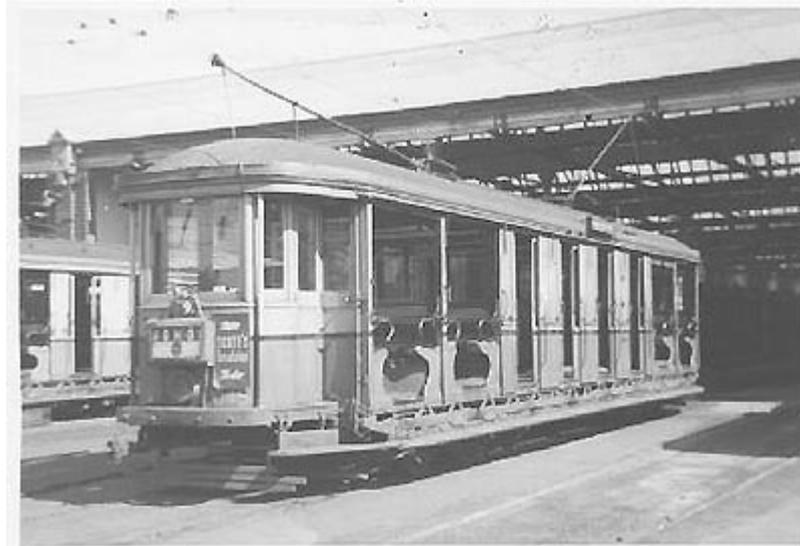


Waverley's Tramways



"Bondi Tram" Leaving Depot

An important aspect of Waverley's development as a municipality has been its participation in a chain of different modes of transport. Transport is essential to the movement of passengers in and out of the area. A vital link, and a "much loved" one in that chain, was the Tram.

The first sign of trams being introduced into Waverley was in 1880 when the government of the day passed an Extension Bill ...

"to authorise the construction and maintenance of Tramways along certain streets and highways in the city of Sydney and elsewhere..."

One of the Tramway extensions authorised by this bill ran from Darlinghurst to Charing Cross, Waverley. Over the next 3040 years there was' a rapid growth of tramways and, by 1917 Sydney had some 473km of tracks.

Some interesting facts relating to Waverley's Tramways:

During January and February 1882,: the cars on the Waverley line carried approximately 4,700 passengers per day.

- Fares in,1885: -
- Woollahra to Bondi Junction -- 3d.
- Woollahra to Bondi Aquarium -- 4d.
 - In 1886 the Waverley-Randwick extension line was completed; to help construct this line a number of unemployed people were used "at task work"
 - In October, 1887, a first class car was introduced as an experiment in the Woollahra line (fare was 6d). Due to lack of support it was discontinued in December, 1887.
 - In 1890, the electrification of the tramway began with the running of the tram between Waverley and Randwick via overhead electric wires.

- In the 1890's a meeting was held in Stratten's Hall, Bondi Junction to agitate the government for an extension of the tramway to Bondi Beach. Eventually a line to the beach was installed including the famous loop at Bondi Beach which gave rise to the expression "shoot through like a Bondi Tram".
- By the 1950's the trams were considered antiquated and were replaced by motorways for cars and buses. The last tram to run in Sydney was in the Eastern Suburbs in 1961.

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