



The Bellcord

Journal of the Friends of Hawthorn Tram Depot

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On The Tracks of a Pioneer

Matthew Crawford discusses his journey to uncover the story of Joyce Barry, Australia's first female tram driver. His radio documentary on Joyce's life played on Radio National in September on the Hindsight program. For those who missed it, or wish to hear it again, the complete documentary can be downloaded from the ABC's web site.

Joyce, who was an experienced conductress, was selected to become a tram driver in 1956. But it took 19 years of campaigning before Joyce's male colleagues finally agreed to train women to drive. Friends, family, and anyone who enjoys an inspiring story about the fight for equality, are invited to join Matthew Crawford and the Friends of Hawthorn Tram Depot for an informal talk and a Q&A on the making of the program.

The talk will be at the Melbourne Tram Museum @ Hawthorn Depot on 24 November 2012, at 11:30 am.

Membership Renewals

Membership renewals were sent out in early July. The annual membership fee remains at \$25. Thank you to those who have already renewed.

Open Days – 2012

13 October	27 October	10 November
24 November	8 December	

Open Days – 2013

12 January	26 January	9 February
23 February	9 March	23 March
13 April	27 April	11 May
25 May	8 June	22 June
13 July	27 July	10 August
24 August	14 September	28 September
12 October	26 October	9 November
23 November	14 December	

Hawthorn Depot is open on the second and fourth Saturdays from January to November, and the second Saturday of December.

Opening hours are 11 am-5pm.

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Platform sign for Riversdale Junction tram super stop. Note the directions to the Melbourne Tram Museum. Photo by Warren Doubleday

Membership renewals can be made on Open Days. Our Treasurer would welcome your renewal. If you can't find it, let us know and we will provide a new copy.

Remember, we now accept payment by credit card or cheque.

Transport Museum in Docklands?

Just before the July Open Day, Jon Faine of ABC Radio 774 and the Mayor Robert Doyle were discussing the Docklands area and the potential for a transport museum to revitalise the area. In the discussion, it was mentioned that the heritage trams were rotting away in a building in Hawthorn. Regular Guide, John Frost immediately rang the station and advised that this was not the case and that we would be open the following Saturday. The favourable publicity ensured excellent visitor numbers during the subsequent open days.

Subsequent to the radio broadcast, a meeting was held at Melbourne Town Hall to discuss the potential for a transport museum. Representatives of many heritage organisations including FOHTD attended.

Lecki Ord, former Lord Mayor of Melbourne, visited Hawthorn Depot on the September open day to canvas potential options for the museum. However, it

is early days yet, and the nature of any involvement by FOHTD remains open.

Riversdale Junction

Tram stop 29 at the Wallen Road, Riversdale Road and Power Street intersection is now called Riversdale Junction.

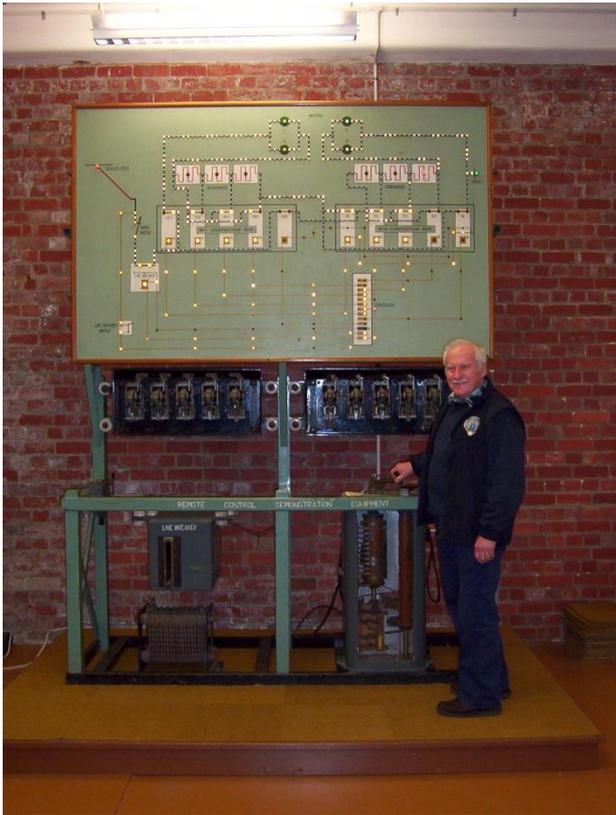
Over six days in early July 2012, Yarra Trams performed major track renewal works. The work included construction of an island platform super stop, and renewal of 450 metres of track. Of particular interest to members is the relocation of the Riversdale Road crossover to a position adjacent to the Hawthorn Depot points, which will simplify the shunting of trams in and out of the depot.

Work on the super stop has not yet been completed, but FOHTD has been advised that a sign covering the history of Hawthorn Depot will be erected at the stop.

Members will be pleased that the tram stop signs are proudly subtitled 'Melbourne Tram Museum'.

RC2 Controller Display Unit

Those members who were fortunate enough to visit Hawthorn Depot when it housed the tram driver



Kevin Taig in front of the RC2 controller display unit after reassembly. Photo by Rod Atkins.

training school will remember the RC2 controller display unit.

This large display was used to train drivers in the operation and fault diagnosis of the M&MTB RC2 tram controller, but it was removed to the Gertrude Street engine house prior to redevelopment of Hawthorn Depot. After some time at that location, it spent time in storage before returning to Hawthorn a couple of years ago.

This marvel of 1940s technology has been waiting for reassembly, but its size and weight provided significant challenges to our workforce.

After much careful thinking and planning by Kevin Taig, a small work party on Saturday 23 June moved the unit back into position in the training room and reassembled it.

The unit was broken into two major sections, both of which are heavy and awkward to handle. However, careful handling saw it safely into position in its original location in the training room on a raised platform.

Reassembly was a little more difficult, as the display had to be lifted six feet in the air to reunite with its supporting frame. This was achieved thanks to a

block and tackle fastened to a temporary bracket on the wall, devised by Kevin.

The two sections married up perfectly. After we plugged it all back together, the unit was switched on and despite the many years of idleness, it all worked perfectly. The flashing lights and whirring of the flasher machine inside the unit makes for a great demonstration for the public. In the coming weeks the depot guides will be trained in its operation.

Main Room Renovations

The main room at the museum has undergone some renovations in preparation for a proposed exhibition.

The southern wall that encloses a staircase to the first floor has now been covered with plasterboard and painted to give a flat finished surface for the proposed display. Lockable doors were also provided to the electrical cupboard and former staircase.

More news about the exhibition will appear in Bellcord in the coming months.

Open Days

The committee has decided to increase the number of open days in 2013. We will now open on the second and fourth Saturdays of every month from January to November, and on the second Saturday in December.

This change will increase the accessibility of the museum to the public during the cooler months, and has been made possible by the willingness of our volunteer workforce.

If you want to help contribute to the operation of the museum, drop in on an open day or send an e-mail to info@hawthorntramdepot.org.au.

Wedding Bells

New FOHTD members Angela Henningsen and Darren Weippert were married at Hawthorn Depot on Saturday 14 July.

The happy couple were married in Y 469, which had been decorated the previous day. Before and after the service, the guests mingled around the cable car set.



Aerial view of East Kew tram terminus circa 1925. Photo courtesy of Kevin O'Reilly collection.

Congratulations and best wishes for Angela and Darren.

Get Well Soon

Members Keith Kings and Norm Cross have both been in hospital recently and are recovering well. We wish them both a speedy recovery.

Website News

There is little news on the website, as our webmaster was unfortunate enough to suffer from a laptop meltdown. This has delayed both website work and production of this edition of 'The Bellcord'.

However, after much angst and cursing, he is now back in business. It is hoped that by the time readers receive this edition, the long awaited article on fare evasion and ticketing will be posted on the website.

To find out exactly when the article will be posted, subscribe to our website RSS feed. Instructions on how to do this can be accessed from the home page.

And if you don't know what an RSS feed is, you can find out by clicking on the hyperlink flagged with the orange RSS symbol.

Aerial Photo - East Kew Circa 1925

Courtesy of Aviation Historian Kevin O'Reilly, FOHTD was recently donated a photo of the Burke Road Tram terminus in about 1925. The terminus

was located at the intersection of High St, Burke, Kilby and Doncaster Roads.

We are at the outer edges of Melbourne's suburbia at the time, unlike the current tram terminus of today. Burke Road, north of Doncaster Road is clearly under construction in preparation for the new river crossing. The vacant block of land in the foreground will remain so for another ten years or so. In 1960 the new Dickens Supermarket was built on this site and the intersection became known locally as Dickens Corner. The narrow track on the left hand side of the photo is Doncaster Road.

The tram at the terminus is a straight-sill single trucker of one of the G, K, Q or R classes. It is finished in the late MMTB chocolate and cream livery.

A cable grip car body has been placed as a tram shelter at the terminus. The church was subsequently relocated to Francis Street Yarraville where it still stands today as a private residence. Behind the large hedge on the south side of High Street is Smith's Dairy. Part of this land would be sold to the MMTB for a planned new tram depot but by the early 1960s it was transferred to the Education Department for construction of the Kew High School. The last portion of the dairy closed in the 1970s.

For those who wish to see a larger version of this photo, please drop in on an open day for a shot at identifying the tram at the terminus.