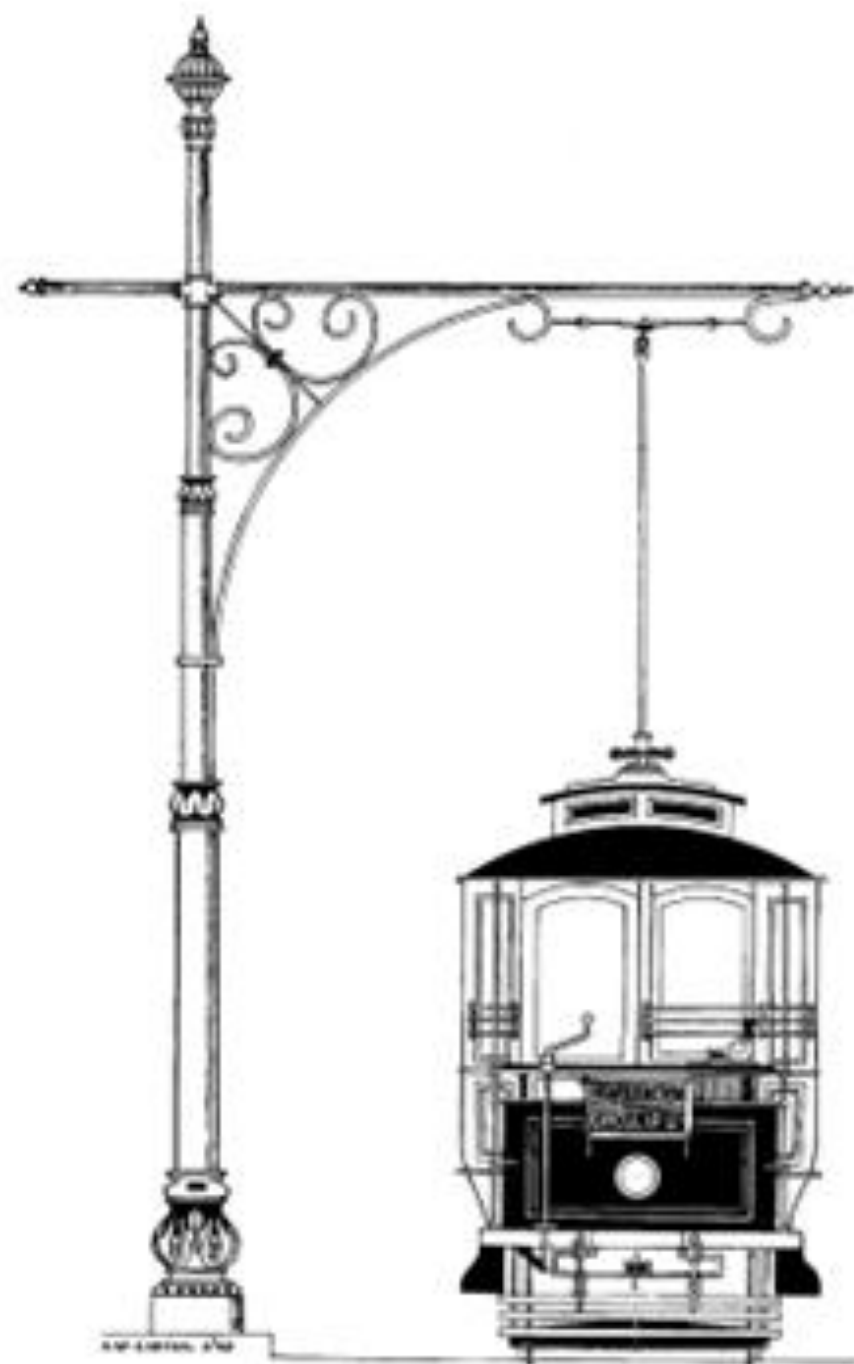


Sydney Tramway Museum COTMA 2025



























492

EMERGENCY DOOR

LICENSED TO CARRY
30 PASSENGERS
ALL SEATED
277 STANDING
DEPT OF TRANSPORT
75632 H

Help keep SYDNEY'S VINTAGE BUSES ON THE MOVE!

The Sydney Bus Museum is a volunteer not-for-profit organisation. If you enjoyed your visit and our collection, why not consider a donation?

Your generosity will go a long way in helping the Museum in maintaining and keeping its historic fleet in top condition!

If you really loved your visit and want to be part of the action, why not become a member? Ask for a membership form today!



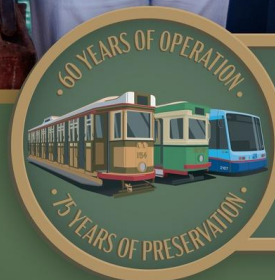
DIE-CAST

DIE-CAST





SYDNEY TRAMWAY MUSEUM VINTAGE TRAMWAY FESTIVAL



SYDNEY
TRAMWAY
MUSEUM





Coming this Sunday

To the

Sydney Tramway Museum

SYDNEY TRAMWAY MUSEUM
PRESENTS.

TRAMS AT THE TURN OF THE 20TH CENTURY.



Ride Sydney's Oldest Trams

Sunday 15th October, 2023

WWW.SYDNEYTRAMWAYMUSEUM.COM.AU



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2 Pitt St, Loftus

\$ Pay Entry at Gate \$









LIVE

SUNRISE WEATHER

SAM MAC IS IN SYDNEY

 sunrise

HOB 14° 7:11









THE NATIONAL TRUST (NSW)

HERITAGE
AWARDS 2024

Winner

Interiors and Objects

Restoration of D class Tramcar 117 of 1899
- Sydney Tramway Museum



2024 Heritage Awards

Winner

Interiors & Objects

RESTORATION OF D CLASS TRAMCAR 117 OF 1899

Sydney Tramway Museum



















North Sydney Lines



North Sydney initially served as an isolated system when it was opened. The line was used to take passengers to the ferries that would take them from Milsons Point to Circular Quay.

The North Sydney system was initially serviced by a single line, the North Sydney Branch, which ran from Milsons Point to Ridge Street North Sydney, opening in 1886. This was significant because, while other parts of the city were using street trams, public cars were used instead due to the hilly topography of the area.

Expansion of the North Sydney system began in 1913 and only acted as an extension of the existing main line. All the routes of the North Sydney system continued to be serviced and improved at intervals by 1933.

Prior to the building of the Sydney Harbour Bridge, ferries were used to transport passengers from Circular Quay to various stations in the North Sydney area. Many of these stations were then serviced by trams to carry passengers to the suburbs of the North Sydney area. Once the Sydney Harbour Bridge was built in 1932, trams continued to run between Circular Quay and the Bridge to Weymouth, Platform 1 and 2 of Weymouth Railway Station were used as a main platform, which is why if you visit the railway station today you can only access Platform 1 & 2.

Closure of the North Sydney system was announced in 1988 and passed through to be in June of that year. Included in these plans was the replacement of tram services with buses and the construction of an additional road lane on the Harbour Bridge. The last day of operation was on Saturday June 20th 1988.



Manly

The Manly line opened in 1886 and was the first of the North Sydney lines. It was used to take passengers to the ferries that would take them from Milsons Point to Circular Quay.

The Manly line was the first of the North Sydney lines to be built. It was used to take passengers to the ferries that would take them from Milsons Point to Circular Quay.



Castle Hill

The Castle Hill line opened in 1886 and was the first of the North Sydney lines. It was used to take passengers to the ferries that would take them from Milsons Point to Circular Quay.

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Burke to Brighton & North

The Burke to Brighton & North line opened in 1886 and was the first of the North Sydney lines. It was used to take passengers to the ferries that would take them from Milsons Point to Circular Quay.

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Leichfield

The Leichfield line opened in 1886 and was the first of the North Sydney lines. It was used to take passengers to the ferries that would take them from Milsons Point to Circular Quay.

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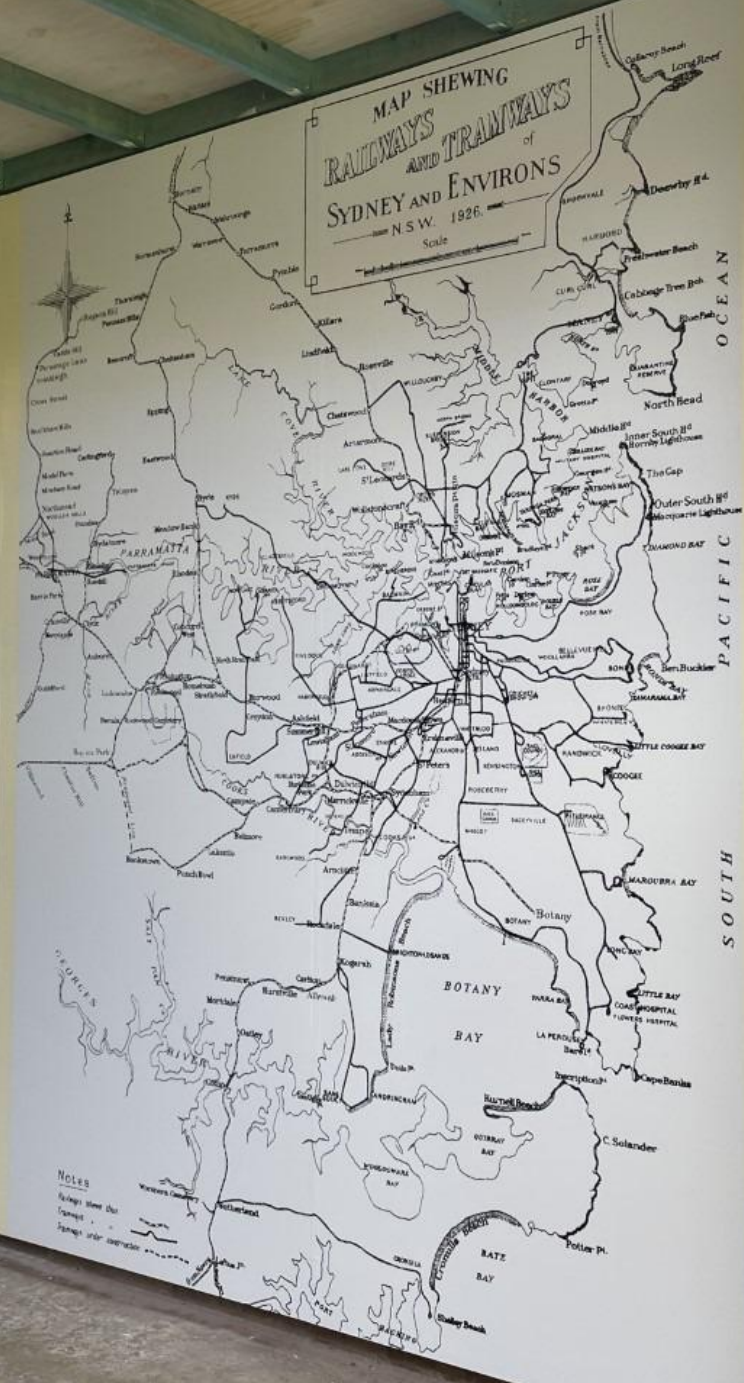
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1861 ●

Horse Trams

1861 - 1866

Horse trams serviced the line between old Sydney Station and Bridge St, City from 1861 to 1866. They also briefly ran at Manly and Newtown in the 1890's.



1886 ●

Cable Trams

1866 - 1905

First used in 1886 on the North Sydney lines and from 1894 on the Edgecliff to King St. City line. Electric trams replace them by 1900s.



1899 ●

D Class

1899 - 1925

These cars entered service from 1899 and operated on the main city lines, as well as the North Sydney lines.



1901 ●

E Class

1901 - 1950

A total of 202 were placed in service between 1901 - 03. They were used on the main city lines and North Sydney system, with a total passenger capacity of 90.

N Class

1901 - 1950

Between 1901-06 a total of 96 trams were placed in service. They operated in a number of Eastern, South Western and Southern suburbs.



1918 ●

LP Class

1918 - 1951

In all 251 trams were rebuilt from L class (and one N class) to a new design between 1918 and 1930. A batch were sent to Newcastle from 1923 when that city's steam trams were replaced.



1921 ●

P Class

1921 - 1960

Starting in 1921, 258 P class were placed in service, the last in 1929. They operated on most of the main Sydney system and were gradually replaced by buses.

1935 ●

R1 Class

1935 - 1961

50 trams of a slightly modified R Class design were built between 1935 - 36, with a further 100 entering service between 1949 and 1953. They served on the main Sydney and North Sydney lines and were withdrawn at the closure of the system in 1961.



● 1879

Steam Trams

1879 - 1937

Built in the USA for the line from old Sydney Station to Bridge St. City, starting in 1879. Several were later built locally, with the last steam trams running until 1937 in Kogarah.



● 1896

C Class

1896 - 1926

In service between 1896 and 1900, 97 cars were built. Used on the inner city lines, mainly between Circular Quay, Central Railway and Pymont. Some were used on the North Sydney lines.



● 1900

F Class

1900 - 1907

These cars entered service between 1900 - 02 and were used mainly in the Eastern, Western and South Western Suburbs. In all 251 trams were built. All (except one) were rebuilt between 1910 - 13 to increase seating capacity.



● 1904

J Class

1904 - 1936

Totalling 47, these trams entered service between 1904 - 07, with seating capacity of 50. They were mainly used on the Watsons Bay to the City line.

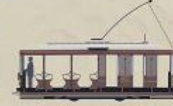


● 1908

K Class

1908 - 1956

107 of them were built, some in 1908 and others in 1913, with seating for 50 passengers. They were allocated to some Eastern Suburbs lines and later on the North Sydney system.



O Class

1908 - 1958

The 626 trams of this class were built between 1908 - 14, the largest number of trams on the Sydney system. They operated over the main Sydney system, as well as North Sydney and Manly lines.

● 1933

R Class

1933 - 1960



Built between 1933 - 35, these 195 trams were designed to create a modern image for the Sydney tramway system. Their new colour scheme became the standard for all Sydney trams. They operated over all the main Sydney and North Sydney lines and were taken out of service by 1960.



1931 electric motor bus



1931 and 1932 electric motor bus



1931 and 1932 electric motor bus

Manly

The Manly line opened on 14th February 1903 with steam trams operating between Manly Wharf and Curl Curl. The system continually extended north with the final extension in 1925 from North Manly to Harbord Beach.

It was initially steam operated but was replaced by horse trams due to low passenger numbers between 1903 - 1907. Steam operation commenced again for a second time in the summer of 1907. This was short lived as in 1911 the line was electrified and steam trams were replaced by electric trams.

The Manly system was mostly isolated from the rest of the Sydney system by Middle Harbour. A tramcar punt was introduced in 1912 which would transfer rolling-stock between Manly Wharf to the Spit which was part of the North Sydney system.

The Manly system was closed in September 1939 and was replaced by bus services.



21 and 22 electric motor bus

1931 on the Quay at Manly - circa 1932 V. Selwood collection



1912 on the Quay at the Spit - circa 1912 V. Selwood collection



1912 and 1913 on the Quay at the Spit - circa 1912 V. Selwood collection













SYDNEY
TRAMWAY MUSEUM
Tram Rides & Museum Display
Sundays & most Public Holidays - 10am to 5pm
Wednesdays & as advertised - 10am to 3pm
www.sydneytramwaymuseum.com.au

TRAMWAY AVENUE























WHAT COULD BE: OUR FUTURE ARCHIVES





WHAT COULD BE: OUR NEW OFFICES









S IN SYDNEY

Canberra's tramway is a significant part of the city's history and is a key attraction for visitors. The tramway is a unique experience and a must-see for anyone visiting Canberra.

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SYDNEY TRAMWAY MUSEUM

Ride a tram in Sydney at the
SYDNEY TRAMWAY MUSEUM

Take a step back in time at the Sydney Tramway Museum, a family fun day out for the whole family. A unique attraction is 80 years. Located at Loftus right next to the railway station.

Sydney's trams were an important part of everyday life for over 80 years until 1961. Experience tram travel at the museum which houses a large selection of trams from Sydney, Melbourne, Brisbane, Adelaide, Ballarat, San Francisco, Nagasaki, Munich, Milan and Berlin.

Jump on board and get your ticket from the conductor as you 'Shoot Through Like A Bullet' Train along a short track towards Sutherland and the Royal National Park. Then take time to explore the display hall full of some of our unique trams including Sydney's oldest operating electric tram from 1894 and the price tram.

Get a photo with one of the many trams, and take time to enjoy the large photographic display of locations all over Sydney's tram network. Grab a bite to eat at our kiosk which serves hot and cold food, drinks, ice creams, tea and coffee. Or pop into our souvenir shop and pick up a book or dvd.

The museum is entirely run by volunteers and every dollar from your ticket sales goes towards keeping the museum operational. We pride ourselves on being a hands on experience for young and old can enjoy the trams.

Located:
2 Pitt Street, Loftus, NSW
Visit our website at:
www.sydneysteamwaymuseum.com.au
or Facebook:
www.facebook.com/SydneyTramwayMuseum

Open 10am - 5pm
Sunday - Wednesday



Ride a tram in Sydney at the
SYDNEY TRAMWAY MUSEUM

TRAMS TO THE SHOW

Easter was always a special time for trams. To visit the Royal Easter Show, people from much of Sydney, transferred from train or western suburbs trams at Central to a huge fleet of trams at Eddy Avenue or Railway Square. These were usually coupled pairs of footboard trams and return tickets were sold. Trams would provide a frequent service to the old Showground at Moore Park next to the Cricket Ground.

Near Circular Avenue after leaving the Sydney Showground during the Easter Show

It was a huge operation! Trams from almost all depots south of the harbour were used. Crews from the North Sydney system came over to help. Special lines in some streets of Redfern were used to cater for the vast fleet.

O and P class trams near Long Road at the Showground at Moore Park

The Showground from 220 at Moore Park during an Easter Show day ready to accept crowded trams

ROYAL EASTER SHOW
28th March to 8th April
SYDNEY SHOWGROUND

NEW

2024 Transport Heritage Grant Award

Prepared by

Sydney Tramway Museum

for

Interactive touch screen map for Sydney
Tramway Museum's display hall

AMOUNT

\$14,150





