, p166.
Proposed Hindmarsh interchange, a major feature of the MATS plan. The gasometers at the gasworks are clearly visible near the centre of the aerial photograph.

In the post-war period, many new industries moved into the area. Examples include Detmold packaging (established 1948 and moved to Brompton in 1956), A. Raptis and Sons (established 1957), Simsmetal, BE Switchcraft (established in 1961 as Dee-Jay Products) and Flow Force Technologies (established 1988).

An increasing awareness of the harmful environmental consequences of polluting industries such as the foundries and tanneries lead to increasing complaints from residents, and encouragement by the Hindmarsh Council for industries to relocate to more appropriately zoned areas such as at Gepps Cross.

3.1.7 Social development of Bowden

The majority of residents of Bowden and Brompton were historically very poor, employed in poorly-paid and sometimes dangerous jobs in local industries and living in the small cottages or row cottages. As early as the mid-1860s, the area had developed a reputation as a slum. Class structures were evident, and the working class were excluded from middle-class society. Much of the housing was close to polluting industries that had detrimental effects on the health of locals.

Social facilities in the area were relatively few. Hotels were important places for workers to meet and relax, and were often the venues for meetings. Hotels in Bowden and Brompton included the Governor Hindmarsh, the Gaslight Tavern (also known as Gasworks Hotel and Brick Makers Arms), Excelsior and Brompton Park Hotels and the Duke of Wellington Inn, the Odd Fellows Arms, the Tanners Arms, Bowden Tavern and Bowden-on-the-Hill Tavern. For 25 years, films were shown in the ‘Bugs’ Picture Theatre, located in the Rechabite Hall in Eighth Street. Another popular picture theatre frequented by locals operated on Saturday nights in a large tin shed on the corner of Port Road and Mary Street, Hindmarsh.
Participation in organised sport seems to have been variable. Bowden had a cricket club from the 1870s to the early twentieth century. Some residents recalled playing sport such as football and cricket at school on Saturdays in the first half of the twentieth century.

Many small churches provided spiritual guidance to the residents. Before the Education Act of 1875 and the establishment of Government schools, they also provided education. Several churches were built by the 1850s; these were predominantly Wesleyan Methodist and Bible Christian (later Uniting Church). Church of England (Anglican) and Catholic churches were built in subsequent decades. Churches also held fundraising activities such as bazaars that provided entertainment, presumably for the wealthier residents. The churches were also important in helping poor families by supplying rations, or nursing the sick.

Children from religious families attended Sunday School regularly. Some also participated in sport at their church. For example gymnastics were held in church halls, with competitions being organised through the YMCA.

Because the majority could not afford cars until the mid-late twentieth century, children could play safely in the streets. Children’s time was occupied in a variety of imaginative ways (see section 4.3.12).

Following the Second World War, a large number of European migrants moved into the area. The Bowden-Brompton area was significant in that the majority of these migrants were not from English-speaking backgrounds. Later waves of Asian migrants have also found their homes in Bowden-Brompton. Local community groups such as the Bowden-Brompton Community Group provide

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10 Extract from the Register, 1 Jun 1893, p6.
lessons in English literacy, and many different cultural clubs and churches have been established in the area.

The ongoing struggles and exploitation of the residents were probably crucial in building a sense of community, and facilitating the strong social activism for which the area has become known – through the union movement that began principally for the gasworkers in the 1880s, and more recently residents’ groups fighting for local facilities and improving the appearance and morale of the area (see section 4.3.1).

3.1.8 Coming full circle

Bowden and Brompton began as well-populated villages. Gibson Street with its many small businesses and cottages was one of the busiest streets in metropolitan Adelaide. The uncertainty over the area’s future caused by the MATS plan together with the expansion of successful local industries resulted in the population plummeting. By 1976, Hindmarsh was the least populated local government area in the western region of greater Adelaide.

With the development of the Bowden Urban Village, the area has the opportunity to return to a primarily residential area, linked by public transport to Adelaide, the beach and neighbouring suburbs, and with local shops and pedestrianised streets that are once again safe for children.
4 Cultural Heritage Values

Figure 2: Places of Heritage Value
4.1 Types of Heritage Value

The three tiers of legislative parameters for heritage places relevant to the Bowden Urban Village site include:

- State Heritage Places (under the Heritage Act 1993);
- Local Heritage Places (under Section 23(4) of the Development Act 1993); and
- Contributory Items (as identified in the City of Charles Sturt Development Plan 2010).

The formal identification of places in the heritage categories outlined above means that the places have been assessed against benchmark criteria and are protected by the relevant legislation. In addition to this however, the cultural landscape of the Bowden Urban Village site still provides tangible values to members of the community through the connections to memories and stories.

The Masterplan process for the Bowden Urban Village site has provided guidelines for the management and integration of the current State and Local Heritage Places, which are being retained and incorporated within the redevelopment, and accordingly has not been specifically addressed within this report.

The assessment of any proposed works to any of the listed buildings or adjacent to any buildings of identified heritage value will need to be assessed against the relevant State legislation or Council Development provisions.

The Character Assessment undertaken by Hassell/PB (Section 06) in the BUV Masterplan Stage 1 report included the following key findings for the sites:

- “[There are few constraints on the redevelopment of the Clipsal site], however there are several (existing buildings) that contribute to the character and industrial heritage of the area and are worthy of consideration for retention in any new development”; and
- “[The] remnant street and small scale allotment pattern reflecting Bowden’s historic orthogonal layout and role as a repository of workers housing to service the manufacturing industries of Hindmarsh and Brompton”.


4.2 Tangible Heritage Values

4.2.1 Description of the Place

The Bowden Urban Village site is predominantly occupied by the former Clipsal and Gasworks sites. The Clipsal site retains the majority of its original industrial factory and warehouse buildings, constructed from the 1940s until the late 1990s, with some interesting early sawtooth roof factory buildings. The edges of the site retain three Local Heritage Places, namely the Parkview Hotel on Park Terrace, and two early cottages on Gibson Street. The site also includes a number of vacant areas, predominantly used for carparking (Refer SK01 following).

The Gasworks site includes State Heritage listed early buildings from the late 1800s, some early buildings identified as Contributory items in the City of Charles Sturt Development Plan, and a number of more recent industrial factory and administration buildings (Refer SK02 following).

The key buildings of cultural value have been grouped into three nominal cultural precincts as follows:

- The Clipsal ‘Character’ Precinct (within the former Clipsal site);
- The Gasworks Cultural Precinct (within the former Gasworks site); and
- The Gibson Street Cultural Precinct (also contained within the former Clipsal site).

These precincts provide the physical connection to the collective memory of the social and cultural landscapes of the site, as identified in the Intangible Heritage Values (section 4.3) following.
4.2.2 The Clipsal Precinct

Whilst there are no places of identified heritage value within this precinct, the group of early administration and factory buildings dating from the 1930s until the 1960s represent the industrial nature of the site. As representations of early manufacturing buildings, Plants 1, 2, 3 and 4 form a core precinct at the heart of the site. They demonstrate early industrial processes and retain much of the original fabric and form of early sawtooth factory buildings. The main administration building on Park Terrace is an interesting example of a 1936 ‘arte moderne’ style of building, and is iconic for its representation of the Clipsal name, on a prominent city boulevard site since that time.

Individually and collectively, these buildings would likely not meet the legislative criteria for State or Local listing. Collectively, however they do provide a physical example of the intangible themes identified in the following section.
### Clipsal Precinct

<table>
<thead>
<tr>
<th>Building ID</th>
<th>Heritage Value</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plant 1</td>
<td>none</td>
<td>Character contribution</td>
</tr>
<tr>
<td>Plant 2</td>
<td>none</td>
<td>Character contribution</td>
</tr>
<tr>
<td>Plant 3</td>
<td>none</td>
<td>Character contribution</td>
</tr>
<tr>
<td>Plant 4</td>
<td>none</td>
<td>Character contribution</td>
</tr>
</tbody>
</table>

*(Noting nearby important site)*

| Parkview Hotel Clipsal Building “Plant 13” | Local Heritage Place Planning SA ID 9239 | Elements of this hotel listed as valuable in the City of Charles Sturt Development Plan include: Original form, materials and detailing of the hotel, including face red brick and verandah; exclude later additions. |
---|---|---|

The Park View hotel, fronting Park Terrace (image courtesy of Lighthouse Studios).
Uses of these buildings have changed over the years as the site expanded. The following summary is based upon discussions with workers remaining on site:

4.2.2.1 Plant 1
A 1936 building with extensions in 1944 and 1973 to rear. Uses included:

- Headquarters building for administration;
- Cottage to the rear was the Medical Centre;
- 1944 section used for Canteen;
- International Testing and Certification Services (ITACS); and
- An Assembly plant to the northern corner was used for loading trucks and was the original heat treatment building.

4.2.2.2 Plant 2
A 1949 building with extensions in 1954, 1958, 1972, 1978 to rear and sides. Uses included:

- Compression injection moulding plant (then moved to Plant 7);
- Manufacturing presses upstairs;
- Mezzanine upstairs on other side for kitchen and toilet facilities;
- Included a maintenance shed until 2000;
- Section used as a canteen;
- Later fitted out for offices.
4.2.2.3 Plant 3
A 1956 saw tooth roof building. Uses included:

- Tool room for metal tooling maintenance (before it moved to Plant 6);
- Mouldings & Metals – maintaining existing tools, and making new tools;
- Once Plant 6 was built, it became a metals only maintenance and press shop, to service Plant 4 metal presses.
4.2.2.4  Plant 4
A 1961 building with extensions in 1968. Uses included:

- Metal presses;
- Screw Plant.

Plant 4 interior (image courtesy of Lighthouse Studios)
4.2.3 The Gasworks Precinct

4.2.3.1 Gasworks site (north of East Street)
The original site north of East Street forms the Gasworks Cultural precinct and it retains a majority of its buildings. The site is currently used for training purposes, for army and police needs.

Buildings were used for a number of functions in recent times (c1980s), as outlined briefly below:

- B15 was the Central Repair shop where the meter sets, lathes and milling machines, welding workshop and heavy engineering were all located, as well as the blacksmith’s forge which was used for making crowbars and stakes for working in the trenches;
- B18 was used by the street section workers who generally consisted of unskilled labourers;
- The building adjacent B21 was used for instrument repairs (upstairs) and electrical testing and industrial metering downstairs. This building includes a big pump for the flow of air for testing;
- B22 included the amenities for the street section workers, and a canteen;
- B23 was used for chemical and appliance testing;
- B24 was the site of the former museum;
- B28 carpark area was a former pughole;
- B32 was used for the refuelling of trucks and buses with Compressed Natural Gas;
- B33 were the offices of the industrial and commercial sales people;
- B38 was used for storage;
- B40 was used as a vehicle workshop;
• B57 appears to have been used as a store, and still contains some maps of gas pipes in the metropolitan area;
• B59 was the welding workshop;
• B69 serviced domestic gas appliances;
• Adjacent to B101 was where the time clock for the site was and there were reportedly queues lining up from 3.30 – 4pm daily;
• B102 was the Gas operations area;
• B106 was the carpenter’s workshop; and
• The site also reportedly includes underground tunnels (near area B108, reportedly extending adjacent to B52), that were originally needed for the transportation of the coke (which was used in the early gas manufacturing processes).
### Gasworks Precinct

<table>
<thead>
<tr>
<th>Building ID</th>
<th>Heritage Value</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>To be confirmed</td>
<td>State Heritage Value</td>
<td>Brompton Gas Works, 1879 Retort House (East Street), Remains of 1891 Retort House (Chief Street) and Chimney Stack</td>
</tr>
<tr>
<td>To be confirmed</td>
<td>CCS Contributory Item Planning SA ID: 13200</td>
<td>Former Gas Control Building</td>
</tr>
<tr>
<td>B106</td>
<td>CCS Contributory Item Planning SA ID: 13198</td>
<td>Former Carpenter’s Workshop</td>
</tr>
<tr>
<td>To be confirmed</td>
<td>CCS Contributory Item Planning SA ID: 13199</td>
<td>Former Chemistry Laboratory</td>
</tr>
<tr>
<td>To be confirmed</td>
<td>CCS Contributory Item Planning SA ID: 13197</td>
<td>Former Museum</td>
</tr>
<tr>
<td>B24</td>
<td>CCS Contributory Item Planning SA ID: 13202</td>
<td>Amenities Block</td>
</tr>
<tr>
<td>To be confirmed</td>
<td>CCS Contributory Item Planning SA ID: 13204</td>
<td>Former Reticulated Gas Workshop</td>
</tr>
<tr>
<td>To be confirmed</td>
<td>CCS Contributory Item Planning SA ID: 13203</td>
<td>Former Maintenance Building</td>
</tr>
<tr>
<td>(Noting nearby important sites)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bowden Railway Station</td>
<td>State Heritage Place Planning SA ID: 10557</td>
<td>One of three original stations on the Adelaide to Port Adelaide Railway (Colony’s first steam railway, opening in 1856)</td>
</tr>
<tr>
<td>Chief Street Brompton underpass</td>
<td>Local Heritage Place Planning SA ID 9167</td>
<td>Values related to the adjacent railway</td>
</tr>
</tbody>
</table>

These values warrant the preparation of a Conservation Management Plan (CMP) to assist by identifying the reasons the place is of heritage value and provide policy on the ways to manage these values. A CMP can provide guidance on ways to adaptively reuse buildings or elements to achieve the broader goals of BUV whilst maintaining the heritage values of the place.
Bowden Urban Village

Gas Works Site Plan (2010)
The following summary is an abridged extract of the Heritage SA data sheet for the site, describing the Retort Houses at the site.

B15 was an 1862 building, constructed of Glen Osmond stone and a wrought iron roof structure. Uses included:

- Originally the simple horizontal retort house and coal store;
- The two attached buildings immediately behind were reportedly used as a metering house and a tinsmith’s and blacksmith’s shop, and later were used as the Gas Company Museum;
- A chimney and a weighbridge was built in c1863;
- A new Retort House was built in 1879 on the East Street corner;
- Increased demand for gas for street lighting, and domestic lighting and cooking in the 1880s/90s led to the second Retort House and new Chimney Stack being built on Chief Street in the 1890s, with extensions and additional buildings to the East Street corner of the site;
- The retort was fired by underground furnaces which heated the beds of the horizontal retorts above, and the porthole vents are still visible along the lower section of the Chief Street wall;
- Both the East Street wall and the Chief Street walls are significant as examples of stone work style from different periods;

“Remains of two gas retort buildings, which housed the retorts in which the gas was distilled from coal…the greater part of the coal gas facilities had already been demolished in the 1970s…”
Statement of Significance:

“The importance of the SAGasCo works at (Brompton) has long been acknowledged in historical, industrial and technological terms.

As a social factor, the SAGasCo works were the first major step in converting the semi-rural village of Hindmarsh into a manufacturing township (Parsons 1974). The elements in the gasworks complex which date from before 1900 are the State’s most spectacular relics of a large early public utility. These buildings, or the parts of them that remain, should be conserved, as they constitute an important part of the physical record of South Australia’s technological and industrial development…

At Brompton, the change in technological process from coal-gas production to natural gas has meant the gradual demolition of almost all the buildings and equipment associated with the original process. The first gas holder has gone. The “first” retort house and its associated buildings have been converted to other uses (such as a museum). The “second” retort house has been mostly dismantled except for one chimney stack and the now underground furnaces which are connected by exhaust flues to the impressive Chief Street stone wall. This wall was the external boundary to a building constructed with large cast iron posts and trusses – some of which remain. This part of the complex contains the only remaining physical evidence of the process of coal gas production in this Brompton site, and is also an important relic of industrial construction using cast iron.

The coal gas production industry was once a vital fuel source Australia-wide. Very little physical evidence of this industry remains anywhere in the country…”
c1890s System of Manufacture

Coal → Retorts → Furnaces Beneath

Gas

Condensers

Scrubbers → Ammonia Removed

Purifiers → Uses Lime & Iron Oxide

Meters → Measured

Gasholders

Reticulated using Governors

To the Householder

Figure 3 – Process of Gas Manufacture (courtesy Heritage SA data sheet)
4.2.3.3 Gasworks site (south of East Street)

Whilst not forming part of the Gasworks Cultural precinct, this area consists of a number of building slabs and signs of the previous gasometer. Buildings/areas on this site reportedly included:

- Operations area, for managing reticulation, and monitoring the pressure of the mains around the clock;
- Buildings for chemists and engineers;
- The Gas Holder tank and nearby filling stations – the ‘gasometer’ was reportedly of the ‘telescopic’ type and consisted of a series of thin sheet metal cylinders that sat inside each other, moving up and down with the volume of gas. It became redundant after the change to natural gas, and was filled with water in case of fire emergencies; and
- Trenches for street section department to undertake training, with the old cottage on the corner of East Street and Second Street used as a training centre.

There are few constraints on the Gasworks site south of East Street, with plenty of opportunities for interpretive signs or displays in locations relevant to former iconic elements of the site (particularly the telescopic gasometer).
4.2.4 The Gibson Street Precinct

This small precinct consists of two cottages from the early 20th century, located on Gibson Street, Bowden. The cottages are remnants of the former high street of the Bowden area and provide a tangible example of the small scale pattern of village life at the time.

Whilst both are listed as Local Heritage Places, the retention of the two buildings within the redevelopment will further strengthen the themes of village main street life and provide an early example that can sit within the newly redeveloped main street.

<table>
<thead>
<tr>
<th>Gibson Street Precinct</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Building ID</strong></td>
</tr>
<tr>
<td>Clipsal Building 9e 46 Gibson Street Bowden</td>
</tr>
<tr>
<td>Clipsal Building 9f 56 Gibson Street Bowden</td>
</tr>
</tbody>
</table>
4.3 Intangible Heritage Values: Historical Themes

Bowden and Brompton’s rich heritage can be told in twelve historical themes. These themes complement the Local History Themes of the City of Charles Sturt Council. Each theme is described in this section, with some illustrative examples from oral history interviews and early newspaper reports. Section 5 describes some ways in which these themes could be interpreted in the Bowden Urban Village.

4.3.1 Bowden is a community that encourages social justice and fights for social reform.

Bowden’s history as a working class village and suburb struggling for its rights has led to the development of a community that encourages social justice and fights for reform. These are exemplified by the following.

1. Ms Muriel Matters (1877-1969) was born in Bowden and was a suffragist. She spent two years in England lecturing and fighting for women’s right to vote. She denounced sweat-shops and advocated women’s unions, equal divorce laws, equal pay for equal work, endowment of motherhood, and support for unmarried mothers. Her principles of social justice, egalitarian values, and commitment to fighting for social reform are reflective of the Bowden community.

2. Unions were very strong in the Bowden area. They fought for better pay and conditions at the gasworks, staging sit-ins and strikes. They also supported local families during the Depression years and during strikes.

   “A strong and vital community spirit flourished among the poor, and the assistance proffered to those most in need was performed with integrity and courtesy. It had to do with dignity and its preservation.”

   During the 1946 gas employees stay-in strike, hundreds of loaves of bread a day and other foodstuffs were collected by the [Union] Food Committee and distributed by gas workers’ wives to the needy families at the Gas Workers Hall.” Doug Meek

3. Social activism in the twentieth and twenty-first centuries has been characterised by local community and residents groups such as Hindmarsh Greening, Brompton Residents Action Group, The Bowden Brompton Community Centre and The Hindmarsh Action Group.

   These groups have worked to improve the appearance of the area through public art and planting; meeting community needs for affordable housing, education, community facilities and a community garden; and fighting for

the rights of residents often against polluting industries, rejecting the MATS plan, and fighting to retain the historic character of the area. Fundamental to many of the achievements of the activist groups has been changing the public perception of Bowden and Brompton from the slums, as they were described in the 1860s to a vibrant and creative community that takes pride in its surroundings.

4.3.2 Bowden’s central location and layout has made it a popular place for workers and newly arrived immigrants.

Bowden’s small blocks and houses provided affordable accommodation that has been popular for workers in the many local industries, and for newly arrived immigrants who were able to get jobs in these industries too.

Large numbers of immigrants were mainly non-English-speaking (see section 3.1.7). These groups established their own cultural clubs and societies, churches and welfare agencies. Many worked at Clipsal or the gasworks.

“We ended up with a lot of Asian people [at Clipsal]. They were very quick with their hands. A lot of the assembly was done by women, and that wasn’t, you know, because women were looked down on; in fact, it proved the fact that women are a lot more dextrous than men. Guys with big, fat fingers just could not work to the level that some of the female operators could. They were just so good at it, you know.” Dennis Perry

The streets of Bowden and Brompton were narrow.

“There was barely room for two cars or horses and traps to pass one another, and most houses only had very narrow verandahs, and front bedrooms were only a few feet back from the footpaths. You could look into residents’ front bedrooms.” Max Colwell

The central location made it an ideal location for a freeway interchange, as proposed in the MATS plan. Although the plan was never fully implemented, it changed the face of Bowden and Brompton.

“There was all little homes and little cottages all through that area, and a lot of them went when there was the talk of doing the MATS Plan. A lot of that sort of stuff was all sold to the Highways, and the Highways for a short time would put people in, like the rental properties, and then when the maintenance...seemed all too hard; the Highways, because it was in the short term, would be bulldozing everything, thinking that the MATS Plan was to go ahead. And that was a hell of a lot of that area from the MATS Plan, from say Gibson Street through all that area. Once that got axed, the Government changed its mind about doing the MATS Plan, well, all that

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12 www.maxcolwell.net
become vacant land and a lot of factories bought up that sort of stuff because it was cheap land to buy." Ron Willis

Lack of adequate zoning regulations until relatively recently allowed industry to expand adjacent to houses. Many of these industries produced dust and noise, and polluted the soil, air and water. Council and residents have fought to relocate the industries to non-residential areas further from Adelaide.

In 2011, Bowden and Brompton’s central location is once again making it a popular residential location, as former industrial sites are reclaimed and rejuvenated for housing.

4.3.3 Bowden was, and is, an important place for manufacturing. Bowden was home to a great variety of industries (see sections 3.1.1 and 3.1.6) including brick making, fellmongering, wool scouring, tanneries, boot making, gas works, foundries, glass bottle manufacturing, and in more recent years, companies specialising in electrical component and equipment manufacture, packaging, and logistics.

Many of these industries started as small family concerns. For example, many families produced bricks from pug holes in their back yards. These family concerns consolidated into larger companies such as the Metropolitan Brick Company and Hallett Brick.

For much of its history, young men in Bowden-Brompton had many options for work. Those from poorer families who left school at the minimum age so they could start earning money to support the family, often worked as unskilled

South Australian Advertiser, 12 January 1876, p5.
labourers. Whilst some stayed with the one company, such as the gasworks, for their entire working life, others changed from job to job, working in many of the different local industries during their lifetime. Some became tradespeople, and moved up the social hierarchy as a consequence of their higher income.

The majority of local industries involved heavy, dirty, manual labour, and did not employ women (except during the Second World War; see section 3.1.5).

In common with industry elsewhere at that time, many of the manufacturing industries in the nineteenth century were dangerous for the workers. Severe accidents, sometimes fatal, meant that men tended to die young, leaving wives with large families to support.

4.3.4 Brompton: Lighting the way.

In 1861 South Australia had reticulated water and railways, but no adequate lighting of streets, public buildings, shops or dwellings. The city council and public houses provided a few oil lamps, but light from these was very dim. Social contacts largely ceased at sunset and many night-time events had to be organised when there was a full moon. The gasworks at Bowden provided the lighting that enabled Adelaide to change dramatically.

Newspapers of the time reported the hazards of night-time travel.

“[The bridge] is in so neglected and dangerous a condition that it is a matter of surprise that accidents have not taken place, the parapet wall having been so nearly demolished that foot-passengers on a dark night must use the utmost caution to avoid falling in the bed of the creek. And, again, the bridge in Pirie-street, Kent Town...has immense chasms on each side down which, during the recent rains, the water rushes with fearful velocity; and lucky the pedestrian following the course of the footpath after nightfall who should be fortunate enough to escape a good ducking”.¹⁴

“On Friday night Mr Dickens, a gentleman who has been engaged in this establishment [South Australian Register newspaper] for more than ten years, met with a serious accident as he was returning at midnight from this office to his residence in Wakefield-street. A heap of stones had been left on the footpath, at the junction of Flinders and Pulteney Streets, which as the night was very dark, he did not see, and, falling, dislocated one of the fingers of the left hand. He also received such injuries in the face and body that is feared he will not be able for some time to leave his room”.¹⁵

“Adelaide is still a dark city; and we fear it will be the favourite abode of footpads”¹⁶, and “the scene of many an act of lawlessness and violence so

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¹⁴ South Australian Register, Friday 26 March, 1858, p3.
¹⁵ South Australian Register, Monday 13 June 1853, p3.
long as the gloom of the night is unrelieved by any attempt to light up the place.”

Another recalled “the difficulty, discomfort and danger” travelling on a moonless night through the city before the gas lamps were lit. The traveller:

“groped along slowly and fearfully over uneven footpaths, never knowing at what moment his head might be brought into liqueous conjunction with a verandah post...or come into collision with a social evil.”

The introduction of street lighting produced profound changes in the way that Adelaideans (and later those in surrounding towns) were able to live. Events could be scheduled at any time, and one could travel the streets in greater safety, avoiding obstacles. The traveller:

“One great public improvement (perhaps the next greatest to the introduction of a pure and abundant supply of water) is the introduction of gas, which is now fast supplanting the dingy lamps of yore. Adelaide is now becoming a much more desirable place of abode. House property of first-class character is rising in value...”

This change was due to the introduction of gas street-lighting and the distribution of gas manufactured at the Brompton gasworks. The gasworks were established on 4 acres of land at Brompton, with equipment being imported from England. Works were begun in December 1862, and the first gas distributed to customers in 1863.

The first street lights had to be manually lit. The street lighter would ride along the street on his bike, using a long pole with a hook to turn on the gas lamps. These men were employed by the gas company. The company was also responsible for extinguishing the lamps, cleaning and painting them, and keeping the lamps and pillars in good condition.

Street lights in Adelaide continued to be lit by gas until about 1921, although some electric lights were used from 1901. Metropolitan areas continued to be gas-lit for longer.

4.3.5 From Bowden to the world

Some of Bowden’s industries have had an international impact. Foremost among these is Clipsal, which exports its products throughout the world, and supplied the electronics for the Sydney Olympic Games in 2000.

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18 Ibid.
19 The South Australian Advertiser, Saturday 25 July, 1863, p3.
Clipsal is a major manufacturer of electrical components. The company has managed everything in-house, from designing its buildings and manufacturing screws, to designing the packaging for its products.

Clipsal started at Bowden in 1936 as a relatively small factory. The layout of the factory demonstrated the manufacturing process, with new plants being designed and built as the company grew.

“When I started in 1959 there was Plant 1, which was the first building that came to Bowden, and at that stage that building was a manufacturing assembly; they were still doing metal conduits and the like. There was a Plant 2, which was a moulding shop – this was the compression moulding that I was talking about; and then there was the administration building, and Plant 3 was the tool room, and the tool room did new design work and maintenance tooling to keep things working. And we did our own jigs and fixtures, for instance. If we needed a special jig to help with the assembly, it was all done in-house. There was very little that came from outside.” Dennis Perry

“At one stage there, while I was still involved with product design, we were doing just over a million screws a day here, at Clipsal.” Dennis Perry

“And we did everything, absolutely everything in-house, from design a product...to the manufacture, the testing, the marketing, and we even...have

Stadium Australia, used for the Sydney Olympic Games. Its electronics were all produced at Bowden by Clipsal. Photo courtesy of Clipsal.
our own Art Department, and we would do glossies for the trade, for different wholesalers, and of course we have TV advertising, CDs of specific product ranges like air movement, fan – all of that was put together in-house.” Dennis Perry

Clipsal developed innovative products and processes that had many advantages over those of competitor companies.

“As far as automation was concerned, it was done … not so much digitally in the early days; it was just a bit of smart thinking by the guys on the floor, putting things together, toolmakers coming up with ideas, the design office saying, ‘Why don’t we try this?’ and it would give it a go, and it was all designed in-house, really.” Dennis Perry

Over the decades, the company changed the materials it used from compression-moulded Bakelite, through to a variety of injection-moulded plastics.

The company produces an enormous product range (in excess of 20 000 items in 2010). These products are tested to ensure that they exceed international standards.

“Invariably, we had our own testing office, because every product that’s prescribed had to be passed by the authorities. In our case here, it was ETSA in South Australia. And we tested every product in-house, to the point where we knew that it would pass before it was submitted…We had to make sure that when we submitted a new product it was going to get through the first time. Mr Ken Gerard insisted that the standard was the minimum, and he applied a 10 times ratio – for instance, if our switch had to pass 20,000 switching operations under maximum load, we had to do 200,000. And we did that. We made the product so that they were virtually indestructible, and they were meant to last a lifetime.” Dennis Perry

Clipsal had a market-to-market approach, asking the market what was needed, and then ensuring new designs met these needs before going into production.

“Clipsal has always placed heavy importance on what the market wants. And Clipsal measured what the market wanted by [inviting] the guys from the trade in. There’d be various company functions. But we would have a situation where questions were asked: ‘All right. You’ve got this. What else do you need?’ Because in different States they used different methods of building. So one thing that was designed to go onto a wooden stud might not suit a solid brick house, and stuff like that. So, you know, you’d get questions from each of the States: ‘I need this’. But it was no good in the State that was right next door, you know. And even that applied to going to New Zealand – they wanted switch plates vertical, not horizontal… All of that had to be sorted first, before a product design was put down. And then we would go ahead and make models, and in those days we had model makers that machined the damn thing out of…whatever, and as near as we could get it to the original, and then we would test it just to make sure that the thing would work.

These days, after it’s done in the marketing and we come up with the design, it’s done on CAD… We can actually build the model up by having a
3-D printer and just spinning bits of plastic... We can make the metal parts, all the rest of it, put it in there, you can see the thing and it’s a reasonable representation of as the product will be when it’s produced. It may not have a glossy finish, there might be a matt finish, but it’s pretty well much all there.

And so the processes today of the design of the product, the actual testing in-house and then the model being made so that it’s a production model, and then we actually make the components of the product, bring them all together; again, test them and test them and test them, until such time as we can submit it. It was a common process: marketing, through our design, through to the model, test it, make sure it’s what the customer wanted, and we would move on from there. Yes, most of it was done market-driven.”  Dennis Perry

Clipsal produced a number of products specifically for the Department of Defence during the Second World War. These included Morse keys, aircraft switches and bomb release buttons. Clipsal also developed a Festoon lamp holder for use as temporary lighting by the armed forces in army, navy and air force installations and base camps.

Clipsal has developed a loyal workforce. Many of its workers have stayed there for decades, and it was possible for men to be promoted from the tool shop through inspectorships, to management. On working at Clipsal, Dennis Perry said “It’s been so much fun I’d like to do it all over again.”

The success of the company led to its physical expansion in Bowden at the expense of the small homes and shops. As Clipsal and other companies expanded, the population declined and many buildings were bulldozed.

“Clipsal were different, and I can remember in the late ’70s when, you know, I thought that it was sad seeing a lot of these cottages being demolished through the Highways and through Gerard’s, that we [Hindmarsh Council] would try to encourage Gerard’s to [re]locate, and the council got into trouble with the State Government because, in that time, I think that Gerard’s employed something like 1500 people and, naturally, the Government didn’t want people out of work, and so as much pressure or encouragement we were trying to give them to relocate the Government was concerned about people losing their jobs.” Ron Willis

“Well, the locals, naturally, were very angry about it... Maybe the ... elderly people from the area weren’t so concerned, but the younger people that were still scattered through the place or that was coming into the town were quite hostile about it, and when we talk about the Detmold’s site, there was cottages there in East Street – quite nice homes – and they gradually took them off, and if you enter down to the East Street you will see the areas I’m talking about. People would be sitting out there in fold-up chairs like protesting and lay down in front of the tractors or the bulldozer or whatever. No, there was a lot of hostility.” Ron Willis
4.3.6 Changing the way we do things.

Industries based in Bowden and Brompton have changed the way South Australians live and work.

The introduction of manufactured gas and later, natural gas, from the gasworks altered life dramatically with:

- the introduction of street lighting in the 1860s (see section 4.3.4);
- gas cooking and heating in the early 1900s. Prior to this, cooking was done on wood stoves. Gas cooking enabled women to cook at a controlled temperature, and was much quicker. It also saved families having to chop wood;
- the introduction of gas-fuelled vehicles in the 1970s, providing an economical and more environmentally friendly alternative to petrol or diesel vehicles; and
- Development of gas-fuelled co-generation power plants.

Clipsal has produced numerous innovations in electrical fittings. Most recently, C-Bus technology (Clipsal Integrated Systems) has been developed to underpin home automation. Commercial, residential and industrial users can control lighting, heating, cooling, sprinkler systems and appliances from a single device such as a touch screen. The C-Bus system also enables greater energy efficiency by combining with motion detectors, ambient light sensors, temperature control and variable lighting control.
Both the gasworks and Clipsal have been innovative in ways that were not immediately obvious to consumers, but were nevertheless important:

- In the 1970s, SAGasCo developed sophisticated methods of modelling the distribution and flow of gas through its networks. Combined with measurements of gas pressures at different points in the network, this enabled the company to locate and repair leaks in gas mains. Prior to this and the introduction of new PVC gas mains, the company could lose as much as 18% of the gas;

- SAGasCo was a world leader in encouraging the use of gas-powered vehicles. South Australia’s bus fleet includes more than 25% that are fuelled by compressed natural gas, which is much cleaner than the alternative diesel-powered buses;

- SAGasCo introduced more than 30 gas-fuelled co-generation power plants in South Australia to produce both electricity and useful heat, a far more efficient process than traditional coal-fired power stations. The plants are decentralised, and located near the end consumer:

  “One of the ones I was particularly proud of was the one in the Bicentennial Conservatory [at the Adelaide Botanic Gardens] ... I was always particularly proud to wander through there and look at all these plants. But the plant I liked best was the little generating plant in the back room which generated the electricity for the place...and it was used to heat the area as well.” Ollie Clark AM

- Clipsal introduced a modular system for its electrical fittings. This was a far more efficient way of producing components, and enabled electricians to have at hand everything that was needed for a job, rather than having to order in components. Consumers benefited from a better service.
4.3.7 Bowden had an active village life (and a new village life will be created).

Bowden had an active village life, centred on Gibson Street with its many businesses and community facilities. Gibson Street and adjoining streets had at different times several butcher shops, grocers, a laundry, dry cleaners, the Oddfellows Arms, bootmakers, a building society, lolly shops, a barber, a movie theatre, a marketplace, and a shirt factory.

Oddfellows Arms in Tenth Street, Bowden c1890. The building is no longer standing. Courtesy of the State Library of South Australia, photograph B9714.

Advertisement from Bazaar Committee of Hindmarsh Congregational Church (1891). The Latest Stratagem with Short History of Town and Trade of Hindmarsh.
Until later in the twentieth century, many businesses provided home delivery services.

“Elderly people and those who found it difficult to walk relied on a service which no longer exists in modern suburbs provided by tradesmen who called on houses, took orders and then delivered them the same day. If you needed milk you put out a billycan with the money on the lid. The milkman called early in the morning and filled the billycan. The baker called in his horse and cart and delivered bread; the greengrocer called with fruit and vegetables; the rabbit-o called with freshly skinned rabbits; the iceman delivered blocks of ice for ice chests, and hawkers called selling everything from packets of pins to second hand shoes. It was possible for some to live without visiting shops as we do today. There were corner stores, a butcher shop on one corner, a greengrocer on another and often lollyshops, as kids called them, on the fourth corner.” Max Colwell

There were formal and informal community meeting places such as churches, movie theatres, parks, hotels and pugholes.

“The Bummer’s Rest, now demolished, stood in the centre of the lawns between the up and down tracks of the Adelaide to Port Adelaide Road opposite West Street, Brompton. It was the meeting place for the old blokes of Hindmarsh, Bowden and Brompton and their dogs. Its circular construction looked quaint and inviting but it wasn’t always a peaceful place, especially when religion and politics came up for discussion amongst its inhabitants.” Max Colwell

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21 www.maxcolwell.net

22 Ibid;
Village life and a sense of community were largely destroyed in the late twentieth century when population numbers plummeted as a result of property acquisition for the MATS plan, and the subsequent demolition of cottages. As many large industries such as the gasworks and Clipsal leave the area, land is being returned to residential uses, and there is the opportunity to re-create an active village life.

4.3.8 Daily life was regulated by routines.

Life for the entire family was regulated by routines for most of Bowden's history.

Fathers and men went to work, if they had jobs. Depending on their workplace, they may have worked long shifts late into the night. The gasworks for example operated 24 hours per day. At both the gasworks and Clipsal, workers had to clock in using time cards. Queues were a regular feature immediately before clocking in and clocking off.

“When you got paid, you had to stand in a line. And then when you clocked off you had to stand in a line to clock off, too, because, you know, you had them huge clocks, like a wheel, like the chocolate wheel, where you went around and you pushed the arm – what your number was, you know – there was two of them. So you’d punch that number, so when they took the sheets off behind they could see the times you’d finished, times you started.” Ron Willis

Many local men worked at the Islington railway workshops. Like others who worked outside the district, they caught the train to work. Local residents could set their clocks by the train that arrived at Ovingham and North Adelaide (on the Gawler line) from Islington each night.

After education became compulsory in 1875, children went to school each day except if family circumstances meant that they could get an exemption to go to work and help earn money. Children frequently left school at the minimum age of fourteen, or once they had completed their Qualifying Certificate. Poorer families needed their children to earn money, and so they were more likely to leave early. Children of business people and tradespeople were more likely to go on to high school.

Young women had relatively few job opportunities before the Second World War. By far the majority worked as domestics, with others obtaining jobs at woollen mills, Brooker's Jam Factory, Farmers' Union, or one of the few jobs available for example as a music teacher or milliner.

Before the Second World War, married women usually did not go out to work. Their time was occupied with physically demanding and time consuming work such as washing, ironing, cooking and looking after children. For the majority who were not well off, life was very tough. Monday was the regular washing day. As a result, the demand for gas was always greater on a Monday, and the gasworks had to increase its production of gas for this day. In the middle of each day, many
wives would take lunch to their husbands at work, since the workplaces did not provide canteens until much later.

Many of the local jobs were dangerous. It was not uncommon for women to be widowed at a young age, or to have a husband who was a permanent invalid. In the absence of disability and other pensions, these women were forced to work. Job opportunities were very limited, so women in these circumstances usually took in washing or sewing, worked as domestics, or walked long distances to look after children of wealthier families in suburbs such as North Adelaide. Some took in boarders. Families in this situation sometimes moved in with other relatives such as grandparents or uncles who were able to help support the family.

Social activities occurred to a routine too. Workers usually visited the hotel after work on a Friday afternoon or on pay day. From the 1890s to the 1930s, Friday night was the night for young people to be seen walking along Port Road. In later years (from 1949 until 1979) Friday night was Speedway Night at Rowley Park. Saturday afternoon or evening was film night. Sunday was the day for going to church. Other activities took place on a regular annual basis, such as the annual work picnics and birthday celebrations.

4.3.9 Transport has shaped the community (and continues to shape it).
Bowden and Brompton have been well served with public and private transport for most of their history, with the first train line constructed in 1856.

Transport has had five key effects:

- it allowed local businesses to import materials (such as coal for manufacturing gas at the gasworks) and export products;
- it enabled local residents to work in other places connected by public transport, such as the Islington railway workshops, and enabled non-residents to commute to work in the local industries such as Clipsal;
- it provided a means for local students to travel to high schools. Whilst the majority of children finished their schooling at the minimum age, children of business people or tradesmen were more likely to continue their education. They usually caught the train to one of a range of schools: Woodville High School; Thebarton Boys Technical High School; Adelaide High School; Adelaide Technical High School or the tram to St Aloysius College or Christian Brothers’ College;
- it enabled residents to travel to the beach or the hills for recreation; and
- it subdivided the area, isolating some sections of the community, and cutting back yards in half (see section 3.1.6).
The relative poverty of Bowden and Brompton residents meant that few had their own transport. Children walked to local schools, and only children of wealthier residents had bicycles. Local business owners usually had some form of transport, initially horse-drawn to sell or transport their produce locally.

"Only a few people could afford cars but many rode bikes to the shops on the Port Road. Horses pulling carts and drays plodded up and down the streets but gradually cars took the place of horsepower and the shape and movement in suburban streets changed. T-model Fords were among the early cars in Adelaide in the 1930s." — Max Colwell

During the Second World War, petrol rationing meant that there were relatively few cars on the road. For most of their history, Bowden and Brompton streets were quiet enough for children to play safely.

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23 www.maxcolwell.net
As road transport changed from horse-drawn vehicles to cars with iron wheels, and finally to cars and trucks with pneumatic tyres, road surfaces needed to change. Unsealed roads or roads made of wooden blocks were not durable enough. Macadam was suitable for iron-wheeled vehicles, but for not those with pneumatic tyres, so roads started to be covered in bitumen. The gas company was instrumental in this change, producing bitumen from tar (a by-product of gas manufacture).

Over the last few decades as industry has expanded in Bowden and Brompton, trucks have become common in the narrow streets. With fewer local residents and an increased reliance on cars, public transport services have declined.

The Bowden Urban Village will once again increase public transport to the area, and with the provision of pedestrianised areas and parks, ensure that there are once again safe places for children to play.
4.3.10 Pugholes were a prominent feature of the landscape. Bowden is sited on good deposits of clay which early residents used for making bricks. Small industries developed initially as back yard operations and were gradually taken over by companies. Hallett’s was the largest of these.

“There is a bed of splendid red clay, about 30 feet in depth...which is admirably suited for brick-making purposes, and almost untold millions of bricks have been manufactured from it.”

The bricks were used to build houses throughout Adelaide.

“We built the east side of town ... we ended up with the holes in the ground and they finished up with flash homes.” Ron Willis

Pugholes could be dangerous and there were frequent newspaper reports of accidents. Workers in the pugholes risked being crushed. At night, before street lighting, it was easy to fall into abandoned pugholes. In winter they became filled with water.

24 Bazaar Committee of Hindmarsh Congregational Church (1891). The Latest Stratagem with Short History of Town and Trade of Hindmarsh.

25 South Australian Advertiser, 31 December 1883, p1.

26 South Australian Register, 12 January 1876, p5.

27 Register, 5 Sept 1874, p5.
Abandoned pugholes were used as rubbish dumps and for storing waste products from the gasworks. One pughole apparently had a bus put in it. The rubbish dumps attracted rats, and fires occurred relatively frequently.

“I do recall the one [pughole] on the corner of East Street... and Hawker Street... The Moore’s Building in the city that caught on fire... and they dumped a hell of a lot of the building from the fires... in there... and for about 18 months that was smouldering. Didn’t matter how much water the fire brigade put in there, there was no way of putting it out... they couldn’t get rid of the fire... For the people that lived around there, it was just terrible. You can imagine that smell, and then it would be there for you 24 hours a day. Especially on a hot, stinking day it wouldn’t be very nice to open the house up, that’s for sure.” Ron Willis

Advertiser, 21 Mar 1914, p21.
Pugholes improvised as playgrounds for children.

“There wasn’t a lot of playgrounds and stuff then; all the kids used to get down the pugh holes... you’d find a decent sheet of iron that didn’t have too many holes in it, get on it and slide down the side of the cliffs. But if you had a bit of mishap there that could be quite painful.”  Ron Willis

In later years, pugholes were put to more positive uses. One was re-used as the Rowley Park Speedway from 1949 until 1979 when it was filled in for a housing development.

29 Advertiser, 27 Apr 1943, p5.

30 Advertiser, 4 May 1943, p3.
4.3.11 We look after our own.
The Bowden and Brompton communities looked after each other through formal and informal means at several levels:

- Family and neighbours looked after each other. Illness and death were frequent accompaniments of the poverty in Bowden and Brompton. When the father of a family died, the remaining family often went to live with other family members who could help support them. The local community sometimes organised benefit concerts; and

- Local companies looked after their employees in numerous ways. They organised annual picnics and other social events such as balls and children’s Christmas parties. Clipsal also held special events to celebrate company milestones such as the 75th anniversary.

"We used to get a paid holiday, which was a picnic day... we could have 12 buses, busloads, to go to Tanunda, Hahndorf, et cetera. We even had trains, you know, hired a train...I went in the ‘40s and that with Dad and...my family." Ron Willis

“Well, there was a full-day picnic ... In the latter years ... it used to be just at the oval up here...Greenshields Reserve...Because in them days... I was ... the secretary of the picnic. So we’d start at, I don’t know, 11 o’clock, whatever it was, and I’d do all the kids’ races before lunch and then in the afternoon I’d do the Chef, and Egg-and-spoon, and the Sack Race or whatever happened. Fill the balloons up, water throw – – –. You know, just a lot of kids’ stuff, and slide, everything like that. And yes, just had prize money for the kids – you know, maybe max would have been $5 – and I think in the Chef, was the main event, that was $25. I always used

31 South Australian Advertiser, 26 Feb 1877, p5.
to do the babes-in-arms, I used to have them up to about three, so every kid got 50 cents or something like that. But that was really good, because that was the only time – like keep in mind that was a day’s paid picnic. But you had everybody: like from the street section, there was only like an emergency squad that was out there in case there was a disaster or an accident or something, but you would have had like all the domestic people, all the street section, the meter makers; just about every blue-collar. That was the blue-collars’ picnic.” Ron Willis

Both SAGasCo and Clipsal kept jobs open for men who went to fight in the Second World War (see section 3.1.5). Clipsal also kept jobs open for employees who were injured.

“I ended up with a road accident which put me out of work for eight months, and the Gerard family held the job open for me – that’s Mr Ken and Mr Geoff Gerard – which was something that sort of stuck with me over the years. Bear in mind I was only 17 at the time, but they held the position open. They didn’t need to do that. And I’ve been with them ever since: this is my 52nd year with Clipsal.” Dennis Perry

Local companies demonstrated loyalty in other ways: they provided local employment for many generations of the same families, and ensured that local young men could get apprenticeships. Clipsal also sponsored many local events such as the Clipsal 500, the Christmas lights at the Thebarton brewery and Christmas decorations on Park Terrace.

“We were always like a family [at Clipsal].” Dennis Perry;

• Local companies looked after the broader Bowden-Brompton community by providing job and training opportunities. SAGasCO for example developed a strong relationship with Regency College of TAFE to provide apprenticeships in the gas industry. These individuals went on to work in all areas of the industry. Clipsal too was dedicated to providing opportunities for apprentices locally;

• Unions looked after families during the Great Depression, ensuring that there was sufficient food. Unions also fought for improved conditions for workers, and for increased pay. The Federated Gas Employees Industrial Union established a Sickness and Accident Fund; the union also provided funds towards funeral costs and made monetary contributions to dependents; and

• Churches in the Bowden-Brompton area played an important role in helping very poor families at a time when there was no government support. Churches established benevolent funds to assist the needy, provided food, and established a nursing scheme to help the sick-poor.
4.3.12 Children ‘ran riot’ in Bowden.
Children in Bowden grew up in a tough environment; theirs was an industrial playground. They had considerable freedom, but many lived in poverty and had to survive great social hardship.

Children had a great variety of activities to keep them occupied. Many were free, and made the most of local features such as pugholes. Activities such as swimming in water-filled pugholes, or scavenging through rubbish were popular...

“There wasn’t a lot of playgrounds and stuff then; all the kids used to get down the pug holes... And frog-hunting or we’d just shanghai, trying to bump off a few rats. Or you’d find a decent sheet of iron that didn’t have too many holes in it, get on it and slide down the side of the cliffs. But if you had a bit of a mishap there that could be quite painful.” Ron Willis

Children could also swim in the nearby River Torrens, or catch the train to the beach.

“For some time there has been considerable rivalry between Bowden and Thebarton ‘pushes’ of youths and at times it has culminated in a feudal war of some magnitude. One of the chief causes of the animosity appears to concern a bathing hole in the Torrens near the slaughter yards. If the Bowden youths are in possession and the Thebarton lads arrive in sufficient numbers to expel the bathers, a hurried exit has to be made from the water on the penalty of a shower of stones from the neighbouring banks. Often

Register, 27 Jul 1893, p6.
those participating in a wash have been compelled to flee arrayed in only Nature's garb, leaving their clothes behind them until peace has been declared. Several times during past weeks pitched battles have been fought between the rival gangs with shanghais and stones as the weapons..."
Register, 23 March 1905, page 4

Some children went further afield to catch rabbits.

"We used to go as far as [Salisbury] – there was warrens there – and get a few rabbits. We also then, with the rabbits, us kids used to go around doorknocking to sell the rabbits and we’d get sixpence for a pair of rabbits, and for the work that we did there we were allowed to keep the skins. We’d put the skins on wire and hang them out to dry for a few weeks, and take the skins and take them to the skin factory which was over on Adam Street, next to the cemetery... it wasn’t only the few rabbit skins that went there; that’s where all the sheepskins and the wool and that was dried out there." Later it became a chocolate factory!" Ron Willis

Other games relied more on imagination or limited toys such as Cowboys and Indians and marbles for boys and for girls: playing house, hopscotch, knucklebones, hoola hoop, skipping or playing with dolls.

The social hardships experienced by children in the area lead to the establishment of a variety of programmes over Bowden’s history (see also section 4.3.11). These programmes in general aimed to provide new opportunities for children and positive alternatives to delinquency. Cirkidz is a recent example of a programme that provides recreation for disadvantaged children in the area. It was founded in 1986 and teaches circus skills to young people at its Drayton Street property.
Bowden Urban Village

VOLUME 2 – INTERPRETATION

DA102411 : Final Report: 30.06.2011
5 Interpretation

5.1 Interpreting the Bowden-Brompton area

Volume 1 provides a historical background and a collection of stories and memories gathered as part of the Cultural Mapping process of the Bowden Urban Village (BUV) site.

The intention of this section (Volume 2) is to provide a summary of interpretive opportunities for the BUV site in order to assist with the preservation of the cultural heritage values of the area.

There is an unlimited potential for the local community, Local and State government and private developers to continue this process and take ownership of one or more of the opportunities outlined in the following section. Individual projects can be developed within a broader framework, with some ideally undertaken as part of the BUV masterplan. This volume invites the local community, Local and State government, and private developers to participate and continue with the Cultural Mapping process.

5.1.1 Audience for Interpretive Strategies

In consultation with the BUV Cultural Mapping Steering Group, it was decided that both the local and wider community was the desired target audience for the interpretation of the Bowden-Brompton area and the BUV site in general. This audience includes (but is not limited to) the following groups:

- Local residents of all ages and cultures, and families;
- New residents of all ages and cultures, and families;
- Former residents, families and their descendants;
- Planners/ Students/ architects/ designers wanting to visit best-practice development;
- School groups, particularly middle/ upper primary to high school age;
- History ‘buffs’.

It was also identified that the future Sales and Information Centre may be a good location for an interpretive installation that can target a wider audience.

5.1.2 Benefits of Interpretation

Interpretation can benefit not only the local community, but it can expand the story of the Bowden area to new visitors (both real and virtual) to local businesses and to the site developers. It can also provide benefits in the following ways:

- Sell the rich history and personality of the area which is gritty and full of character;
- Create unique community spaces and provide resources that link with the history and character of the place, thereby giving the experience of the place more meaning;
• Make positive social and cultural use of areas that are not able to be used for housing;
• Attract outside visitors to the local businesses;
• Break down barriers and unite communities through increased understanding;
• Improve the sense of place and create a shared identity;
• Provide high quality local history experiences and products that engage and inspire residents and visitors;
• Enhance community partnerships;
• Facilitate inter-generational interaction, life-long learning and social capital building;
• Provide equitable access to local history, including its stories, assets, and collections; and
• Preserve local history and historical assets.

5.1.3 Community Projects

Examples of community art within the Bowden area, including emu sculptures off Eighth Street, and Gibson Street heritage markers.

A number of Community and Local Council projects are already underway or have been completed, including the Gibson Street Heritage markers, Hindmarsh Greening initiatives, the City of Charles Sturt Heritage Trail in Brompton and the Local History: Telling the Stories Plan. Future projects might build on these established projects and expand on existing themes.
Image of brochure to accompany Brompton Heritage Trail; Example of community art within Brompton area
5.2 Interpretive Opportunities for BUV

The following section outlines ways to interpret the themes of the BUV site through various mechanisms. Each mechanism is discussed in terms of the most relevant BUV themes, with details on the ‘how’ and ‘what’ can be interpreted. Examples of the successful implementation of each type of mechanism has also been provided, as well as suggested partners to assist with defining briefs for future individual projects.

5.2.1 Interpretive Themes

The key interpretive themes for the BUV site (section 4.3 of Volume 1 report) have been identified as follows:

- Bowden is a community that encourages social justice and fights for social reform;
- Bowden’s central location and layout has made it a popular place for workers and newly arrived immigrants;
- Bowden was, and is, an important place for manufacturing;
- Brompton: Lighting the way;
- From Bowden to the world;
- Changing the way we do things;
- Bowden has an active village life (once more);
- Daily life was regulated by routines;
- Transport has shaped the community (and continues to shape it);
- Pugholes were a prominent feature of the landscape;
- We look after our own; and
- Children ‘ran riot’ in Bowden.
A summary of opportunities and the possible mechanisms for the interpretation of the identified themes within the pending redevelopment is provided below, with an expanded version following:

### Interpretive Opportunities & Summary of Mechanisms

<table>
<thead>
<tr>
<th>Opportunity</th>
<th>Mechanism</th>
<th>Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Masterplan</td>
<td>Design Elements, Materials &amp; the Adaptive Reuse of Heritage Buildings</td>
<td>LMC/ Developer</td>
</tr>
<tr>
<td></td>
<td>Public Art or Competitions</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Playgrounds and Landscaping,</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Naming of Urban Design Elements</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Lighting Installation &amp; Street Lighting</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Amphitheatre and Meeting Places (also refer landscaping, theatre and public art)</td>
<td></td>
</tr>
<tr>
<td>Heritage Trails</td>
<td>Loop Walk, Interpretive Signage, Podcasts, Phone Apps</td>
<td>City Charles Sturt</td>
</tr>
<tr>
<td>Exhibitions &amp; Events</td>
<td>Temporary Exhibitions</td>
<td>City Charles Sturt/ Local Community</td>
</tr>
<tr>
<td></td>
<td>Theatre or Musical Productions</td>
<td></td>
</tr>
<tr>
<td></td>
<td>New Museum and/or Library</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Community Christmas Tree</td>
<td></td>
</tr>
<tr>
<td>Publications</td>
<td>Brochures</td>
<td>City Charles Sturt/ Local Community</td>
</tr>
<tr>
<td>Web-based &amp; Digital Projects</td>
<td>Virtual Exhibitions &amp; Digital Stories</td>
<td>LMC/ City Charles Sturt/ Local Community</td>
</tr>
<tr>
<td></td>
<td>Now and Then Wiki site</td>
<td></td>
</tr>
<tr>
<td>Outreach</td>
<td>Resources for Schools, Nursing Homes and the Community</td>
<td>Local and State Government</td>
</tr>
</tbody>
</table>
5.2.2 Current Masterplan

Figure 4: Interpretive Opportunities & Physical Connections to Stories (overlaid on the current BUV Masterplan (March 2011))
Figure 4 provides a guide for opportunities for physical locations for interpretive elements, such as physical signage, displays or artwork. The areas identified present the greatest opportunities for a physical connection for some of the stories of the site, however, the entire site has many opportunities, both small and large for additional physical or digital interpretive elements.

Section 4.2 of the main report identifies three main cultural precincts as:

- The Clipsal precinct;
- The Gasworks precinct; and
- The Gibson Street precinct.

There are opportunities to connect stories such as “Changing the way we do things” to the Gasworks precinct; “Bowden was, and is, an important place for manufacturing”, and “From Bowden to the world” to the Clipsal precinct; and “Bowden has an active village life (once more)” to the Gibson Street precinct.

Other opportunities for additional physical connections for interpretive themes include “Pugholes were a prominent feature of the landscape” within an open park area; “Brompton: Lighting the way” could include a lighting installation which refers both to gas lighting and Clipsal’s contribution to electricity within a public realm space such as the new train station location; and “Transport has shaped the community” near the State Heritage listed old Bowden Railway Station.

The industrial language of the area in general can be interpreted through choices of building materials in the new development, combined with interpretive signs or displays located at key locations in public realm areas. In addition to the State and Local Heritage Places, key buildings that contribute to the understanding of the site, include a number of early buildings at the gasworks site which reflect the changes in technology over time, (particularly as remnant plant and machinery from the 1980s era) and can be retained where possible/ practical in order for future generations to understand what we consider to be ‘recent’ technology.

The rejuvenation of the site is part of the next phase of social and cultural heritage values to be created. Any remnants that can be maintained to promote a tangible connection between the stories and the site, will contribute to a sense of ownership for the community.
5.2.3 Design Elements, Materials and the Adaptive Reuse of Heritage Buildings

RELEVANT BUV THEMES

- Bowden was, and is, an important place for manufacturing.

DETAILS

- Heritage listed buildings can be retained and adapted for reuse to provide amenity to the residential area. There are also some opportunities for ‘character’ buildings to be retained where possible to provide additional examples of the manufacturing history of the site;
- Materials and elements can be retained and recycled in art installations or interpretive displays;
- Retention of buildings, facades or other elements provides physical evidence of stories and themes;
- Urban design elements can retain and highlight the grid pattern, and create pedestrian areas and meeting places;
- Materials can be selected to reflect the bricks and glass that were historically made here;
- Retention of elements can provide character features, heights, volumes and views within spaces not able to be readily achieved in new buildings;
• As much of the historic value of the buildings lies with the intangible stories of the site, (rather than the physical fabric), greater opportunities exist to adapt these structures and still maintain these values. Possible future uses could include:
  o Offices or commercial spaces;
  o Community spaces, Civic offices, or Library spaces;
  o Non-standard residential (dependant upon remediation requirements);
  o Theatre or Museum spaces;

PARTNERS
• LMC
• Developers
• City of Charles Sturt
• Heritage Architects

EXAMPLES/ WEBLINKS
• Tandanya, former power station building converted to Cultural Centre, Grenfell Street Adelaide;
• State Records and other warehouse buildings converted to offices, Leigh Street, Adelaide
• Mossop offices and extension to former Brompton Wesleyan Methodist Church, a State-heritage listed building located at 155 Port Road, Hindmarsh, SA.
5.2.4 Urban Design Elements

RELEVANT BUV THEMES

- Bowden’s central location and layout has made it a popular place for workers and newly arrived immigrants;
- Bowden was, and is, an important place for manufacturing;
- Changing the way we do things;
- Bowden had an active village life (and a new village life will be created);
- Transport has shaped the community (and continues to shape it);
- Pugholes were a prominent feature of the landscape.

DETAILS

- Elements can be weaved into all parts of the urban landscape, including public areas near to the trams and train transport nodes, pedestrian areas, bike hire locations, etc;
- Elements can use and display environmentally sustainable designs, energy-efficiency, good waste management etc;
- Co- and tri-generation methods for energy -power, heating and lighting are great ESD initiatives, and are appropriate historically and culturally, especially if created in a decentralised model (Bowden as a discrete village);
- Design elements from old shops and houses; small scale shops (corner stores and boutiques, instead of department stores); living and working combined accommodation;

PARTNERS

- LMC
- Developer
- City of Charles Sturt
- DTEI Rail
- Architects
- Urban Designers
EXAMPLES/ WEBLINKS

5.2.5 Public Art

Examples of Trompe L’oeil murals in Hobart (courtesy of Sally Stephenson, Tasmania c2010)

RELEVANT BUV THEMES

- Bowden is a community that encourages social justice and fights for social reform;
- Bowden: Lighting the way;
- Changing the way we do things;
- Bowden had an active village life (and a new village life will be created);
- Daily life was regulated by routines.

DETAILS

- For example, a statue of Muriel Matters;
- Art competitions and exhibitions to interpret local history. Works could be displayed in the Hindmarsh Library;
- Streetscape sculptures themed to children’s games, meeting places, workday routines and pugholes. The way streets and roads were used by children and adults for meeting, play and communication provides rich area for art interpretations along the village life and daily routines themes;
- Art can be used to reflect the attitude of parts of the community, for example:
  - “When you got paid, you had to stand in a line. And then when you clocked off you had to stand in a line to clock off, too” Ron Willis
  - “We built the east side of town ... we ended up with the holes in the ground and they finished up with flash homes.” Ron Willis
- A Sales and Information Centre for the BUV site could incorporate an art installation as an example of the rich history of the site. This could later be installed into a library or future museum if pursued.
Examples of public art: Cluster of people jogging, Spokane, Washington (copyright free), photographer Pam Scott;
“Horatio” the bronze pig statue, Rundle Mall, Adelaide (courtesy of Bev Hocking, Adelaide 2010).

PARTNERS

- Muriel Matters Society
- LMC
- Developer
- City of Charles Sturt
- Hindmarsh Greening
- Local and commissioned artists

EXAMPLES/ WEBLINKS

- Trompe l’oeil murals in Hobart

Examples of public art: Paul Street boys sculpture, Budapest, 8. district, Piller street school
Sculptor: Péter Szanyi: New Street Station Iron Horse sculpture, by Kevin Atherton.
One of twelve sculptures by Kevin Atherton, Iron Horse, 1987, along the railway line between Birmingham and Wolverhampton.
5.2.6 Playgrounds and Landscaping

![Image of water feature at Thorndon Park, Paradise, SA (image courtesy of Eyefoot photography and Oxigen Landscape Architects)](image.png)

RELEVANT BUV THEMES

- Changing the way we do things;
- Bowden’s central location and layout has made it a popular place for workers and newly arrived immigrants;
- Children ‘ran riot’ in Bowden.

DETAILS

- Play equipment could use (open) pipes to represent the gas distribution network;
- Spaces for imaginative play or landscapes as journeys could be coupled with interactive playgrounds that can be used by children in the daytime, and lit for interest at night;
- Pugholes and creeks were significant locations for play and could be interpreted accordingly;
- Landscaping should reflect the importance of walking, train and tram access;
- The use of water in the landscapes also highlights Bowden’s proximity to the Torrens and the water-filled pugholes that dotted the landscape in winter;
• Lighting and gas could be utilised in landscaping to reflect the Clipsal and SAGasCo use of the area (refer section 5.2.7 following);

• With the evidence that life was very much lived in the streets, theatre and outdoor exhibitions would be appropriate to Bowden Village, landscaping and playgrounds can be utilised for those activities. (See Section 5.2.9 Amphitheatre and meeting places and Section 5.2.12 Theatre or Musical Productions following). Any open space, streets and roads in Bowden were a playground for children and a meeting place for everyone;

• As per Public Art, the landscaping elements can reflect the rich history of the site. For example:
  
  o There wasn’t a lot of playgrounds and stuff then; all the kids used to get down the pug holes... And frog-hunting or we’d just shanghai, trying to bump off a few rats. Or you’d find a decent sheet of iron that didn’t have too many holes in it, get on it and slide down the side of the cliffs. But if you had a bit of a mishap there that could be quite painful.” Ron Willis

PARTNERS

• LMC
• Developer
• City of Charles Sturt
• Landscape Architects

EXAMPLES/ WEBLINKS

• Skara Brae playground Glasgow
  http://playgrounddesigns.blogspot.com/2009_08_01_archive.html

• http://www.modernlighting.de/en/possibilities.html

• http://playgrounddesigns.blogspot.com/2009_08_01_archive.html

• themed playground in Hindmarsh Square, Adelaide;
Bowden Urban Village: Final Report
Cultural Mapping Survey: DA102411 30.06.2011

Vintage New York City playground (image courtesy of playgrounddesigns.blogspot.com)
5.2.7 Lighting Installation and Street Lighting

Example of lighting effects (www.modernlighting.de) and the uplighting of exciting interpretive sculptures in the Laumier Sculpture Park, Missouri, US

RELEVANT BUV THEMES

• Bowden was, and is, an important place for manufacturing;
• Bowden: Lighting the way;
• Changing the way we do things.

DETAILS

• Such installations can reflect both the Gasworks and Clipsal history in terms of gas lighting and Clipsal electrical items and innovation;
• Possible use of local technologies (such as Clipsal CBUS system) to manage interactive and lighting elements in landscape and interpretive elements;
• Opportunities to highlight important nodes/plazas/public spaces and interpret the history of the site.

PARTNERS

• LMC
• Developer
• City of Charles Sturt
• Landscape Architects
• Clipsal/Schneider Electric

EXAMPLES/WEBLINKS

• Laumier Sculpture Park
  http://good-times.webshots.com/photo/2277195990949486821VXXSv
5.2.8 Naming of Urban Design Elements

RELEVANT BUV THEMES

- Bowden is a community that encourages social justice and fights for social reform.

DETAILS

- Names should reflect the history of the area and the industries. Names could be derived from individuals or companies (eg. Gerard Street, Clipsal Avenue, Muriel Matters Walk), manufacturing processes of equipment (eg. Retort Walk, Gasworks Market).

PARTNERS

- City of Charles Sturt

EXAMPLES/ WEBLINKS

- Street signage is one example, although it is understood that there are minimal new roads in the current masterplan for such opportunities;
- The names and actions of local characters and residents of Bowden who have contributed to the community in significant ways can be woven into landscape and streetscape elements. For example the theme of or a character in a street sculpture could be drawn from an actual event rather than be more abstract in nature. (See also Section 5.2.5 Public Art).
RELEVANT BUV THEMES

- Bowden's central location and layout has made it a popular place for workers and newly arrived immigrants;
- Bowden was, and is, an important place for manufacturing;
- Bowden had an active village life (and a new village life will be created);
- Pugholes were a prominent feature of the landscape.

DETAILS

- An amphitheatre takes advantage of the former pugholes in the landscape and additional information about brick making could be provided;
- Market place and multi-use spaces can be created in spaces such as around the Gasworks site;
- Local theatre companies could perform in open space amphitheatres, playgrounds and urban open spaces. Suitable companies could be Urban Myth, Kurruru Youth Performing Arts, Henley Drama Group, and Vitalstatistix. See link below for an example from Regent’s Park Open Air Theatre “Into The Woods” production.
PARTNERS

- LMC
- Developer
- City of Charles Sturt
- Urban Designers
- Landscape Architects
- Theatre Companies

EXAMPLES/ WEBLINKS

- Regent’s Theatre, London
  http://openairtheatre.org/
- http://www.youtube.com/watch?v=lYvq_pDcVbw&feature=player_embedded
- http://www.e-architect.co.uk/rotterdam/open_air_theater_rotterdam.htm
5.2.10 Heritage Trails

A heritage trail can include a loop walk, Interpretive Signage, and be accompanied by Podcasts or Smart Phone Apps.

RELEVANT BUV THEMES

- Bowden is a community that encourages social justice and fights for social reform;
- Bowden’s central location and layout has made it a popular place for workers and newly arrived immigrants;
- Bowden was, and is, an important place for manufacturing;
- Bowden: Lighting the way;
- From Bowden to the World;
- Changing the way we do things;
- Bowden had an active village life (and a new village life will be created);
- Pugholes were a prominent feature of the landscape;
- We look after our own.

DETAILS

- There is potential to link to the current trail around Brompton but this could also be undertaken as a separate walking tour;
- Trails could link with public art, playgrounds, historic sites, community spaces/facilities, and the design elements of the masterplan as outlined in section 5.2.2 above;
- Apps can be downloadable from Council and related websites through Smartphones;
- Devices could be made available for hire from local library for those who do not have smartphones;
• Any signage will need to be compatible with other art and landscape installations in the village and should have a soft visual impact so that the village does not resemble a tourist precinct;
• Guided walks could be undertaken with a guide or an actor.

PARTNERS
• City of Charles Sturt
• Hindmarsh Historical Society
• Interpretive Specialist
• Graphic Designer and Sign Manufacturer
• Multimedia Developer
• Landscape Architects

EXAMPLES/ WEBLINKS

Weblinks & Brochures
• Digging Up the Dirt (Tour of Brompton)  

Iphone Apps
• DigiMacq (Parramatta City Council)  
  http://www.discoverparramatta.com/events/tours/digimacq
• Adelaide City and Fleurieu Ways Apps (SATC)  
  http://www.southaustralia.com/iPhone.aspx

Podcasts
• Digging Up the Dirt (Tour of Brompton)  
5.2.11 Temporary Exhibitions

RELEVANT BUV THEMES

- Bowden is a community that encourages social justice and fights for social reform;
- Bowden’s central location and layout has made it a popular place for workers and newly arrived immigrants;
- Bowden was, and is, an important place for manufacturing;
- Bowden: Lighting the way;
- From Bowden to the World;
- Changing the way we do things;
- Bowden had an active village life (and a new village life will be created);
- Daily life was regulated by routines;
- Pugholes were a prominent feature of the landscape;

DETAILS

- Temporary Exhibition: This could become a travelling exhibition to community groups and schools if a museum is established (refer section 5.2.13);
- Small mobile displays could be exhibited in City of Charles Sturt civic or library spaces, at the local Historical society or within public areas in the BUV site;
- The benefit of temporary exhibitions when it forms part of a museum or public space is that it ensures that there will always be fresh material for visitors, but this does require the need to stay current and to be managed;
- This can be linked in with Outreach (refer Section 5.2.18 following);
• A temporary exhibition could also be initially displayed within the Sales and Information office for the BUV site.

PARTNERS
• City of Charles Sturt
• Hindmarsh Historical Society
• Bowden Brompton Community Centre
• Historian/ Curator/ Interpretive Specialist
• Graphic Designer and Sign & Display Manufacturer
• Audio Production company
• Multimedia company

RELEVANT BUV THEMES

- Bowden is a community that encourages social justice and fights for social reform;
- Bowden’s central location and layout has made it a popular place for workers and newly arrived immigrants;
- Bowden was, and is, an important place for manufacturing;
- Bowden: Lighting the way;
- From Bowden to the World;
- Changing the way we do things;
- Bowden had an active village life (and a new village life will be created);
- Daily life was regulated by routines;
- Pugholes were a prominent feature of the landscape;
- Children ran ‘riot’ in Bowden.
DETAILS

- Theatre Production of Half Days and Patched Pants;
- Theatre or Musical Production based on oral history stories;
- Theatre or Musical Production based on local residents such as Muriel Matters;
- Performances could be held outside in new amphitheatre. See references to open theatres in section 5.2.9 above.

PARTNERS

- Hindmarsh Historical Society
- Bowden Brompton Community Centre
- Local theatre companies, eg. Urban Myth
- Local Schools
- Script writer, Researcher
- See possible companies in section 5.2.9 above
5.2.13 New Museum and/or Library


RELEVANT BUV THEMES

- Bowden is a community that encourages social justice and fights for social reform;
- Bowden’s central location and layout has made it a popular place for workers and newly arrived immigrants;
- Bowden was, and is, an important place for manufacturing;
- Bowden: Lighting the way;
- From Bowden to the World;
- Changing the way we do things;
- Bowden had an active village life (and a new village life will be created);
- Daily life was regulated by routines;
- Pugholes were a prominent feature of the landscape;
- We look after our own;
- Children ran ‘riot’ in Bowden.

DETAILS

- Could include a Local History Centre (including family history) and create a new Museum promoting the gasworks history, or other facilities and utilities such as Clipsal or the Historical Society;
- Information on Museum outreach programmes has been provided in Section 5.2.18 following.
PARTNERS

- City of Charles Sturt (Library)
- Hindmarsh Historical Society
- Bowden Brompton Community Centre
- Former SAGasCo employees
- ETSA museum
- Clipsal
- Former Investigator Science Centre
- Bowden Brompton Community Centre
- Historian/curator/interpretive specialist
- Architects, Designers
- Sign and display manufacturer
- Audio production company
- Multimedia company

EXAMPLES/ WEBLINKS

Examples of good museums with interactive displays, multimedia and school programs in re-used heritage buildings:

- Rocks Discovery Museum, Sydney
- Powerhouse Museum with open storage displays, Sydney
- Migration Museum Adelaide
- Maritime Museum, Port Adelaide
- Tandanya Cultural Centre, Adelaide
5.2.14 Community Christmas Tree

Examples of Christmas Trees in public urban spaces.

RELEVANT BUV THEMES

- Bowden had an active village life (and a new village life will be created);
- We look after our own;
- Children ran ‘riot’ in Bowden.

DETAILS

- Opportunities within public plaza area.

PARTNERS

- City of Charles Sturt
- Bowden Brompton Community Centre
- Clipsal
5.2.15 Publications and Brochures

Examples of booklets prepared for industrial heritage sites (images courtesy of Woodhead).

RELEVANT BUY THEMES

- Bowden is a community that encourages social justice and fights for social reform;
- Bowden’s central location and layout has made it a popular place for workers and newly arrived immigrants;
- Bowden was, and is, an important place for manufacturing;
- Bowden: Lighting the way;
- From Bowden to the World;
- Changing the way we do things;
- Bowden had an active village life (and a new village life will be created);
- Pugholes were a prominent feature of the landscape;

DETAILS

- Brochure to accompany heritage trail (refer Section 5.2.10)
- Brochure on history of gasworks based on oral histories (electronic and print).

PARTNERS

- City of Charles Sturt
- Interpretive Specialist/ Historian/ Writer
- Designer/ Printer
5.2.16 Virtual Exhibitions & Digital Stories

Example of Virtual exhibitions: Introduction to Woomera (on site within a museum) courtesy of Bev Hosking Design; Example of web-based virtual exhibition on Migration Heritage NSW website.

RELEVANT BUV THEMES

- Bowden is a community that encourages social justice and fights for social reform;
- Bowden’s central location and layout has made it a popular place for workers and newly arrived immigrants;
- Bowden was, and is, an important place for manufacturing;
- Bowden: Lighting the way;
- From Bowden to the World;
- Changing the way we do things;
- Bowden had an active village life (and a new village life will be created);
- Daily life was regulated by routines;
- Transport has shaped the community (and continues to shape it)
- Pugholes were a prominent feature of the landscape;

DETAILS

- In general, web and digital projects can be seen as the gathering of raw data. Many applications can be made from these data, including virtual exhibitions, podcasts and dvd productions. The data can also be made readily available for research and public access in basic forms. This is a relatively quick and easy way to get started with interpretation and connecting with the public.
- Virtual exhibitions could be used as a means of interpreting history as an action in the meantime whilst a museum is being considered/developed;
- Digital storytelling accessible via disc (for loan from Library) or online, with hard copies available from Libraries and Community Centres. See example of Kelvin Grove Urban Village (refer web site below);
- The benefits of a virtual exhibition is that it is a relatively quick way of producing a themed display without the need for any built infrastructure;
• Could become an installation at the Hindmarsh Historical Society, Community Centre, Library, possible new museum (refer Section 5.2.13), or as a travelling exhibition.

PARTNERS
• City of Charles Sturt
• Hindmarsh Historical Society
• Bowden Brompton Community Centre
• Historian/ Curator/ Interpretive Specialist
• Graphic Designer and Sign & Display Manufacturer
• Audio Production company
• Multimedia company
• Web Designer

Example of web-based virtual exhibition as part of redevelopment of industrial site at Subiaco, Perh. Images courtesy of You Tube.

EXAMPLES/ WEBLINKS
• Kelvin Grove Urban Village digital stories -
• Example of a digital based temporary exhibition -
• Subiaco Redevelopment Project -
  http://www.youtube.com/watch?v=M8B7_pjCTTw
5.2.17 Now and Then Wiki site

RELEVANT BUV THEMES

- Bowden’s central location and layout has made it a popular place for workers and newly arrived immigrants;
- Bowden was, and is, an important place for manufacturing;
- From Bowden to the World;
- Changing the way we do things;
- Bowden had an active village life (and a new village life will be created);
- We look after our own;
- Children ran ‘riot’ in Bowden.

DETAILS

- Once established, the Wiki site could be maintained and updated by local community groups, historical societies and interested individuals who have a link with the area;
- A Wiki site enables the participation of anyone, including people who do not live locally;
- The risk of a Wiki site is that it can be overwritten, so it needs to be managed by someone/ an organisation.
PARTNERS

- City of Charles Sturt
- Hindmarsh Historical Society
- Bowden Brompton Community Centre
- Historian/ Curator/ Interpretive Specialist
- Web Designer
- Community Members

EXAMPLES/ WEBLINKS

- Mallala Community Local History wiki
5.2.18 Outreach: Resources for Schools, Nursing Homes, and the Community

WEBQUEST - RELEVANT BUV THEMES
- Bowden was, and is, an important place for manufacturing;
- Bowden: Lighting the way;
- From Bowden to the World;
- Changing the way we do things;
- Bowden had an active village life (and a new village life will be created);
- Pugholes were a prominent feature of the landscape;
- Children ‘ran riot’ in Bowden.

GAMES - RELEVANT BUV THEMES
- Bowden was, and is, an important place for manufacturing;
- Bowden: Lighting the way;
- From Bowden to the World.

HERITAGE BOXES FOR SCHOOLS OR NURSING HOMES - RELEVANT BUV THEMES
- Bowden is a community that encourages social justice and fights for social reform;
- Bowden’s central location and layout has made it a popular place for workers and newly arrived immigrants;
- Bowden was, and is, an important place for manufacturing;
- Bowden: Lighting the way;
- From Bowden to the World;
- Changing the way we do things;
- Daily life was regulated by routines;
• Children ‘ran riot’ in Bowden.

MUSEUM OUTREACH - RELEVANT BUV THEMES

• Bowden is a community that encourages social justice and fights for social reform;
• Bowden’s central location and layout has made it a popular place for workers and newly arrived immigrants;
• Bowden was, and is, an important place for manufacturing;
• Bowden: Lighting the way;
• From Bowden to the World;
• Changing the way we do things;
• Bowden had an active village life (and a new village life will be created);
• Daily life was regulated by routines;
• Pugholes were a prominent feature of the landscape;
• We look after our own;
• Children ran ‘riot’ in Bowden.

DETAILS

• Games: For example, a gasworks game in which children learn about pressure, flows, etc, so that gas is supplied throughout a network for lighting. Increased levels of complexity in which gas is also supplied for heating and cooking.
• History Boxes – items for reminiscing for elderly people in homes;
• Museum-in-a-box for schools or nursing homes;
• Museum outreach to specific groups such as multicultural groups or young mothers.

PARTNERS

• DECS/ School teachers
• Historian/ Curator/ Interpretive Specialist
• Museum staff/ volunteers
• Web Designer
• Community Groups
• Community Members
EXAMPLES

Programs for pre-school age and young families:
- Royal Cornwall Museum, UK (see http://akarussell.wordpress.com/2010/11/15/from-1-3-its-2s-4s/)

Programs for primary school-age children:

Programs for the elderly:

Programs for recent arrivals and refugees:

Programs for Teenage Parents:
- Story-telling skills at the National Museums, Liverpool, UK (see http://www.churchilltrust.com.au/site_media/fellows/Russell_Allison_2010.pdf)

Programs for people in the prison system:
- Prisons program at the National Gallery of Scotland, UK (see http://www.churchilltrust.com.au/site_media/fellows/Russell_Allison_2010.pdf)

Programs for people with mental health issues:
- Friday night talks and tours at the Tate Modern Gallery, London, UK (see http://www.churchilltrust.com.au/site_media/fellows/Russell_Allison_2010.pdf)
6 Recommendations

A number of interpretive opportunities have been identified in this report. Due to the timing requirements for the Bowden Urban Village, it is recommended that the following key actions be undertaken to inform concurrent masterplanning projects, and to capture additional photographs of items of interest for interpretation, prior to demolition works commencing.

Key photographs include:

- Additional professional streetscape photos of the 1936 Clipsal building in context with adjacent buildings;
- Professional photos of the area adjacent Plant 12 where the queues from the time clocks ran past to the nearby trees and carpark area; and
- Professional photos of any unique elements that can be salvaged for reuse in artwork or future projects to show context for their future reuse.

Key actions include:

- Review this report in conjunction with the “Special Places” identified in the Annand Alcock Revised Concept Plan report and look to integrate opportunities (LMC’s Urban Design Consultant);
- Undertake pre-demolition inspections into buildings or areas (accompanied by professional consultants) to determine if there are any unique elements that can be salvaged for reuse in art work or other future interpretive projects/ installations. For example bluestone kerbing or red bricks could be reused in the public realm, or metal objects could be reused within an art installation.
- Review the key public realm interpretive opportunities (LMC’s Landscape Architect Consultant);
- Consider undertaking additional interviews with identified former workers and community members to deepen the richness of the collection of stories and memories available for interpretation;
- Consider preparing a Conservation Management Plan for the State-Heritage-listed Gasworks Cultural Precinct to inform potential adaptive reuse opportunities specific to the site (and in particular determine policies for remaining artefacts such as the blacksmith’s forge) cognisant of the masterplan. A review of the remaining plant at the Gasworks site should be undertaken with a former worker or expert, as part of this process, to determine the rarity factor of modern-day plant (particularly in B21); and
• Consider undertaking an additional heritage review of the Gibson Street Precinct (cognisant of the existing Local Heritage Place listings) to inform potential adaptive reuse opportunities specific to the site, and in the context of the broader BUV redevelopment. Such a review could be undertaken by LMC or future owners.
7 Appendices

7.1 Bibliography & Sources

7.1.1 Publications

Bazaar Committee of Hindmarsh Congregational Church (1891). The Latest Stratagem with Short History of Town and Trade of Hindmarsh.


Lester Firth & Murton Pty Ltd and Western Metropolitan Regional Organization. (1982) An insight into the development of Western Adelaide. Western Metropolitan Regional Organization.


7.1.2 Primary Sources at the State Library of South Australia


The Advertiser newspaper (1889-1954)

The Register newspaper (1901-1929)

The South Australian Advertiser newspaper (1858-1889)

South Australian Gazette and Colonial Register newspaper (1836-1839)

The South Australian Register newspaper (1839-1900)

7.1.3 Primary Sources at the National Library of Australia

Australia 1938 oral history project (1982): interview with Alfred John Quick, interview number ORAL TRC 2404/5201

7.1.4 Websites


Cirkidz website http://www.cirkidz.org.au/history.html

Clipsal (by Schneider Electric) website http://www.clipsal.com.au/trade/about_clipsal/history

Detmold Packaging website http://www.detmold.com.au


Max Colwell website http://www.maxcolwell.net


Rowley Park Speedway website www.rowleypark.com
Formal and informal interviews and meetings were conducted with:

Mr Alex Beltrame, Clipsal

Bowden Urban Village Cultural Mapping Steering Group

Mr Dennis Perry, Clipsal

Hindmarsh Historical Society

Kristen, Clipsal Security guard

Ms Linda Lacey, Cultural Heritage Project Officer, Community Projects Unit, City of Charles Sturt

Mr Ollie Clark AM, former General Manager of SAGasCo

Mr Paul Sutton, former SAGasCo employee

Mr Ron Willis, former SAGasCo employee and president of Hindmarsh Historical Society
### 7.1.6 Consultation List

#### Interviewees

<table>
<thead>
<tr>
<th>Name</th>
<th>Site/Company</th>
<th>Comment</th>
</tr>
</thead>
</table>
| Ron WILLIS   | SAGasCo      | Hindmarsh Historical Society  
Former Councillor (20 years)  
Life long Resident            |
| Ollie CLARK  | SAGasCo      | Former Manager of SAGasCo  
40 years with the company     |
| Dennis PERRY | Clipsal      | Worked at Clipsal for 52 years since 1959                                 |

#### Other Sources (full list of names available from DASH Architects)

<table>
<thead>
<tr>
<th>Name</th>
<th>Site/Company</th>
<th>Comment</th>
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<tbody>
<tr>
<td>Val</td>
<td>SAGasCo</td>
<td>Former Secretary of Gasworkers Womens’ Committee</td>
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</table>
| Nancy        | SAGasCo      | Worked at SAGasCo since aged 16 years.  
Worked as Ollie Clark’s secretary for almost 30 years.  
Was a member of the heritage committee. |
| Kristen      | Clipsal      | Security officer at Bowden site for many years                            |
| Trevor       |              | Hindmarsh Historical Society                                              |
| Roy          |              | Hindmarsh Historical Society                                              |
| Paul         | SAGasCo      | Worked at the site for 15 years                                           |
| Lucy         | Gerard Corporation | Worked at the site for 30 years                                      |
| Irene        | HAG          | Local Resident                                                            |
| Viv          | HAG          | Former local resident                                                      |
| Pauline      | HAG          | Local Resident                                                            |
| Myf          | HAG          | Local Resident                                                            |
| Peter and Joe| Adelaide Brass Castings | Long term residents’                                                        |
| Richard      | Engineering History Group | Industrial Heritage                                                      |
| David COLWELL &  |              | Author of Half Days & Patched Pants  
Max COLWELL               | Former Local resident                                                      |
| Alfred John QUICK | (Deceased) | Lifetime resident.  
Oral History from National Library of Australia                     |
<p>| Lindsay      | Resident’s Association | Lived in the area since the 1970s                                  |
| Marcus       | National Trust | Provided recollections text                                                |
| Russell      | SAGasCo      | Former worker                                                             |</p>
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<th>Position</th>
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<tr>
<td>Spiro</td>
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<tr>
<td>Joe</td>
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<td>Colin</td>
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<td>Jarkko</td>
<td>SAGasCo</td>
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<tr>
<td>Graham</td>
<td>SAGasCo</td>
<td>Former Gasworks Museum Coordinator</td>
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<td>Drew</td>
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<td>Former worker</td>
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<td>Robert</td>
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<td>David</td>
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<tr>
<td>Leo</td>
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7.2 Stakeholder Meeting Minutes
7.3 Interview Transcriptions