



MELBOURNE
TRAM MUSEUM

The Bellcord

Journal of the Melbourne Tram Museum
Number 55– September 2022



Front cover

Detail from the rear panel of the 1916 banner of the Victorian Branch of the Australian Tramway Employees Association. The panel depicts a Melbourne Tramway & Omnibus Company cable tram travelling along the St Kilda Esplanade. Image courtesy of Museums Victoria.

In this issue

In the second of his two-part article on the Caulfield horse tramway, Duncan MacAuslan examines the rise, fall, rise and final failure of the companies that followed the initial collapse of this venture.

Peter Jewell explores the story behind the magnificent 1916 banner painted for the Victorian Branch of the Australian Tramway Employees Association, now held by Museums Victoria.

Camberwell Junction has changed quite a bit over the past 100 years. Russell Jones examines two charming postcards of the Junction which capture some rare images of early electric trams in Melbourne.

As a postscript to the story on woodblocks in the June issue of *The Bellcord*, Mal Rowe describes some of the difficulties experienced by a small Victorian timber mill in satisfying the huge demand for woodblocks as paving materials over the period 1918-9.

Enjoy reading!

New home needed for magazines

The museum has six boxes of *Electric Traction* and *Transit Australia* magazines surplus to requirements. We are seeking a new home for them. The magazines span the period from November 1963 to December 2015.

If you are interested, contact our Collections Manager, Warren Doubleday, at warren.doubleday@trammuseum.org.au. Pick-up during October 2022 is required. A donation of \$100 would be appreciated.

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The Bellcord is published by the Melbourne Tram Museum Inc, A0048167Z, ABN 11 293 508 607.

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Editor: Noelle Jones

After a two-year gap due to the coronavirus lockdowns, the Open House Melbourne weekend was back at the end of July, with the Melbourne Tram Museum one of the major attractions. Over the two days the museum welcomed 800 eager visitors. Many thanks to our volunteers who are a much valued asset in creating a rich experience for museum visitors.

The museum is delighted to be the recipient of funding awarded by the Victorian State Government as part of a support package for Victoria's tourist and heritage rail sector.

John Kennedy, Member for Hawthorn, stated:

The Melbourne Tram Museum houses some of the state's most significant historic trams and is a popular attraction for tram enthusiasts, as well as anyone interested in the fascinating transport history of Melbourne.

This funding will support the museum with their work to improve their displays and to deliver a lighting upgrade, further enhancing the experience for visitors.

Our grant of \$44,000 will be put to good use, funding upgrades to the museum's lighting, tram shed interior painting, improvements to our displays and tackling some tram maintenance projects.



Stephanie Sheahan, one of the newest recruits in our team of volunteer guides, enthalls her audience during a guided tour of the Melbourne Tram Museum over the Open House Melbourne weekend. Photograph by Mal Rowe.

The end of the Caulfield horse tramway

This article continues the story of the troubled Caulfield horse tramway. The first part appeared in the [June 2022 issue of The Bellcord](#).

The New Caulfield Tramway Company

After the collapse of the Caulfield Tramway Company (CTC) in September 1889, the Caulfield Council called for tenders to operate the horse tramway.

In November 1889 local papers identified three successful tenderers:

- Thomas Fisher of Prahran, £5760, the lowest and only value reported
- R S Parker
- Robert Marriott and John Le Page and their manager, John Long, trading as the New Caulfield Tramway Company (NCTC).

Council transferred the lease to Marriott and Le Page on 7 January 1890.

It is not certain when the NCTC resumed the service, but it probably was soon after being assigned the lease in January 1890.

On 27 December 1890 the NCTC applied to Caulfield Council for permission to lift the Kooyong Road rails, planning to re-lay them in Hawthorn Road between

Caulfield horse tram, believed to be in Foster Street, close to the tram shed and stables. Photograph from the Peter Duckett collection, Melbourne Tram Museum, from an original glass negative in the Russell Nowell collection.



An undated New Caulfield Tramway Company timetable. Image courtesy of the Glen Eira Historical Society.

New Caulfield Tramway Company.

TIME TABLE.

WEEK DAYS.

CARS LEAVE ELSTERNWICK FOR GLEN HUNTLY AND BAMBRA ROAD AS UNDER—
Cars marked thus * run only to Bambra Road.

7.35 A.M.	*12.40 P.M.	5.2 P.M.	8.25 P.M.
*8.25 "	1.22 "	*5.17 "	9.25 "
*8.52 "	*1.52 "	*5.57 "	+10.3 "
9.0 "	2.22 "	*6.20 "	10.25 "
10.0 "	*3.15 "	*6.42 "	11.32 "
11.0 "	3.52 "	*7.2 "	
*12.0 noon.	*4.40 "	7.22 "	

CARS LEAVE GLEN HUNTLY.		CARS LEAVE BAMBRA ROAD.	
8.0 A.M.	5.45 P.M.	8.42 A.M.	5.0 P.M.
9.30 "	7.50 "	9.5 "	5.40 "
10.30 "	8.55 "	12.20 P.M.	6.20 "
11.35 "	10.5 "	1.0 "	6.40 "
1.50 P.M.	10.30 "	2.25 "	7.0 "
2.50 "	11.0 "	3.32 "	7.18 "
4.15 "			

LEAVE ELSTERNWICK.		SUNDAYS.		LEAVE GLEN HUNTLY.	
1.7 P.M.	6.10 P.M.	9.55 A.M.	5.40 P.M.		
2.10 "	7.5 "	1.40 P.M.	6.40 "		
3.12 "	8.5 "	2.45 "	7.25 "		
4.10 "	9.5 "	3.40 "	8.35 "		
5.10 "	10.16 "	4.40 "	9.35 "		

NOTE.—Special Cars will be run on race days at Caulfield and Elsternwick.
*This Car runs on Saturday only.

Glen Huntly and Dandenong Roads and then to Malvern Station. The Public Works Committee reported favourably. Council approved the plan by 3 June 1891, but referred it to Malvern Council for consensus. Power to operate the new line was to be delegated to NCTC. The tracks in Glen Eira Road were to be retained in anticipation of the CTC's plan to access the proposed Rippon Lea Station.

NCTC published a timetable in March 1891 showing journeys alternating between Glen Huntly Station and Glen Eira Road at Bambra Road. Beyond Bambra Road the line was only serviced on Caulfield race days.

Race meetings at the Elsternwick Racecourse added extra trips to Elsternwick Station, from where it was a short walk across Point Nepean Road to the racecourse.

The NCTC was no more successful than the CTC. In early July 1892, after two and a half years of operation, tenders were invited for the purchase of the NCTC's assets.

It appears no responses were received because in January 1893 the NCTC offered the tramway to Council for £6000. Council referred the matter to a sub-committee. Cr Long, the NCTC's manager, had to abstain. On 25 January the subcommittee recommended not to accept the offer. One committee member declined to sign the report on the grounds that there was no data from the NCTC on which to base a decision. Long, responded that the NCTC had not been asked for details and that many ratepayers favoured the purchase. Council rejected the NCTC's offer by six votes to three.

New Caulfield Tramway Company timetable, published in the Elsternwick and Caulfield Herald, 20 February 1891.

NEW CAULFIELD TRAMWAY CO.'S TIME TABLE.—WEEK DAYS.

Cars leave Elsternwick for Glen Huntly and Bambra roads as under:—

Cars marked thus * run only to Bambra road.

7.40 a.m.	2.22 p.m.	*6.20 p.m.
*8.28 "	*3.20 "	*6.42 "
*8.52 " from tram sheds	3.52 "	7.22 "
9.0 "	*4.20 "	8.25 "
10.5 "	*4.40 "	9.25 "
11.5 "	*5.2 "	*10.3 "
*12.5 p.m.	*5.17 "	10.25 "
*12.40 "	*5.45 "	11.32 "
1.22 "	*5.57 "	

CARS LEAVE GLEN HUNTLY.		
8.0 a.m.	1.50 p.m.	8.55 p.m.
9.35 "	2.50 "	10.2 "
10.35 "	4.15 "	+10.30 "
11.35 "	7.50 "	11.0 "
† This car runs on Saturdays only.		

CARS LEAVE BAMBRA ROAD.		
8.42 a.m.	4.40 p.m.	6.0 p.m.
9.5 "	5.0 "	6.20 "
12.20 p.m.	5.20 "	6.40 "
1.0 "	5.40 "	7.0 "
3.32 "		

SUNDAYS.

Leave Elsternwick.—9.35 a.m. from tram sheds, 10.40, 1.7 p.m., 2.10, 3.12, 4.10, 5.10, 6.10, 7.5, 8.5, 9.5, 10.16.

Leave Glen Huntly.—9.55 a.m., 1.40 p.m., 2.45, 3.40, 4.40, 5.40, 6.40, 7.35, 8.35, 9.35.

NOTE.—Special cars will be run on Race Days at Caulfield and Elsternwick.

Advertisement for sale of the NCTC, The Age, 2 July 1892.

TENDERS addressed to the undersigned, at Baring chambers, Market-street, Melbourne, will be received up to 2 p.m. on the 14th July, 1892, for the PURCHASE of the ASSETS of the Proprietors of the CAULFIELD TRAMWAY LINE, including about 26 years' right of running over the Glen Huntly, Kooyong, Glen Eira, Kambrook and Station roads, Caulfield, land and buildings, cars, brake horses, harness, stable utensils, &c.

Printed forms of tender may be had and schedule of assets seen at the above address.

Easy terms can be arranged.

Usual 10 per cent. deposit conditions.

E. P. HASTINGS.
Accountant.

The Royal Bank of Australia

Le Page and Marriott defaulted on the mortgage to the Royal Bank in late January 1893. In April the tramway was transferred to the Royal Bank, consented to in the Government Gazette of 3 July 1893.

The Bank was reluctant to be a tramway operator and In January 1896 advertised the tramway's sale in three lots:

- property in Foster Street, the tram sheds and stables
- four cars, seven horses, harnesses, and other unspecified assets
- operating lease with about 22 years to run.

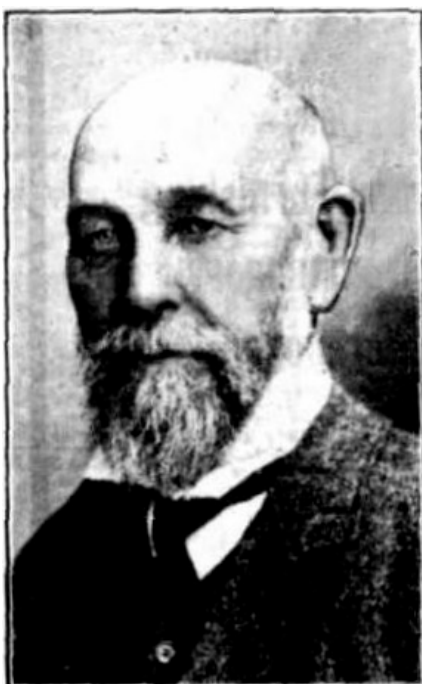
Tram horses usually worked around four to six hours a day. Seven horses would be enough for three shifts so only two cars were ever in traffic at once. Horses also had a working life of four years or so and it is unlikely that these seven horses were the originals from 1889.

The auction, on 29 September 1897, attracted few people. The auctioneer said '...at one time they were very profitable, and money is still to be made out of them; indeed I don't know that they are not a paying concern at the present time.' With Caulfield Council opposing the sale, no offers were made and the property was passed in.

The Bank advised Council on 6 October 1897 that it would cease running on Saturday 9 October claiming it was impossible to continue at a loss. The Bank suggested that if Council was to withdraw its opposition to the sale the Bank could endeavour to continue.

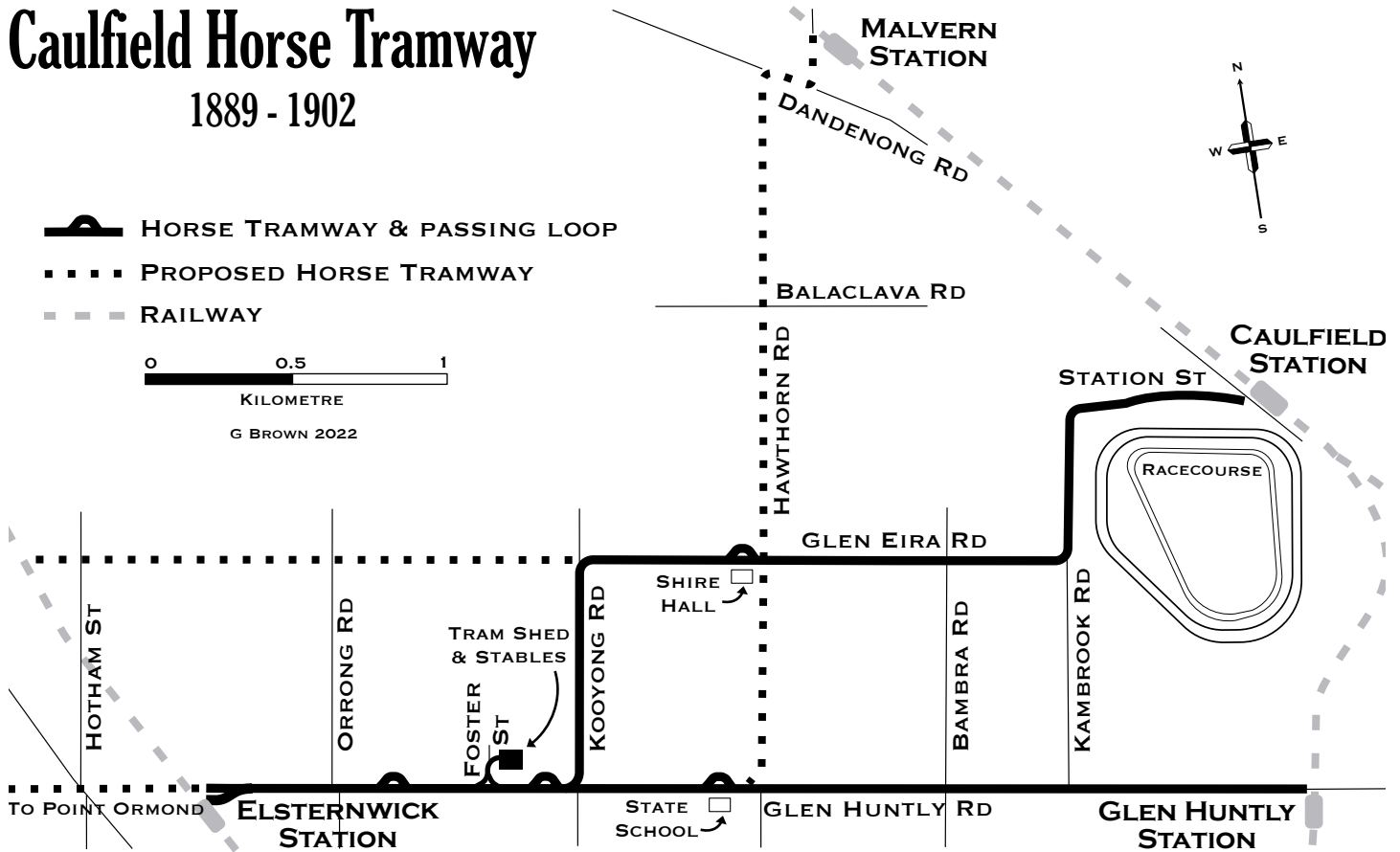
There followed several months of meetings and legal proceedings as to whether Council could force the Bank to operate trams. The Bank retained the mortgage, including operating consent, but no trams ran.

John Long (c1835-1924), Caulfield councillor, Shire President (1891-2), Justice of the Peace and manager of the NCTC. The Prahran Telegraph, 15 November 1913.



Caulfield Horse Tramway

1889 - 1902



Map of the Caulfield horse tramway routes, 1889-1902, drawn by Geoff Brown.

The Caulfield, Elsternwick and Malvern Tramway Company

On 6 February 1901 Alexander Vaudeau and Frank Forward purchased the tramway from the Royal Bank. Lease conditions, similar to the CTC's, were agreed at Council in late February.

The Caulfield and Elsternwick Co-op Tramway Company, probably the partnership Vaudeau and Forward set up to acquire the assets from the Royal Bank, became The Caulfield, Elsternwick and Malvern Tramway Company (CEMTC) in April 1901. The £2,200 purchase included the stables, the car shed and manager's cottage. The company planned to run trams from the Caulfield Shire Hall to Malvern and Balaclava stations, along Glen Huntly Road to the Bluff (Point Ormond) and to Caulfield racecourse. They would also introduce penny sections.

The CEMTC's May floatation offered 5000 £1 shares, payable 5s on application, 5s on allotment, and the balance when called for, providing only £2500 working capital. Half were taken up locally, and 1000 shares offered to the public. John Roe was appointed Traffic Manager.

Council approved to transfer delegation from the CTC to the CEMTC on 4 September.



Robert Marriott JP (1838-96), lessee of the NCTC. Born in Tamworth, Warwickshire, he migrated to Victoria in 1857. Settling in Caulfield, Marriott was a market gardener and also a land speculator. He moved to St Kilda in the mid 1880s, where he was a councillor over the period 1890-94 and mayor in 1891-2. Image from The Prahran Telegraph, 28 February 1891.

In October the CEMTC was clearing the track, painting and renovating the cars, and purchasing horses. By 2 November a single car service was operating between the newly renamed Caulfield Town Hall and Elsternwick Station, and cars ran to Caulfield on race days.

By 21 December cars were operating alternately to Glen Huntly Station and Caulfield Town Hall, were well patronised and returns were said to be excellent. The fare from Elsternwick Station to Kambrook Road was 2d, or 8 tickets for 1s. Children's fares were 1d or 14 tickets for 1s. Six tickets to Kooyong Road were available for 1s.

CEMTC shareholders met on 2 December 1901 and the balance sheet and report were accepted. The chair was Henry Byron Moore, and secretary, Alexander Vaudeau. Despite the optimism, only 2000 shares were subscribed for by 99 shareholders, leaving the company short of funds to pay the Royal Bank for the CTC's assets. The meeting agreed to mortgage the uncalled and unpaid capital for £1950 to the Royal Bank at an interest rate of £5 per hundredth of the balance per year. The mortgage was filed on 6 January 1902.

On 23 December 1901 operations were reported as successful, and it was planned to add more cars to the service. On 21 February 1902 Moore reported that the line's success exceeded expectations, but more shares needed to be sold to enable extensions.

A public meeting in the Elsternwick Hall on 7 March supported extending the line west to Point Ormond and north to Malvern. Moore suggested that another 1000 shares needed to be sold before the company would consider the extension, and 300 were applied for that night. Roe reported that takings had increased from £4 2s 5½d for the first week to £22 6s 10½d for the fortnight ending 17 February.

Roe submitted his resignation to the CEMTC on 10 June 1902 and then, as part of a local syndicate, proposed to lease the company, including trams and premises, from 17 June for £2 5s a week, and to purchase the harnesses for £75. No contract was signed which was later to lead to court over unpaid wages and rent.

By mid-1902 the Federation Drought which affected the continent from 1896 until late 1902 forced fodder prices to record levels, severely affecting the profitability of industries dependent on animal labour. On Saturday night, 16 August 1902, after some time running at a loss, the CEMTC ceased operations.

The very last day of the horse trams was on Friday 22 August when Caulfield's mayor, Mr CD Lloyd, entertained around 2000 children from around the district at two concerts. The concerts, at the Caulfield Town Hall, ran from 4 to 5.30pm and 7 to 8.30pm. Mr Lloyd paid the CEMTC to run cars before and after each event.

The Company's story was to continue for another ten years: in Council over road repairs; in Court over ownership, finances and asset sales, all alongside proposals for electric lines.



Henry Byron Moore (1839-1925), chairman of the CEMTC. Moore was a businessman, land speculator, philanthropist and manager of the Victorian Racing Club from 1881 until 1925. In 1880 he established Melbourne's first telephone service. Image from the Herald & Weekly Times Portrait Collection, State Library of Victoria.

Asset sales

In May 1911, after years of legal battles, Caulfield Council re-acquired the tramway from the Royal Bank.

By then Caulfield Council was discussing electric tramways with Prahran, Hawthorn, Malvern, St Kilda and Kew Councils. The Prahran & Malvern Tramways Trust (PMTT) Act was amended in 1910 enabling Caulfield Council to become part of the trust on 1 November 1911.

The PMTT's chairman, [Alexander Cameron](#), advised the Council not to purchase the stables and car shed. Council then had to change its deed to delegate construction rights to the PMTT. A conference with the PMTT on 21 June discussed a line from Malvern along Hawthorn Road to connect to Glen Huntly Road.

The horse tram tracks were being removed by April 1913 by the contractors for the electric tram, which was eventually built by the PMTT in 1913.

However, the Council found the cars were not needed for electrification and advertised them for auction on 17 April 1912. Described as 'four magnificent tramcars built by Duncan and Fraser, of Adelaide, including swingle bars and accessories, 16ft long including platforms' and 4ft 8½ in gauge. The trams were in perfect order, well-built and sat 24 passengers. They were of course 24 years old and not suitable for use on electric lines but could be converted to cable trailers by replacing the swingle bar with suitable couplers.

Reports of the auction results have not been found but it is suggested (by Murray & Wells) that the cars were sold to Mr FW Meakin and Mrs L Thomas for £15 each. Meakin and Thomas had leased the [Northcote Tramway](#) from Northcote council in 1908.

Meakin was described as having been 'chief engineer' to the Melbourne Tramway & Omnibus Company. He had been an engine driver at its Johnson Street winding house.

The Caulfield cars were transferred to the cable line and were noticed being hauled in pairs by a Northcote dummy, still in CEMTC's signs and cream and buff livery. The cars, repainted in Northcote's red livery, became trailers 9 to 12.

The Northcote lease included the tracks, sheds, and the original cars. When the lease expired on 30 June 1916, Northcote Council only had to pay for the partners' stock and equipment valued at £260 0s 3d. The Council also agreed to purchase four cars from the lessees. These almost certainly were the ex-Caulfield cars, for £360. If so, the partners made £300 profit on cars that were then 26 years old!

When the M&MTB acquired the cable tramway from Northcote City Council in February 1920, twelve dummies and sixteen trailers were transferred, with all four ex-Caulfield cars included in the transfer. Aged thirty and considered too small for city operation they were probably replaced in the latter part of 1920.

Advertisement for the sale of CEMTC assets, The Argus, 17 April 1912.

THIS DAY.

At Three o'Clock,

At the Tram-sheds.

**Foster-street, Elsternwick, 8 Minutes Station.
Near Glenhuntly road and Adjoining Presby-
terian Church.**

**FOR ABSOLUTE SALE,
FOUR MAGNIFICENT TRAM-CARS,**

**Built by Duncan and Fraser, of Adelaide,
Including Swingle Bars and Accessories, 16ft..
Long, Including Platforms, Feed Truck.
GAUGE, 4ft. 8jin.**

A. E. LILLIE has received instructions from the Mayor and Councillors of the Town of Caulfield to sell as above.

These trams are in perfect order, well built, and would seat 24 passengers. As they are for absolute sale, a great opportunity is offered to procure a splendid car in running order, at a very reasonable price.

For further particulars apply to
A. E. Lillie, Auctioneer, opp. Station, Elsternwick.

Track and sleepers

The remainder of the assets had a less interesting future.

The feed truck was sold for 5s to an unnamed buyer.

The track was sold separately to several parties. The Coffs Harbour Timber Company purchased 60%, price unknown. Of the remainder five tons from Kambrook Road was sold to Willis Bros at £7 10s a ton in 1915, and in 1918 the Victorian Iron Rolling Mills purchased 199 tons at £5 10s a ton.

About 1000 wooden sleepers were sold by tender at 3d each to the Albion Quarry and J Carr Ellis, while Council retained about 800.

The CEMTC was finally dissolved on 4 March 1913.

Today

Trams still run from Elsternwick Station and extend beyond Glen Huntly Station to Carnegie but the tracks in Kooyong, Glen Eira and Kambrook Roads were never replaced. The PMTT's electric line to Caulfield Racecourse runs along the more populated Balaclava Road. The north-south connection uses Hawthorn Road.

Houses now occupy the site of the car sheds and stables in Foster Street.

Duncan MacAuslan

Acknowledgements

Des Jowett collected a significant amount of material on the line, some of which is mentioned in *Return To Rosstown*, describing the still-born Rosstown Railway. Ross Willson and Rob Green also researched the line and have provided material for this article. Brian Weedon collated that material and additional information, and Geoff Brown prepared the map.

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Caulfield Borough Council 1901. Seated on the right is John Long, also manager of the NCTC. Thomas Bingham Muntz, consulting engineer for Council and the original Caulfield Tramway Company, is standing on the right. Photograph courtesy of the Glen Eira Historical Society.



Marching behind the union banner

The image above is the front of the 1916 banner for the Victorian Branch of the Australian Tramway Employees Association. The central panel depicts a Melbourne Tramway & Omnibus Company cable tram on the Elizabeth Street to Brunswick route. The lower panel shows a Prahran & Malvern Tramways Trust (PMTT) maximum traction bogie electric tram. Image courtesy of Museums Victoria.

A magnificent tramway union banner – painted in 1916 for the Victorian Branch of the Australian Tramway Employees Association – is in the collection of Museums Victoria. It was donated in 1998 by the Rail Division, Victorian Branch, Rail Tram and Bus Union (RTBU).

The banner took pride of place in many Eight-Hour Day processions after its first public appearance at the Eight-Hour Day Diamond Jubilee on 10 April 1916, celebrating the 60th anniversary of the introduction of an eight-hour working day in Victoria.

One of six new union banners included in the 1916 procession, the local press were clearly impressed. Both *The Age* and *The Argus* noted that the tramway

On the reverse of the banner, the left panel shows a St Kilda Beach cable tram on the Esplanade while the right panel displays a PMTT electric tram, said to be on Burke Road, near Gardiner. Allegorical female figures were commonly used on union banners: this figure represents progress, with her right hand on an engine that sets a cable tram in motion and her left hand on a switch that powers electric trams. Note also the intertwined figure eights below the central figure. Image courtesy of Museums Victoria.



banner was much admired; the latter also remarked upon the “good show” made by the 300 tramway employees marching behind their new banner.

At 4.2 metres wide and 3.5 metres high the banner is huge and is now extremely fragile. Made of canvas, it has silk and cotton borders with a woollen fringe along the bottom edge. Down the sides are wool and silk/cotton cords. The banner’s hanging system comprises encased jute ropes secured by brass eyelets and rings.

What was the Eight-Hour Day?

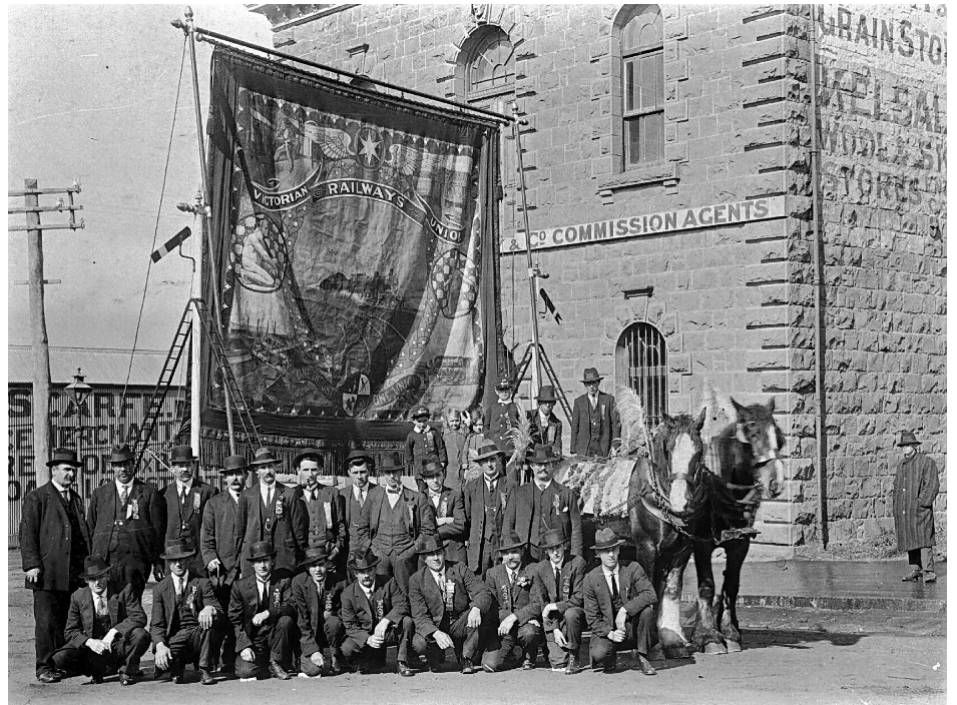
The annual Eight-Hour Day Procession was a significant cultural event in Melbourne for almost a century, with the centre of the city closing down for the march. It commemorates the introduction in 1856 of an eight-hour working day, just 21 years after Melbourne’s foundation.

Employment conditions in the 1800s were harsh. Victorians worked up to 14 hours a day, six days a week, with no benefits such as sick leave or annual leave and little job security. During the 1850s the influx of migrants to Victoria created a building boom, however labour was scarce, resulting in increased pressure on workers to keep up with demand. By 1856 building workers were demanding better conditions.

On 21 April 1856, stonemasons working at the University of Melbourne downed tools and marched to Parliament House, joined by other members of the building trade.

The State Government agreed to the workers’ demands and granted an eight-hour working day to those employed on public works, with no loss of pay. The

Banners were mounted onto horse-drawn drays and later onto lorries, as they were too large and heavy to be carried by hand. Then from early in the 20th century, complicated frames enabled the banners to be lowered as they passed under power and tram lines. The framework can be seen in this photograph of the Victorian Railways Union banner, in Mair Street, Ballarat on Eight-Hour Day in 1913. Photograph by Eden Studios, in the collection of Museums Victoria.



stonemasons celebrated with a holiday on Monday 12 May 1856, when about 700 people from across 19 trades marched in a procession.

By 1858, the eight-hour day was firmly established in the building industry, although it took some years before it was achieved for retail workers, women, children and Aboriginal and Chinese workers. It was not until 1916, the same year the tramway banner was produced, that the Victorian Eight-Hours Act was passed granting the eight-hour day to all workers in the state.

From 1879, the eight-hour day was commemorated as a Victorian public holiday in April. An Eight-Hour Day monument, funded by public subscriptions, was unveiled on the south side of Parliament House in 1903. The monument was relocated in 1924 to the corner of Victoria and Russell Streets outside the Trades Hall.

The Eight-Hour Day holiday was renamed Labour Day in 1934, and the last procession was held in 1951. In 1955, the event was absorbed into the annual Moomba festival in March.

The Importance of Trade Union banners

Why did unions place such importance on banners? As described by the ANU Archives Library in its online exhibition *Unity is strength: symbols of solidarity*, union banners are “powerful symbols of the role of unions in advancing the conditions and wages of workers” and represent the collective identity of a trade.

The military has long used a standard or banner as a potent symbol of group identity and as a rallying point to aid movements of troops in battle. Regimental colours are inscribed with symbols representing the regiment’s achievements and its battle honours, thus they are treated with great reverence. Union banners are no doubt influenced by this military tradition.

Both sides of union banners were painted. One side was typically a realistic depiction of the trade while the other side was heavily symbolic, illustrating the history and ideals of the trade using classical and heraldic images. Three intertwined figures of eight – representing the slogan of the Eight Hour Day movement, “Eight Hours Work, Eight Hours Recreation, Eight Hours Sleep” – was a common motif, as were Australian indigenous flora and fauna.

From the 1890s onwards, most banners were made of canvas, which was less vulnerable to the weather than the silk or calico used for earlier banners.

Unlike British union banners, which were paraded during strikes and demonstrations, Australian union banners only appeared in public on Eight-Hour (Labour) Day.

There were more than 200 Victorian union banners made between 1856 to 1950, but only about a dozen survive. Museums Victoria believes that many were burnt in a Collingwood fire in the mid 1960s.

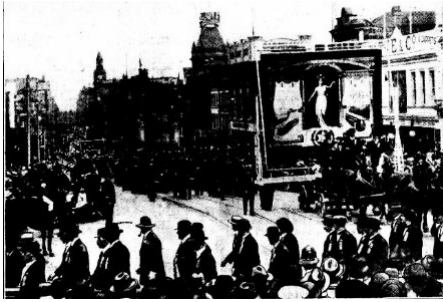
The Tramways Union in 1916

The Victorian Branch of the Australian Tramway Employees' Association (ATEA) was formed in 1910. By 1916 the union had a membership of over 2000 and included employees of the Ballarat and Bendigo tramways, but not Geelong. The fortnightly union publication, *The Tramway Journal*, distributed to all members, gives an insight into the ‘union ecosystem’ and how a broad umbrella of pursuits – ranging across social, sporting, cultural, welfare, work and educational activities – were part and parcel of belonging to the union.

The development process for the banner is mentioned at regular intervals in the *Tramway Journal* from March 1915 when replacement of an older banner was suggested, through to the new banner’s first outing at the Eight-Hour Day parade on 10 April 1916.



A different tramway union banner is shown in an undated photograph in the collection of the Ballarat Tramway Museum. The tramcar illustrated in the central panel is PMTT tramcar No. 30, built in 1913. Possibly this was the earlier union banner that was replaced in 1916, or there may have been a second banner.



The tramway union banner in the 1916 Eight-Hour Day procession. From The Argus, 11 April 1916, courtesy of Trove, National Library of Australia.

In May 1915 the ATEA advertised for applicants to paint a new banner. Only three responses were received, with the successful applicant being John Hennessy, a well-known artist who had painted several union banners, including for the Agricultural Implement Makers Union, the Clothing Trades Union and the Brick, Tile and Potteries Employees Union. However after the union sub-committee inspected many banners painted by various artists, the commission was subsequently awarded to George Grant.

The banner cost 120 pounds (equivalent to approximately \$13,000 in 2021).

Banner artist George Grant

Ballarat-born George Grant (1866-1935) studied art and design at the Ballarat School of Mines before attending the School of Art at the National Gallery of Victoria during the 1880s. Examples of his work are held by the Ballarat Art Gallery and the Victorian State Parliament. While primarily known as a painter, he was also the sculptor for the 1889 statue of Irish poet Thomas Moore, located in Sturt Street, Ballarat, created while he was still a student.

In addition to the tramway banner, Grant created several other union banners, including for the Australasian Federated Butchers Union, Fuel and Fodder Trades Union, Coach and Rolling Stock Makers, and the Tanners and Leather Dressers Union.

Painting the huge union banners would have required considerable space. Grant erected a roof above the path down the side of his Kensington home, where the canvas was stretched against the wall of the house for painting.

Conclusion

Much thought, expense and pride went into the creation of the tramway union banner. It is obvious that members were immensely proud of their union, together with its efforts to strive for better conditions and provide co-operative mutual support. As such, the banner was a key element in the union's annual public display of its heritage and ideals.

Acknowledgements

Many thanks to Warren Doubleday and the Melbourne Tram Museum, as well as the Australian National University, Ballarat Tramway Museum, Museums Victoria, National Library of Australia (Trove) and State Library Victoria.

Peter Jewell

Detail of a 1905 postcard of Sturt Street, Ballarat, showing a Ballarat tram passing the Thomas Moore statue, by George Grant. Image courtesy of Ballarat Tramway Museum.



This article is a small part of a larger research project on Thomas Charles Jewell (1864-1948), secretary of the union from 1912 to 1936. If you have any information or items that could assist this research, please contact the author at pjewell@iprimus.com.au.

The author is Jewell's great-grandson.



Camberwell Junction, 1920. Photograph by the Rose Stereograph Company, courtesy State Library of Victoria.

The story behind the photographs

This fine image of Camberwell Junction, looking eastwards along Camberwell Road, is from a postcard produced by the Rose Stereograph Company of Armadale, Victoria. The company was founded in 1880 by George Rose (1861-1942), who was considered one of Australia's most talented photographers of the late 19th and early 20th centuries.

Rose specialised in the production of stereoscopic images, twin views which appeared as three dimensional images when viewed with a device called a stereoscope. But as these waned in popularity, he turned his attention to producing postcards. Over the period from 1913 to 1967 his company produced a series of black and white postcards of Australian street scenes. The Rose Stereograph Company finally went into liquidation in March 2017.

The sale of the Eastern Heights Estate in Burwood, advertised by the estate agent office behind the tram, was on 20 March 1920, suggesting that the photograph was taken early that year, around the time that Hawthorn

Tramway Trust (HTT) was taken over by the Melbourne & Metropolitan Tramways Board. The following year, the alphabetic route identifiers used by the HTT were replaced by the numeric route numbers 17 to 21.

HTT maximum traction bogie tram No 19 is turning from Riversdale Road into Camberwell Road. It is displaying route identifier C for the Princes Bridge to Camberwell (Burke Road) route, so it would be shunting at the first crossover in Camberwell Road for its return run to Princes Bridge.

The Prahran & Malvern Tramway Trust line in Burke Road crosses the HTT lines here, shown by the tramway overhead in the foreground of the photo.

The only building at the Junction that survives to the current day is the ivy-covered English, Scottish and Australian (ES&A) Bank on the right side of the photo. Erected in 1885 by the contractor Alfred George Moore, it was designed by the Sydney-based architectural firm of Wardell & Vernon. It is now home to a restaurant.

One other structure survives: the base of the sewer vent shaft in front of the ES&A Bank building.

Behind the bank building on the other side of Burke Road is the tower and entrance of the Camberwell Post Office. Built in 1890, it was demolished in 1963 despite vociferous local protests. It was replaced by a modernist brick post office building of no architectural merit, which suffered the same fate as its predecessor – but without any local campaign to save it.

On the left of the photograph is Dillon's Camberwell Hotel. Annie Dillon was the licensee from 1912, although the hotel building dates from the 1880s. A licensed establishment had operated on the site since 1853, when the original licensee, George Eastaway, named it the Camberwell Inn. The inn was a major stopping point on the roads to Gippsland and the Wood's Point goldfields, giving rise to the locality being named Camberwell.

At the time of the photograph, the Temperance Movement was highly active in Victorian politics. A 1920 referendum resulted in the municipalities of Camberwell and Nunawading becoming 'dry' (alcohol-free) areas, forcing the closure of many establishments, including the Camberwell Hotel. The building was converted to commercial use, and subsequently demolished, being

replaced later that decade by Dillon's Buildings, constructed in the Art Deco Moderne style.

The tram shelter on the left of the photograph was designed by [Leonard Flannagan](#), the architect of Hawthorn Tram Depot. Note the HTT signs on the adjacent pole.

Below is a second photograph, also by the Rose Stereograph Company, which may have been taken on the same day. This south-easterly view shows a more complete view of the Post Office as well as the ES&A bank.

A single truck straight sill combination tram of the Prahran & Malvern Tramway Trust is paused at the tram stop before heading northwards along Burke Road. This is a rare image of one of the nine K class trams, which entered service in 1919, but were unpopular with the travelling public due to their rough ride and high steps. The K class were all withdrawn from passenger use between 1929 and 1936, and either scrapped or converted into works trams.

Visible in the background is the steepled roof of St Johns Anglican Church, destroyed by fire in 1955. The shop to the left of the Post Office was a confectionery from 1910 to 1950, with a number of proprietors over that period.

Russell Jones

Camberwell Junction,, c1920. Photograph by the Rose Stereograph Company, courtesy of State Library Victoria.



More on woodblocks

In the [June 2022 edition](#) of *The Bellcord*, Russell Jones described the ubiquitous use of woodblocks as paving for Melbourne’s cable and electric tramways.

This small addendum describes the difficulties for one local Victorian timber mill in meeting the enormous demand. It is based on a series of letters clipped together and found amongst a bundle of miscellaneous papers from the former Melbourne & Metropolitan Tramways Board (M&MTB).

In late 1918, the Melbourne Tramway Board released a contract specification for the supply of 500,000 wood blocks. 300,000 were to be sized 9” x 3” (229mm x 76mm) and 200,000 were to be 6” x 3” (152mm x 76mm). All were to be 5” (127mm) deep. The wood blocks were to be delivered to the yard beside the Fitzroy Engine House in Nicholson Street or to Arnold Street in South Yarra, near the St Kilda Road Engine House, and with timing to match the requirements of the Board.



This photo dates from the early days of the Hanna Street Depot – late 1925 or early 1926. Cable tramways were being converted to electric tramways – including in Swanston Street and St Kilda Road. The piles of woodblocks are truly awesome! Photograph from the Ray Pearson collection, Melbourne Tram Museum.

A contract was signed by John R. Crellin on behalf of Ralph Sadleir Falkiner, with the wood blocks to be supplied from Melville Forest Saw Mills of Coleraine.

Falkiner was an investor in stock and pastoral properties. He had acquired the Melville Forest estate, comprising 18,000 acres (73 square kilometres), in 1914.

In early 1919, the Board requested that 30% of the remaining blocks to be supplied should be of reduced height 4¾" (121mm) instead of 5" deep. This perhaps aligned with a change to track specifications.

The Board appears to have had some concerns about the Victorian company's ability to deliver as a quote was sought for jarrah blocks from Millars Timber and Trading Company in March 1919 for a further 250,000 blocks. Millars was a very large timber company, based in Melbourne with registered offices in Perth and London. Formed through an amalgamation of several Western Australian sawmills and listed on the London Stock Exchange, in 1910 Millars controlled forest areas of 1.5 million acres (over 6,000 square kilometres) and 26 sawmills. The company exported Western Australian high-quality timber such as karri and jarrah all over the world – often for use as railway sleepers and wood blocks for paving. These Western Australian blocks were about 15% more expensive than the Melville Forest blocks – probably due in part to transport costs.

By April 1919, the Board's concerns were shown to be well founded. Crellin wrote asking for the company to be released from the contract. It had already supplied 250,000 blocks – half the total contract.

He wrote, on behalf of Falkiner:

I tendered ... on the understanding that the Railway Department would have extended the Cavendish to Balmoral Railway Line before the first year's supply of Blocks viz 250,000 would have been delivered, and up to date nothing has been done by the Railways.

I have now cut out all Timber suitable for Blocks at my present mill site, and if compelled to keep faith with you will have to move my mills 10 miles further out, making 18 miles cartage to Railway Station for the blocks which at the time I entered into the Contract I expected to pay no cartage. This you will understand readily, would be a serious loss for me.

That's where the correspondence ends, so the outcome is potentially a subject for further research.

The railway between Cavendish and Balmoral (on the western side the Grampians) was opened in November 1920, completing a link between Hamilton and Horsham via East Natimuk.

Falkiner sold his Melville Forest property in 1922 to the Victorian State Government's Closer Settlement Board. The land was then subdivided as part of a scheme to encourage settlement by former British officers of the Indian Army.

In the June 2022 Bellcord article, it was noted that the last piece of woodblock paved tram tracks was removed in 2010. That is true, but wood block paving was retained in a large area of Preston Workshops until the re-development of New Preston Depot, completed in 2016. The wood blocks paving the Truck Shop, being under cover, were in excellent condition until finally removed that year. Photograph by Mal Rowe, Truck Shop turntable, Preston Workshops, 24 October 2014.

