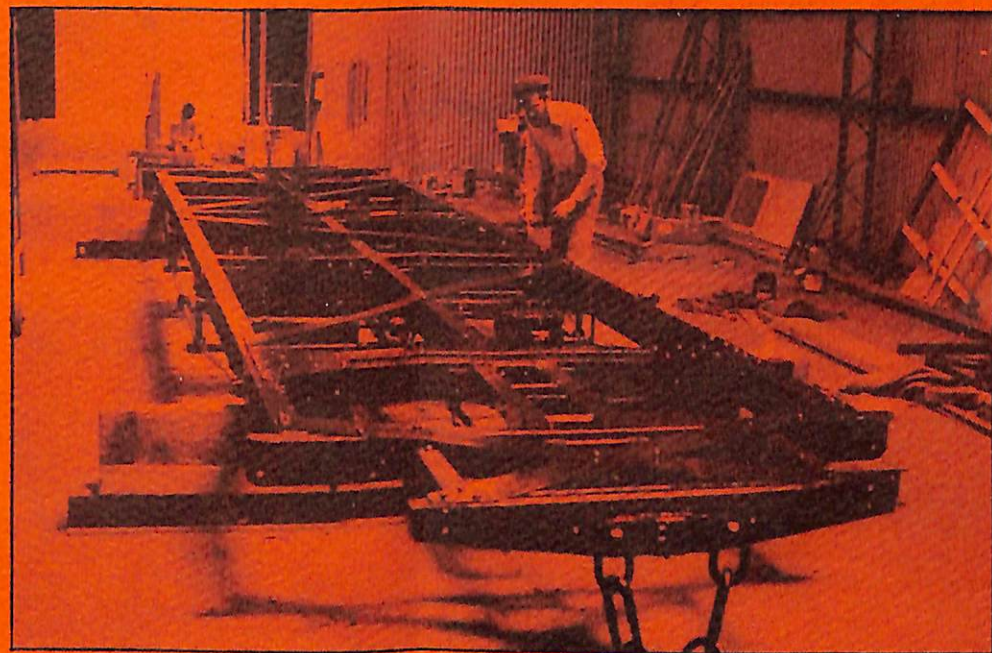


The
Historical Society
of
South Australia
Inc.

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THE HISTORICAL SOCIETY OF SOUTH AUSTRALIA Inc.

Institute Building, 122 Kintore Avenue, Adelaide 5000.

OBJECTS

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

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FOUNDED IN 1974

Cover Illustration

*Restoring car 90: Painting the Underframe
Photo courtesy of Carl Cederblad (To
accompany this article by Bill Stacy.)*

SOCIETY NEWS

1987 Programme

A sub committee of the Society's Council is currently working on the lecture and field trip programme for 1987. We hope it will prove to be as interesting and varied as the 1986 programme. As in previous years details will be forwarded with the January Newsletter.

The Newsletter

A few words of thanks are in order as this is the last issue of 1986. Brian Samuels, Peter Tucker, Pat Sumerling, Jean Schmaal, Bill Stacy and others contributed material during the year, while those poor unfortunates who are members of Council patiently folded and enveloped all 450 or so at every second meeting. Robert Nicol and Peter O'Neill helped in various ways. Most of all I owe a debt to Vivienne O'Neill whose role extends far beyond the 'Word Processing' indicated on the inside front cover. She has been a mine of useful advice on layout and other matters and has kept to deadlines without complaint. The Newsletter is really a joint effort by the two of us.

You will have noticed that it has undergone a number of changes this year. Issues have generally been longer than in previous years and most have included a spread of photographs, a practice begun in 1983 and later dropped. As for the mix of news, short articles and documents, I hope readers have enjoyed it. Editors are always on the lookout for more.

Suppers

This year the room adjoining the State Library's Lecture Theatre has not been available to us. Nonetheless members seem to have enjoyed making do with the space available at the front of the theatre; members and speakers do stay and mingle after lectures and in a small society like ours that can only be for the good. Whether they would stay without the marvellous suppers turned on month after month is another matter! Our thanks for all their work behind the scenes to Enid Ulbrich and Ila Hollands.

Robert Nicol

Finally a word of congratulation is in order. Robert Nicol, President since 1984, was recently awarded the degree of Doctor of Philosophy by the University of Sydney for his work on rituals of death in colonial South Australia. With luck the 1987 programme will include another of his cemetery walks.

ARTICLES

THE RESTORATION OF CAR 90

[Bill Stacy would like to thank Geoff Parker who supplied some of the information on which this article is based. For anyone interested in joining the Pichi Richi Railway Preservation Society, write to the Membership Secretary, 13 Scholefield Road, Kingston park, 5049. Ed.]

The Pichi Richi Railway Preservation Society is an entirely voluntary organisation dedicated to the preservation of the narrow gauge line through Pichi Richi Pass. This is the last remaining section of the Port Augusta and Government Gums railway begun in 1877. Tourist trains are operated from Quorn using steam locomotives and historic rolling stock during school holidays on published schedules.

The Society maintains the track, rolling stock and all other items necessary to run trains. During its 13 years it has restored a number of carriages for use on trains and has also recently restored the "Coffee Pot", a steam motor coach believed to be the only one in the world in operational condition.

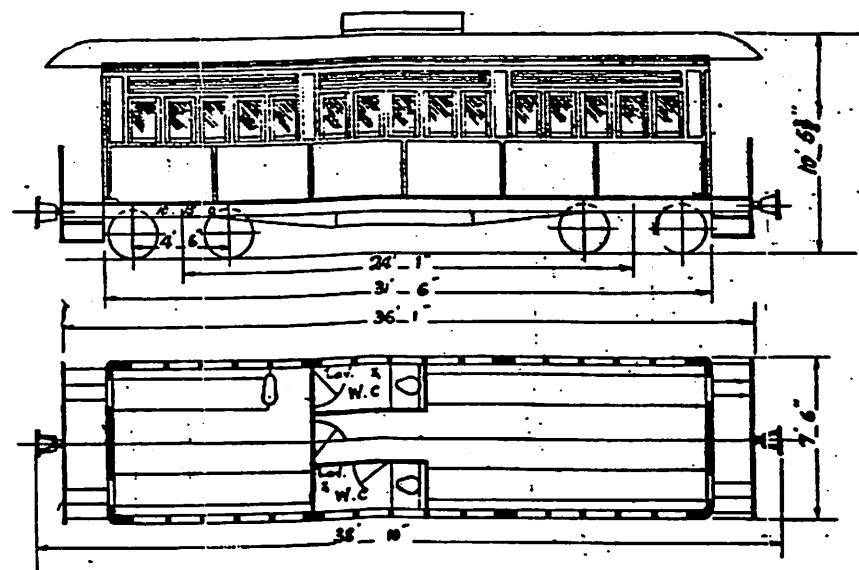
Currently the Society is restoring Car 90, a particularly historic carriage. This vehicle was built at the Adelaide Locomotive Works (where the STA Rail Car Depot in Adelaide station is situated), being completed in October 1888 at a cost of £786/6/2 and issued to the Northern Division of the South Australian Railways. It is one of the large fleet of carriages built between 1883 and 1911 and known as "Short Toms". The first series had timber framed bodies 31'6" (9.45m) long carried on wrought iron underframes. Car 90 had three separate compartments, one first class, one second class and a ladies lounge. As there was no passage between them, staff had to pass along running boards on the side of the carriage when the train was in motion. Lighting was by Pintsch gas and the carriage had limited braking.

In August 1909 Car 90 was converted at Quorn to a composite lavatory carriage by adding a lavatory compartment in the former ladies compartment. The internal layout was altered to leave longitudinal seating along the windows with a central passage running the full length. No longer did railway staff have to pass along the outside of the carriage. Electric lighting replaced the original gas supply and in 1911 Westinghouse air brakes were fitted resulting in greatly improved train safety.

After conversion to a workman's sleeping van in 1946 it was used on the South East narrow gauge lines then rebuilt

and transferred to Port Lincoln in 1960. For a number of years it lay derelict until purchased by the Pichi Richi Preservation Society in 1974. It was ten years before the Society gained the skills and resources to attempt restoration and early in 1984 it was transported to Mile End. The carriage was in a ruinous state. All the timber work was extensively rotted except for some of the roof, parts of the wrought iron underframe were severely corroded and other parts cracked.

— Compo & Second Class Lavatory Carriage —



The restoration has been a major project requiring about 1500 man days and the relearning of old skills. The work has involved the replacement of more than half of the carriage's components and extensive refurbishment of others. Considerable time has been spent accumulating the skills necessary for the work. As timber bodied cars have not been built in South Australia for half a century and not many remain in service, there are few people still possessing the skills to maintain or rebuild them. The Society was fortunate to obtain the services of a retired foreman carriage builder from the Islington railway workshops, Tom Quinn. In the first year of this project, Tom passed on much of his knowledge and skills to Society members. Every detail of the whole project has been recorded for future use rather than being lost with the last of these tradesmen.

One of the problems facing restorers of old items is just how far to go to recreate the original and when to substitute new technology. Many of the original materials are no longer available, the methods used no longer practised, and the equipment necessary for fabrication no longer extant. Also community standards have changed, particularly those relating to safety. The skill of the restorer is to authentically recreate as much as possible, to recognise when it is necessary to deviate and then to do it sympathetically.

Wrought iron is no longer manufactured. Within three decades of the construction of Car 90, it was replaced as a structural material by steel. As many of the brackets joining the wrought iron underframe components together were found to be cracked, new brackets had to be made from steel. The original brackets had been rivetted to the frame, a fabrication process superseded by the development of welding in the 1930s. Although it would have been quicker to bolt the new brackets using special commercially available bolts resembling rivets, the Society acquired pneumatic rivetting guns and learnt the skill of driving hot rivets. As the original bogie frames which carry the wheels were seriously corroded, new steel frames were fabricated by students at Panorama TAFE.

The original framing for the walls was of Blackwood, an easily machined timber. As it is now very scarce, a similar timber, having a greater resistance to dry rot and imported from the Philippines, Kapur, was used to make a completely new frame. However the four intricate corner posts were machined from Blackwood. The pieces were machined by woodwork students at Marleston TAFE College under the supervision of their instructor and Society member, Chris Dunbar. The completed pieces were taken to Mile End where Tom Quinn marked out the floor of the car and directed the assembly of the framework, a most critical operation. Meanwhile the original roof had been repaired and was fitted to the wall framework. The assembly was placed onto the underframe, fastened to it and then stretched to take out any slack in the joints by tightening turnbuckles in the trussrods of the underframe.

The canopies at each end of the roof were almost beyond repair. The original formers needed to bend the tongue and groove timbers to the difficult shape of the canopy have been lost, so replacements for irreparable sections were made by bending and glueing thin timber plys to form a special plywood. The roof was then covered with canvas and waterproofed by doping with a special brew developed by the railways comprising linseed oil, china clay, red oxide colour, soap and driers. Although many attempts have been made over the years to develop a substitute, this old brew is the only one to remain both flexible and waterproof under the racking movements of the train and the weathering of wind, sun and rain. The external wall cladding of sheet steel was

then screwed to the frame.

In June Car 90 was transported to Quorn for the final fitting out and lowering onto its bogies. New window frames and counterweights have been made and installed, being suspended from seat belt webbing replacing the original canvas. New brass door locks and window handles have been cast and will be fitted. The original interior panelling was of Queensland Cedar and Baltic Pine. Since these are now scarce, Kalantis has been used. Finally new seats are being built and upholstered and will be installed in the interior of the carriage. It is planned to have Car 90 complete by Easter next year so that it can be added to the train consist for the 1987 operating season.

In rebuilding Car 90 the Pichi Richi Railway Preservation Society has acquired all the skills and has purchased much of the equipment needed to rebuild, and even build from new, timber framed carriages to authentic standards. These skills, not formerly available to the Society and in danger of being lost for ever, will be used for other carriages awaiting restoration and to maintain already restored carriages for revenue earning service. Grants from the History Trust and the Department of Tourism covered the cost of the materials. The timber frame reconstruction was done by out of trade apprentices employed by the Industrial and Commercial Training Commission, South Australian Department of Labour under the supervision of George Calver, another retired carriage builder. The students who participated had the satisfaction of knowing that their work was destined for useful purposes rather than the scrap or firewood heap. Society members have voluntarily provided the rest of the resources for the project.

Bill Stacy

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COLONIAL CHRISTMASSES

South Australia's first Christmas was celebrated a century and a half ago at Holdfast Bay (today's Glenelg). It must have been a comfortless event, distant from home and a far cry indeed from the traditional white Christmas so familiar to the new arrivals.

One of those first settlers left a description of how the emigrants spent that first Christmas. In her diary she wrote:

"December 25, 1836 - This being Christmas Day and Sunday divine service was held for the first time in the hut of the principal surveyor, a short distance from our huts. The signal for attendance was the firing of a gun. The congregation numbered 200 persons including the two

gentlemen who conducted the service the thermometer standing at over 100 degrees and most of the assembly being in the open air. We kept the old customs of Christmas as far as having a plum pudding for dinner likewise a ham and parrot pie."

From the well known Bungaree station, property of the Hawker family for generations, comes a rather different sort of Christmas story. The gift involved was perhaps the most priceless one any new settler could have wished for - water.

James Hawker wrote in his reminiscences:

"Charles and I in exploring found a very good spot in the ranges for an outstation so moved some of the sheep to there. George went to town to purchase working bullocks. The weather being intensely hot, and water disappearing in the native well, I determined to move all the rest of the stock to a place I had seen some days previously. My brothers were away, so on December 22, 1841, the flocks were boxed, and just after sunrise a start was made to do the seven miles. The heat was overpowering, and sheep got ringing around, there being no trees for shade; it was sunset before we reached our destination, and then, to our horror, found the water so brackish that we could not drink it and the little we had been able to obtain from the native well before starting in the morning had been drunk before our tedious march. At daylight on the next day we went some distance higher up, and in a little crack got water at about 2 ft., brackish but quite drinkable. There was also fine grass. On Christmas Day we got good drinkable water at 8 ft. and plenty of it. Examination of the country around proving satisfactory we decided to make this our head station."

Jean Schmaal

NEWS

The Archives of the Corporation of the City of Adelaide

The City Archives is a comparatively new institution charged with housing and preserving the City's documentary heritage. There is a reference service for Corporation staff; it is also open to members of the public within the limitations imposed by staffing levels. members of the public are invited to visit the Archives in Topham Mall or telephone the Reference Services Archivist.

The holdings include documents, volumes, card indexes, maps, drawings, plans, photographs and sound recordings. In all there are 2,600 shelf metres and the oldest sources date

back to the foundation of the Corporation in 1840. Together they constitute an invaluable source for anyone studying the history of Adelaide and, considering the comparative youthfulness of the City Archives, they have survived in remarkably complete form.

Among these holdings are: Annual Reports of Council, Council and Committee Minutes since 1890, Town Clerk's Department dockets 1865-1976, Town Clerk's Department Special Files since 1908, City Treasurer's Department Assessment Books, Citizens rolls since 1852, records of the City Engineer's Surveyor's Department since 1860, the Surveyor's Department since 1925, and the Department of Parks and Gardens 1943-1973. There are also papers relating to public health matters and a small collection of Light's papers.

Generally speaking records less than 30 years old are not made available for researchers, while older records may also be withheld if the subject matter is considered sensitive or the records in bad physical shape.

The City Archives is in Topham Mall between Currie and Waymouth Streets. Counter enquiries are welcome from Monday to Friday but the Search Room is only open two days a week. The times are Tuesdays 9 am to 4.30 pm and Fridays 1 pm to 4.30 pm. Telephone 218 7439 for more information.

Tony Stimson

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Heritage Registers

[The following information is taken from a pamphlet produced by the Department of Environment and Planning. For more information contact the Department's Heritage Conservation Branch, GPO Box 667, Adelaide 5001. Ed.]

Heritage registers are lists of buildings, structures and places which are considered to be part of the community's common heritage.

Several different registers are compiled to reflect different levels of community organisation. The World Heritage List covers buildings, structures and places which are of exceptional interest and are part of the heritage of all people. At the Commonwealth level there is the Register of the National Estate which is a list of heritage buildings, structures and places of national significance. At the State level there is the Register of State Heritage Items kept under the South Australian Heritage Act 1978, the Register of Historic Shipwrecks kept under the Historic Shipwrecks Act 1981, the Register of Aboriginal Sites and the Register of Historic Buildings kept by the National Trust of South Australia.

Local Councils in many parts of South Australia also maintain lists of heritage buildings, structures and places.

The Register of State Heritage Items is the list of buildings, structures and places which are considered to be part of the State's heritage. Any person may nominate an item for inclusion on this Register. Nomination forms are available from the Heritage Conservation Branch, which also conducts regional and town heritage surveys resulting in the identification of items for inclusion on the Register.

Once an item has been nominated or identified, a detailed assessment (including photographs and site plans) of its heritage significance covering its history, architecture, physical components, environment and integrity is prepared.

Heritage Conservation Branch staff will always seek consent before entering private property to conduct an assessment.

The assessment reports are considered by the South Australian Heritage Committee who recommend to the Minister whether an item should be entered on the Register.

The item is placed on the Interim List of State Heritage Items and publicised in the Government Gazette and 'The Advertiser'. In the following three months anyone may object in writing to the Heritage Conservation Branch regarding the inclusion of the item on the Register.

If an objection is upheld the item is removed from the Interim List and notification is given in the Government Gazette and 'The Advertiser'.

Where an objection is not upheld or no objection is received the items are transferred from the Interim List to the Register of State Heritage Items. and notification is given in the Government Gazette and 'The Advertiser'.

Owners of items on the Interim List and the Register may apply for financial assistance from the State Heritage Fund for measures to conserve a heritage item.

Enquiries relating to financial assistance from the State Heritage Fund may be made by contacting the Heritage Conservation Branch.

Inclusion of an item on the Interim List and the Register of State Heritage Items will not preclude any development and change to the property concerned, however the item will be subject to the provisions of the Planning Act 1982 or the City of Adelaide Development Control Act 1976.

This means planning approval must be obtained from the

local council for proposed changes to a heritage item not in the City of Adelaide. Each council has standard application forms available.

Local councils refer applications for planning approval to the Minister who seeks the advice of the Heritage Conservation Branch and then advises the local council on the appropriateness of the changes proposed.

Applicants may appeal to the Planning Appeals Tribunal if dissatisfied with a council decision.

Within the City of Adelaide separate but similar provisions apply.

To ensure speedy consideration owners of Heritage Items often discuss proposed changes with the Heritage Conservation Branch before lodging a planning application.

Conservation is not a job for the weekend handyman as enthusiasm and good intention alone often cause damage and deterioration to heritage items.

DOCUMENTS

BAND OF HOPE

In an era of instantaneous international television via satellite we are accustomed to being entertained by the very best of world sport and current affairs. Last century, the evening's entertainment was much more basic and home grown, as this report from Glenburn (now Delamere near Cape Jervis) shows. The report is dated 9 March 1871.

'A meeting of the Band of Hope was held on Wednesday evening, March 8. Mr C. Newbold was in the chair, when the following readings and recitations were given in a creditable manner:- Readings- By Mr Chapman, "The Old Boatswain's Speech" and the "Beautiful Palace;" P. Murdock, "Can Work Without Beer;" Mr McLaren, "Facts are Stubborn Things." Recitations - Master W. Chapman, "I never Use Tobacco;" R. Collins "The Destruction of Sennacharib;" Miss A. Chapman, "The Drunkard's Wife;" Miss A. Hickman, "The Robin;" Votes of thanks to the chair and the ladies and gentlemen assisting in the program brought a pleasant evening to a close.'

Evidently The Drunkard's Wife was a great success for two months later, when Miss Chapman repeated her recitation on

May 10, the meeting was rather larger than usual. Other treats for the audience that night included "The Bottle", "Temperance", "A Brand Plucked from the Burning" and "Tempting Others to Drink".

Bill Stacy

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THE MENACE OF THE BEACH

[The July Newsletter reprinted from the Portonian of 1862 two indignant letters on the subject of gross impropriety on Adelaide's beaches. Judging by the tone of this piece, which appeared under the above title in the Critic of 7 January 1914, behaviour on the city's beaches was still of concern to respectable citizens. But '... utter disregard of personal dignity ... [and] reckless behaviour of the mob'? One wonders what they would make of it all today. Ed.]

Once again "The Critic" directs the attention of the authorities to the shockingly lax supervision so far as our beaches are concerned. They seem to be the rendezvous for anything but legitimate pleasure - mad horse-racing, fool bike-riding, and almost blatant immoralities. Things are permitted at the more popular resorts that are a menace to life and an insult to decency. It is pertinent to enquire where the eyes of the police are. "The Critic" presumes they are clothed with sufficient powers to prevent foolhardy and improper practices, and if not, it is high time they had them. Instead of being sources of infinite pleasure and delight for the populace, the beaches are fast becoming the exclusive centres of those who career along the sands with horses or motor bicycles, or who consider them legitimate fields for other kinds of illegitimate sport that shall be nameless. It has been reported to this office on excellent authority that scenes have been witnessed recently that are positively shameful.

But for the present the improprieties that appear to be permitted on the beaches may be dismissed from consideration. It need only be said here that they do exist and in a manner that makes a visit to the seaside in the cool of a hot day a privilege - especially to ladies - attended by distasteful experiences. Unfortunately, there is a growing community of young men and young girls who are almost destitute of even ordinary propriety. What are probably regarded by them as innocent frivolities have often a different suggestion to discriminating onlookers. But there is a section, of supposedly responsible adults, who shock good taste in a way that requires no delicate phrasing for description. To put the position plainly, they give the seaside an immoral and

repulsive atmosphere. They are driving reputable citizens away. "The Critic" is no friend of Mrs. Grundy's, and has little use for the fussy and unreasoning lady, but if the development of mixed bathing is to be credited with some of the evils that are being exhibited on the beaches, it may be inclined to change its attitude. There is, at times, evidence in broad daylight of an utter disregard of personal dignity - putting the matter very mildly - and on nights of moon, the reckless behaviour of the mob is deplorable in the extreme. Perhaps it is that the people do not know any better. There is no penalty, apparently, for vice, and virtue is quite a negative affair.

The distinctly immoral side of the summer beaches is however, not a matter that "The Critic" really set out to debate. It is the foolhardy practice of allowing people to run horses and traps along the sands right through the crowd. A sensational instance of the menace of this so-called sport was provided only recently at Brighton, where there might easily have been half a dozen fatalities. The escape from death was miraculous; the only serious result was a broken arm. Horses ought to be kept off the beaches. Railings at which they could be tethered should be provided within reasonable vicinity, and any trespass on the boundaries reserved for the people - three-fifths of whom are, probably, children - should be visited by a severe penalty. The most flagrant abuse of the sea front is its use as an impromptu racing-track by riders. The horses are taken for a spin at top speed along the hard sand, and it has been due to the vigilance of those on the ground that appalling casualties have not occurred.

These mad-brained individuals have not the least thought of the peril in which they are placing hundreds of people, who may not have time to get clear of the scampering feet of the horses. The riders "duck" their silly heads, let the reins (sic) loose, and away they go. It is shameful recklessness, and should not be tolerated a moment longer. The beach is for men, women and children. Then there is another class that the police ought to deal firmly with: they comprise the motor-bike riders who, on Saturday afternoons and on Sundays particularly, flock to the seaside for speed practice. The cyclists are even more treacherous than the horsemen. Their pace is stealthy and deceptive. Habitués of the beaches do not hear them coming, and if they should do so, there is a strong probability of their misjudging the speed. Only on Saturday afternoon last at Henley Beach there was a narrow escape of several children being knocked over. The beach is no place for these road hogs or crack-brained horsemen. The authorities ought to do their duty, promptly and fearlessly and consistently.

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PETITION FOR RAILWAY TO WILLUNGA.

SAPP, 1880, NO. 151.

Ordered by the House of Assembly to be printed, 8th September, 1880.

[Estimated cost of printing, 16s. 0d.]

TO THE HONORABLE THE HOUSE OF ASSEMBLY OF THE PROVINCE OF SOUTH AUSTRALIA IN PARLIAMENT ASSEMBLED.

The petition of the undersigned inhabitants of Willunga, Ailinga, McLarch Vale, Noarlunga, Morphett Vale, Happy Valley, and others interested:

Humbly sheweth—

That the traffic between the said districts and Adelaide has greatly increased during the last few years. That the report of Mr. C. T. Hargrave, Superintending Surveyor of Roads in the southern district submitted to the Central Road Board on the 20th May last, states that the main South Road needs immediate and extensive repair, with provision for after maintenance at the rate of about £114 per mile per annum; also that the traffic, "taken at the Forest Inn, is 700 horses and bullocks per day, conveying 700 tons, but it reaches towards 1,000 tons when the farmers are not busy ploughing," which rate of traffic would give nearly 300,000 tons per annum.

That the cost of conveying sawn timber, hay, slate, firewood, and other produce from these districts is now from 6d. to 9d. per ton per mile, constituting a heavy tax on consumers, acting prejudicially to producers, and yielding no return for the outlay necessary on the present main road.

That were half the traffic officially reported as now passing the Forest Inn, or 150,000 tons per annum, carried by rail for an average distance of but fifteen miles at 2½d. per ton per mile, a revenue of £23,500 per annum would accrue; while say 40,000 passengers, at an average of 2s. 6d. each, would yield £5,000 more, showing a total probable revenue of £28,500 per annum.

That from the various surveys and estimates made, it would appear that a railway from Adelaide to Willunga will cost about £300,000, the interest of which at 4½ per cent. would be £13,500 per annum; while working expenses, at say £400 per mile per annum for thirty miles, would amount to £12,000, or a total annual outlay of about £25,500 as against £28,500 probable income.

That your petitioners, feeling confident the construction of such railway would materially diminish the cost of produce from the districts to which it would pass to consumers, stimulate production, increase population, and become a source of revenue instead of being, as the present main road is, a source of constant and unremunerative outlay, humbly pray your honourable house to cause the necessary steps to be taken for constructing a railway from Adelaide to Willunga.

And your petitioners will ever pray.

[Here follow 846 signatures.]

PETITION FOR FORMATION OF MILITARY ROAD.

SAPP, 1880, No. 166

Ordered by the House of Assembly to be printed, 22nd September, 1880.

[Estimated cost of printing, 17s. 0d.]

TO THE HONORABLE THE MEMBERS OF THE HOUSE OF ASSEMBLY IN PARLIAMENT ASSEMBLED.

The humble petition of the undersigned persons interested in the formation of a line of Military Road to the south from the fort lately erected at Glanville to a road, or roads, leading direct to Adelaide:

Humbly sheweth—

That we believe a Military Road along the coast immediate to the sand hills, would be the best defence to the Port and City of Adelaide.

And now that the fort is erected at Glanville and the guns mounted the Military Road is required for the protection of the fort, especially to the south, where Point Malcolm affords a complete shelter for an enemy to land troops, which could be conveyed there in boats with perfect impunity from the guns at the fort which could not be brought to bear upon them. Therefore it is very necessary that the Military Road should be continued south to one or more roads leading to Adelaide, so that troops and artillery could be forwarded to any spot requisite for opposing a landing. And it is further urged, that even if the road is not brought into immediate use for military purposes, nevertheless it would be of great use and a boon to all residents of LeFevre's Peninsula, Port Adelaide, and its neighborhood, including Hindmarsh, Bowden, Brumpton, and North Adelaide, as it would provide one of the most healthful as well as the handsomest drive in the whole of the colonies.

That in 1876 the Ministry, in reply to Mr. Quin, said they would take the earliest opportunity of constructing the Military Road as per Votes and Proceedings page 329, paragraph 5.

That in 1877 the Ministry, in reply to Mr. Wigley, said no definite answer could be given till the receipt of report of His Excellency Sir William Jervois on defences.

Your petitioners therefore humbly pray, that your Honourable House will direct steps to be taken for the immediate formation of the road.

And your petitioners, as in duty bound, will ever pray.

[Here follow 661 signatures.]

HORSE TRAMS

[Horse trams made their debut in Adelaide in the late 1870s. With the Adelaide and Suburban Tramway Co. soon carrying 15,000 passengers per week to and from Kensington-Norwood, lines were extended to North Adelaide, Mitcham, Hindmarsh, Parkside and Goodwood. The western side of the city was not as well served by trams but the system as a whole worked reasonably well, and when the horse drawn vehicles made way for the new electric trams in 1909, the following notice appeared:

'In affectionate remembrance of the Adelaide Horse Cars, which succumbed to an electric shock, on March 9th 1909. After thirty years' faithful service. Gone, but not forgotten.'

Two accounts follow. The first is a nostalgic piece taken from the Mail of 12 June 1934 (horse trams were already fading from popular memory) but the second, taken from Quiz of 13 June 1890, paints a less romantic picture. [Tony Stimson.]

Do you remember the time when horse trams ran along every street east of King William street from North terrace to Flinders street, and also along Hindley street? Or the train service that ran from Glenelg to Marino along the foreshore? Or how the autocratic season ticket holders monopolised all the best seats on the Adelaide-Glenelg line?

If you do, you will also probably remember the boys of 14 to 18 years, mostly without any uniform except a cap band, who acted as conductors on the horse trams, and how the drivers stood outside in the heat of summer and cold of winter.

Also how guards on the Glenelg train service would walk through their carriages with conscious pride, bestowing a respectful nod here and there to some distinguished personage among the season ticket holders, and never dreaming of asking to see their tickets.

It is not many years since these things happened - well within the memory of the older generation - but so quickly has Adelaide "grown up" that memory has already grown dim. Even old employees of the services are doubtful about routes, timetables and the like that prevailed.

Officialdom and efficiency had not then driven romance from travel. If a tram ran off the line - and they did it frequently - the whole of the male passengers were expected to get off and push it back again. If a hill was steep and the load big, the men were expected to get off and walk. There was no waiting at the top, either, and the laggard was left behind.

Hotels closed at 11 p.m., and the last trams out of the city were termed the "drunks" trams. Actual conditions, however, were not as bad as the term applies (sic).

There was always a good deal of jollification, and occasionally some practical joking. On many occasions the youthful conductors preferred not to collect fares from the upper deck. There were no lights up there, and someone in a convivial state might decide to assist them down again, upside down.

Mothers shepherded their daughters home before this tram for fear that their ears might be sullied by some ribald song. Girls of those days did not go to dances and arrive home in a little two-seater at the same time as the milk. Unless they were "bespoken" they were chaperoned at all their entertainments, and midnight was the "devil's hour" when no good girl was still abroad.

The business man returning home on a winter's night did not settle down in his tram to read the day's happenings in the newspaper. The only lights on the trams were side lamps with candles outside, and a small kerosene lamp at each end inside the tram.

The conductor carried a small lamp on his belt to see that the penny dropped into the "bell" container was really a penny, and not just a flat piece of metal, and that the ticket was a real one. It was cheerless travel when the elements were unkind.

Drivers and conductors worked nine hours one day and 12 hours the next. They were on duty for four, eight, and 12 hours on successive Saturdays. No provision was made for time off on public holidays or for annual leave.

It was only near the end of the horse car days, after a mass meeting at the Selborne Hotel, to which the men were taken in cabs after the last trams returned to their depots on a Saturday night, that the men were granted a week's holiday a year ... On some lines the conductors had to line up each morning for inspection, and their hands, shoes, and general appearance was scrutinised to ensure that the staff looked clean and tidy, at least when they started work.

Most of the services were single lines, and timetables were not so rigid as today. It frequently happened that two trams met midway between loops. This did not prove the calamity it would today. A couple of stones were placed in the lines, and one tram was pulled off until the other had passed. Then the derailed tram was pulled back again, and the service went on as though without interruption.

It is said that the first time Sir William Goodman saw this done, soon after his arrival in Adelaide, he was so

staggered that he could not even comment on the procedure.

The habit also had a sequel after the change over to electric tractions. The tram driven by a former horse car driver broke down, and after gingerly trying to get it going again he jumped out of the driver's compartment, put his head in the doorway, and addressed the male passengers thus, "It's no good, chaps. You will have to get out and give a push to the top of the hill."

It was, alas! a different proposition from the old horse trams, and pushing was a thing of the past.

* * *

An old wages book of 1906 shows that drivers received 6/ a day and conductors 14/ a week. These amounts do not compare too favourably with the pay on the electric service today, and in addition there were no uniforms provided, no holidays, and longer hours.

The pay roll of the horse tram companies showed many occupations that seem strange today. A coltbreaker was paid the munificent sum of 7/ a day, and a lamp trimmer 4/6 a day. Coachbuilders were the best paid tradesmen, receiving 9/6 a day. Shoeing smiths and permanent way inspectors, or gangers, received 8/6, and harness makers and blacksmiths 8/. Grooms received 5/ to 5/6, and a cutter in the chaffmills 6/6.

Overseers at depots were paid 44/6 to 70/ a week, and clerks in charge of depots 35/ to 65/ a week.

(From The Mail, 12 June 1934)

-oOo-

The drivers are fined or dismissed if they do not keep time, and it is no infrequent thing to see them flogging the horses almost continuously if there happens to be anything like a load on. Instances are not unknown of passengers, moved by compassion, getting off and walking. The other day a horse, with the last spark of spirit left in him, stopped, and declined to go any further. It was his only way of protesting ... As a matter of fact the drivers are absolutely terrorized. They are compelled to sign a document which gives the company or its manager power to dismiss them instantly, and as some of the men are married and have families every atom of independence is crushed out of them.

(From Quiz, 13 June 1890)

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DIGGING MATCH AT GLEN OSMOND

[The following is taken from Thomas Gill's The History and Topography of Glen Osmond (Adelaide, 1905) pp. 32-35. The Register was struck by the novelty of the contest.]

The schoolroom having become dilapidated owing to defective foundations, enquiries were instituted in 1871 as to making additions to the building, and also as to a more central and suitable building site. In June, 1872, the following resolution was passed;- "That it is advisable to build an Educational Institute, to combine boys' and girls' day-school with library, reading-room, and classrooms, for evening instruction, the whole to be under the control of the Trustees and Committee of Management of the Institute." Not until September, 1876, was the site of the present building secured, and on October 14th, 1876, the foundations of the hall were excavated under somewhat novel conditions. Large quarries being worked in the neighbourhood, in which strong sturdy young men were employed, ten young quill-drivers gave challenge to five quarrymen to excavate the necessary trenches. The challenge was accepted, and before a large concourse of people from the city and suburbs, the contest took place, and, as anticipated, the wielders of the pen were declared the losers.

The following report of the digging match is from The Register:-

COPY OF ADVERTISEMENT

A NEW PLAN FOR RAISING THE WIND

The first trial of the kind in the Australian Colonies.

5 QUARRYMEN V. 10 QUILLDRIVERS.

Excavating Foundations for the Institute Hall.

THIS EXCITING CONTEST

Will take place at GLEN OSMOND on Saturday next, October 14th, 1876, at 3.30 p.m.

Judges- James Brown and William Ferguson, Esqs.
Admission- Sixpence only.

Omnibuses will leave King William-street at 2.30 p.m.,
returning to Adelaide at 5 p.m.

C. L. MEYER, JUN.,

Hon. Sec. Building Committee

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"A NOVEL CONTEST.- Competitions of all descriptions are popular in this competitive age, and trials of speed, strength, and skill are of every day occurrence; but the latest development of the idea has surely been hit upon by the residents of the pretty suburb of Glen Osmond in their

"new way of raising the wind." A foundation digging contest is certainly a novelty, at least in Australia, though labour combinations of this kind, or "bees", as they are termed, are in vogue in America for all purposes, from erecting public and private buildings to apple paring. The Glen Osmond affair originated in the want of an Institute which has been felt in the township, and the difficulty which in such cases is always experienced of providing the necessary funds for its erection. Some ingenious individual suggested the notion of a trial between labourers with the head and labourers with the hand to decide which could turn out the greater quantity of earth from the foundation trenches, the losing side to forfeit a certain sum to the building expenses. The matter was at once taken up, with the result that on Saturday afternoon five sturdy quarrymen pitted themselves against twice the number of young city clerks to do the required work. The ground was enclosed with canvas, and about three hundred spectators, amongst whom were a number of ladies, contributed their sixpences to witness the contest. The soil to be excavated was for the two parallel trenches in which the foundations of the side walls are to be placed. These were to be opened out to a width of 3 ft. by a depth of 18 in. Messrs. W. Ferguson and Jas. Brown acted as umpires. The opposing sides were represented by Messrs. C.L. Meyer, C.H. Meyer, J. Johnston jun., Jas. Johnston, C. Mudie, D. Murray, G. Gill, T. Gill, J. Henderson, and W. Henderson for the quilldrivers; and Messrs. Jas. Ellison, A. Barrington, W. Badcock, R. Langham, and A. Brook for the pickdrivers. At about 3.45 a start was made and then the struggle began in real earnest, and was gamely continued by both ranks till the close. The costumes of the amateurs excited considerable comment, some being appropriately dressed for their navvying work in snow white shirts and spotless black cloth continuations, which had considerably changed their hue long before the last shovelful was thrown out. Some to heighten the effect wore huge false noses and masks on entering the enclosure. These, however, were very soon exchanged for masks of perspiration picked out with dust. The business-like dress of the professional wielders of the pick and shovel made a marked contrast, and their steady swinging strokes soon showed on which side victory would be declared. In spite of the genuine pluck displayed by the amateurs in continuing their unaccustomed work the quarrymen beat them by a quarter of an hour, completing their task at 5.15, the others finishing at 5.30. At the termination quite a shower of bouquets were thrown to the victors, for whom Mr. George Boothby, for the President of the Committee, called for three cheers, which were heartily given. Cheers were also given for the losers. The bright, warm weather, though trying enough to the performers, was most pleasant to the spectators, and made the whole affair a success. Beside the work done, the funds of the proposed Institute will be augmented by about £9 or £10 - a very satisfactory result. The idea is one which might be carried out with advantage in other localities for other objects."

NEW PUBLICATIONS

D.A. Cumming and Bahrul Azim Hamidon

South Australian Parliamentary Papers as a Source of
Engineering History

67 pages, loosebound. Originally issued as a Miscellaneous Paper by the Department of Civil Engineering, University of Adelaide in 1983. Reissued, in amended and extended form, in January 1986.

It was only recently that I came across South Australian Parliamentary Papers as a Source of Engineering History. Now an index of parliamentary papers pertaining to engineering matters might not sound very interesting but the reverse is in fact true. If there is a technical side to the subject which is beyond the ken of most of us, there is also a social dimension to much of it. Roads, bridges, railways, sewers and the like - they are all used by people in one way or another and together constitute the infra-structure within which people go about their daily lives. As Denis Cumming says, a bridge is a bad bridge if it falls down, but it is just as much a failure if nobody uses it. So engineering history is not as narrowly technical as one might think.

I've reproduced below, with the authors' permission, the entry for the year 1879. It shows, I think, the extraordinary diversity of material locked away in parliamentary papers and the range of interests which touch upon 'engineering'. The select committees referred to here were committees appointed by parliament to investigate a particular problem, and as a rule both reports and minutes of evidence (verbatim accounts of the testimony of each witness) were published as a numbered parliamentary paper. Other papers were more in the nature of annual reports or reports commissioned from a technical expert in a particular field.

At any rate, parliament was interested in many engineering matters in 1879. They included improvements to the Murray Mouth (No. 27), a site for the central railway station (No. 40), railway extension to Mount Gambier (No. 96), drainage in the South East (No. 147), and the location of an outer harbour (No. 163). Was it really possible that the port's outer harbour might have ended up at Marino?

Available for \$5 (post free) from D.A. Cumming, Civil Engineering, University of Adelaide, Box 498, GPO Adelaide 5001.

Tony Stimson

- 27 Report on Murray Mouth. By R. Hickson.
 29 Public Works report, 1878.
 39 Report of Engineer for Harbors and Jetties. R. Hickson on works in 1878.
 40 Report on site for central railway station. By H.C. Mais.
 41 Reason for adopting wrought-iron piles. Report by R. Hickson.
 46 Moonta to Ardrossan Railway. Report by H.C. Mais.
 47 Port Darwin and Pine Creek Railway estimate. By H.C. Mais.
 50 Tenders for bridge at Hindmarsh. With names.
 54 Blyth and Gladstone Railway estimate. By H.C. Mais.
 55 Naracoorte Extension Railway estimate. By H.C. Mais.
 56 Mount Gambier water supply. Report by Os. Brown.
 58 Report and estimate of Willunga Railway. By H.C. Mais.
 67 Report on Kingston Pier plans. By R. Hickson.
 70 Report on disposal of sewage. By Os. Brown.
 79 Contract for supply of cement. With M.C. Davies.
 84 Kingston and Rivoli Bay Jetties. Report by R. Hickson with plans.
 88 Estimated cost of main sewer. Report by Os. Brown.
 96 Report of Select Committee on .. Mount Gambier and Rivoli Bay Railway. R.C. Patterson, T. Higginbotham, R. Stewart, Chas. G. Millar, Jon. Rogers.
 99 Fifth Report of Central Board of Health. R.G. Thomas as Secretary.
 120 Receipts and expenditure of the Port Augusta waterworks, 1878. Report by Os. Brown.
 121 Financial position of Port Augusta waterworks, 1878. Report by Os. Brown.
 146 Report on Lancelot Water Supply. Os. Brown against.
 147 Quantity of land drained in South-East.
 154 Report on South Australian Railways. By T. Higginbotham from Melbourne.
 158 Deviation in proposed Willunga Railway. Report written on behalf H.C. Mais with map.
 163 Report of Board of Advice on Outer Harbor. Capt. Howard, G.W. Goyder, H.C. Mais as Engineer-in-Chief, R. Hickson as Engineer for Harbors and Jetties, Os. Brown as Hydraulic Engineer, and Lt. Goalen. They reported against a harbour at Marino, a canal from Largs Bay, and works in Light's Passage, and in favour of works at Largs Bay. J.H. Grainger gave evidence on his design for a harbour at Marino.
 163A Supplementary Report of Board of Advice.
 170 Report on Kensington and Norwood water pipes. Effect, life and cost of lead pipes by Os. Brown.
 171 Dredger 'Kadina'.
 172 Dredger 'Goolwa'.
 173 Dredger 'Wallaroo'.
 174 Report of Commission .. on Sewage Farm site. T. Higginbotham was Chairman and G. Chamier a member. Evidence by Os. Brown and R. Rees.
 179 Expenditure on reservoirs. Report by Os. Brown.
 183 Cost of hydraulic lift for Adelaide Railway Station. Report by H.C. Mais.
 185 Particulars and cost of Rivoli Bay Railway. Report by H.C. Mais.
 187 Tenders for goods trucks, South Australian Railways. Report by H.C. Mais.
 190 Bricks imported for reservoirs, etc. Report by H.C. Mais.

Rations, Residence, Resources.
A History of Social Welfare in South Australia since 1836

256 pages, 54 halftones. Published July 1986 by Wakefield Press. \$25.00 paperback, \$35.00 hardbound.

[The following piece is from a news release issued by the Wakefield Press.]

Brian Dickey's Rations, Residence, Resources is the first comprehensive history of the provision of welfare at the state level in Australia.

The government in South Australia has been the predominant provider of welfare services since the beginning of white settlement; from rations supplied by the Emigration Agent to, to residence at the Destitute Board Asylum and residential supervision by the State Children's Council, Children's Welfare and Public Relief Board, to the various resources provided by today's Department of Community Welfare.

There is a chapter studying the development of non-government agencies, such as the Orphan Home, Home for Incurables and Catholic Female Refuge. A chapter exploring the lives of the poor in the 1880s highlights the author's concern to illustrate the questions of policy development and administration. Contributing author Elaine Martin writes on the development of the social work profession. The last twenty years are examined by Rod Oxenbury and Brian Dickey in a jointly authored chapter.

Interstate and international comparisons are also made to explain the character of South Australian welfare history.

Very many real life examples are used, citing cases drawn from previously closed files (identities suitably disguised).

The result of systematic archival work, the use of previously inaccessible local research and fresh American perspectives, the book is presented with professionalism in readable prose. Above all, the book is concerned with people.

Brian Dickey is Reader in history at the Flinders University of South Australia. He has published two previous books and many articles on South Australian history and writes book reviews for the Adelaide Advertiser and scholarly journals.

* * * * *

Trevor Griffin and Murray McCaskill (eds.)

Atlas of South Australia

148 pages. Cased. 190 maps and illustration. Format: 390 mm x 276 mm. Published by the Government Printer in September 1986. Recommended retail price: \$55.00.

The Atlas of South Australia has been four years in the making: the cartography alone involved the equivalent of a year's work for fifteen people. One of the most complex book productions ever undertaken in South AUstralia, the Atlas is of the highest quality in every respect, the publishers say.

Unusual topics covered in this volume include:

A series of 'time-slice' cross-sections of the settled areas in 1850, 1865, 1890, 1920, 1950, 1985

Areas of early nineteenth century immigrant origins in the United Kingdom and Germany

Towns mapped by size of book stock in the Institute libraries.

Unemployment rates in 1933 and 1981

Aboriginal settlement on the Adelaide Plains

The spread of ration stations for Aborigines 1850 - 1915

Environmental changes

Bushfires, floods, earthquakes

Pest plants

Financial impact of the 1982 drought on the value of farm production

Women in the workforce in 1981

Voting by polling places in the 1984 Federal Election

This is the first comprehensive atlas of South Australia in over a century. In addition to maps, graphs and diagrams in full colour, there are reproductions of historical paintings, prints and photographs and many recent colour photographs including aerial views and satellite images. The accompanying text is clear and easy to read, and has been aimed at the general reader as well as the specialist.

Major sections include:

The Course of Settlement - early European settlement;

Aboriginal displacement; mills; mines and farming activities; growth of Adelaide.

Environment and Resources - landforms; climate; vegetation; changing distributions of plants; conservation and recreation.

Production - types of farming; livestock; mining; energy; manufacturing; trade and transport.

South Australians - population; income; housing; voting patterns; the workforce.

A series of regional topographic maps of varying scales.

Major themes include:

Geology; Soils; Pre-European history; Types of farming; Rainfall; Topography of major regions; Exploration journeys; Crop and livestock production; Manufacturing; Land-use in Adelaide.

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Bede Nairn and Geoffrey Serle (General Editors)

Australian Dictionary of Biography, Vol.10
(Melbourne University Press)

The publication of this latest volume in a long running project is an important event in Australian historical writing. There are hundreds of biographical entries and this volume, like the others, had its star cast - Norman Lindsay, Frederick McCubbin, John Longstaff, Arthur Streeton, Daniel Mannix, Henry Lawson, Joe Lyons and Dorothea Mackellar. The publisher notes that quite apart from its value as a reference tool, each volume of the A.D.B. is 'a browser's paradise'.

The series will be completed with Volume 12. Details of the ten volumes published to date are as follows:

Period I: 1788 - 1850
Volume 1: A - H; Volume 2: I - Z.

Period II: 1851 - 1890
Volume 3: A - C; Volume 4: D - J;
Volume 5: K - Q; Volume 6: R - Z.

Period III: 1891 - 1939
Volume 7: A - Ch; Volume 8: Cl - Gib;
Volume 9: Gil - Las; Volume 10: Lat - Ner

