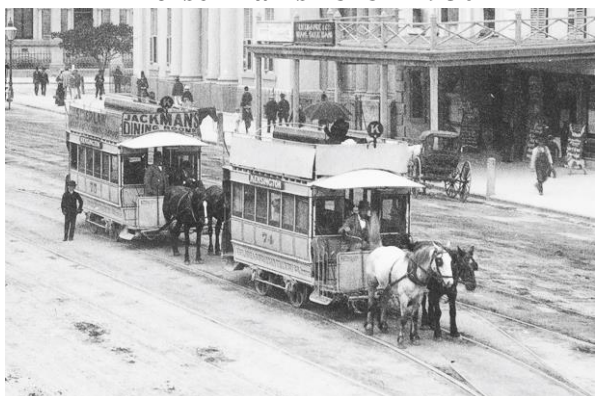


BHS October 2021 Meeting

THE EARLY HISTORY OF TRAMWAYS IN ADELAIDE WITH A SPECIAL FOCUS ON THE BURNSIDE LINE

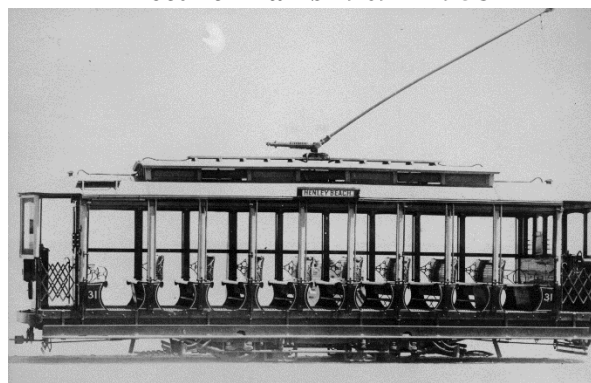
Colin Seymour, Archives Officer of the Tramway Museum, St. Kilda S.A., enthralled the meeting with a comprehensive insight into the history of tramways in Adelaide. Helen Bills compiled this report, which focusses on the Burnside trams, using Colin's text and the Tramway Museum photos.

Horse Trams 1878 – 1930



Grenfell Street

Electric Trams 1909 – 1958



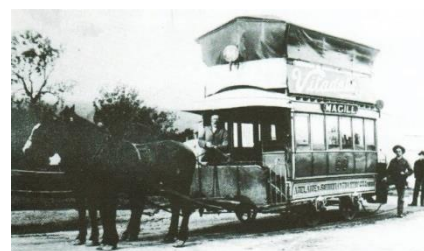
Open Crossbench 'Toastrack' (later Type B) - 30 cars

The Adelaide & Suburban Tramway Co. commenced Adelaide's first horse tramway to Kensington on 10 June 1878. It travelled along Rundle Street, Kent Town, then east along Beulah Road, south along Sydenham Road before heading east along The Parade. It turned off The Parade south-east into Regent Street before terminating in Shipsters Road near Kensington Road. It returned to The Parade via High Street. The depot was at the corner of Regent Street and Shipsters Road.



During 1883 the Adelaide & Suburban Tramway Co. opened a line along Kensington Road to Marryatville where a depot was built. Later in 1883 the line was extended to Burnside via Tusmore Avenue, Rochester Street, Philip Avenue, Knightsbridge Road and Burnside (Glynburn) Road. A small depot was located at the corner of Burnside and Greenhill Roads.

The Adelaide & Suburban Tramway Co. opened a line along Magill Road to Maylands where it built a depot in January 1883. At the same time a line was opened along Payneham Road and Nelson Street before turning into Magill Road to terminate at the depot. It was known as the East Adelaide line. During 1883 the line was extended to Magill where it turned south into Penfold Road and ran for about 150 feet before reaching a small depot on the east side of the road.



Adelaide & Suburban horse tram outside Magill Depot.

Adelaide & Parkside Tramway Co. Ltd. commenced a horse tramway along Glen Osmond Road to Parkside in 1882. The line was extended to the 'Big Gum Tree' in 1894. As well as standard double deck cars the company had four unique Belgian single-deckers – two being open and two with a central saloon.

Adelaide's first electric tram line opened to Gurrs Road, Kensington on 9 March 1909. It was extended to service the Kensington Gardens Recreation Ground on 23 July 1911. The line closed on 2 February 1957. Electric trams commenced running along Kensington Road to Shipsters Road, Marryatville on 31 October 1909. They were extended to Burnside on 3 September 1911. The terminus was located on Burnside (Glynburn) Road, a short distance past Greenhill Road. One of Adelaide's last electric tramways opened to Erindale on 5 January 1944. It continued along Kensington Road from where the Burnside line turned off at Tasmore Avenue. Both lines closed on 24 May 1952, being replaced by trolleybuses on 17 May 1953.



Erindale tram, Kensington Road, Erindale, looking SW – 9 February 1952.

Electric trams commenced running to Morialta in 1915. The single track line with passing loops branched from the Magill line at St. Bernards Road, Magill. It turned into Moules Road, then left into Glen Stuart Road and right into Morialta Road and into Morialta Falls Reserve. As a tourist line, more trams ran on weekends. The line closed on 18 March 1956.



Terminus at Morialta Reserve 1952

The Dulwich electric tram line replaced a horse bus service on 4 March 1914. Trams travelled south along Victoria Avenue (Fullarton Road), then east along Dulwich Avenue and south along Stuart Road to Greenhill Road. The service was extended to Linden Park via Greenhill Road and Portrush Road to Sturdee Street on 5 October 1924. Victoria Park Racecourse Siding opened on 2 July 1911. It was built in the form of a balloon loop, one track being in Victoria Avenue (Fullarton Road) and the other in the racecourse grounds. With the opening of the double track Dulwich line in 1914 this meant that there were three tracks in Victoria Avenue (Fullarton Road). Buses replaced trams to Victoria Park Racecourse on 30 May 1953.



Coupled Glenelg type trams turning on the balloon loop from Victoria Terrace (Fullarton Road) in 1952.

To discover more about the history of trams in Adelaide or ride an historic tram, then visit

Tramway Museum, St Kilda, SA

Open Sun & Pub Hols & School Holiday Wednesdays 12 – 5 pm



<http://www.trammuseumadelaide.com>
<http://www.facebook.com/trammuseumstkilda>