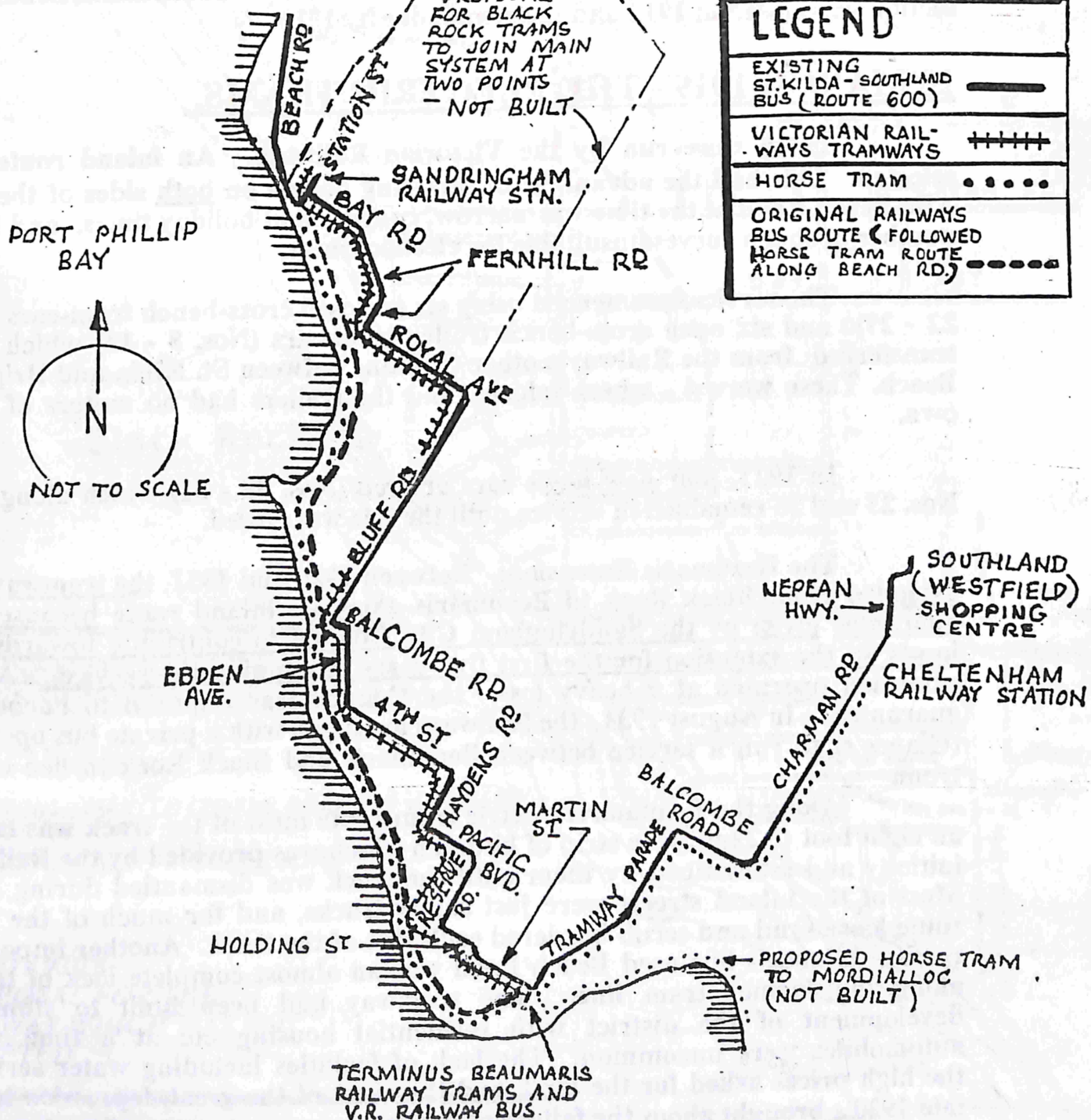


BLACK ROCK TRAMS.

BY DAVID FROST

Second Edition 2002



SANDRINGHAM AND DISTRICT HISTORICAL SOCIETY

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THE HORSE TRAMS

By Christmas 1888, a horse tram had commenced operation from Sandringham to Black Rock. It ran along Beach Road to Tramway Parade, where it turned up Tramway Parade and met a similar tram from Cheltenham Railway Station. It proved to be uneconomic. The Cheltenham/Beaumaris section was closed in 1912 and the remainder by 1915.

10 MARCH 1919 - THE ELECTRIC TRAMS.

These were run by the Victorian Railways. An inland route was selected. This had the advantage of servicing houses on both sides of the line. Also Beach Road at the time was narrow, congested at holiday times, and had a number of sharp curves unsuitable for electric trams.

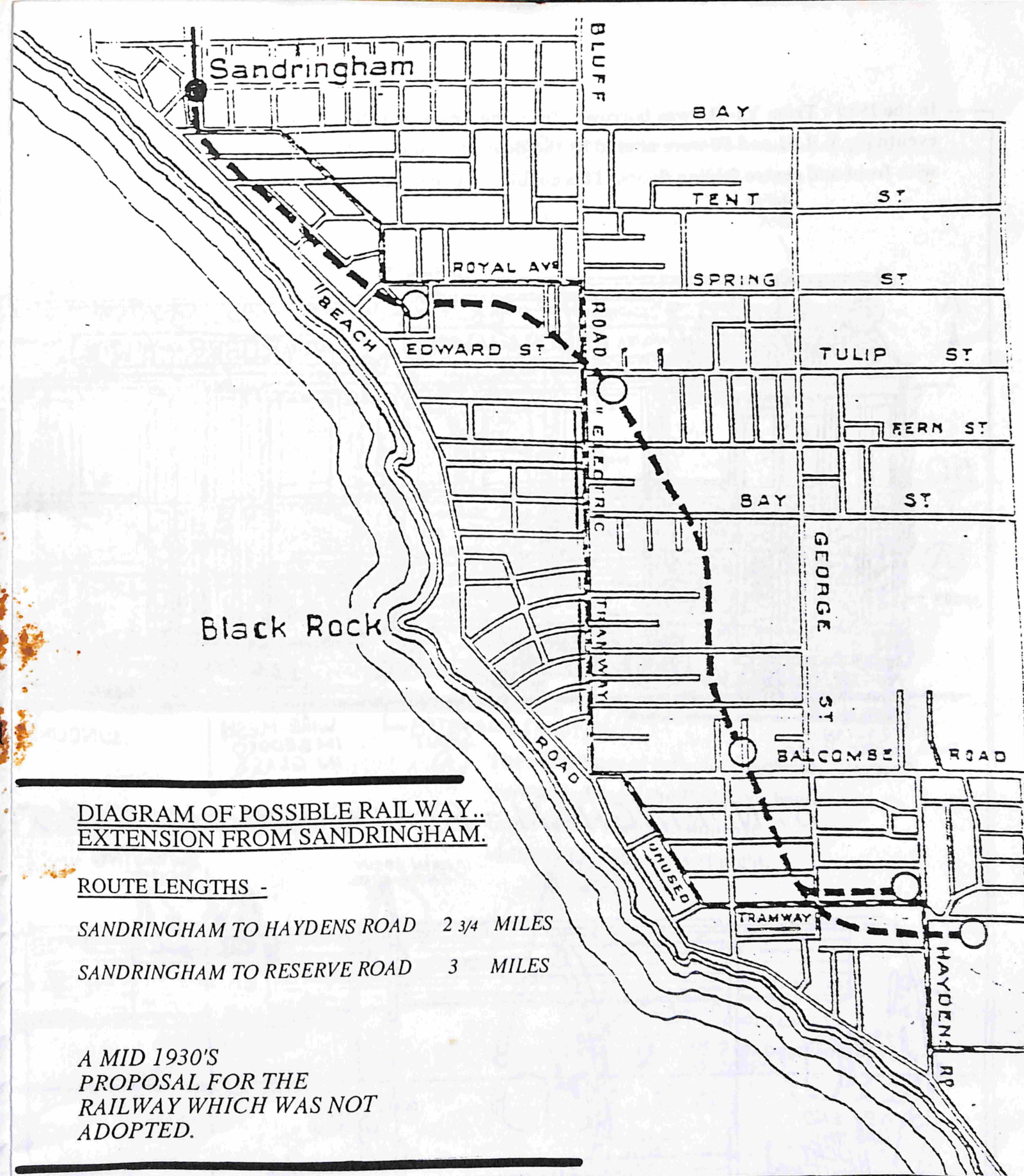
The service commenced using six enclosed cross-bench tram-cars (Nos. 22 - 27) and six open cross-bench trailer tram-cars (Nos. 8 - 13) which were transferred from the Railway's other tramline between St. Kilda and Brighton Beach. These were 4 - wheel vehicles and the trailers had no motors of their own.

In 1921, four new bogie cars arrived (Nos. 48 - 51) which along with Nos. 23 and 26 remained in service until the line was closed.

The Beaumaris Extension:- Between 1926 and 1931, the tramway was extended from Black Rock to Beaumaris along an inland route because of a guarantee given by the Sandringham City Council to contribute towards any losses on the extension for the first five years of running the service. As the guarantee. In August 1931, the Railways arranged with a private bus operator (Glance's) to run a service between Beaumaris and Black Rock in lieu of the tram.

Along the Beaumaris electric tram route most of the track was laid in an eight foot (2.22m) wide strip of bitumen which was provided by the Railways initially and maintained by them until the track was dismantled during 1931. Most of the inland streets were just sandy tracks, and for much of the tram route loose sand and scrub bordered each side of the track. Another important reason Glance's bus used Beach Road was an almost complete lack of traffic along the former tram line. The tramway had been built to stimulate development of the district with residential housing etc at a time when automobiles were uncommon. The lack of facilities including water services, late 1920's brought about the failure of the tramway.

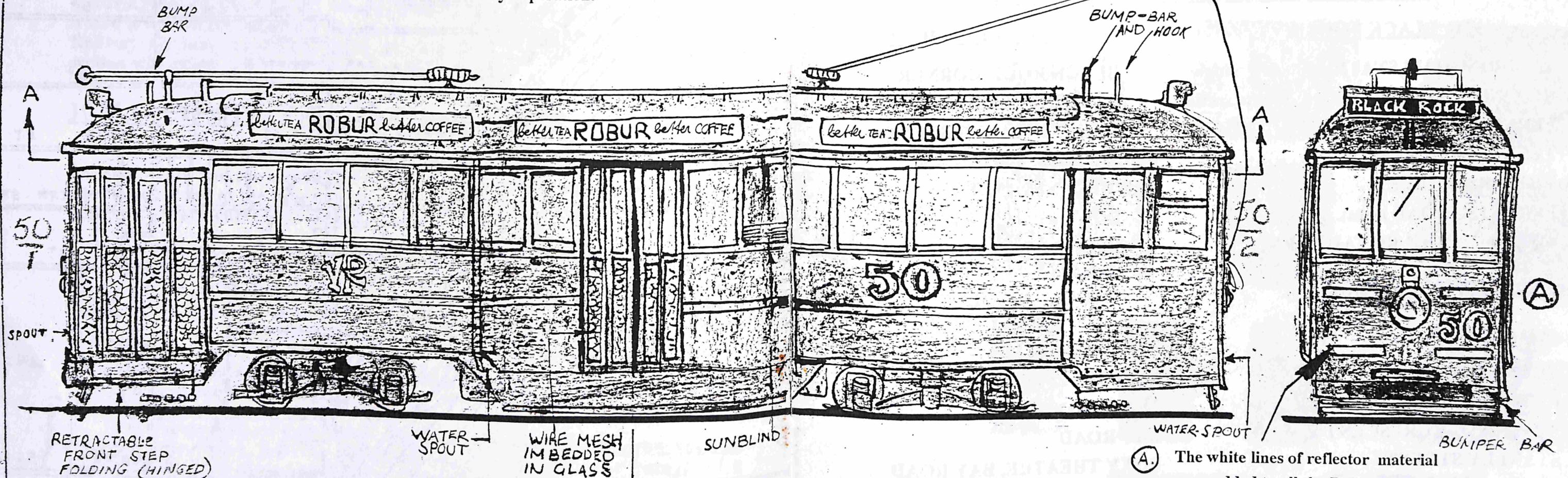
Why was the tramway built?? The answer is simple! The tramway was built by the Government in lieu of extending the Melbourne to Sandringham railway to Black Rock and Beaumaris. The local council and the right-of-way; therefore the proposal lapsed.



The Black Rock line finally closed in November 1956, despite many public protests. By this time the track and rolling stock were in poor condition.

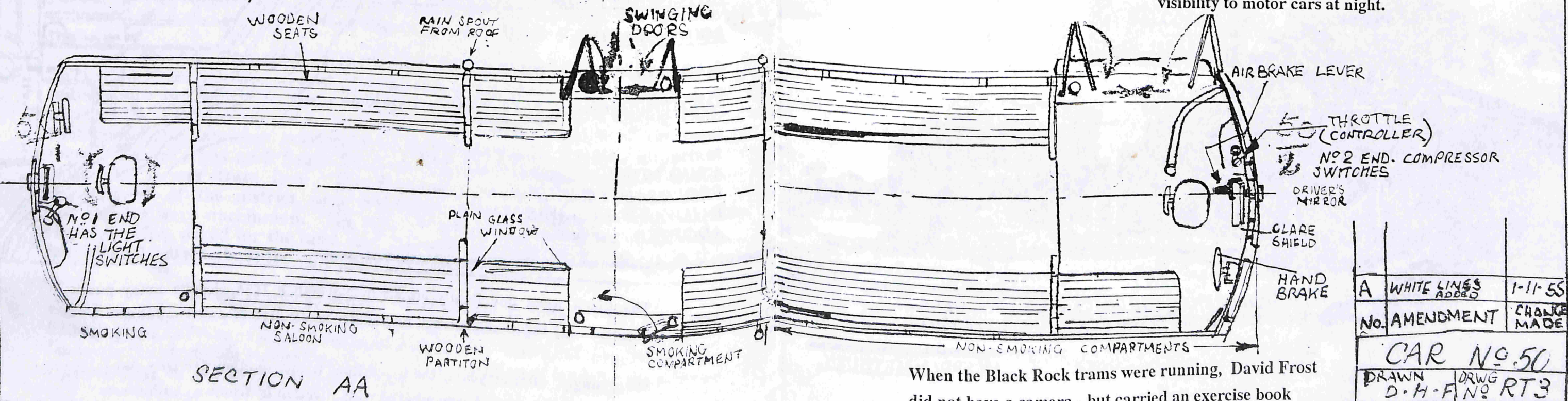
Surprisingly, after 50 years, the Black Rock trams and their friendly and courteous crews are still remembered with affection by tramway enthusiasts and those barely old enough to have seen them.

In the 1930's Tram Y1-613 was borrowed from the Tramways Board and eventually V.R.51 and 50 were altered by the Board to a similar style, with front and centre folding doors. This enabled "driver only" operation.



(A) The white lines of reflector material were added to all the Railway's bogie trams in the 1950's to improve visibility to motor cars at night.

SANDRINGHAM - BLACK ROCK ELECTRIC TRAMWAY



When the Black Rock trams were running, David Frost did not have a camera - but carried an exercise book in which he sketched "engineering drawings from life"

A	WHITE LINES ADDED	1-11-55
NO.	AMENDMENT	CHANGE MADE
CAR NO. 50		
DRAWN	DRWG	
D.H.F.	NO RT3	
DATE	APRIL 1, 1955	

ELECTRIC TRAM - 1919 TO 1956

SANDRINGHAM TO BLACK ROCK - TRAM STOPS.

TO BLACK ROCK

SANDRINGHAM STATION
 ROXY THEATRE, BAY ROAD } single
 FERNHILL ROAD } line section
 TENNYSON STREET
 VICTORIA STREET
 FERNHILL ROAD ROYAL AVENUE CNR.
 "WOOL WOOL" ROYAL AVENUE

ROYAL AVE. .(BLUFF ROAD CNR)

TULIP STREET

FERN STREET

CHELTENHAM ROAD.SEMCO.

ARKARINGA CRESCENT

STANLEY STREET

TERMINUS - BLACK ROCK CORNER
 BLUFF - BALCOMBE ROADS CORNER.

TO SANDRINGHAM

BLACK ROCK CORNER
 GORDON CRESCENT
 ARKARINGA CRESCENT
 CHELTENHAM ROAD SEMCO.
 RED BLUFF STREET
 EDWARD STREET
 BLUFF ROAD. ROYAL AVE

"WOOL WOOL"

FERNHILL ROAD

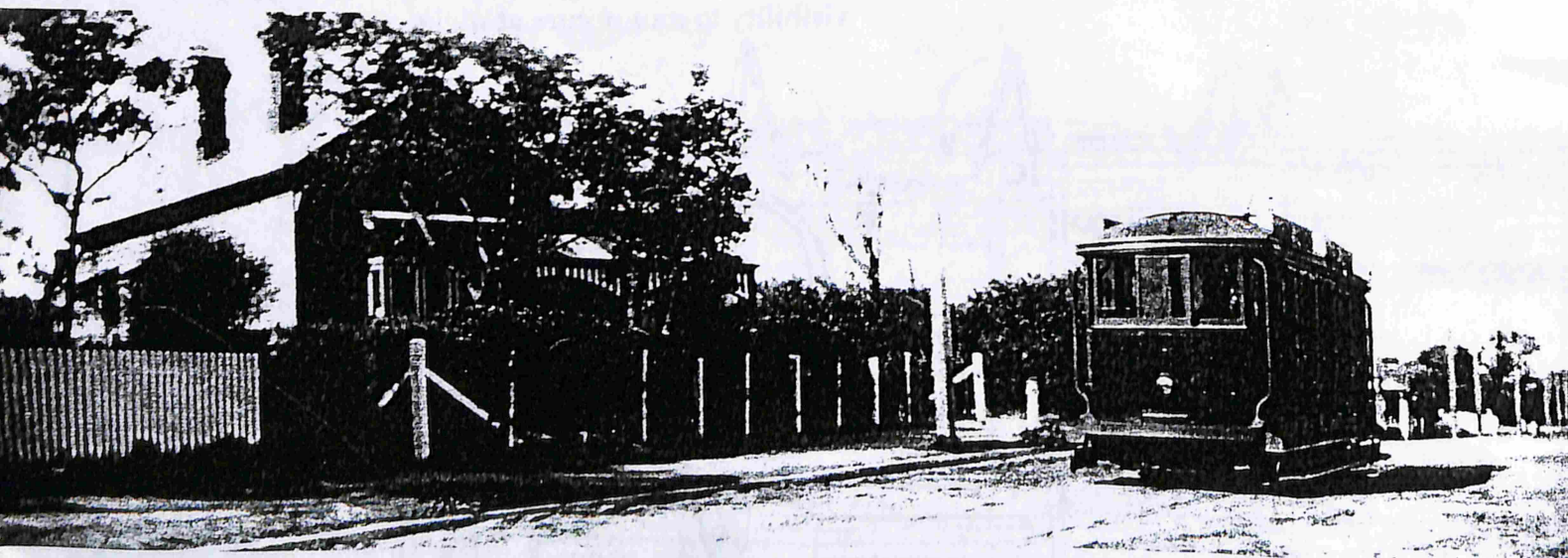
VICTORIA STREET

TENNYSON STREET

BAY ROAD

ROXY THEATRE, BAY ROAD

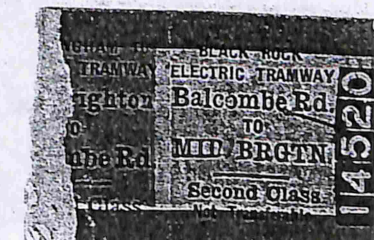
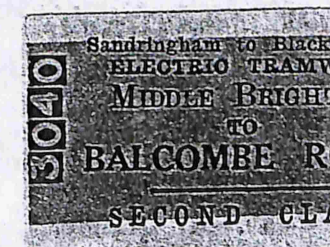
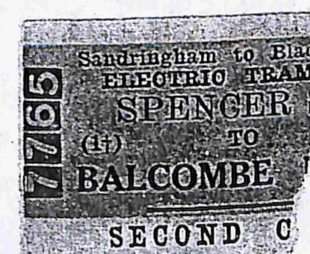
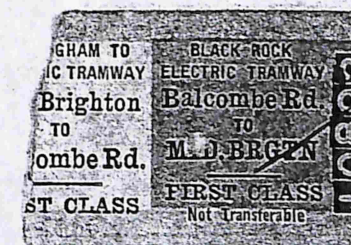
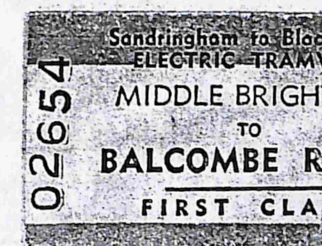
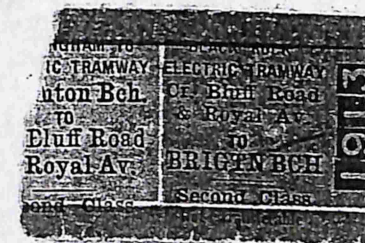
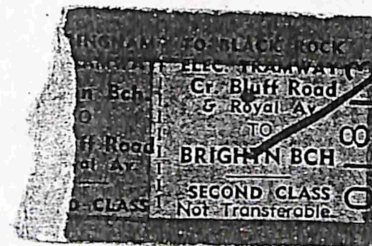
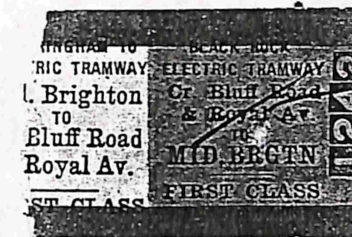
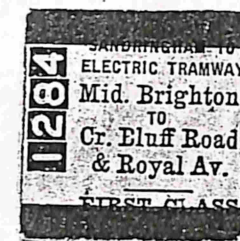
SANDRINGHAM STATION



NO. 22 TRAM (EX BRIGHTON) WHICH OPENED THE BLACK ROCK LINE, HERE PASSING No 18 EBDEN AVENUE ON THE SHORT LIVED BEAUMARIS EXTENSION.

AN EBDEN METHUEN.

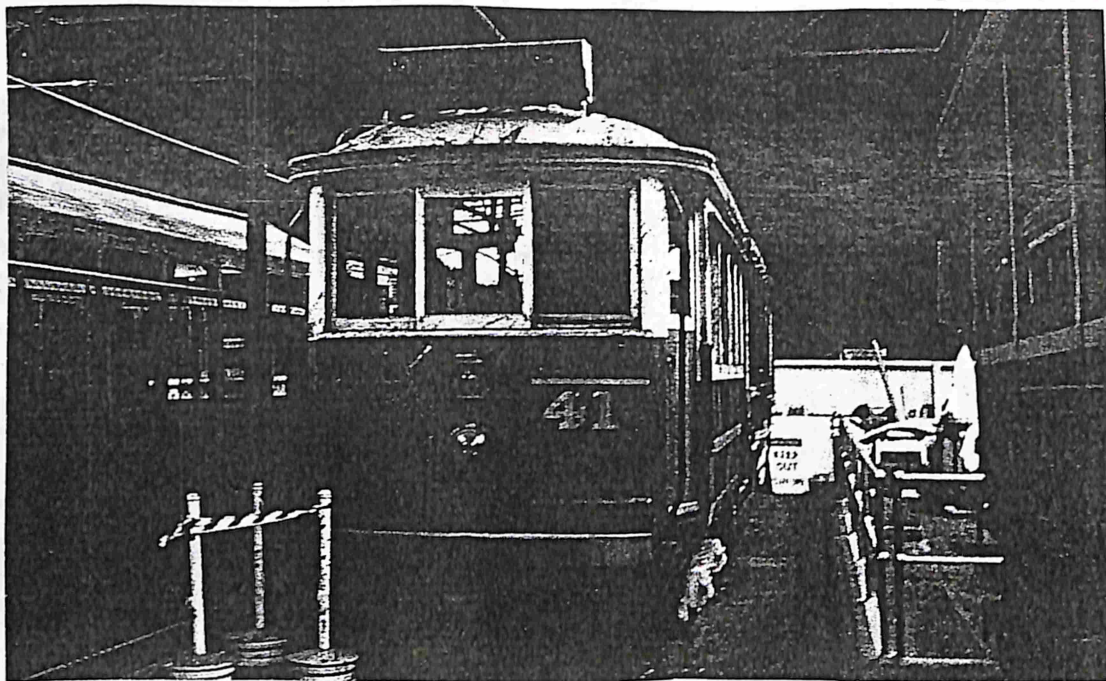
COMBINED TRAIN & TRAM TICKETS VICTORIAN RAILWAYS SANDRINGHAM BLACK ROCK TRAMLINE 1955-1956



Paper tear-off tickets were used on the trams. Edmonson cardboard tickets could be purchased at railway stations on the Sandringham line to the end of the tramline.

On boarding the tram, then conductor would tear the rail ticket in half. If you had a return ticket, you were not left with much.

WILL THE TRAMS RUN AGAIN? -- WE HOPE SO.



RAILWAY TRAM 41 AT BENDIGO TRAMWAY WORKSHOPS IN 2001 -- RESTORATION WORK IS SCHEDULED TO COMMENCE IN 2002.

PHOTO EARL EWERS.

Although it is not known if any of the Black Rock trams still exist there are several survivors of the Brighton line awaiting restoration.

They are Crossbench No 20 - Met Heritage Fleet

Standard Bogie cars 34 & 35 - Tramway Museum Society at Bylands, near Kilmore.

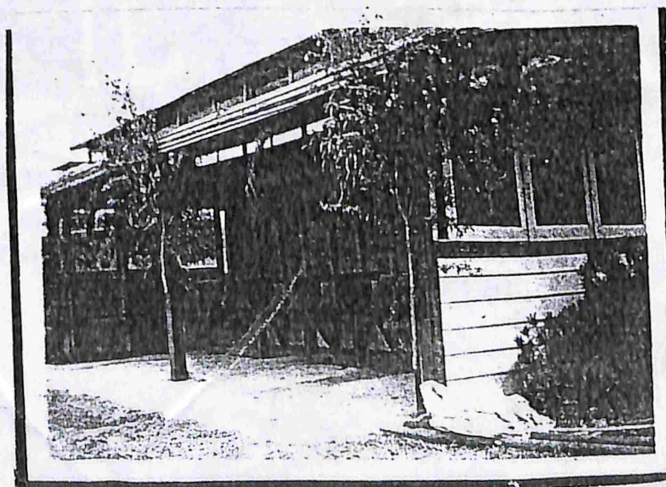
Standard Bogie Car 41 - owned by Melbourne Tramcar Preservation Society (Haddon) - Currently at Bendigo -- see above.

"Luxury Class" No 52 -- Bylands

"Luxury Class" No 53 -- Australian Railways Historical Society Museum, Champion Road, Williamstown.

THE REMAINS OF
TRAILER TRAM
No 13 AT SEMCO
SPORTS OVAL,
BLACK ROCK,
USED AS A SHELTER
No 13 HAD RUN
ON BOTH THE
BRIGHTON AND
BLACK ROCK
LINES

Photo M. TALLARIDA
COLLECTION.



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