



The Bellcord

Journal of the Friends of Hawthorn Tram Depot

In This Issue

| | |
|----------------------------|---|
| In This Issue | 1 |
| Museum News | 1 |
| Bellcord Printing | 2 |
| Beautiful Model | 2 |
| Website News | 3 |
| Electric Railway Journal | 3 |
| More Models | 4 |
| Channel 7 Visit | 4 |
| Treasury Museum Exhibition | 4 |

Museum News

After the success of the display stand purchased for the cable tram set, we have acquired more stands of the same type. By making information about each tramcar more accessible, the visitor experience will be improved, especially for those visitors who prefer to browse rather than have a guided tour.

Some members wonder why we issue tickets to visitors, especially when we have no fixed entry charge. We do this for two reasons.

Firstly, we want to give our visitors a small souvenir of their visit, one that reflects the authentic nature of our museum experience. That is why our tickets are of the same general design as the old 'Day Tripper' tickets issued by the M&MTB in the 1970s. Additionally, each ticket has a message, welcoming visitors to the museum, with a link to our website.

Secondly, it is important to keep track of the number of people visiting the museum. This is essential for tracking growth and predicting future income, but more importantly is critical when applying for money through Government grants.

One of the issues we have faced with keeping track of visitor numbers was how to identify the number of people who attend through group visits, both during

Open Days – 2013

| | | |
|--------------|-------------|--------------|
| 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–5 pm.

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normal opening hours and through pre-arranged visits at other times.

Therefore, we have introduced a new type of ticket – the group or 'blue' ticket. One ticket will be issued to each member of a group, without requiring individual entry donations.

If you any questions have about when to use the blue tickets, just ask one of the committee members.



Crossing the Maribyrnong River on the temporary track replacing the old trestle bridge – Ron Scholten’s favourite tram W2 class 577 heading back to Moonee Ponds on route 82, on 6 December 1966. The replacement road bridge is under construction. Photo courtesy of Mal Rowe.

Bellcord Printing

Keen-eyed readers may have noticed a change in the appearance of our front page. A sponsorship message from Yarra Trams has appeared in the footer.

After reading our last issue of ‘The Bellcord’ and noting our move to commercial printing, Adam Woolcock of Yarra Trams has stepped into the breach, and offered to print hard copies of our journal at no cost to the museum.

The FOHTD committee is pleased to accept this generous offer, and look forward to the continuing development of a broader and deeper relationship with Yarra Trams.

Beautiful Model

Noted tramway enthusiast Ron Scholten has donated a large model of Melbourne W2 class tram 577 to the Melbourne Tram Museum.

The 1:24 model was commissioned in 1974 by Ron from Tony Culpepper-Cooke, skilled model maker and one of the authors of the definitive Perth tramway history ‘Tracks by the Swan’.

Like many old-school enthusiasts, Ron had a favourite tram – and his was number 577. While this car has long been out of service and scrapped, its memory will live on in this model.

FOHTD thanks Ron for his generous gift.

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|-----|--|----|----|----|----|----|----|----|----|----|----|----|----|-----|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Jan |  Melbourne Tram Museum @ Hawthorn Depot Welcome to the 1916 Hawthorn Tram Depot, the home of Melbourne’s heritage tram fleet. Please be careful boarding or leaving the trams. Not Transferable www.hawthorntramdepot.org.au | | | | | | | | | | | | | Jul | |
| Feb | GROUP 00013 | | | | | | | | | | | | | Aug | |
| Mar | | | | | | | | | | | | | | Sep | |
| Apr | | | | | | | | | | | | | | Oct | |
| May | | | | | | | | | | | | | | Nov | |
| Jun | | | | | | | | | | | | | | Dec | |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |

The new ‘blue’ admission ticket for issue to members of groups visiting our museum. Image by Russell Jones.



Model of W2 class car 577 presented to FOHTD by Ron Scholten – Photo by Russell Jones.

Website News

For three of the last four months, our website has achieved more than 1500 unique visitors per month. It is clear that the effort we place into developing our website pays off, as the majority of our visitors

cite the website as the main source of their information regarding the museum.

It is particularly noticeable in relation to our international visitors.

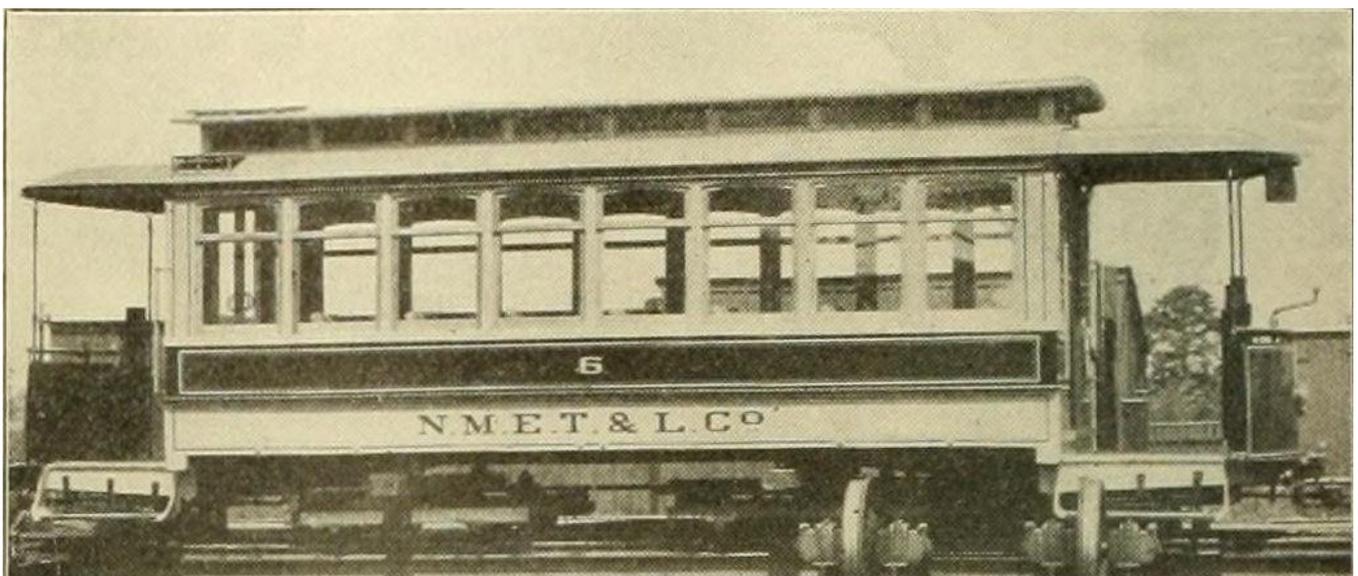
The next article for publication is under final preparation – a review of Melbourne tramway substations and their architecture. It will present a large number of images to highlight the neglected history of these essential but often overlooked buildings. We hope to have it posted on the website soon.

Many local visitors ask guides about the history of tram route numbers. In order to meet this needs, our webmaster decided that a website article would be just the thing to sate people's curiosity. Research for this article is underway, and we hope to have it published by the middle of the year.

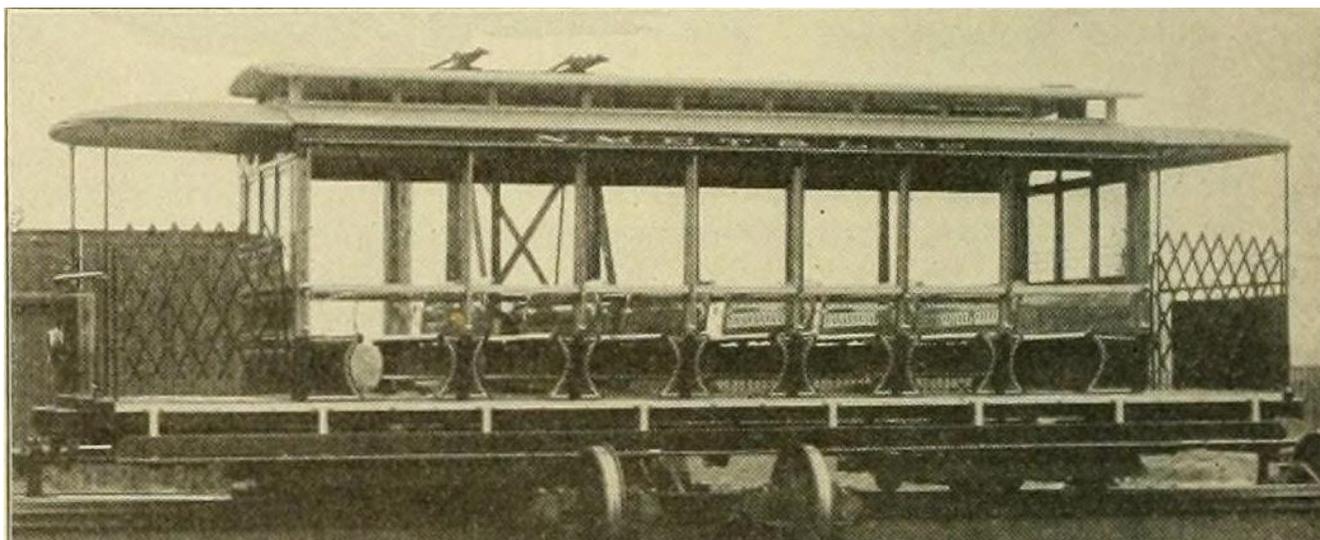
Electric Railway Journal

Our attention was recently drawn by correspondent Peter Metzke to the availability of the *Electric Railway Journal* on the Web. This was a trade journal published in the United States, covering industry developments from the early days of electric traction.

In particular, in the [December 1906 issue](#) there was an article covering the construction of a number of tramcars by the John Stephenson Company of New York for the North Melbourne Electric Tramways &



Newly built NMETL U class tram number 6 mounted on workshop dollies on the traverser at the John Stephenson Company Works, New York in 1906. Photo from the *Electric Railway Journal* issue of December 1906



Body of an unknown NMETL V class car at the John Stephenson Company works. Photo from the Electric Railway Journal issue of December 1906

Lighting Company (NMETL), complete with photographs of the bodies on workshop dolly trucks.

This was news to our committee, as common wisdom has held that the NMETL U and V class cars and matching trailers were manufactured by the J.G. Brill Company of Philadelphia, as they were certainly built to standard Brill designs.

However, perhaps this assumption was not too far off the mark. The John Stephenson Company was acquired by J.G. Brill Company on 18 January 1905, and continued to operate under its own name until 1912, when activities at its New York premises closed, and all outstanding orders were moved back to the parent company.

During this period, John Stephenson built cars to its own designs, as well as using Brill proprietary designs such as the NMETL cars.

More Models

FOHTD has been the beneficiary of a bequest from the estate of Bruce Worthington consisting of three tram models in 1:48 scale.

The tram models are of Melbourne cars Z3 class 202, PCC class 980 and City Circle W7 class 1020.

We are grateful for Bruce's generosity in remembering FOHTD in his will with these valuable display items. If any members are interested ensuring the long term retention and survival of their personal tramway memorabilia, please contact one of the FOHTD committee members to discuss options.

Channel 7 Visit

A crew from Channel 7 visited the museum on Wednesday 20 February 2013, to film a segment for 'Mitch's Melbourne'.

Newsreader Peter Mitchell interviewed member Russell Jones about the history of a number of our tramcars. The broadcast date has not yet been scheduled, but we expect that the segment will appear in the program on a Sunday during March at 5:30pm in the afternoon.

Treasury Museum Exhibition

The Public Record Office Victoria has mounted an exhibition *Trams – Moving Pictures* on Melbourne's tramway history at Old Treasury. It will feature historic photographs and footage including a documentary of a cable tram rattling through Melbourne in 1910.

Curator Kate Luciano said the exhibition provides a fascinating insight into Melbourne's tram history, dating back to the 1880s.

A group of volunteers from Old Treasury visited Hawthorn Depot on Tuesday 28 January 2013, in order to find out more about Melbourne's tramway history. By all accounts they found their visit was both enjoyable and informative.

Trams – Moving Pictures will be open until August 2013 at the Old Treasury Building, Spring Street Melbourne. Open days are Sundays through Fridays between 10am and 4pm.