**Public Transport 2 – Buses and Trams Source Sheet No. 35**

During the nineteenth century the Corporation was the sole licensing and controlling authority for all privately-owned horse drawn omnibuses and trams operating within the City. Such vehicles were required to undergo regular inspections, and their drivers and conductors subjected to frequent scrutiny by Corporation officials. The Corporation was also empowered to prescribe the routes along which these vehicles could travel, and the fares they could charge. In 1878 the Corporation promoted the establishment of a comprehensive horse-drawn tramway system (the first in Australia). This network was replaced from 1909 by electric trams introduced by the newly created Municipal Tramways Trust, which the Corporation supported, and, on whose board, it was represented from 1906 until 1953. The Trust also began operating trolley buses from 1932. Trams lasted until 1958, trolley buses until 1963, both being withdrawn in favour of diesel motor buses, leaving only the Glenelg tram service which had commenced in 1929 along the route of the old Glenelg railway. The Corporation’s role in licensing private bus companies ended in 1928 when the state government took over this function from the Metropolitan Omnibus Board, which the Corporation had helped set up two years earlier to control motor-omnibus traffic throughout the Adelaide metropolitan area.

**Archival Sources**

|  |  |  |
| --- | --- | --- |
| **Record Description** | **Date Range** | **Accession Number(s)** |
| Master Index [to Town Clerk’s Dockets and Special Files] | c1930 - 1976 | 2426 |
| Town Clerk’s Department Dockets | 1856 - 1976 | 2530 |
| Town Clerk’s Letters Received Books | 1862 - 1976 | 4182 |
| Index of Town Clerk’s Letters Received | 1856 - 1973 | 4183 |
| Town Clerk’s Department Letter Books – General | 1853 - 1924 | 602 |
| Town Clerk’s Special File 1‘Tramway Matters’ | 1901 - 1910 | 352 |
| Town Clerk’s Special File 61 ‘Tramways Depot - Angas Street’ | 1919 - 1961 | 352 |
| Town Clerk’s Special File 100 ‘Motor Bus Competition’ | 1924 - 1928 | 352 |
| Town Clerk’s Special File 149 ‘Repeal of Motor Omnibus Act’ | 1928 | 352 |
| Town Clerk’s Special File 156 ‘Glenelg Tramway’ | 1927- 1970 | 352 |
| Town Clerk’s Special Files 58, 110,167, 385, 499, 512 ‘Street Traffic’ | 1916 - 1976 | 352 |
| Town Clerk’s Special File 271 ‘Trolley Buses - Tramways Trust’ | 1935 - 1956 | 352 |
| Town Clerk’s Special File 312 ‘Municipal Tramways Trust - Finances, etc’ | 1951 - 1972 | 352 |
| Town Clerk’s Special File 344 ‘Bus Zones - Victoria Square West’ | 1947 - 1975 | 352 |
| Town Clerk’s Department Newspaper Clippings – General | 1898 - 1971 | 283 |
| Town Clerk’s Newspaper Clippings - Traffic | 1928 - 1972 | 288 |
| Town Clerk’s Department Newspaper Clippings - Municipal Tramways | 1904 - 1911 | 293 |
| City Inspector’s Licences Registers | 1867 - 1950 | 671 |
| City Inspector’s Instruction Books | 1953 - 1970 | 1889 |
| [Licensing Officer’s Journal] | 1860 - 1875 | 653 |
| City Engineer’s Dockets | c1902 - 1979 | S148 |
| City Engineer’s Docket Index | 1902 - 1970 | 2342 |
| City Engineer’s Plan Register | c1881 - 1951 | 4520 |
| City Engineer’s Files | 1926 - 1989 | 3726 |
| Microfilm (Aperture) Plan Records – City Engineer’s Department | c1880 - 1972 | 3935 |
| Records of the Motor Omnibus Board | 1926 - 1927 | 107, 621, 668, 1264 |
| Surveyor General’s Department [Map of Tram Routes] – Adelaide and Suburbs | Undated |  |
| Documents Relating to a Proposed Underground Transport System | 1949 - 1972 | 1558 |
| Commercial Department Photographs | c1960s | 3554 |
| Historical Pictorial Collection | 1850 - 1970 | S59, 1461, 3016, 5531 |
| Town Clerk’s Lantern Slides Collection | 1860 - 1940 | 4351 |
| City Engineer’s Photo Albums | 1925 - 1970 | 3261 ,5751 |

**Other Sources**

Mayor’s Reports, Annual Reports and the Digests of Proceedings 1872 –,

City Archives Source Sheet No. 34 *Public Transport 1 – Hire Vehicles.*

**Further Information**

**City Archives:** Topham Mall, off Currie and Waymouth Streets, Adelaide 5000

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