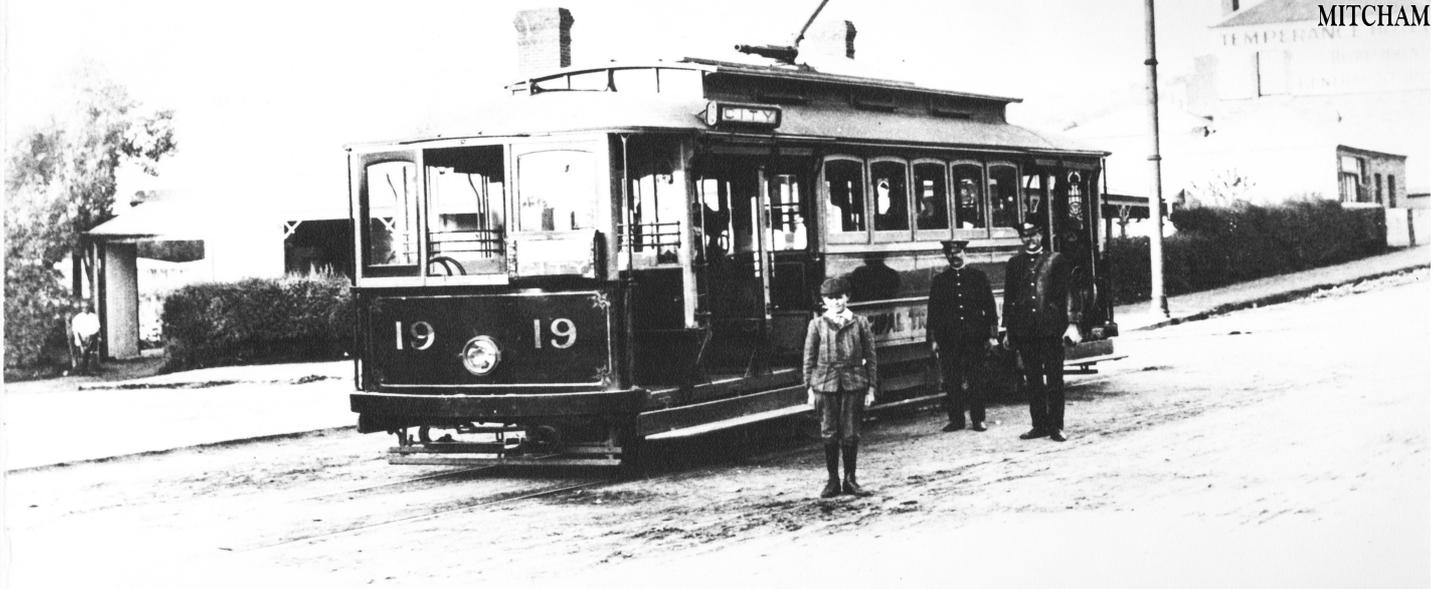


Tram Lines around Mitcham – Chronology



CITY OF
MITCHAM



Mitcham tram terminus Albert Street c1910's

1878

The Mitcham horse-tram track was laid along Unley Road and Victoria Terrace, east into Princes Road, then diagonally across the Company's property into Welbourne Street and east into Albert Street where the terminus was situated. Length of tramway was 4 $\frac{3}{4}$ miles. Sheds and stables of stone were built on a block of land on the corner of Princes Road and Welbourne Street.

1879

Mitcham horse-tram line opened for traffic.

1882

Adelaide and Goodwood Tramway Company was opened. A galvanised iron shed and stables were built at the terminus at Clarence Park.

1911

Mitcham tram route converted to electricity and proceeded to Angas Road, Hawthorn from Victoria Square, Adelaide. The tram then returned to Victoria Square and proceeded to Prospect.

1914

Electric trams ran along Fullarton to Highgate, with the terminus at Cross Road.

1915

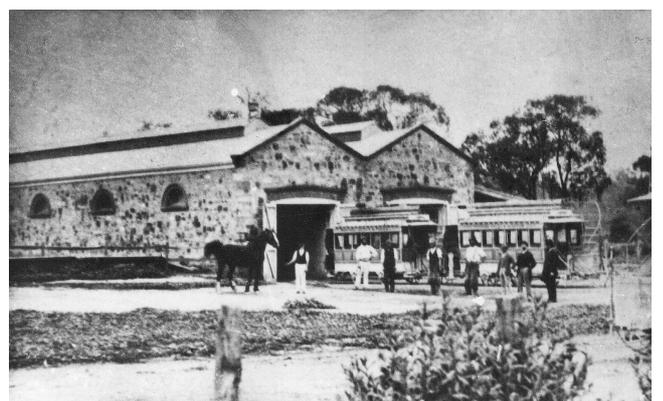
Goodwood trams first travelled along Goodwood Road as far as Cross Road.

1917

Kingswood tram line opened, terminating in Harrow Road at Kyre Avenue, Kingswood.



Electric tram in Welbourne Street, Mitcham



The Adelaide, Unley and Mitcham Tramway Co
Opening Day 1879

1923

The Goodwood tram was extended to Angas Road, Westbourne Park.

1929

Colonel Light Gardens tram, formerly the Goodwood tram, was extended from Angas Road to Springbank Road, Colonel Light Gardens.



Albert Street Terminus, Sutton Gardens c1950s



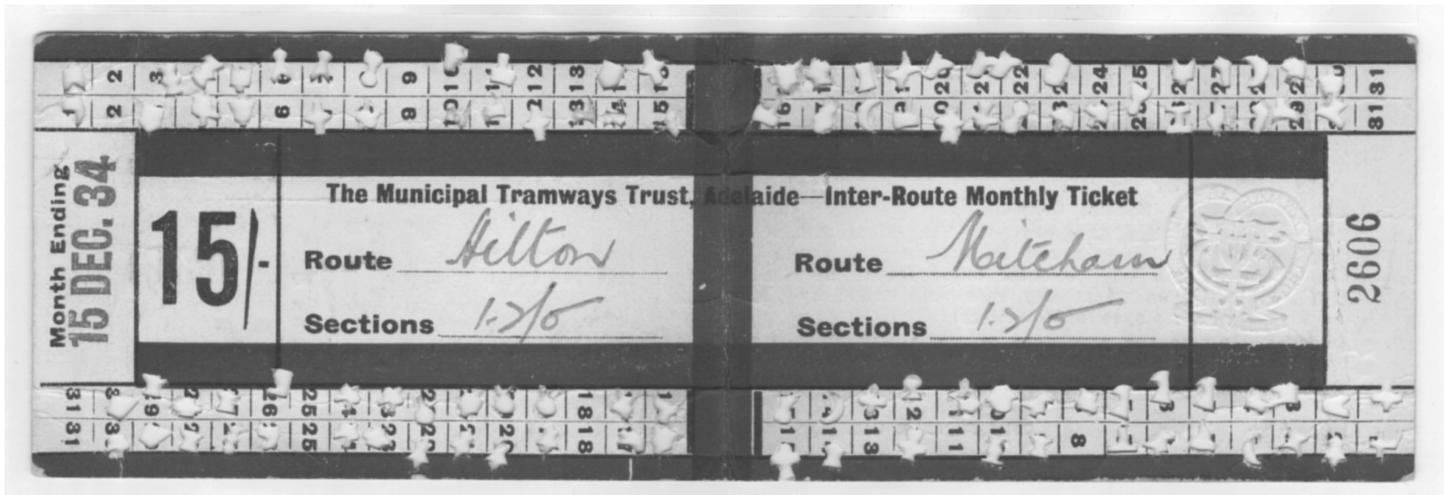
Municipal Tramways Trust, Weekly Ticket 1932

1938

Highgate tram route was extended along Fullarton Road from Cross Road to Hill Street, Mitcham serving Springfield.

1958

Mitcham line was closed and became a bus route along Belair and Princes Roads then into Welbourne and Albert Streets, where the bus service still terminates at Sutton Gardens, Mitcham.



Municipal Tramways Trust Inter-Route Monthly Ticket 1934



Horse-tram rounding the corner of Albert and Welbourne Streets c1880s

Track Sweepings

Some of the oldest Mitcham Council records to survive are 11 Cash Journals from the period 1867-1935.

These are basic working documents recording financial transactions, but during a Local History Clerical Working Bee volunteers decided to take a careful look at their contents.

One of the most intriguing entries from 1914-17 was £9/15 paid by the Municipal Tramways Trust to Mitcham District Council for the "Removal of Track Sweepings", prompting volunteer Charles Cornwall to recall and share childhood memories of this long forgotten activity.



A Tram Track Cleaner, pictured in Victoria Square, Adelaide, c1940s. Mitcham Council was paid a twice yearly fee by the Municipal Tramways Trust to keep our local tracks clean.

Photographer, Krischock - from the Ron Blum collection.

Memories of Trams and Tramline Cleaners

Before 1958, metropolitan Adelaide's public transport, was mainly serviced by electric trams.

The Mitcham tram ran on a double track down Unley Road and Victoria Terrace (now Belair Road). The Unley terminus of this route was at Angas Road.

The tram to Mitcham then proceeded on a single track up Princes Road to the terminus in Albert Street next to Sutton Gardens.

Like many others of my generation, I have a clear recollection of these trams. There were the older, quaint, small ones which were invariably linked in pairs and which we called 'Bib and Bub'.

Then there were the newer, angular ones known as 'Drop Centres'. These, as their name implies, had a section which was slightly lower than the two end sections.

Trams posed something of a hazard to other road users. For a start, there were the poles down the middle of the road.

Then there were the steel tram tracks in the road. These were particularly hazardous for motorbike riders (as I remember from experience!).

The tram tracks required considerable maintenance. Welding repairs were frequently needed.

Tram tracks also frequently needed cleaning and oiling and I have vivid recollections of the man who was often seen carrying out his duty. I lived in East Parade, just a few doors from the tram track in Princes Road. Indeed, because I always went home for lunch, I crossed these tracks four times every school day on my way to and from Mitcham Primary School.

I had plenty of opportunity to observe, with a schoolboy's keenly interested eyes, the duties of the track cleaning man. Indeed, I seem to recall that at one stage of my boyhood, this was one of those 'when I grow up' jobs which I thought I would like to do!

The tram track cleaner always wore a white dustcoat with the letters MTT (Municipal Tramways Trust) emblazoned on the lapels.

For equipment he had a long handled, narrow mouthed shovel with a downward protruding groove in the middle of the mouth. This groove fitted into the tram track and as the cleaner pushed the shovel along the track the 'gunk', which had accumulated since the previous cleaning, was forced into the shovel mouth. When he had a shovelful, the cleaner emptied it out at the roadside.

As well as the shovel, the cleaner had a grease pot and an applicator with which to oil the points.

Many years have passed since the days of Adelaide's street trams and I have now retired, not I might add from being a tram track cleaner!

Charles Cornwall,
Local History volunteer.

