



The Bellcord

Journal of the Friends of Hawthorn Tram Depot

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Hawthorn News

Volunteer Insurance – The Board has taken out insurance for our volunteer workers through the ACE Volunteer Insurance Policy. This will cover volunteers in the event of an accident while volunteering. Details can be provided on request.

Display Cabinet – Another display cabinet has been added to the front room to replace the first one we purchased a few years ago. Now all cabinets are of the same type, and a postcard rack has been installed as well.

Power For Tram Lighting & The Chassis – The drawings and an equipment list to enable 600V DC power supply to the depot have been completed and submitted to Yarra Trams for costing. However, before installation work can begin, a large amount of documentation must be written. Supply of the 600V DC power will require our staff to be trained. The daily procedure will require us to contact Yarra Trams Carlton to turn on the power, and then turn it off at the end of the day. This will allow us to put the lights on in the trams, which will be great improvement to the atmosphere within the depot, and operate the driver training chassis.

Cash Register – A cash register has been ordered and has been delivered. It has been placed in service. Instructions are being prepared.

New Mini stove/pie warmer – a new small cook top stove/oven/pie warmer has been purchased along with a large number of china mugs for the depot. This purchase will be a boon for our volunteers in the colder winter weather.

Marketing – A new banner has been purchased and is placed along the fence when we are open for business. Looks great. It is held in position by clips which are relatively easily handled.

Our Collection – our collection of photographs, paper materials and objects continue to grow. We have purchased about \$600 worth of boxes and envelopes etc to start to store these materials in a

Open Days To August 2011

May 14	June 11
July 9	August 13

Hawthorn Depot is open the second and fourth Saturdays of every month during Daylight Saving time. We open only on the second Saturday once daylight saving ends.

Opening hours are 11am-5 pm

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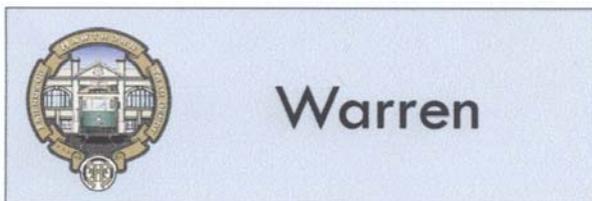
good archive manner and to catalogue them. Recent donations have been received from:

- Gavin Young – revenue journals and other MMTB paperwork.
- Chris Phillips – Melbourne tram photographs of the 1970's and some from old Real Estate marketing advertisements when the tram was an important selling feature for sub-divisions.
- Carolyn Cleak – various training materials and other PTC documents of the 1990's.
- Adam Chandler – old Tramway banners etc.

Name Badges and Worker Apparel

The Committee is -Looking at providing a corporate style vest for our workers which can be worn over clothing which will feature the FOHTD logo as well.

The Name Badges feature the FOHTD logo and person's first name. They will shortly be ordered from Badgeline of Queanbeyan. Each badge will have a magnetic clip device. The approximate size of the badges is 75mm x 25mm.



Above is an example of the standard name badge.

Visitors

Visitors for the first three months of this year are a bit down on the same period as for last year and thus the resultant drop in Sales. However we continue to average just over \$800 of sales per month.

For last year, we had just fewer than 600 visitors through the depot and over \$8750 of sales for the Calendar year. Thanks to all those who assist on the day.

Forthcoming group visits

June 2 – group from Museum of Victoria – volunteers and museum staff who manage their volunteer program.

Melbourne Tram History

We often receive queries about Melbourne's tram history from the general public. One which we were able to answer concerns the two photographs (below) taken by Adelaide Gildea, the great aunt of the person who sent us the query.

With the help of member Russell Jones we were able to advise that they were probably taken either late 1918 or early 1919.

The cable tram is shunting in Collins St for its return trip to Victoria Bridge, near the intersection with Spencer St. The Victorian Railways Head Office is in the background and taken before the construction of the current buildings now on that corner. The cable dummy, not having an electric headlight, helps to date the photo as does the women's fashions.



The photo of the zoo horse tram No. 253, is somewhere between Royal Parade and the Zoo itself. We know it is earlier than November 1923 as the zoo trams were destroyed during the Victoria Police Strike. See our website article – Hooves and Iron – for more information on our horse trams at: <http://www.hawthorntramdepot.org.au/papers/horse.htm>



Another query we received was from a prospective author writing a novel set during the First World War. He was looking for details about the cable trams that once ran along Johnston Street Collingwood and where they terminated. He commented that he had great difficulty in searching out this information. For his next novel, the person travels along St Kilda Road by cable tram to the Victoria Barracks, and we have supplied similar information regarding his area of interest.

Work Day

On Saturday 2 April we held a work day to move back all the equipment removed last year from the Driver Training Room to allow the floor to be painted. The following photos show the work involved and how much better the room looks with the equipment back in place. It also has cleaned up the walkway and made it easier for our visitors to inspect the trams.



Work day photos by Carolyn Cleak

Book Reviews

By G. Cleak

Tracks by the Swan by Tony Culpeffer-Cooke, Adrian Gunzburg and Ian Pleydell – \$95.00

For years people interested in Australian Tramways have longed for a definitive History of the Perth Tramway System. They now have it! This 312 page tome, in A4 landscape style, deals with the subject in a stunning style. The 3 foot 6 inch System started in 1899, operated by the Perth Electric Tramways Limited. Under Company control, 9 Routes were developed.

But by 1911 dissatisfaction with overcrowding, and the level of fares charged had surfaced. Eventually in 1913, the W.A. Government took over, placing the control of the Electric Tramways in the hands of the Western Australian Government Railways. In some respects, the Tramways seemed to have been regarded as the ‘poor cousin’ of the Railways, and perhaps were not able to reach their full potential. But extensions to the system did occur, and Trolley Buses did commence from 1933, and expanded in the 1950’s. Separation from the Railways in 1949 resulted in the formation of the W.A. Government Tramways and Ferries Department.

Closures to the Tram System began in the early 1930’s with a gradual withdrawal of services up until the final day in July 1958. The Trolley Buses did linger with a new line as late as March 1959, before falling to Diesel Buses in August 1969.

The book looks at the complete history of the undertaking from the very early proposals, right through to the disappointing final run-down days. Every aspect seems to have been covered –

industrial disputes, uniforms, and especially the social standing of the trams in the everyday life of Perth citizens.

A magnificent collection of photos has been assembled, many from the early days, but with a good balance of 40's and 50's shots, (some in colour). The intriguing story of the Hay Street East Carbarn, (Depot) is closely examined, with the eventual forcing of the tramcars out of covered storage, to overnight stabling 'around the corner' in some rather isolated sidings adjacent to the W.A.C.A Cricket Ground.

So, the publication is certainly recommended, the price might seem a little high, but it is worth the money when it is considered to be such a comprehensive coverage of the topic. A terrific read!

Tasmania's Trolley Buses by Ian G. Cooper – \$69.95

This 208 page A4 size book is a splendid record of the Trolley Bus Systems of Hobart and Launceston. The author is undoubtedly Tasmania's premier Street Transport Historian, and this publication reinforces that view.

The story carefully unfolds with the idea of supplementing the Tram System of Hobart with Trolley Buses, especially into areas of low patronage which perhaps did not justify the operation of Trams. From a very tentative order for one Bus in 1934, operations expanded from 1937 to eventually use 63 Trolley Buses. Painstaking research has been conducted to relate the development of the system by the Hobart Municipal Council, and the intriguing number of different Depot Sites used in the City area is fully explained.

Excellent photo coverage illustrates the story, and the captions are carefully written with numerous references to compare to the streetscape of today.

Concern with the very high fares charged in Hobart with resultant effect on the State's CPI was one of the reasons why the Tasmanian Government took over from the Council in 1955 with the creation of the Metropolitan Transport Trust. Even though the conversion of the West Hobart Tram Line to Trolley Bus as late as 1958, suggested the future was rosy, events of the early to mid 1960's did not help. The loss of patronage particularly at night and weekends due to the introduction of TV etc, along with an unfair system of how the Hydro Electricity

Commission charged for the use of Electricity led to the decision to convert to Petrol Buses in 1968.

In a similar vein, Launceston is then examined where again the Municipality operated a smallish tram system. A couple of reports compiled by mainland Tramway Chiefs in the late 1930's and 1940's had varying conclusions, but the decision was taken in 1946 to introduce Trolley Buses. Post War shortages led to long delivery delays and it was not until 1950 that the first bus arrived. Eventually, 30 buses were obtained, though by the 1960's, barely more than two thirds of these were in daily use, because of Electricity Restrictions and Pricing.

Takeover by the Metropolitan Transport Trust soon followed that of Hobart later in 1955, and for very similar reasons, operations were scaled back to eventually cease in 1968, in favour of Petrol Buses.

Very detailed Appendices are included with all of the severe data relating to the services and vehicles that one could ask for.

Overall, this book is a most absorbing read for those interested in Electric Street Transport in Tasmania, and is strongly recommended.

Both of these books can be purchased from our museum shop, either by mail order, or by turning up at the museum on one of our open days.

Our Shop

Sales at our shop are still going strong, with new stock continuing to be added, including two new tram destination tea-towels from Poulter + Poulter Design – Moonee Ponds and Camberwell at \$26.00 each – the cheapest price in Melbourne for these items. Why not get the whole set of eight?

New enthusiast items include two new DVDs – *Melbourne by Tram Part 2* and *Wait here for Trams Part 2* on Brisbane trams, as well as the perennial favourite on Sydney Trams – *Shooting Through*.

As always, you can place a mail order – the order form is on our website – or you can save postage and packaging by trotting along to the museum on one of our open days to make your purchase.

Remember, we do accept payment by Credit Card, so you don't have to bring cash to buy that must-have item.

Some Historical Photos



The Burwood tram terminus with a W class tram, possibly number 259. The prominent corner shop on the corner of Warrigal and Burwood Roads is a fine example of a period suburban pharmacy. The destination on the tram appears to be "Melbourne". Image donated by Chris Phillips.



W3 662 in Holden St between Bryne and Brunswick Streets, with the North Fitzroy grain silos in the background during a special ARE tram tour ex South Melbourne Depot – 9/2/1969. Photo by Chris Phillips.



PCC 980 entering Malvern Depot, in Coldblo Road from Glenferrie Road, during a special ARE tram tour ex South Melbourne Depot – 9/2/1969. Photo by Chris Phillips.

Our Website

Development on our website continues, although at a slower pace. Particular focus has been on improving the Shop area, as this has a direct impact on our mail order sales.

New sales items are now advertised through our RSS feed, which enables subscribers to be alerted whenever Carolyn finds new merchandise – or as we call it on the website, tram stuff – to sell.

Additionally, to make it easier for intending customers to find our new tram stuff, we have introduced a slideshow on our shop page, displaying the new items flagged by the RSS feed.

The whole objective of this change has been to make it easier to part potential customers from their money, and satisfy their demand for more tram stuff.

The member's zone now has an MP3 download of Robert Green's presentation on Melbourne's cable trams, so you can listen to a brilliant audio presentation on your iPod or iPhone, whenever you want.

The major piece of work we have been undertaking is implementation of Photo Gallery software. This will enable the general public to browse our collection of photo images.

Considerable customisation of the software package we have selected – 4images – has been required to match our corporate look and feel, as well as improving the functionality of the software. This work has taken hundreds of hours from our web development team – Russell Jones and his sister Noelle Jones.

Work has almost finished on development, and we are looking for a Photo Gallery Administrator to perform ongoing operational support of the gallery software. The role requires someone with good knowledge of Melbourne's tramways, experience with image manipulation software such as Adobe Photoshop or Corel Paint Shop, and the ability to effectively categorise photos.

Anyone interested in performing this role for the FOHTD should send an email to Russell Jones at webmaster@www.hawthornteamdepot.org.au.