



The Bellcord

Journal of the Friends of Hawthorn Tram Depot

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Annual General Meeting

The Annual General Meeting will be held on the September Open Day, 12 September 2009, commencing at 1030. The formal meeting notice and agenda for members is enclosed with this issue of *The Bellcord*.

An 'Einstein' quiz has been prepared for member's entertainment following the formal proceedings, and a small prize will be awarded to the winner. Members are warned that the quiz is the fiendish work of Russell Jones, our webmaster. He advises that the great majority of the answers are on our website – so get reading if you want to win.

After the event, the quiz and answers will be posted in the members' area of the website.

Membership Renewals

Thanks to all those members who have renewed, only a few remain outstanding. We would be grateful for receiving your renewal payment as soon as possible to avoid sending out reminders.

Members are reminded that they can now pay by either Visa or Mastercard by completing the renewal form with their relevant details and returning it to our post office box.

Latest Hawthorn News

Shhh! - the pigeons are almost gone, perhaps (if we are lucky). Further works to prevent easy entry into the building, such as spikes around the top of the troughing, to prevent the aerial pests landing and entering the tram shed have been installed. So far these appear successful and the numbers are noticeably down. Other equipment will be installed in the near future to continue to the project to totally eliminate them.

EFTPOS facilities have been installed in the depot and you can now pay for memberships, sales, and other items electronically at the museum shop. This facility is proving a great boon to our sales department, and the introduction of the new technology has not been too daunting for our staff.

As a trial, souvenir tickets for adults and concessions have been introduced as from the August open day. At this stage they are produced on a colour laser printer and are individually numbered. When completed, they are then guillotined and hand sorted. If the tickets are well received we will examine having them commercially printed and made into booklets. The design is based on the All Day Ticket used by the Ballarat Tramway Museum.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Jan	 Melbourne Tram Museum @ Hawthorn Depot												Jul		
Feb	 Welcome to the 1916 Hawthorn Tram Depot, the home of Melbourne's heritage tram fleet.												Aug		
Mar	Please be careful boarding or leaving the tramcars.												Sep		
Apr	Not Transferable												Oct		
May	www.hawthorntramdepot.org.au												Nov		
Jun													Dec		
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

A sample of the new ticket design (not actual size).

Open Days continued to be well attended during the winter with over 40 people attending the August Open Day. Sales of tramway merchandise have been buoyant and the new EFTPOS machine had a

great work-over. Many thanks to our guides who show our visitors around, answer questions and help out on the front desk welcoming visitors and carrying out the sales.

Open Days – 2009

12 September 2009
10 October 2009
14 November 2009
12 December 2009

Hawthorn Depot is open the second Saturday of every month. Opening hours are 1pm-5 pm (Apr-Sep) or 11am-5pm (Oct-Mar)

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Interpretative Display Development

The first progress report produced by the consultants (Sue Hodges Productions) appointed by VicTrack to develop conceptual exhibition designs for the front foyer and displays for one of the trams has recently been received. The output will be reviewed by the Committee shortly. The design for the front entry look at providing an introduction to the history of Melbourne's trams, focusing on the emotional attachment of many Melburnians to trams in their city. It recommends that interactive elements include banners, a timeline and a small display of collection items. The front counter and sales area would be redeveloped. Other area such as the Main meeting room, the Driver training room would be developed at later stages. In the main depot

itself, looking at ways to have the trams illuminated, provide soundscapes, tram effects and the use of wall mounted graphics.

Website News

Development of the website continues at a slightly slower rate. The long promised Macmeikan Report on Melbourne's cable trams will be available in the member's area before the end of August 2009— our first significant step towards substantial exclusive web content for our members.

This report was written by I. Macmeikan, who was the manager of Preston Workshops from 1950 to 1956. It was produced by the MMTB to capture some of the detailed knowledge regarding the construction and operation of the Melbourne cable tram system.

This report has been edited to include additional material from the Pollock Report, as well as photographs used to illustrate the article. It will only be available to financial members.

A new public article on Joyce Barry, Australia's first female tram driver, has been published on our website.

The Shop area of the website is undergoing a revamp and redesign, primarily due to the increase in the number of items on sale to customers. This will make navigation of the shop area more user friendly.

Future plans for the website include an article on the history of the Hawthorn Tramways Trust and a photo archive in the members area. If you are interested in writing or developing content for the website, contact Russell Jones via e-mail using the address webmaster@hawthorntramdepot.org.au.

Visitors

On open days, we often meet visitors with intense personal or family connections to the Melbourne Tramway system. One such visitor during the July Open Day was Michael Lee of Narre Warren South. Michael is the grandson of two of the survivors of the rear on collision between former The North Melbourne Electric Tramways and Lighting Co (NMETL) trams and trailers operated by MMTB on September 15, 1923.

The Argus, Monday September 17, 1923 reported



Museum visitor Michael Lee at the controls of NMETL 13 – Michael is the grandson of two of the survivors of the 1923 accident that ended the use of trailers on the MMTB – photo courtesy Earl Ewers.

“Runaway Race Tram – Collision at Flemington – Crowded Trailer Shattered – 88 Persons Injured – Many Remarkable Escapes

Remarkable escapes from death were experienced by many people when two electric tram cars collided in Mount Alexander Road, Flemington, near the Flemington Railway Bridge, at half past 5 o'clock on Saturday Night. Trailers were attached to both cars and all vehicles were densely crowded, mostly with people who were returning from the Moonee Valley Races...”

Mrs. Jean Lee suffered a broken leg and her husband Harry was also injured.

Parliamentary Debates (Hansard) Victorian Legislative Assembly Proceedings for 26 September 1923, p1099 records the receipt of a MMTB report on the collision between car 214 towing trailer 54 and trailer 58 towed by tramcar No. 211, on Mount Alexander Road between Wellington and Victoria Streets on 15 September 1923. Trailers were no

longer used after this incident in which many people were injured, and airbrakes were subsequently fitted to all MMTB tramcars.

Museum tramcar NMETL 13, then numbered 214, was one of the tramcars involved in the accident. Earl Ewers, our Canberra based member met with Michael on the day at the depot and gave him a personally guided tour.

Our Shop

Our Sales department continues to be well stocked with models, books and DVD's along with lots of other items. A complete listing of all items in stock is held in the 'Shop' area of our website.

We are examining adding some new lines to our stock, including reproductions of MMTB drawings on high quality 'art' paper, and the production of souvenir baseball caps.

Initial plans for the caps will use the MMTB scrollwork logo in gold embroidery on a brushed cotton green cap with the legend 'Melbourne Tram Museum below, although the design remains to be finalised.

Some new or recent items are:

Tram Images by Hugh Ballment – \$39.95

A nostalgic photographic journey on the tramways of Australia and New Zealand in the 1950s and 1960s.

Destination Subiaco by Ric Francis – \$30.00

A pictorial review of the Perth electric tramway system.

Destination Point Walter by Ric Francis – \$25.00

Rare views of the Fremantle Municipal Tramway from 1905 to 1952.

Destination West Leederville by Ric Francis – discounted price now \$25.00

A history and pictorial review of the Perth trolleybuses, the first such system in Australia, which operated from 1933 to 1969.

Destination Golden Gate by Ric Francis – \$25.00

Not many know that Kalgoorlie had its own tramway system, from 1902 to 1952.



Exterior view of the Frankfurt-am-Main Tramway Museum to the right of the route 12 terminus - and yes, your eyes aren't deceiving you, the aqua tram is a Flexity Classic – just like the ones you can see in Adelaide – Photograph courtesy of Warren Doubleday

The First Electric Road by Robert Green – \$14.95

The definitive history of the short-lived Box Hill to Doncaster Tramway – the Southern Hemisphere's first electric tram line.

We have in stock a number of popular tram DVDs such as *Commuting by Cable*, *Geelong Trams*, *The Tramways of Ballarat*, *VR Tramways in the fifties* and *Wait Here for Trams* (two parts) - A nostalgic look at Brisbane's vanished electric trams and trolleybuses.

Also available are the Cooe Collectibles OO scale model Melbourne trams in both motorised (\$189) and unmotorised (\$89.95) format, in a variety of liveries. The motorised version comes complete in an attractive timber presentation box.

All these items can be purchased by mail-order, and payment made via cheque, money order or credit card (Visa or Mastercard). Order forms can be downloaded from the Shop area of the website.

Two European Tramway Museums

During April/May 2009, as part of his European trip FOHTD our Secretary Warren Doubleday the Luxemburg and Frankfurt-am-Main Tramway Museums.

The Tramway and Bus Museum of the City of Luxembourg is located at the Luxemburg (City) Bus depot, in a building constructed specifically for

showing Luxemburg's extensive tramway collection of tramcars, models and ephemera, including a small section of operational track for heritage operation. The Museum has a magnificent collection of large scale models of the four wheel electric and horse trams. It opens three days a week and public holidays. The system opened with horse trams in 1875, was electrified in 1908 and closed in 1964. Luxemburg is one of many European cities planning a new tramway.



Interior display area of Luxemburg Tramway Museum – Photo courtesy Warren Doubleday

Frankfurt-am-Main's Tramway Museum is located at the terminus of tram route 12, Rheinlandstrasse. It was constructed by the city transport operator, Verkehrs Gesellschaft Frankfurt-am-Main and supported by the Historic Trams of the City of Frankfurt-am-Main Society. It opens on Sunday and



2009 Exterior view of Luxembourg Tramway Museum – Photograph courtesy of Warren Doubleday

public holidays. It has an extensive collection of trams, some buses, works vehicles and a steam locomotive. The collection is spread over two buildings. It has some very interesting early technology tramcars and power collection technology. The only disappointing aspect was that entry to the tramcar interiors was not possible.

Shipping a Tram Overseas

The process of shipping a Melbourne tramcar overseas is not a simple one. FOHTD Board member Rod Atkins has been intimately involved with transporting a number of trams to overseas destinations, including the famous Royal Danish tram SW6 class 965, and related an overview of the process to The Bellcord. The size and shape of a Melbourne W class tramcar does not lend itself to easy transport, so special arrangements have to be made to ensure safe arrival at its new home.

An export permit may be required under the Protection of Movable Cultural Heritage Regulations administered by the Federal Department of the Arts.

This will only apply if the tramcar is of a rare type or is in itself culturally significant.

The usual method of moving freight by sea is through the medium of standard forty foot container. However, a Melbourne W class is too long, wide and high to fit in a container, which adds significantly to the complexity of shipping a tram by sea. Fortunately, the weight of a tram at about eighteen tons is not a problem.

The answer to this shipping problem is to use a special type of container called a forty foot flat rack with collapsible ends. This allows an over-dimensional load to be carried on a standard container base.

Obtaining a flat rack can be difficult as there may not be one in Melbourne, so it may be necessary for the shipping company to arrange to have one to be transported from another location, possibly from overseas. Meanwhile, a freight forwarder must be engaged to handle the complex paperwork and customs clearance.



(Left) Royal tram Melbourne SW6 class number 965 looking very small on its flat rack on board the Gudrun Maersk arriving at Aarhus, Denmark – 19 February 2006

(Below) SW6 965 being unloaded by a very large container crane at Aarhus – 19 February 2006.

Both photographs by courtesy of Mikael Lund

Before the tram can be loaded on to the flat rack it must be thoroughly steam-cleaned inside and out to prevent any quarantine problems. Even the sandboxes have to be emptied to ensure that no biological nasties are transported overseas. After the tram has been cleaned by an accredited company a compliance certificate is issued.

When loading the tram on to the flat rack, the tram wheels are placed on a dunnage (timber) raft, to prevent any damage occurring to the flat rack. The tram is lashed down to the flat rack using webbing straps through the drop centre, and chains through the bogies. It is then transported to the port by an accredited road transport company specialising in over-dimensional loads. This requires close liaison with the terminal operator as the tram will not go into the container park for later loading, but instead directly 'under the hook' for immediate loading on to the ship. This will prevent the tram from being damaged due to the over-dimensional nature of the load.

The tram is usually one of the last containers loaded on to the ship, as it must be placed on the top tier of a container stack. Usually this is on deck rather than under deck due to clearance problems that may occur under deck. However, use of a flat rack leads to its own set of problems as then the tram is exposed to salt spray and adverse weather conditions when in transit on board ship. Therefore, it is desirable to specify the container for protected stow, so that it is surrounded by other containers to provide some partial protection from the spray and weather.

Once the tram is loaded on board the container ship, all that is required is for it to arrive safely in the destination port. All in all, the entire exercise from initial selection of a tram for donation to an international heritage tramway to the car arriving in its destination port can take up to twelve months in the planning and execution from go to whoa. The end result is that an iconic Melbourne tram will appear in a city on another continent, for people to enjoy an antipodean heritage transport experience.

