



The Bellcord

No. 2 November 2007

Newsletter of the Friends of Hawthorn Tram Depot Inc. A00481672

Premises: 8 Wallen Road Hawthorn Postal: PO Box 178 Hawthorn Vic. 3122

The Committee

At the Annual General Meeting held on Saturday, 8 September 2007, Geoff Warburton was elected to the position of Ordinary Committee Member. The Committee of the Friends of Hawthorn Tram Depot (FOHTD) is:

Mike Ryan – VicTrack – Deputy Chairman
Anne Cahir – Heritage Victoria
Warren Doubleday – COTMA and FOHTD Chairman
Craig Tooke – COTMA and FOHTD Secretary
Russell Jones – The Tramway Museum Society of Victoria
Rod Atkins – Ordinary Committee Member
Geoff Warburton – Ordinary Committee Member
Carolyn Cleak – FOHTD Treasurer.

What has been happening?

Bird proofing of the depot – installed around the entry points for the overhead, but the pigeons have worked out a way how to land, turn and then fly up and through a small opening over the top of the doors. A method to overcome this problem has been worked out with VicTrack's maintenance plumbers. It hoped that the pigeon real estate agent doesn't then find another way into the building.

A good second-hand lockable display case has been purchased. This will enable a small sales display to be made in the near future so as to set up of postcards, low cost tramway books and other Melbourne tramway memorabilia.

Yarra trams have provided a new TV and DVD player to the friends group. A suitable moveable stand for the TV has been purchased by Mike Ryan and Craig Tooke to enable the TV and DVD player to be positioned and put away at the end of each use.

What has been happening cont?



The laying of the carpet tiles in the room fitted with the two compactus units has been completed. Rod Atkins is pictured finishing the job off after Craig and Rod did the bulk of the laying earlier this year.

Shane Moore, Kevin and Taig and others have been removing the adhesive "Vintage Tram" signs off the various trams that had them fitted. For the side destination boxes on these trams, the words "Vintage Tram" is being replaced with a fixed sign "Special". Geoff Warburton is pictured finishing off one of the



"Special" signs, while Kevin Taig is working on the front of W2 510.

Equipment that was originally placed in the driver training room has been returned to Hawthorn depot to enable the room to be set back up again. If any one knows of photographs showing the layout of this room, we would be very interested in viewing them in order to help us to get the layout correct. There seems to be a dearth of photographs, mainly because you had to take a flash gun with you in those days.



All photos – Warren Doubleday 10 November 2007.

Open Days

The October open day coincided with Seniors Week. A free entry was placed in the magazine that was produced for the week. Well over 200 people visited us on the day with a few waiting before the doors were even opened well before the appointed time – like a Myers sale. The stream of people entering at some stages was almost continuous. Many people remarked about the location and the memories that the trams brought back. Donations on the day totalled over \$200.

On Sunday 28 October, member Darren Room brought along about 20 of his cycling friends for a visit while riding the Yarra trail.

Tramway Heritage News

Heritage Victoria recently advertised the proposed nomination of The North Melbourne Electric Tramways and Lighting Company tram No. 13 (also known as MMTB V class 214) as a nomination to the Victorian Heritage Register. This is the first rail heritage vehicle to be formally considered. The primary requirement of any nomination to the Register is the Statement of Cultural Heritage Significance. The draft, subject to final council approval reads:

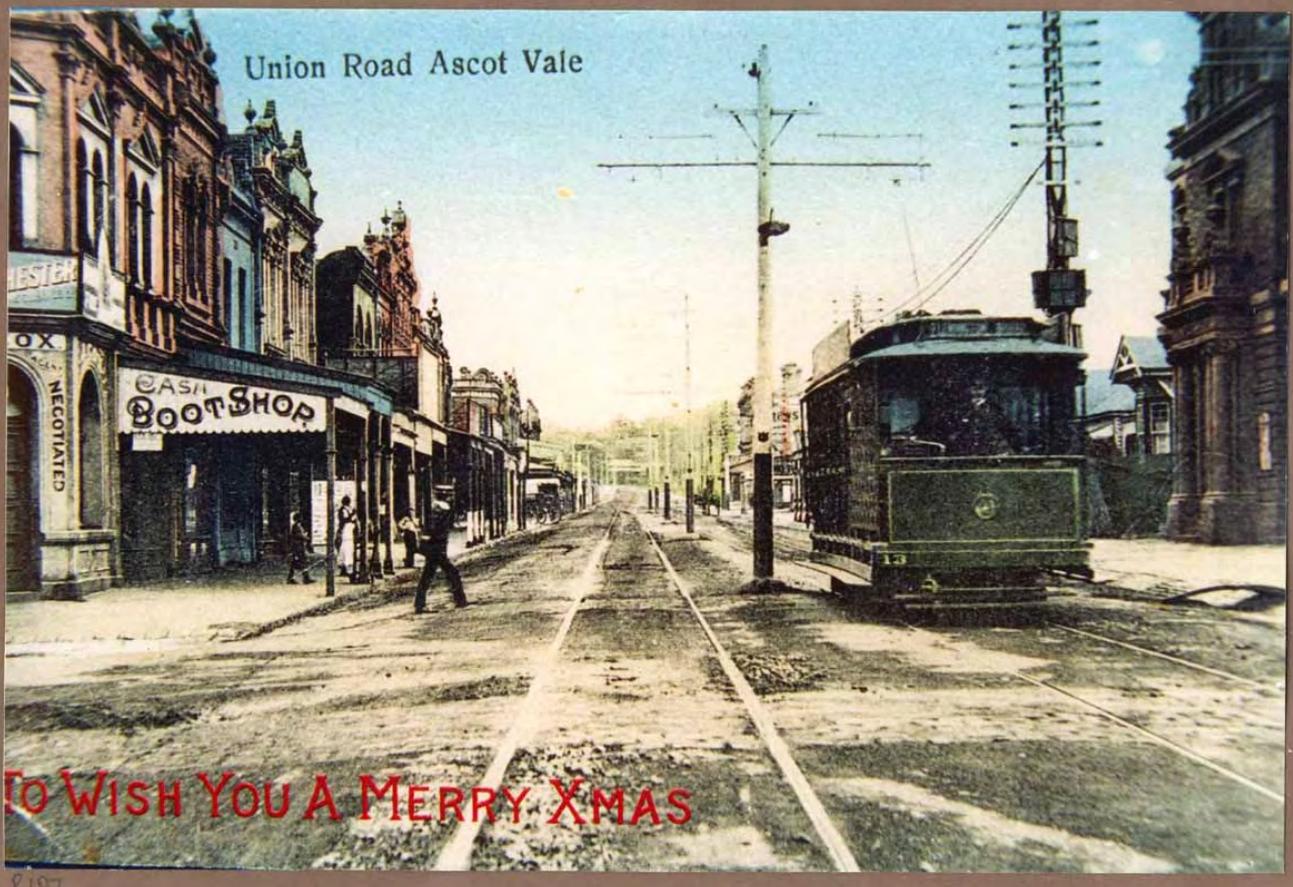
“What is significant?”

Electric Tram No. 13 is a four wheel, cross bench car constructed by the J. G. Brill Company in Philadelphia, USA and assembled in Melbourne in 1906 by Duncan & Fraser, an Adelaide based carriage building firm. It was one of the fleet of trams operated by The North Melbourne Electric Tramways and Lighting Company, a London company formed in 1905, which operated its lines through the City of Essendon and the Borough of Flemington and Kensington. The tramway part of the undertaking was taken over by the fledgling Melbourne and Metropolitan Tramways Board (MMTB) in 1922. Cross bench cars, also known as “toastracks” were efficient at quickly loading and transporting a large group of passengers, but because of their openness they proved unpopular in Melbourne’s climate.

Electric Tram No. 13 entered service on 11 October 1906. When the MMTB took over the operation of the tramways, No. 13 was renumbered No. 214 (V-class). It has undergone a number of conversions and modifications throughout its almost continuous working life. It carried passengers until 1925 when it was used as a “locomotive” to tow ballast trailers during the construction of new electric lines. In 1927 it was converted to a freight car (No. 2A, later No. 17) for transporting stores and equipment between Preston Tram Workshops and various MMTB depots. In 1959 the body was enclosed with a box-like structure to display advertising and the “advertising car” continued its freight carrying role until it was retired in 1977. In 1978 the tram was rebuilt to again carry passengers, the first Melbourne tram to be restored to an earlier appearance and operated as an historic tourist vehicle. Although restored to its nearly original form, later mechanical modifications and improvements such as windscreens were retained. It ceased to run regularly as a tourist tram in 1998 and has been retained by VicTrack as part of Melbourne’s heritage fleet and used for special occasions.

How is it significant?

Electric Tram No. 13 is of historical, technical, aesthetic and social significance to the State of Victoria.



NMETL 13, Union Road Ascot Vale. Essendon Historical Society.

Why is it significant?

Electric Tram No. 13 is of historical significance as the only surviving example of an open-sided, cross-bench electric tram from the early period of electric tram operation in Melbourne. Along with its contemporary, Saloon Car No 4, it is the oldest surviving Melbourne electric tram. The tram is associated with the early stage of Melbourne's electric tramways when electric lines were built beyond the scope of the cable tram system which dominated the central city.

Electric Tram No. 13 is of technical significance as a rare example of the first type of cross-bench electric tram to be operated in Melbourne, and while an imported design, it shows the origins of many of the standard elements which became part of the design of later trams built by municipal tramways and later the MMTB.

Electric Tram No. 13 is of aesthetic significance as an attractive and distinctive tram design which demonstrates the original qualities of the 1906 design and the skills of the traditional car builders, and also the skills of the tradesmen involved in the restoration at Preston Workshops in 1978-79.

Electric Tram No. 13 is of social significance as a part of Melbourne's tram culture which is highly valued by the community and contributes to the social life of the city. It is a significant vehicle used during various celebrations and is an important tourist drawcard. It is also an object which is highly regarded by tramway historians in Melbourne and around the world." VicTrack funded the preparation of a very comprehensive Conservation Management Plan for the tramcar. It was prepared by Gary Vines of Biosis Research. A copy has been placed in the FOHTD library.

Diary Dates

December Open Day – 8 December. Committee Meeting on 12 December.

January Open Day – 12 January

February Open Day – 9 February

The Depot is open Every 2nd Saturday of the Month from 1 pm to 5pm.