

The Bellcord

Journal of the Friends of Hawthorn Tram Depot

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Open Days – 2012

12 May	14 July	11 August
8 September	13 October	27 October
10 November	24 November	8 December

Hawthorn Depot is open the second Saturday of every month, and the fourth Saturday of the month during the daylight saving period except for December. Opening hours are 11am-5pm.

The Bellcord is published by the Friends of Hawthorn Tram Depot, registered under the Associations Incorporations Act (1981) No A00467102 & ABN 11 293 508 607.

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Museum Closed on 9 June 2012

Yarra Trams is planning to perform track renewal works associated with the construction of a super stop at the intersection of Wallen Road, Riversdale

Road and Power Street Hawthorn. These works are tentatively proposed for the Queen's birthday weekend of 9-11 June 2012.

It is expected that public access to the Melbourne Tram Museum @ Hawthorn Depot will be severely restricted during these works. Additionally, the noise of construction machinery is expected to make the museum environment uncomfortable for both visitors and staff.

Therefore, the Committee has decided to not to open on the weekend of these works. It should be noted that the track renewal works date has not yet been confirmed by Yarra Trams. Should this date slip, the Museum will be open as normal. Information regarding the planned dates for the track renewal works can be found on the Yarra Trams [website](#).

We have been advised by Yarra Trams that in addition to the works directly associated with the construction of the super stop, the track renewal works will include replacement of the Hawthorn Depot junction points, and relocation of the Riversdale Road crossover to a position adjacent to the Hawthorn Depot junction points.

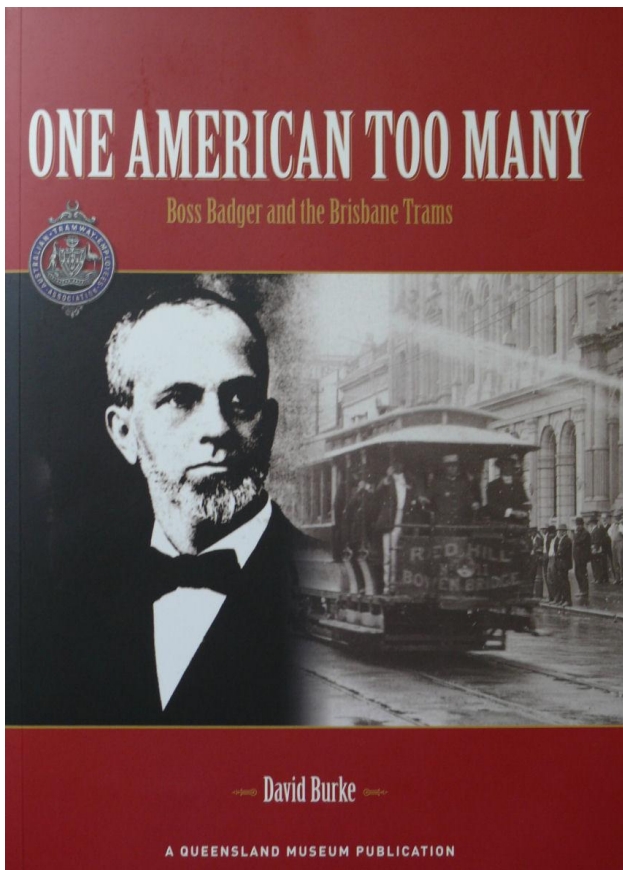
Notice of the Museum closure will appear on the FOHTD website, as will any deferral of the closure.

New Tram Stuff At Our Shop

Caroline has continued to be busy increasing the range of stock for the museum shop. Potential purchasers should be aware that she runs her keen eye over any prospective tram-related items for authenticity and accuracy. Any goods not coming up to her stringent standards will not be available from our shop.

However, we are pleased to advise that the following new items have passed this quality test.

A new book, 'One American Too Many' by David Burke, tells the story of the early days of the Brisbane Tramway Company, and the influence of



its American general manager, the aptly nick-named 'Boss' Badger. This well-researched book is produced by the Queensland Museum, and is available from our shop for the very reasonable price of \$29.95.

We also stock the Sydney Tramway Museum Souvenir Guide at \$9.00.

New souvenir stock include a wide selection of tram-themed items from 'Visit', including drink coasters, tea towels, and paper weights – not to forget tram socks.



St Kilda Road electrification c 1926 at Domain Rd. Inbound W class to North Coburg leads another W. Chimney stack of engine house in left background.

Remember, all profits from our shop support the development of the museum, and as our overheads are low, our prices are very competitive. So when you buy tram stuff from our shop, not only are you supporting tramway heritage, but you are also getting excellent value for money.

Come along on an open day, or place an order via mail order. Order forms can be downloaded from our website, and remember we accept payment by Mastercard and Visa.

Now and Then – St Kilda Rd & High St

As part of our occasional feature 'Now and Then' we are looking at the intersection of St Kilda Road and High Street. This location has long been a busy part of Melbourne's tramway system.

St Kilda Road saw its first tram in October 1888 with the opening of the Brighton Road cable tram line. High Street would have to wait until September 1912 for its first tram, when this intersection became the terminus for the Prahran & Malvern Tramway Trust's High Street electric line.

It was not until May 1926 before the two lines were joined.

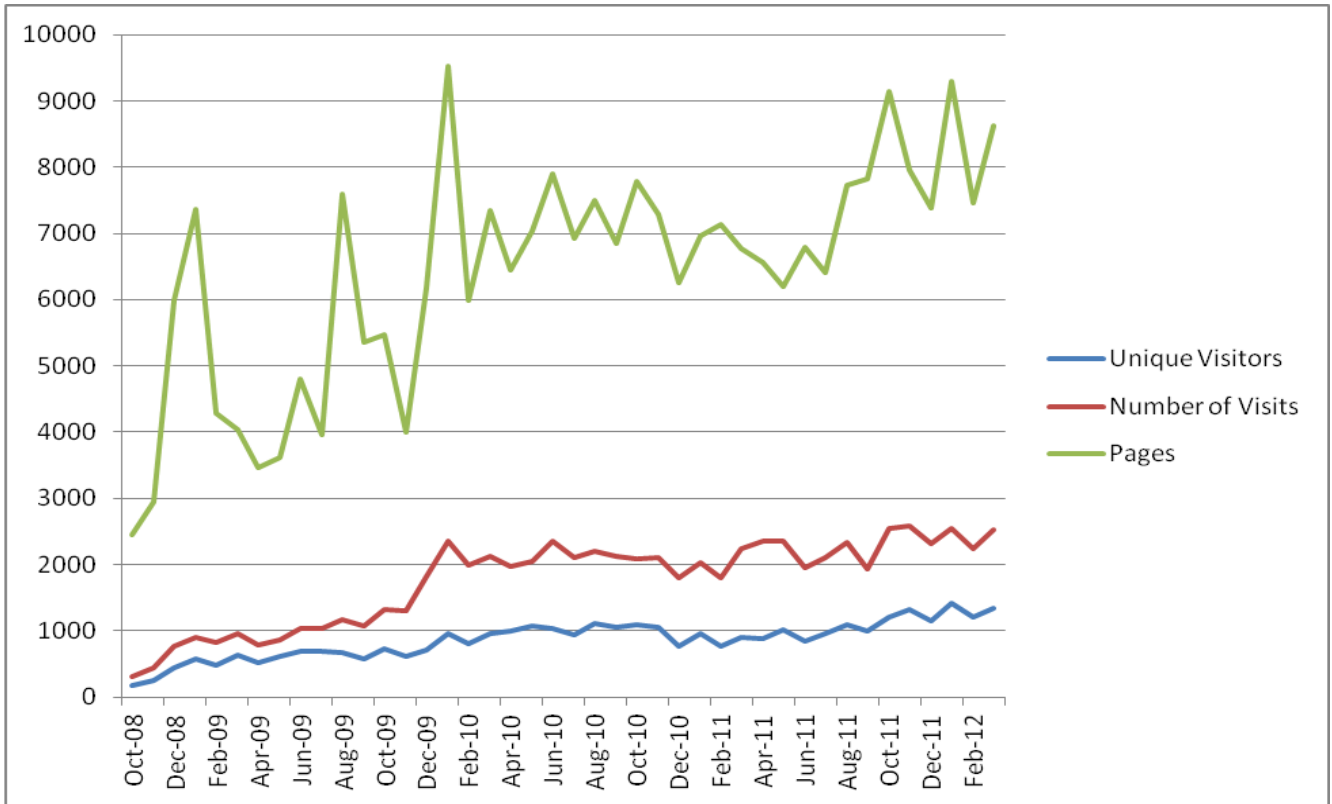
After Christmas 1925, the M&MTB undertook the massive task of converting St Kilda Road from cable to electric traction. In order to maintain service along this critical artery, a temporary electric tram line was laid along the western side of the existing cable tram tracks between Park Street and St Kilda Junction. This can be seen in the contemporary photograph to the left, showing St Kilda Rd at Domain Road.

The conversion work took some nine months to complete, opening in stages. The section between Domain Road and St Kilda Junction was completed in May 1926, and the former P&MTT High Street was finally connected.

This series of photographs featured in this edition of 'Now and Then' display the changes at the intersection of St Kilda Road and High St over the last 39 years. In this series, only one of the original background buildings remains unchanged to this day, displaying the pace of development of St Kilda Road properties, and the relentless increase in property values.



St Kilda Road looking west from High Street. The top photograph shows PCC 1041 during winter 1973. 1041 is in its original colour scheme, without the bottom band of dark brown. It is turning into High Street on its promotional tour prior to entering service. The lower photograph shows Siemens 3-unit D1 car 3505 in all-over advertising on a regular service run to Glen Iris in the summer of 2012. Some of the obvious changes include mass concrete track, installation of a superstop, and upgraded traffic lights, while the heritage listed tram shelter is still in place. Both photographs courtesy of Warren Doubleday



Website News

There are two major challenges being faced by the webmaster. The first is keeping pace with the ever increasing range of stock on our shop pages, but the larger challenge is obtaining new content.

The long awaited article on fare evasion is nearing completion. Only selection of images and final formatting await before final publishing.

The graph above shows growth in website usage since it first went online in October 2008. Despite the scarcity of new content, it continues to grow.

The website is the primary method of advertising used by Friends of Hawthorn Tram Depot. The growth in usage shows that it is reaching a wider audience. Given the low cost of our web presence, it is clearly effective in meeting our objectives.

In order to maintain the effectiveness of our website, we need to keep the content fresh. If you think you would like to write an article for the website, please contact our webmaster via e-mail to webmaster@hawthorntramdepot.org.au.



The photo on the left shows PCC 1041 just after it has turned into High Street from St Kilda Road in 1973. The photo on the right shows tram 131 in Norrköping, Sweden, in 1975. Note the similar colour schemes. Both photos courtesy Warren Doubleday