



The Bellcord

Journal of the Friends of Hawthorn Tram Depot



*HTT 32
stabled in
Bendigo
Tramways
running shed
(2013)*

HTT Centenary

This year marks a hundred years since revenue services commenced from Hawthorn Depot. The centenary was marked with a gathering on Saturday April 9. Committee chair Adam Chandler launched a poster and memorabilia display in the meeting room and unveiled a commemorative plaque.

Visitor numbers were swelled by a large group of enthusiasts on a two day Hawthorn Tramways Trust commemorative tour. On Saturday they toured most of the original HTT lines in two of the last Z1 cars in service and visited Hawthorn Depot for two hours. On Sunday they visited Ballarat Tramways to ride a number of restored HTT tramcars. FOHTD was pleased to be joined by such an enthusiastic group.



*Adam Chandler with commemorative plaque
Photo: Mal Rowe*

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Open House Melbourne 2016

Open House Melbourne will take place on the weekend of 30 and 31 July and the Melbourne Tram Museum will be open on both days between 10.00am and 4.00pm. This is the fourth year the museum has taken part in the scheme that celebrates the unique buildings found in inner Melbourne and selected sites in the suburbs. (www.openhousemelbourne.org)

Shortly we will be mailing members seeking volunteers for these days. If you can assist on either or both days, contact Carolyn on (03) 9877 4130, or by email to info@trammuseum.org.au

Facilities upgrade at the museum

Following discussions between the museum committee and VicTrack, the owner of the museum building, we are pleased to advise that electrical and plumbing works are about to commence. The works include the replacement of all 23 overhead lights in the tram barn, new and additional flood lighting on the northern wall, new security lighting.

Power will also be taken from the main switchboard into the four track pits. Each pit will receive standard and 3-phase power outlets that will allow power connection to light the interior of the trams. Provision will be allowed to have lighting in the pits for additional illumination. Plumbing works will include toilet upgrades, resealing the glass pavement lights in the main room to stop water penetration, replacement storm water pipes and a dishwasher and upgraded water supply for the kitchen.

VicTrack and the museum committee are committed to maintaining the museum building to a high standard for public visitation.

Mike Ryan

Bellcord Editor

You will be aware that it has been some time since the last Bellcord. Regrettably our newsletter editor Russell Jones has a health concern that has required him to lessen his work load. Geoff Brown has volunteered to take on the role of editor into the future. We will now resume our normal three monthly newsletter publication. Russell will remain an active member of the museum's management.

Mike Ryan

Open Days - 2016

25 June	9 July	23 July
30 & 31 July (Open House Melb)		
13 August	27 August	10 September
24 September	8 October	22 October
12 November	26 November	10 December

The Melbourne Tram Museum @ Hawthorn Depot is open on the second and fourth Saturdays from January to November, and the second Saturday of December.

Opening hours are 11am–5pm. (Open House Melb 10am-4pm.)

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'Trams in Hiding' Revealed

*Hawthorn Depot and some of the heritage fleet (1997):
Photos: David Kemp*

On Sunday 31 August 1997 the Public Transport Corporation opened the Hawthorn Tram Depot to show the public many of Melbourne's historic trams. The event was billed as 'Trams in Hiding' and group tours of the depot at a cost of \$5 per person were conducted by members of the National Trust of Victoria. David Kemp was present that day and treasured seeing the beautifully retained and restored Melbourne trams.

apartments. The committee was successful in achieving retention of the ground floor of the original brick building for continued tramway use for the heritage fleet. The rest of the site was sold and redeveloped as a residential complex and opened in 2002.

A shuttle service was operated between the Depot and Swan Street using single truck trams HTT 8 and V 216 (NMETL 13) and bogie trams Y 469 and W5 774.



The historic American Romanesque style depot building was opened in 1916, and extended a year later. Recognising its historical significance to Victoria, the building was classified and listed on the Victorian Heritage Register on 1 October 1990.

The retention of the heritage building led to the formation of Melbourne Tram Museum @ Hawthorn Depot by VicTrack in 2003, which is operated by the volunteers of The Friends of Hawthorn Tram Depot Inc. Our Melbourne heritage trams today are no longer the 'trams in hiding'.

David recalls serving on a committee convened by the National Trust and chaired by Rohan Storey in 1999 when the whole site was about to be placed on the market for redevelopment as residential



David Kemp in HTT 8 (1997)



The Tram Through the Park

The latest article to be added to our website outlines the origins of the West Coburg to City tramway. Included among the many details is the following summary of the M&MTB's rationale for the distinctive meandering route. Read the full article on our website.

Several alternate routes had been proposed by various bodies before 1918, each with its own rationale. The M&MTB's route (1922) was designed to maximise the line's future passenger numbers. What appears to have underpinned its proposal was the West Coburg line's place in the "big picture". This line was to be the first of many new lines – an early piece in the jigsaw that was to soon become an extensive metropolitan tramway network.

William Street was preferred to the earlier Melbourne Brunswick and Coburg Tramways Trust (MBCTT) proposal to use Queen Street. Both would avoid the cable tram in Elizabeth Street, but William Street would better serve the city's western end and would also better suit a future southern extension over the Yarra River.

The wide boulevards of Flemington Road and Peel Street were preferable to the Courtney Street and Howard Street route proposed by the MBCTT. Flemington Road would provide a direct city route from three tram destinations: West Coburg, Essendon and Maribyrnong River. Early discussions

considered three tracks, one being for express services. Flemington Road would also provide a connection with the Elizabeth Street and Abbotsford Street cable trams.

While the Royal Park Trustees and others proposed routes along the park's eastern or western boundaries, the M&MTB's preferred route through the middle of Royal Park would have several advantages: redirect some passenger traffic away from the congested Sydney Road corridor; maximise the tramway's appeal to passengers as the quickest route between the city and West Coburg; and, service Royal Park Station and the Zoo's northern entrance.

In West Brunswick and West Coburg, the M&MTB preferred a route that was a mile (1.6km) west of the Fawkner railway because it would maximise the new tramway's future catchment area. Research had shown that passengers were prepared to walk up to half a mile (0.8km) but little more. This differed from the MBCTT proposal that suggested Grantham Street and Pearson Street. As no suitably located north-south roadway existed a mile from the railway, the M&MTB proposed to build one. It would extend the existing half mile (0.8km) Melville Street in West Brunswick into a two mile (3.2km) north-south roadway for the tramway and motor vehicles.

North of Bell Street, the M&MTB preferred a Derby Street route rather than a Sussex Street route as proposed by the MBCTT. Again this was because it would maximise the passenger catchment area. Although this extension was never built, this preference probably influenced where the new Melville Road would be built through West Coburg.

Construction began in early 1923 and was completed by June 1927. Tram services began in stages: from the city to Daly Street in July 1925, to Albion Street in October 1925, to Moreland Road in May 1927 and finally to Bell Street in June 1927.



Tram 221, the third W class built, waits for passengers at the Zoo platform stop just south of the Melbourne to Fawkner railway embankment (c1925). Note the absence of a route number box on its roof and the picket fence around the Zoo.

Photo: Ron Scholten collection



Our Collection

St Kilda Junction reconstruction (1968): Charles Craig Collection

Soon after the Depot opened, the Museum started to receive donations of tramway heritage materials. Some of the earlier donations were quite large. Formal cataloguing of the collection commenced in 2010, but did not commence in earnest until about 2013. Cataloguing is undertaken to the Victorian Small Museums Cataloguing Manual, published by the Victorian Branch of Museums Australia. We use one of the accepted software management systems for this work, which can check the entry data for consistency. The past 12 months has seen a major effort in cataloguing, with some 1600 items including photographs now complete. Overall we are trying to keep up with items being received and not increase the backlog, but slowly reduce it.

Donations are formally receipted and listed, with a thank you letter and Donation Form being sent to the Donor for signature and return. So far this year we have received some 14 individual donations varying from a large collection of tramway photographs and memorabilia. These have been received from a deceased estate, retired employees and families of former tram crews, Yarra Trams and personal sources.

Interesting items received have been old tickets, MMTB Testing Department reports, uniforms, posters, tram table cards, photographs, ticketing manuals, adhesive labels, tram run number plates, tram training documentation and some drawings. Each item is considered for the formal collection prior to acceptance.

Some items of interest received have been:

- Photographs of the reconstruction of St Kilda Junction
- A report on the Electrical conductivity of wet trolley Rope.
- Photographs of 1041 under construction
- 1977 Royal Tour tram posters
- List of MMTB Destination signs for cable trams
- Documents relating to the introduction of Scratch tickets
- A MMTB Map c1927
- Receivers reports following the demise of M>Tram
- Planning documents for various Grand Prix events



- Radio 3KZ sticker featuring a Melbourne Tram
- Notices regarding the single line operation of the Swan St Bridge when it was rebuilt in 1969
- Tram run number plates, both metal and plastic types.
- A collection of old MMTB and The Met Officer Badges
- A good selection of old advertising posters that placed inside the tramcars.

Thanks to all donors.

Assistance is being sort to help catalogue our collection. If you would like to learn how to do it, it is not too complex, please contact Warren Doubleday, our Collection Manager – Warren.doubleday@trammuseum.org.au



Midweek Tours

The Museum offers midweek pre-booked tours and so far this year we have undertaken some six tours varying from small groups of about 10 up to 30 to 40 people. A further four groups are already booked in for July and August. A charge is made, based on the number of guides needed, about 12 to 15 per guide.

The variety of groups we host varies from Probus to Council operated support groups for the elderly. On arrival we ask them to sit on the cable tram grip car followed by a formal welcome. This is a great opportunity for group photographs. If it looks appropriate, we ask them how many rode a Melbourne cable tram – hands are often raised.

Each guide then takes their group around the depot, calling in at the training room and finishing in the main display room and of course offering the opportunity of purchasing some of our souvenirs.

The guides tailor their tour to the group, their interests, taking them on-board some of the trams and regale them with tram stories and responding to the numerous questions that are asked. The tour tends to take about 90mins. Our thanks to the various guides for making themselves available to undertake this task which can be great fun.

The Depot hosted the ARHS Vic Division midweek lunch time tour group on Tuesday 12 April. After the group had travelled on the former Hawthorn Tramways Trust tram lines and passing through the shop where the cash register rang, we provided a lunch. This was followed by a presentation by Warren Doubleday on the construction management by the Trust of its tramway system in 1915 and 1916. Warren drew from his research undertaken on the Trust Minutes books at the Victorian Public Records Office. Having undertaken project management on many construction jobs ranging from small to quite large, Warren was able to well relate to the problems faced by the Engineers and Trust Members of the time.

Warren Doubleday



New Preston Depot & Workshops Open Day

A milestone in the redevelopment of Preston Workshop was the transfer of East Preston Depot operations to the new site on 26 March this year. Yarra Trams then opened the gates of the New Preston Depot and Workshops for public tours on 17 April. Publicity was limited to the surrounding neighbourhood and staff. However FOHTD was invited to set up an information table which provided a good opportunity for us to look around.

Driver training simulator at New Preston Depot

Most of the historic red brickwork has been retained and included in the redevelopment. The southern half of the block is now the site of the depot running sheds, driver amenities, training facilities and administration. The northern half are the workshops for maintenance, repairs and development projects. Visitors were escorted through restricted areas in guided groups of about 20. The accompanying photos show some of the facilities.



Inside one of the cavernous running sheds



Trams stabled in the unroofed section between the sheds



B2008 on mechanical hoists in the workshop



One of the workshop's traversers



New Preston Depot and Workshops site plan provided by Yarra Trams on Open Day

Photos & text not attributed are those of the editor