



The Bellcord

Journal of the Friends of Hawthorn Tram Depot



CW5 684 at Acland St terminus awaiting departure for Balaclava Junction via Dandenong Rd (c1953-4). In 1955 this route was discontinued and in 1956, 684's maximum traction bogies were replaced with standard MMTB bogies. Note the shunt's alignment to the eastern side of the street. Photo: courtesy Noel Reed

Important Changes Approved

At the museum's AGM on September 24, two special resolutions were discussed and passed unanimously.

The first provided authorisation to change the name of our incorporated association from Friends of Hawthorn Tram Depot Inc to Melbourne Tram Museum Inc. As VicTrack has divested their oversight position with the museum, our committee now becomes a committee of management in itself.

The second resolution approved the adoption of a new set of rules of association based on the Incorporated Association Model Rules and our existing rules. These new rules better suit the operations of Melbourne Tram Museum Inc.

Both changes will take effect in several months.

Various other reports and discussions will be recorded in the minutes of the AGM available on our website in due course.

Editor

125 Years of Trams in Acland St

Cable trams began operating along the southern end of Acland St, St Kilda in 1891. This month the section of road shown in the picture above is being converted to a pedestrian mall free of trams and motor vehicles. See pages 7 & 8 for more detail.

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A new DVD, *The City of Ballarat: Trams, Gardens & Gold* (\$39.95), is worth a look. So too the books *Please Step Inside* (\$39.95) and *The Ghost Tram* (\$15) for children.

We are also sorting duplicate issues of *Modern Tramways* up to the end of 1991. It is expected that many years of back and odd issues will be available for purchase.

For further details, visit the Museum Shop on any open day, view our website or email shop@trammuseum.org.au.

Fantastic New Items at the Museum Shop

With Christmas fast approaching, why not pick up some great gifts from the Museum Shop? Check out our huge range of books and DVDs, as well as our beautiful tram-themed homewares.

We are currently taking orders for stylish tram aprons – available in adult (\$45) or child (\$35) sizes in either cream or blue. Note that apron orders must be received by **8 OCTOBER**.



Looking for something a little smaller? We have loads to choose from, including scarves, magnets, earrings and our new selection of colourful tram hankies.



Tram treasure bags are a great gift idea for both kids and adults – just the right size to hold a myki plus a few bits and pieces, and ideal for posting to relatives and friends overseas.

Open Days - 2016

8 October 22 October
12 November 26 November 10 December

The Melbourne Tram Museum @ Hawthorn Depot is open on the second and fourth Saturdays from January to November, and the second Saturday of December.

Opening hours are 11am–5pm. (Open House Melb 10am-4pm.)

The Bellcord is published by the Friends of Hawthorn Tram Depot, registered under the Associations Incorporations Act (1981) No A0048167Z & ABN 11 293 508 607.

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**From Gripman to Soldier
-- Charles Henry Haar, a Tramway ANZAC**

When he first enlisted in January 1915, just over five months after the declaration of war in August 1914, Charles Henry "Charlie" Haar was 32 years old and a gripman (cable tram driver) on the Melbourne Tramway & Omnibus Company (MTOC) Brighton Road line. Born in Nhill, Charlie was married with two daughters and three stepchildren.

Charlie embarked from Melbourne in April 1915 and joined the 7th Battalion in May 1915. The 7th Battalion had taken part in the ANZAC landing at Gallipoli on 25 April 1915 and then in the attack on Cape Helles where casualties had been severe. Charlie was a member of the battalion's reinforcements.



Sgt Charles Henry "Charlie" Haar. Photo: Australian War Memorial

Less than two months after arriving at Gallipoli he became ill and was sent via hospital ship to Alexandria and was subsequently admitted to hospital in Cairo. This illness proved to be severe enough for him to be returned to Melbourne where he obtained a medical discharge in November 1915.

After re-enlisting in May 1916, Charlie embarked from Melbourne in September 1916. He was sent to France where he was taken on strength in 22 Battalion in December 1916. Six months later he was promoted to Lance Corporal.

The Third Battle of Ypres spanned the period July to November 1917. The original aim of the British command was to penetrate heavily-fortified German-held territory to the south and east of the Belgian city of Ypres and eventually progress through to the German submarine bases on the Belgian coast. The individual offensives proved to be extremely costly for limited gain. By August it became apparent that the original objective would not be realised, nonetheless the commander of the British forces, Field Marshall Douglas Haig, maintained the offensives, aiming to weaken the German forces through attrition despite the huge casualties incurred by the Allied forces.

The offensive of 4 October 1917, known as the Battle of Broodseinde Ridge, involved twelve divisions, including the First, Second and Third Australian Divisions. As in the previous offensives of the Third Battle of Ypres, a massive artillery bombardment preceded the advance of the troops, who were to achieve and consolidate defined positions. The Australian Second Division (which included 22 Battalion) was required to advance around 1500 metres. However the opposing German forces also chose the same day to mount an attack.

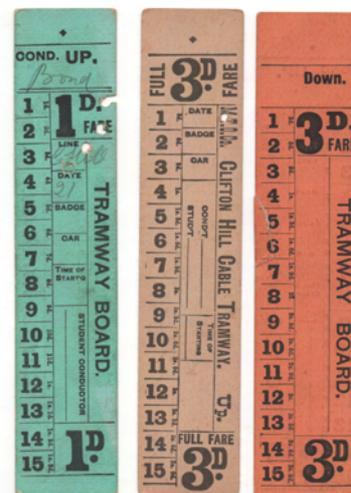
Charlie Haar was leading a section to the attack when a shell landed close to him. In the subsequent inquiry into his fate witnesses described his death as instantaneous, burial site unknown.

It was estimated that one-seventh of the Australian attacking force were killed or wounded in that bombardment. Australian casualties on that single day totalled nearly 6500.

Noelle Jones

Our Collection

The Museum has received some interesting donations since June. The first was a large album containing some 270 colour prints of well-known tramway photographer Ray Marsh. As well there were many tickets from the years of the convoluted transition from single issue tram tickets, through travel cards, neighbourhood tickets and even a selection of used scratch tickets. We were contacted for this donation by a person who helps deceased estates disperse collections to "good homes".



its various arrangements into the private franchise era.

Warren Doubleday

Cataloguing Odd Spot

When cataloguing some old newspaper cuttings of August 1981, one had a photo of ex W2 227, stripped of external fittings including the route number box being unloaded at Lilydale for a brickworks office. This was reported in the *Lilydale and Yarra Valley Express* in the 11/8/1981 issue, as being off loaded "last week".



A few cuttings later, the same tram is reported in the *Mail Footscray* as being derailed on the 3/8/1981 at the corner of Ballarat Road and Gordon St, almost running into the Powell Hotel on the corner.

Err - this seems to be a rather fast decommissioning, stripping and sale. A check with Norm Cross, advised that it normally took about a week to strip a car after a decision to sell it had been made.



Checking the record card for 227, showed that it was taken to the workshops on 6/5/1981 for another defective motor and placed into storage on the same day. On the 1/7/1981 it is shown as being sold to Maher Transport of Thomastown.

Now to find out the actual number of the tram that tried to get into the Hotel.

The Tables in the Training Room



One visitor during the Melbourne Open House weekend, immediately recognised the two tables either side of the Remote Control display unit. They were made by his father, Clarence Inman, in his home workshop with bits obtained from Walthams. Clarence had commenced with the MMTB as a conductor and became an instructor at Hawthorn Depot. He spent some forty years with the MMTB.

A photo of Clarence demonstrating to a new driver how it all worked appeared on the front cover of the October 1964 issue of MMTB News. Note the overhead which is missing from the bench today.



From Ron's Collection



*St Kilda Junction (c January 1926) Photo: Ron Scholten Collection
(We hope to publish more of Ron's collection in future issues.)*

ABOUT THIS PHOTO: W 274 in brown & cream livery on its way from Acland St terminus to "Melbourne" via temporary track along St Kilda Rd, a deviation via Park, Hanna & Sturt Sts, then Princes Bridge and Swanston St. Bus 53 in green & cream livery is a new Thorneycroft Boadicea on its way to the former Brighton Rd cable tram terminus. It is one of 56 buses obtained by the MMTB for cable tram replacement services. Rod Atkins

Researching Old Newspapers

For budding tramway historians yet to try your hand at searching old newspapers, you may find these tips helpful.

The National Library of Australia is involved in a long term project to digitise Australian newspapers and documents with a searchable database. They call it Trove, as in "treasure trove". These can be accessed free from your home computer. I find *The Argus* and *The Age* are good resources and using Google to search is an easy way to start. With trial and error you'll soon find other ways of searching.

Try this example. If you are interested in the replacement of the St Kilda Rd cable system around 1925-26 (as in the photo above), type into Google "Trove The Argus 1925 cable trams St Kilda Rd". The first page of suggestions will contain some from

the web address "nla.gov.au". Select one of these and you enter the Trove website.

Most of the screen displays the selected article from the original newspaper, with non-related articles shaded. Use the icons to zoom in and move around. To the left is a computer generated text file of the article. It may be unreadable nonsense; or it may be an accurate copy thanks to the work of volunteers.

The original article can be saved to your computer. Locate the download icon on the left, select pdf and save. It appears like a photocopy and is easier to read. The text file can be copied and pasted.

By changing the search words in Google and experimenting with the Trove website itself, you'll learn other ways of searching. Good luck. Editor

Open House Melbourne 2016

The weekend of July 30 and 31 was another very successful Open House weekend for us. This year was the fourth consecutive year we have participated in this Melbourne wide event.

We managed to achieve our second best attendance with 1532 people through the doors over the two days. This was in spite of an increase in the number of buildings available for viewing and the museum being a part of this event for a while now.

The efforts and hours of preparation by a number of volunteers prior to the event made the depot look impressive with a number of new items to see.

The external illumination of Z1 81 proved popular together with the expanded ANZAC exhibition and Depot Centenary panels in the main room. The sales counter also did well over the weekend.



Photo: Editor

We thank all the volunteers who contributed both prior to the event and over the two days for ensuring all worked well. We hope you enjoyed the days with the crowd and the special lunch.

Next year will be the tenth year of this huge Melbourne event and we intend to be a part of it again. The organisers have already indicated it will be even bigger with some special new items.

So reserve the last weekend in July next year. Come down to Hawthorn and be part of promoting your museum and Melbourne's tramway heritage, and be involved in this now iconic Melbourne event.

Rod Atkins

Z1 81 Lighting



Photo: Editor

One of the highlights of the Melbourne Open House weekend was the first appearance of the Karachi tram W11 – otherwise known as Melbourne Z1 81 – with its decorative lighting commissioned. This work has been carried out over several months by Kevin Taig, who has laboured over the non-standard cabling with much patience and a multi-meter.

His work required converting the lighting from functioning off the 600V DC overhead to working from household supply at 240V AC through an inverter supplying 12 V and 24V dc circuits. It also required replacing the internal fluorescent lighting with LED light strips. There are still a couple of circuits which haven't been wired up, but the 90% of the lighting circuits that are now operational provide a somewhat awe-inspiring display of colour and movement.

The illumination of this tram has enhanced what was already a crowd-pleaser into one of the highlights of the museum.

Further works planned for this tram include the implementation of the remaining lighting circuits, upgrading of the internal sound system, and installation of a TV screen to show video of Karachi W11 in action on the City Circle.

Russell Jones

125 Years of Trams in Acland St, St Kilda



A cable tram set in Acland St outside the tram sheds, 200 metres from Barkly St (c1910-20). The rooftop sign on the car promotes connections with electric trams to Malvern, East St Kilda & Brighton. Photo: Ray Pearson Collection, courtesy TMSV

Cable trams commenced service along the southern part of Acland St, St Kilda in 1891. Electric trams took their place in the last days of 1925.

When the cable tram tracks were laid and the tram sheds built, Acland St was residential. An 1897 Melbourne & Metropolitan Board of Works map shows houses with front gardens. It also shows the tram sheds, where Woolworths is now located, the track layout and the terminus closer to Barkly St.

The cable tram above appears to be queuing to use the terminus shunt in preparation for its return journey to Rathdowne St, North Carlton. The first kilometre of this trip will take it along the Esplanade where thousands visited to promenade and enjoy the beachfront, as shown below.

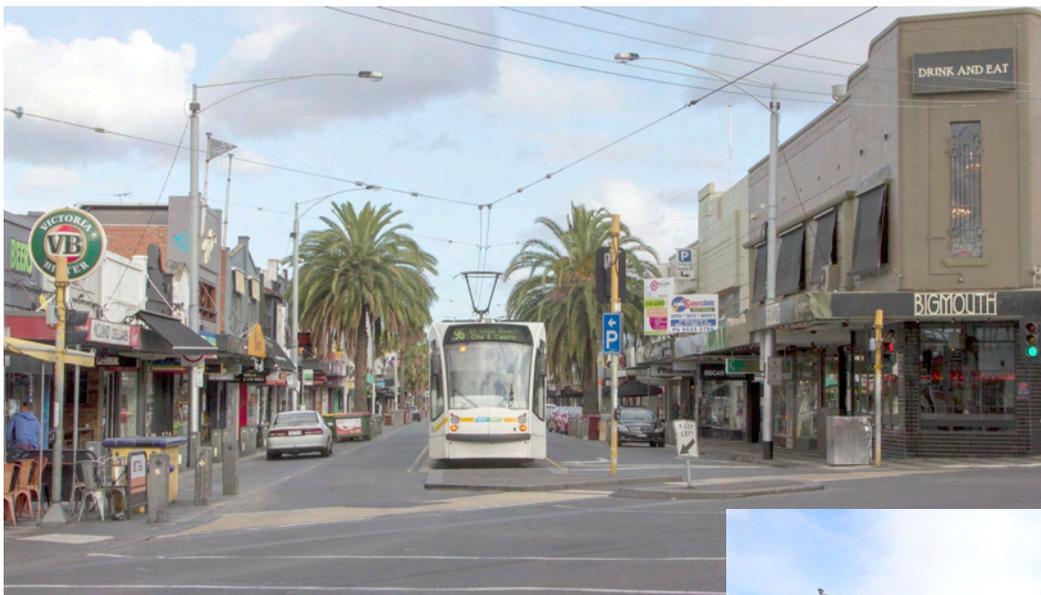
It appears that retail shops began replacing houses in Acland St before WWI. The distinctive European culture of the street came with post WWII immigration.



The Esplanade, St Kilda (post 1912) after the construction of Luna Park. Photo: Port Phillip City Collection



ABOVE: W2 568 arrives at a busy Acland St terminus (c1954). Note the shunt located on the eastern side of the street, a tram driver crossing the road towards the camera (right) and the VR tram tracks in Barkly St (foreground). Photo courtesy State Library Victoria



LEFT: A quieter Acland St terminus in January 2015 as D2 5014 awaits departure. Photo: Brenden Schonfelder

BELOW: Inside the construction fence at Barkly St on September 11, 2016 showing preparations for the new pedestrian mall. E 6011 awaits departure from the new terminus in the distance. Photo: Editor

In 1925 electric trams replaced cable trams and a single shunt was built on the eastern side of the street. This was relocated to the centre of the street in 1962.

Motor vehicle congestion in Acland St has been a cause of timetable delays since the 1960s. As a Brunswick conductor working route 15 in those years, I recall threats from tramways management to permanently terminate the trams at Luna Park.

Finally it appears a compromise has been reached. While local traders protested loudly, about 50 metres of track and roadway have been removed for a pedestrian mall. So Acland St begins a new era. *Editor*

