ST. GEORGE HISTORICAL SOCIETY BULLETIN

Dear Friend and Member,

The April Meeting will be held as follows:-

Date: Friday Evening, April 15th, 1983, at 8.00 p.m.

Place: Council Chamber, Town Hall, Princes Highway, Rockdale.

Business: General.

Syllabus Item: Sister Catherine O'Carrigan from St. Vincents Hospital is arranging
                 for a Guest Speaker to address the meeting on the occasion of
                 'Heritage Week'.   Subject "Tempe House", formerly owned by
                 Alexander Brodie Spark, now owned by the Roman Catholic Church
                 Authorities.   Some time ago Sister O'Carrigan was Guest Speaker,
                 and chose for her subject - "St. Vincents Hospital", which was
                 most interesting.

Supper Roster: Captain - Mrs. Kell, and Mrs. Welch.

                 Ladies please bring a plate.

Mr. R. Lee,   Mrs. B. Perkins,   Mrs. E. Eardley,
President.   Publicity Officer.   Sec. & Bulletin Ed.
Phone 570 1244   Phone 587 9164   Phone 59 8078

Mrs. E. Wright,   Miss D. Row,   Mr. A. Ellis,
Treasurer.   Social Secretary.   Research Officer.
Phone 599 4884   Phone 50 9300   Phone 587 1159

"Don't look for the flaws as you go through life, and even if you find 'em
'Tis wise and kind to be somewhat blind, and look for the virtues behind 'em."

.... Friendship Book 1983.

To our Members who have been ill, remembering Mrs. Monk (Life Member) and also Mrs. Dixon, and we trust they will be well again soon.

SPECIAL NOTICE.   The St. George Historical Society is pleased to announce that the following books, Nos. 1 - 7 written and illustrated by the late Gifford H. Eardley for the Society, have been reprinted and are now available. Books Nos. 8 and 9 have been compiled by Mrs. Bronwyn Perkins.

No. 1.   "The Wolli Creek Valley"
No. 2.   "Kogarah to Sans Souci Tramway"
No. 3.   "Saywells Tramway - Rockdale to Lady Robinson's Beach"
No. 4.   "Arncliffe to Bexley Tramway"
No. 5.   "Our Heritage in Stone"
No. 6.   "All Stations to Como"
No. 7.   "Tempe and the Black Creek Valley"
No. 8.   "Early Churches of the St. George District"
No. 9.   "Early Settlers of the St. George District" - will be available in April.

For your copy of the above books, please contact one of the following:-
Mrs. E. Wright - Phone 599 4884, Miss B. Otton - Phone 59 4259 (after 8 p.m.)
Mrs. E. Eardley - Sec., Phone 59 8078, Mr. A. Ellis - Phone 587 1159.

HERITAGE WEEK - APRIL 10TH - 17TH, 1983.

Wednesday, APRIL 13TH.	Afternoon Coach Tour - St. George Area - Historical Churches, Sites, Etc. Etc. Guide - Mr. Arthur Ellis.

_____ TWO COACHES WILL BE AVAILABLE TO AVOID DISAPPOINTMENT _____

Meeting Place:	Western Side of Rockdale Station.
Time:	2.00 p.m. SHARP. - Return approximately 5.00 p.m.
Cost:	$3.00 per person, by ticket only, available at Coach.

Miss D. Row, Social Secretary.

Friday, APRIL 15TH.	Regular Monthly Meeting of Historical Society, held as per notice, Time 8.00 p.m. VISITORS WELCOME.
SYLLABUS ITEM:	'History of TEMPE HOUSE' Sister Catherine O'Carrigan, from St. Vincents Hospital, is arranging for a speaker.

Saturday & Sunday, APRIL 16TH & 17TH.	"Lydham Hall", Historic Home, owned by Rockdale Council, and situated at Lydham Avenue, Rockdale, will be open for inspection on the above days, from 10.30 a.m. - 4.30 p.m. Nominal charge for admission.

Light refreshments will be available at reasonable cost.
St. George Historical Society Books - Numbers 1 to 9 inclusive - will also be on sale.

4TH ANNUAL WALDRON McCARTHY MEMORIAL LECTURE.   A cordial invitation is extended to all to be present at the above Lecture to be held on Saturday, 7TH MAY, 1983, at 2.30 p.m. in the Amaroo Room, Civic Centre, McMahon Street, Hurstville.   The Guest Speaker will be Mr. Errol Lea-Scarlett and his subject will be "History of Catholics in St. George".   All welcome.

VISITORS ARE ALWAYS WELCOME AT OUR MEETINGS

SYDNEY'S FIRST HORSE TRAM WAS SPEEDSTER...

Until the 1820's a variety of privately operated vehicles,
ranging from springless carts to ornate carriages, provided
haphazard and expensive street transport for Sydney's public.

Some progressive operators then imported a few "glass coaches"
which had been popular during King George IV's coronation ceremonies
in London. But the glass coach which plied for individual hire
without any defined route, provided only an irregular service and
the fares were high. By 1830, it was so hard to get a cab in
Sydney that the authorities reserved a special site for public
conveyances at King's Wharf, Circular Quay. It was Australia's
first cab stand. But the cabs failed to satisfy Sydney's demand
for a conveyance running to a timetable along a defined route.

Cashing in on the popular demand, a private operator, Howard Tare,
began running horse-drawn omnibuses along George Street in 1845.
It was the first fixed route public transport service, apart from
the country stage coach runs. Omnibuses and private hire vehicles
were still the only public transport in Sydney in September 1855,
when the first train ran to Parramatta.

Trouble was that the Sydney terminal was at Redfern, 1 3/4 miles
from the Quay, while the main business centre began at the Haymarket

Hansom-cabs, four-wheelers, coaches and omnibuses scrambled for the
lucrative trade of taking the public from the rail terminal to the
city's centre.

Meanwhile, overseas countries began experimenting with tramways.
Although New York had a horse-drawn streetcar as early as 1832,
the "new fangled" tram did not run in England until 1860.

When London's wooden tramlines proved unsatisfactory, they were
replaced by iron rails, known as Train's Patent Tram Rails, after
the inventor, G.F.Train, and were recessed to take flanged wheels.
The London public was now able to travel smoothly, unlike the
citizens of Sydney who were growing tired of being buffeted in
omnibuses over the rutted roads to and from the railhead.....

On April 30, 1861, the Pitt St. Tramway Bill which authorised
the construction of Australia's first tramway became law.....

The first problem came immediately. The cars had been so badly
packed on the ship that extensive repairs were necessary. They
also required a driver's seat fitted at each end and the brake
gear strengthened..... For the safety of the tram travellers and

other road uses, Train's rails, which were recessed for a
flanged wheel, were designed to lie flush with the road
surface. But the wrong rails had been sent out. While the
rails had only a 5/8" recess, the wheels had a 1" flanges.
This meant the tram would run on the flange edge, instead
of bearing full on the rail.......

As time passed, a succession of lamed horses, wrecked vehicles
and traffic snarls due to the trams and the projecting rails,
caused many private drivers to shun Pitt Street. After six
months, Pitt Street businessmen who had been enthusiastic
tramway advocates, found the cream of their trade being diverted
to rivals in other streets. Swelling the ranks of tramway
opponents, they clamored for the line's removal.

Because the lines had not been allowed to consolidate properly
before the trams went into operation, extensive sagging had involved
a high maintenance bill. In 8 months, expenditure exceeded revenue
by 38%. Glad to get rid of its unprofitable venture, the Government
jumped at the chance of leasing the line to Sydney's Mayor,
John Woods......

Woods continued the service in the teeth of increasing Pitt Street
opposition, until on Janyary 15, 1864, a tragedy gave the anti-tram
movement a big boost. At 5.00p.m. an eminent professor of music,
Isaac Nathan, alighted from a Redfern-bound tram at the Goulburn
Street stop. He was still clutching the randrail when the horses
moved off. Next instant, Nathan fell to the track. The two-ton
tram packed with passengers rolled on, killing him instantly....

But the tramway's days were numbered. In November 1866, after an
inquiry dragging on for months, the select committee recommended
abandonment of the line and immediate removal of the track.

On December 31, 1866, when Woods' lease expired, Australia's first
tramway ceased to operate. Next day, as workmen began ripping up
the track, Woods opened an omnibus service in its place.

But trams were to return to Sydney and expand into a system second
only to London in the British Commonwealth.

OUR FIRST TRAM WENT WITH A BANG!

At six miles an hour - 'the pace of death' - it was all peace and quiet in Pitt Street on the morning of December 23, 1861 - until the commotion started.

The noise was shattering - gong, bells, explosions, horses whinnying, and a fearful metallic clatter, like a sheet of iron being dragged over a cobbled surface.

A parade, thought the people, leaning out of windows, carts and buggies, and clustered on the footpaths.

Instead, around the corner rumbled Sydney's first tram!!

The two-ton, bright blue car, drawn by four meticulously groomed horses, came to a halt. The driver stepped down and walked into the middle of the road with a wooden box under his arm. He took two large, red semaphore flags from the box and waved them excitedly above his head for several minutes. He folded the flags neatly back in the box, then took out a long-barrel pistol which he fired three times into the air. By this time several husky males from the crowd volunteered to help the rest of the tram crew restrain their horses from bolting down Pitt Street, and trampling the driver. The onlookers were flabbergasted. The driver then calmly replaced the pistol and held up a brass gong, striking it three determined blows. He remounted, tugged a bell rope three times and the first tram service continued on its way.

He had thus carried out the first Government Safety Regulation, and "warned" people of the tram's approach. He was obliged to repeat the wave-bang -bong procedure at every intersection.

Yesterday - after nearly 100 years - the last Sydney tram service ran from the city to Maroubra. And with it went part of Sydney's history.

Those who grew up with the steam trams, those who "skimmed" to school on the cable trams, and those who, as youngsters, sky-larked, "scaled" and sold papers on the "toast racks" and "jumping jacks", must have felt nostalgic.

Pitt Street Monster -

This week, with the help of Transport Department officials, I waded through old files and documents and traced the history of the Sydney tram through its days as a novelty, "public menace," tourist attraction

and prison waggon, to recent years as the centre of political
controversy.

Early in 1861 a special committee of the N.S.W. Legislative Assembly
in recommending the "Pitt Street Tramway Bill", said a tramway to
"Semi-Circular Quay", would lessen the cost of conveying railway stock
and goods to and from the railway terminus.

Only horses would be safe. No inventor's contraption as "tramway
propulsion" should be acceptable, warned the committee.

On July 26, 1861, a curious crowd packed the wharves to watch the
steamship Marianus unload the trams, *"Old England"* and *"Young Australia."*

The Government showed it was watching every penny with the new venture,
when it published the cose of each car as pounds 521.8.11 sterling, and
rails and accessories as pounds 1,826.12.1. Each elaborately outfitted
car weighed two tons, and carried 70 passengers - all one class.

The first tram in 1861 ran from Redfern Station via Pitt Street to the
Ordnance Stores at Circular Quay. (The flag-waving and pistol-shooting
regulation was scrapped after a few weeks after a tram driver reportedly
shot dead a pet cat which was scaling the roof of a Bathurst Street
terrace house during an intersection "warning ceremony".)

The service picked up passengers at Bridge, Hunter, King, Market, Park,
Bathurst and Liverpool Streets. The fare was threepence; children under
five with parents, free. The timetable was supposed to coincide with the
arrival and departure times of trains at Redfern Station.

The first tram, with a lion and eagle painted on its side over the motto
"Unity is the Strength of Nations", carried 443 enthusiastic passengers
on the first day. Modern-day travellers would find it difficult to believe
that many of these passengers for the following couple of months, spent all
their leisure time riding on the tram.

Wind played havoc with gentlemen's hats and ladies' dresses, horses kicked
up dust and tar, and most were drenched in a downpour. But no one cared.
A ride on the Pitt Street tram brought out the sense of adventure in young
and old alike.   It did not take the Government long to realise that the
tramway was a luxury. In the first eight months the working expenses
exceeded the service's earnings by 38%. Even the 8/- a day hiring rate for
each horse and wages for the crew of five - driver, conductor, assistant-
conductor, and two brakesmen - boosted the running costs.

On top of this, the shop proprietors of Pitt Street were complaining that
people were riding past their premises, and business was dropping.

A group of pretentious old ladies formed themselves into a "Ban the Tram
Menace" committee, because one of their Oppose-Everything-League, had
caught her spike-heel in the rails and "ostriched her face in the mud",
as a newspaper described the incident.

Only horses safe -

Another group of old gentlemen, with similar objectives, distributed leaflets warning that the "Pitt Street Monster" was an attempt by man to speed-up the tempo of life to a pace of death.

In July, 1865, a committee set up by the Government to examine the problem reported: "The tramway has proven itself as a dangerous nuisance to all inhabitants and has succeeded in driving all traffic from Pitt Street."

An incident soon afterwards proved the last straw - the driver of "Old England" was summonsed for "furious driving." He was caught doing 6 miles an hour. On December 31, 1866, the line was closed.

Late 1879 saw the first steam tram running on an experimental route through Pitt and George Streets, Belmore Park, Liverpool, Park, Market and King Streets, and terminating at Hunter Street. Tickets bought at the depot cost 2d., cash fare on the tram was 3d.

The Sydney Omnibus Co., applied for the line's lease, but a Transport Department was formed to "protect the public." Un-er Government control, said officials - and this will, doubtless interest to-day's travelling public - the tramways would be " *smart, comfortable and of a durable nature; rates of fares would not fluctuate, and transport employees would be courteous and shower attention on passengers.*"

By the end of 1880 Sydney had 10 miles of tram tracks. Services ran to Top of William Street (Kings Cross), Woolahra, Randwick and as far out as Botany.

Steam illegal -

Trams huffed and puffed up William Street, taking Ministers, business heads, famous doctors and Queen's Counsel to their imposing mansions in the sedate atmosphere of what is now the nightclub and beatnik square mile.

In 1881, 600 trams, or "trains" as they were known then, were arriving at and leaving Hunter Street terminus daily.

Sydney was suffering its first "traffic congestion." Accidents were becoming alarmingly common, a number had died, and many had been injured since 1861. After one fatality a conductor was committed for trial for "not keeping a proper lookout." He was later acquitted.

After a tram collided with a cart near St. James Crescent,

killing the driver of the cart, an action was brought
against the Government for the illegal use of steam
motors. An Act was quickly passed legalising them.

In June, 1888, the city's most unusual race took place.
A steam tram left Bridge Street with some 200 invited
dignitaries to inspect a new mode of transport - the
electric accumulater tramcar - at Botany, where its inventor,
Mr Pritchard, had it on display.

The tram, which had huge batteries under the seats charged
by a dynamo depot at Redfern, was capable of five miles an
hour - without smell, smoke or noise! A transport official
suggested that to prove its worth, Mr Pritchard should pit
his tram against the steam version on hand. Off they raced
at the smoke of a starter's gun, with politicians' wives waving
parasols, in support of their choice. Steam proved superior on
grades, but on the level run home to Market Street the electric
tram drew away to victory, and a record time for the Botany-
Market Street journey: 3/4 of an hour.

Government men, although disgruntled at losing hundreds in bets,
put the batter-operated tram into service some years later between
Bridge Street and old Redfern Station. A policeman on duty in
Pitt Street, seeing no motor, tried to "arrest" the tram as a
runaway. When it turned uphill in Liverpool Street, he was
flabbergasted, and soon the whole police force was chasing the
tram - with the Police Commissioner himself, aboard, enjoying
the inaugural trip.

The famous cable service, operating chiefly in the inner Eastern
Suburbs, was opened in September, 1894. The gripman (driver)
and conductor had to push the car out of the shed in the morning
and in at night. Passengers often had to push the car down parts
of Bayswater Road when it got caught at curves. The cable car
skimmed down hills at the exhilarating pace of 9 miles an hour,
with the gripman, usually powerfully built, leaning on the levers
that linked with the cable. Bells, chimes and gongs sounded weird
warnings.

Before "through" fares were introduced, a steam tram passenger on
a four-section journey had to pay four times, and the conductor
besides manipulating the handbrake and hurdling the couplings,
had to remember those who had paid.

In 1899 much of the Sydney Tramway was converted to the electric
overhead wire system, which remained in use until yesterday. The
service had fewer breakdowns and was more economical.

*In fact, in 1901, more than 93,500,000 people travelled by the
new penny-section electric tram. Popular "tourist services"
fed Bondi, La Perouse, Botany and Coogee.*

The first "toast rack" dazzled people with its modern
styling in 1908. A modified version, with similar
"modern styling", was in service until early last year.

The Sydney tram - with its "pole boys" who travelled in
the conductor's compartment and had the job of replacing
the trolley pole when it swung off at lurching bends - were
famous around the world, and, unknown to most Sydneysiders,
became a tourist attraction, comparable with San Francisco's
cable cars.

No.948 - the prison tram - came to be an attraction in itself.
Running between Darlinghurst Courts and Long Bay Jail, this
forbidding, enclosed, single-carriage took seven conficted
murderers on their last ride to the gallows. Notorious gunmen
and prolific escapist Darcy Dugan, now in Bathurst Jail, once
hacked his way to freedom through the roof of 52 year old No.948.

Naturally none of the "Passengers" on No.948 bought tickets on
the non-stop journey to the "Bay" - yet it always carried a
conductor.

In 1934, the Tramway reached its "peak" with 834 trams in service,
compared with only a handful this week. The next year saw the
debut for the corridor car on the Rosebery, Glebe runs. This was
a tram "way out of its time", and it reigned the most modern in
the world for some years.

So it's goodbye to the bone-shakers - and make way for that Monster
called Progress.

Footnote - Two things unearthed in the Tram History -

. The conversion to buses actually began on June 30, 1931, when
  the Sutherland-Cronulla line closed down.

. Among the dusty files of the early days of the tram are several
  pages of foolscap, labelled - *"History of the Eastern Suburbs
  Railway."*

                                        - *John Pilger.*

'Shooting Through' - Have you ever wondered about the origin of the
saying *"Shoot through like a Bondi Tram"* - which became as well
known as Bondi Beach throughout the world? The phrase was coined
about the 1920s, when an express tram service, as well as the ordinary
service ran to Bondi. The *"slow"* tram had to pull on to an adjacent
line so that the express could *"shoot through"*.

- *Joseph Glascott*
Environment writer
Sydney Morning Herald
1st September 1980.

The attractions of Kings Cross have become somewhat faded in recent years. Between the world wars the district possessed a glamorous aura of Bohemian life. Its wicked ways were largely contained behind closed doors. The most outrageous signs of its non-conformism were a few late-night coffee shops.

The permissive society has changed all that. When I walked along Macleay Street and Darlinghurst Road at 1.00p.m. last week, prostitutes lined the footpaths in the midday sun. Spruikers invited passers-by to witness the antics of "exotic" dancers, and sex shops sompeted for business with the cafes. The most frequently heard description of the Cross now-a-days from the old-time residents and former residents is "sleazy".

Nevertheless the Cross is a lively place. As I waited at a pizza shop one night recently ladies of the night smiled on one side of the entrance and a religious revivalist meeting was in full cry on the other.

The recent closing of the top of Elizabeth Bay Road by the City Council and the extension of Fitzroy Gardens has provided a very attractive plaza in the centre of the Cross around the El Alamein Fountain. Kings Cross today is a long way removed from its first development as Sydney's most prestigious residential district.

In the first half of last century, the areas then known as Woolloomooloo Hill, which embraced Kings Cross, Potts Point, Elizabeth Bay and part of Darlinghurst, contained Sydney's finest mansions.

The colonial government provided land grants in the area to the settlement's leading citizens and Government officials. To ensure that it was restricted to the top layer of colonial society, the grant conditions provided that houses of no smaller value than pounds 1,000.0.0 must be built on the land within three years.

One of the early land grants was to A.M.Baxter, the colony's second attorney-general in 1830. He erected a large two-storey house with an arcaded verandah which he called Tivoli, but which was later renamed Springfield. The house later had several occupants, including Robert Campbell, early Sydney's leading businessman who built Campbell's wharf at Circular Quay. The Kings Cross Village Centre now occupies the site of Springfield.

In 1831, Samuel Augustus Perry, Deputy Surveyor-General built a large manor house, Bona Vista on a 2.5ha grant at the top of William Street.

Stuart Alexander Donaldson, who became the first Premier of
NSW in 1856, built Keylett House nearby in 1843. The Hotel
Mansions now occupies part of the Kellett es-ate.

One of the largest houses on Woollomooloo Hill was Craigend,
built by the famour Surveyor-General and explorer, Sir Thomas
Mitchell, in classical architectural style with Ionic columns
and portico. Behind the house stood Craigend mill, the largest
of several windmills on the hill in those years.

Mitchell sold the house in 1837 and moved to Carthona, Darling
Point, a house which still stands.

But Craigend became a hospital and in 1906 a boarding-house and
was later demolished, although the windmill lasted until early
this century.

The famous architect John Verge designed a number of houses on
the hill. Among them was a two-storey villa, Goderich Lodge,
built for the colonial sheriff Thomas Macgoid in the 1830s.
This house was not demolished until 1900.

The Colonial Secretary in 1840, Edward Deas Thompson, built another
large two-storey villa designed by Verge and called it Barham.
This house still stands as part of SCEGGS in Forbes Street.
Rockwall, also designed by Verge in 1830, was erected for John
Busby, the surveyor and engineer who designed Sydney's first
water supply from the Lachlan Swamps in Centennial Park to
Hyde Park. Rockwall in Challis Avenue later became a girls
school, Bellmore College. It still stands and is to be restored
as part of the development of the Chevron Hotel.

Another house of the early days which remains in Tusculum in
Macleay Street. Built for a wealthy merchant, Alexander Brodie Spark,
this large classical style mansion was leased to the first Anglican
Bishop of Sydney, Dr William Grant Broughton. In later years it
became a hospital and a hotel and is now owned by the Roman Catholic
order, Apostles of Mary.

Larbert Lodge, built for the Colonial Treasurer, Campbell Riddell in
1830 featured large gardens, stables, coachhouse and a lawn tennis
court. It was not demolished until 1938. The site is now occupied
by the less graceful Potts Point Post Office.

Tarmons, a beautiful mantion built in 1837, for many years was owned
by Sir Charles Nicholson and houses his famous collection of antiquities
which became the basis of the Nicholson Museum at Sydney University.
Tarmons later became the first site of St. Vincent's Hospital and
later the present St. Vincent's girls college. The house is now
incorporated in the convent making the Sisters of Charity the oldest
residents of Woolloomooloo Hill.

A house remembered by many older Cross residents is Maramanah, a

grand Victorian mansion which stood on the corner of Macleay
Street and Darlinghurst Road. This house stood until the 1940s
when it was badly damaged by fire. Maramanah figures in Robin
Eakin's recent amusing book, "Aunts up the Cross".

Clarens, the grand house built at Potts Point in 1840, was
famous for its classical gardens developed by the merchant
James Martin. In 1878 it was estimated that Martin had spent
20,000 pounds on the gardens which featured winding paths and
stone stairs and replicas of classical sculptures. He commissioned
the sculptor Walter McGill to carve a copy of Lysicrates's Choragic
monument which now stands in the Botanic Gardens. Martin also
brought the first jacaranda tree to Sydney. The site of Clarens
is now occupied by HMAS Kuttabul and recent excavations by the Navy
have reclaimed relics from the original garden.

A superb exhibition, The Villas of Wooloomooloo Hill displaying the
history of these houses, and many more, in words and pictures is on
show at Elizabeth Bay House (1980).

Most of the old houses became schools, hospitals and boarding houses
before being demolished to make way for blocks of flats.

But visitors can trace the history of the era and see the houses
which remain by following short walking tours outlined in a brochure
"A Walk Around the Cross" available at Elizabeth Bay House.

A LOST GEM OF ARCHITECTURE .. Ross Campbell ..

In the publicity attending the Opera house opening, nothing was
said about the Fort Macquarie tram depot which was wantonly
demolished to make way for the new structure..... Built in 1902
it was a splendid example of the late-medieval military style of
architecture....Swedish architect named Smorg Asbord said: "I
was attracted to the project by the magnificence of the site. It
is the world's finest site for a tram depot." The architect
decided to make the building look like a castle to harmonise with
nearby Government House & because it was on the site of an old fort.

The roof of the tram depot, was plain & unpretentious. Ornament was
confined to crenellation & a handsome tower containing a water tank.
The tower bore a fine stone relief of the coat-of-arms of the NSW
Railway & Tramway Department.....

The depot was well adapted to its function - that is, housing the
trams of the George Street line.

Conductors on the outside footboard of the "toastrack" trams, in the
1920's were frequently knocked off by passing vehicles.

Shadows began to gather over the romantic old depot when the George
Street trams were abolished in 1955. For a time the building was
degraded to serving as a park for towed-away motor cars. Then came
the fateful decision to demolish the depot and use the site for a
so-called Opera House.........

Trams are extinct in Sydney now. Their memory is preserved, however,
by the South Pacific Electric Traction Co-operative Society, which
runs the Sydney Tram Museum at Loftus. Visitors there can ride on
an authentic toastrack for 15 cents (children 10 cents). The Museum
serves a good purpose. Mr Vic. Solomons, a member of the Society, said
to me with a touch of sadness: "It's 13 years since the last tram ran.
There are children in Sydney now who have never seen a tram."

He told me that in the old days passengers were allowed to ride from
Circular Quay to the Fort Macquarie tram depot free of charge. It was
probably the only free ride in the history of Australian public transport.
Sailors made use of it going to Man-'o-War Steps to catch the ferry
back to Garden Island.

Today the same journey, from the Quay to the Opera House, has to be made
on foot. Tram-lovers...have poignant memories. They hear the clang of
bells & the merry cries of sailors after an evening in town. In the
mind's eye they see the vanished fortress of electric traction which was
the masterpiece of Smorg Asbord.