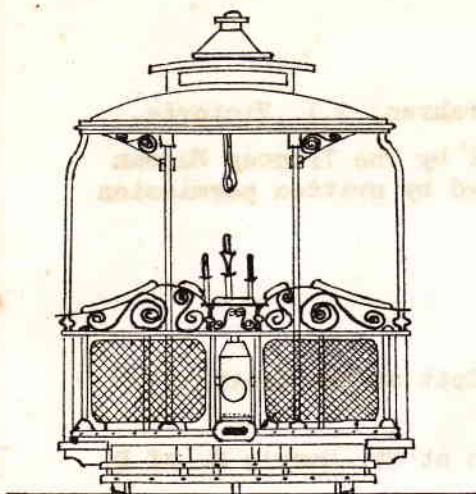


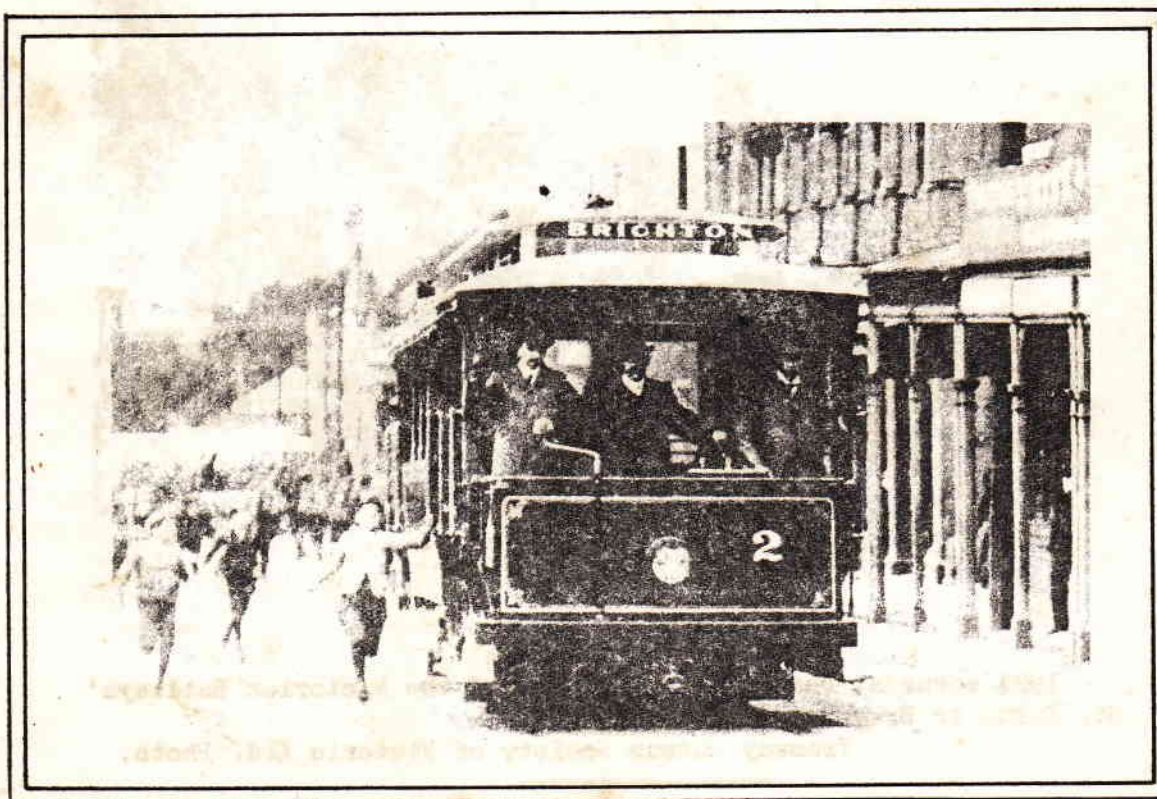
# RUNNING JOURNAL



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Running Journal

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PERSONAL:

We offer our congratulations to -

Member Geoff Maynard who was married to Miss Valerie Cott at the South Blackburn Methodist Church on January 3rd.

Member Stan Vine who was married to Miss Robyn Hotchin at St. Mary's C. of E. South Camberwell on the 26th March.

Member Alan Bebee who was married to our Treasurer, Miss Lindy Newell at St. John's C. of E. East Bentleigh on the 31st March.

If this matrimonial rate continues, Bob Prentice will have to open a Marriage Guidance Bureau - for Members!

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1924 scene at rear of Elwood Depot of the Victorian Railways' St. Kilda to Brighton Beach Tramway.

Tramway Museum Society of Victoria Ltd. Photo.

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COVER PHOTO: Victorian Railways Tram No. 2 conveying Official Party from St. Kilda Station to Opening Ceremony at Middle Brighton on 5th May, 1906.  
St. Kilda City Council Photo.



HAWTHORN TRAMWAYS TRUST

by R.H. PRENTICE.

CONSTITUTION:

The Hawthorn Tramways Trust was constituted by the Melbourne to Burwood Tramways Act, 1914. Its Board consisted of a Chairman (Mr. D.H. Dureau, 1914 to takeover); a Deputy Chairman, (Cr. F.F. Read, 1918 to takeover); plus two Councillors from each of the interested Councils - Melbourne, Richmond, Hawthorn and Camberwell. Over the years under review, the constituent Councils were represented on the Trust by the following named Gentlemen:-

Melbourne.

Cr. Charles Atkins 1914.  
Cr. H.H. Smith 1914 to 1918.  
Cr. F.E. Shillabeer 1916 to take over.  
Cr. David Bell 1919 to take over.

Richmond.

Cr. G.C. Webber, M.L.A. 1914 to 1917.  
Cr. H.H. Bell 1914 to take over.  
Cr. H.J. Barcelo 1918 to take over.

Hawthorn.

Cr. J.V.M. Wood 1914 to take over  
Cr. F.O. Sambell 1914 to take over

Camberwell

Cr. F.F. Read 1914 to take over.  
Cr. H. Rooks 1914 to take over.

During 1919, the Melbourne and Metropolitan Tramways Board was constituted and subsequent to 30th September, 1919, held its first meeting. Under the provisions of Act No. 2995, the Board took over the Trust's undertaking on the 2nd February, 1920. Members of the Trust were pleased that Cr. H.H. Bell, one of the representatives of Richmond City Council on the Trust's Board, was appointed by the Government as a member of the new Board.

HORSE TRAM CLOSURE:

The Hawthorn Horse Tramway ceased to operate on 31st January, 1916. The route was from Hawthorn Bridge via Burwood Road, Power Street and Riversdale Road to Auburn Road.

CONSTRUCTION:

By the 30th September, 1915, contracts had been let for the necessary works and material, but there was very considerable delay in the despatch of shipments from overseas, on account of the War. Owing to this delay, it was estimated that the trams would not be running until March, 1916.

The erection of the Car Depot and Converter Station at the corner of Power Street and Wallen Road was also nearing completion. This building gave ample accommodation of cars, machinery and plant, as well as for the necessary administrative offices, staff rooms and conveniences.

Unexpected difficulties were experienced in obtaining suitable foundations for the Wallen Road Bridge, necessitating an alteration in the nature of the contract, which was finally arranged at a lump sum price of \$25,000.

OPERATION OF TRAMWAYS:

Whether the Trust should itself operate its system or delegate to the Prahran and Malvern Tramways Trust was fully considered, and it was decided at a meeting, held on the 25th June, 1915, that the Trust should not delegate the operation, but run the trams itself, and by doing this, became the second Municipal Trust to operate trams in Melbourne.

OPENING OF THE LINE:

The line from Princes Bridge to the Car Depot, corner Wallen Road and Power Street, Hawthorn, was opened for traffic on 6th April, 1916. At Princes Bridge, the Lord Mayor of Melbourne, Sir David Hennessy declared the line open and the ceremony of cutting the ribbon from the first car was performed by

the Lady Mayoress, Lady Hennessy, by the Mayoress of Richmond (Mrs. A.F. Fear) at Punt Road, and by the Mayoress of Hawthorn (Mrs. P.J. Russel) at Wallen Road Bridge. On 7th May the line was opened to Auburn Road, Hawthorn, and on 31st May to Bowen Street, Camberwell. On 10th June the ribbon was cut at Burke Road by the Mayoress of Camberwell (Mrs. W.G. McBeath), to open the extension to the terminus at Boundary (now Warrigal) Road, Burwood. On 21st June, the Power Street, Burwood Road section to Hawthorn Bridge was opened with like ceremony.

#### RIVERSDALE ROAD EXTENSION:

In 1915, the Trust agreed to construct and operate on behalf of the Camberwell City Council, a single track extension, commencing at Burke Road, and continuing along Riversdale Road to Highfield Road. Contracts were let for the necessary sleepers, rails, poles, special work, overhead material, etc. Rails and sleepers were also ordered for a further extension to Boundary Road, when decided upon by the Camberwell Council.

In 1916, the Council agreed to extend the line to Boundary Road, making this complete extension, a distance of 2.284 miles. The tramway was opened for traffic on 16th October, 1916, and by the 25th October, 1916, the line had been opened as far as Wattle Valley Road, with the whole line completed for traffic on the 23rd December, 1916.

#### MILEAGE OF TRACK:

At the 30th September, 1916, the mileage of track was thus :-

Single	2.0517 miles
Double	6.7268 miles
	<u>15.5053 miles single track</u>

and by 1917, the mileage had increased to :-

Single	4.3357
Double	6.7268
	<u>17.7893 miles of single track</u>

and this mileage remained static until the take over by the M. & M.T.B.

#### TRACK:

The system, as designed and in operation at 30th September, 1916, consisted of the standard gauge of 4 feet 8½ inches.

The main line was from Princes Bridge, Melbourne, along Batman Avenue and Swan Street, Richmond, over the River Yarra by the Wallen Road Bridge, along Wallen Road, Power Street and Riversdale Road through Hawthorn; thence along Camberwell Road to Bowen Road, Camberwell, where the double track ended, and then by single track along Camberwell Road and Norwood (now Toorak) Road to Burwood. A double track line starts from Bridge Road, Richmond, crossing the River Yarra over the Hawthorn Bridge, along Burwood Road and Power Street, connecting with the main line at the corner of Power Street and Wallen Road.

The rails were continuously welded on the straight by the Alumino-thermo process, and all rails on curves were fish-plated.

The surface of the tracks was finished with tar macadam with the exception of the small section in Richmond, which was wood-blocked.

The Trust's Engineer and Manager (Mr. F.A. McCarty), reported in 1917, that it was absolutely necessary to put track drains in at various points along the line in order to carry away water which lodged in the ballast underneath the sleepers. The cause of the water lodging in the track was due, at certain points, to local conditions, over which the Trust had no control. At other



points along the line, water found its way into the formation from the ballast outside the track construction. This could not be provided for in the first instance, as the E & M was unaware of the road construction the Councils were to carry out. From the (then) present appearance, these drains will keep the track well drained, and in future, should reduce the cost of maintenance.

However, the actions taken by Mr. McCarty were unsatisfactory and in 1918, the Trust found it necessary to dispense with his services as Engineer and Manager, and Mr. Straun Robertson (ex Melbourne, Brunswick and Coburg Tramways Trust Engineer and Manager) was appointed to the position.

The continued deterioration of the track was the cause of anxiety, owing to the water remaining in the track, because the underground drains did not prove effective, and finally, by courtesy of the Prahran and Malvern Tramways Trust, the services of Mr. Jas. Henderson were made available to inspect the Trust's tracks, and report as to existing conditions and the measures necessary to rectify any defects.

As a result of the condition of the permanent way and the Report thereon by Mr. Henderson, certain recommendations as to reconstruction, were adopted. They were, briefly :-

(1) That the whole of the track from Princes Bridge to Richmond Railway Bridge, from Church Street to the Yarra, and from Power Street to Burke Road, should be reconstructed.

(2) That in reconstruction a deep subsoil drain should be made between tracks, and that the support for the permanent way should be a concrete raft, eight feet wide under each track on which the sleepers will be packed to correct levels with screenings. (First example of this type of construction in the country).

(3) That the road surface be completed in water bound macadam, then tarred and sanded.

It was found necessary to regauge the tracks in the wood blocked portion in Swan Street, and on Wallen Road Bridge, as the gauge was from  $\frac{1}{2}$  to 1 inch too wide. This was due, to a large extent, to swelling of the wood block pavement.

The work on the reconstructing the permanent way according to the specification approved by the Trust, was commenced in November, 1918, at the East end of the Bridge over the Yarra at Wallen Road, and was continued until 10th April, 1919, at a cost of \$9,255.10. A distance of 1,673 feet was completed, and gave every sign of standing up under the heavy traffic carried, for many years to come. The work of top dressing the road surface with tar and sand needed to be done periodically.

Approximately 800 feet of track on the Wattle Park line, and 1,750 feet on the Burwood route, near the corner of Camberwell and Norwood Roads, was reballasted, drained and put in good order.

A track cleaning device was put into use by which considerable savings were effected.

#### OVERHEAD:

The poles used for the overhead construction were of steel.

The overhead construction is known as the 'Span Wire' type, and a large amount of fittings supporting the trolley wires were made in Melbourne. The trolley wire was No. 3/0 non-fouling type, being supported with mechanical ears.

The Trust's side poles were used both by the Melbourne City Council and Melbourne Electric Supply Co., to support their overhead wires.

By 1918, the overhead wires were found to be in an unsatisfactory state, and reconstruction work on them commenced. By 30th September, 1919, the work had been completed, the overhead being thoroughly overhauled and strengthened, and all curves reconstructed. The resultant benefits are clearly shown by a comparison of maintenance of overhead lines for the two half-years ending 31st March, 1918 and 31st March, 1919, viz:-

Cost of maintenance overhead Wires, 6 months to	\$	p.c.m.
31st March, 1918	986.39	.253
31st March, 1919	373.75	.095
Decrease	612.64	.158

#### LIGHTING OF TRAMWAY TRACK:

Satisfactory arrangements were made with the Melbourne Electric Supply Co. Ltd., and the Melbourne City Council, for the lighting of the tramway track. The Trust undertook to illuminate the whole of the track route. Incandescent Metal Filament lamps of 50 c.p. each were supported on the Span Wires attached to the poles. The lamps were so arranged that a lamp was fixed to every other span on each side of the track. Arrangements were also made to have colored shades placed on lamps at stopping places to indicate such stopping places to intending passengers.

#### ROLLING STOCK:

In 1916, the Trust's rolling stock consisted of  
10 Single Truck Combination Cars.  
14 Bogie Cars.  
1 Tower Wagon,  
and by 1919, had increased to  
10 Single Truck Cars  
22 Bogie Cars  
and the Tower Wagon.

Seven Maximum Traction bogie cars, Nos. 14 to 20 were ready for the opening, with Nos. 11 to 13 entering service in the next two months. The Single Truck trams were commissioned during late April to Mid July, 1916, being numbered 1 to 10.

At the request of the Trust, Councillor H. Rooks accepted the appointment, in 1915, of honorary Inspector of tram car bodies which were being built in Adelaide. Cr. Rooks made a number of special visits to Adelaide. He also acted in this capacity in 1917.

The difficulty in obtaining supplies during the war delayed the delivery of the cars. Owing to the non-arrival of wheels and axles from England, the Trust succeeded in inducing a local firm to manufacture and supply them.

The Trust also adhered to its policy of using Australian material and manufacture wherever possible. A special feature was the building of the car bodies entirely of Australian timbers, and Australian-made paints and varnishes were used throughout.

When the system opened the cars were all finished in French Grey, which was a departure from the ordinary tram cars. The Motormen and Conductors were clothed in grey uniforms, which blended with the car coloring, and at the same time did not show up the dust.

Four Maximum traction trams were purchased from the Prahran and Malvern Tramways Trust in August, 1916. These had entered service with the P. & M.T.T. in January and February, 1912. At Hawthorn, they retained their Prahran numbers .... 21 to 24. They were run along Glenferrie Road and slewed into Riversdale Road at the crossing.



By September, 1916, the traffic increase having exceeded all anticipations, Legislative Authority was obtained for the expenditure of a further \$100,000, and contracts were let for an additional fifteen cars and equipment.

On 7th January, 1917, a serious accident occurred, when No. 11 capsised while entering a passing loop in Norwood (Burwood) Road, Burwood, on a down grade. The front bogie took the straight, whilst the rear bogie took the turnout at an estimated speed of 35 m.p.h. The result of the Coroner's enquiries was a verdict of misadventure. The cost of the accident to the 30th September, 1917, was \$7,816.63.

The car bodies and certain of the electrical equipment were received, and eight new bogie cars, Nos. 25 to 32, were put into service, July, 1917, to March, 1918; they were similar to Nos. 11 to 20.

By the 30th September, 1918, the work of repainting car bodies (Chocolate and Cream) proceeded steadily. Only two of the first lot of cars remained to be done.

Certain alterations were made in the organisation of work in the Depot, enabling economies in oil consumption to be made, and the number of men engaged in attending to brakes and oiling cars reduced. The work of overhauling trucks, motor equipment and brake gear was pushed on as rapidly as possible.

After waiting many months for the electrical equipment that had been ordered from England, it became necessary to cancel the order because of the inability of the manufacturers to deliver, and a contract was then let for the equipment with America. Shipment was expected in early 1919.

In the meantime, the Directorate of Munitions advised that in order to conserve the available electricity supply for more urgent War requirements, it was extremely unlikely that further supply would be made available for transit purposes until the return to normal conditions. This meant that the seven single truck car bodies that were held in store could not be made use of during the expected life of the Trust, therefore, these bodies were sold to the Footscray Tramways Trust at cost price, with the delivery of same, effected by September, 1919. Arrangements were also made with the Melbourne and Metropolitan Tramways Board for that body to take over from the Hawthorn Trust, at cost, the motor equipment ordered from America.

The maintenance work on the rolling stock running gear was very heavy owing to the run-down condition of all undergear and the bad effect of the unsatisfactory condition of the track, and by 1919, 19 cars had been thoroughly overhauled and repaired.

Experiments with the use of an arc welding process in the building up of wheel flanges have been successful, and a much longer life can now be obtained from tyres, which would have been, in ordinary course, scrapped.

#### ROLLING STOCK DATA

Nos. 11 to 20  
25 to 32 originally had full cross seats in their drop-centres.

The aisle was later cut by the M. & M.T.B.

Nos. 1 to 10 had ratten seats in saloons, possibly tip-over type.

H.T.T. No.	M.M.T.B. No.	Class.	Date	City	No.	Fate	Details
1	107	M	1930 to	BENDIGO	12	Operating	Duncan & Fraser body
2	108	M	1930 to	BALLARAT	24	Scr 2/57	2 x 53 h.p. W.H.225 motors
3	109	M	1930 to	BENDIGO	13	Scr 7/60	W.H. T1C Controllers
4	110	M	1930 to	BALLARAT	25	Now Be 6	33" Diameter wheels
5	111	M	1930 to	BALLARAT	26	Operating	7'6" Wheelbase.
6	112	M	1930 to	BENDIGO	10	Scr 2/56	G.E. C.P.25 Compressor
7	113	M	1930 to	BALLARAT	28	Operating	Brill 21E Truck.
8	114	M	1930 to	BENDIGO	3	Now T.M.S.	31 ft 10 ins long.
9	115	M	1930 to	BENDIGO	2	Scr 2/52	Seat 38.
10	116	M	1930 to	BALLARAT	27	Operating.	
11	117	N	1945 to	BALLARAT	22) 37)	Scr 7/55	D. & F. Body. 2 x 65 h.p. G.E.201G. Mtrs.
12	118	N	1947 to	GEELONG	31	Scr 4/56	G.E. B23D.Controllers
13	119	N	1948 to	GEELONG	35	Operating	33" & 20" dia.Wheels
			1956 to	BENDIGO	1		4' Wheelbase per truck
14	120	N	1947 to	GEELONG	33	Operating	23'7" truck centres.
			1956 to	BENDIGO	4		G.E. C.P.27 Compressor
15	121	N	1939 -	-		Scrapped.	Brill 22E trucks.
16	122	N	1947 to	GEELONG	32	Operating	44' 4½" long.
			1956 to	BENDIGO	3		Seat 52.
17	123	N	1945 to	BENDIGO	23	Operating.	
18	124	N	1947 to	BALLARAT	35	Operating.	
19	125	N	1945 -	-		Scrapped	
20	126	N	1947 to	GEELONG	34	Operating.	
			1956 to	BENDIGO	2		
21	127	O			One		D. & F. Body
22	128	O		ADELAIDE	Car		2 x 50 h.p. G.E.202
23	129	O		THEIR	to		Motors.
24	130	O	1927	"D" CLASS 191 to 194	A.E.T.M.		W.H. T1F Controllers. 33" & 20" dia.wheels. Brush Truck. 4' Wheelbase per truck 22'0" truck centres. G.E. C.P.27Compressor 43 Feet long Seat 54.
25	131	P	1944 -	-	Scrapped		D. & F. body.
26	132	P	1945 to	BALLARAT	36	Operating.	2 x 65 h.p. G.E.201G motors
27	133	P	1947 to	BENDIGO	25	Operating.	G.E. K36J controllers
28	134	P	1945 -	-	Scrapped.		Brill or Robinson 22E trucks
29	135	P	1947 to	BENDIGO	26	Operating.	33" x 20" dia.wheels
30	136	P	1944 -	-	Scrapped.		4' wheelbase per truck.
31	137	P	1947 to	BALLARAT	34	Operating.	24'7" truck centres
32	138	P	1945 to	BENDIGO	24	Operating.	G.E. C.P.27 compressor 45ft 4½ins. long. Seat 52.



H.T.T.	M.M.T.B.	Class	Date	City	No.	Fate
33	183	M	1935 to	BALLARAT	30	Operating D.&F.body 2x50 h.p. G.E.203P motors
34	184	M	1935 to	BALLARAT	31	Operating G.E. K36 controllers
35	185	M	1935 to	BENDIGO	19	Operating Sewell 21E truck
36	186	M	1935 to	BALLARAT	32	Operating 33" dia. wheels
37	187	M	1935 to	BENDIGO	20	Operating 7'6" wheelbase
38	188	M	1935 to	BENDIGO	21	Operating G.E. C.P.25 compressor
39	189	M	1935 to	BALLARAT	33	Operating 31 ft 10 ins long. Seat 38.

Numbers 33 to 39, in service, August & September, 1920, by M. & M.T.B. on the (then) ex-H.T.T. lines, because the ex-Footscray Tramways Trust lines were not ready.

#### DISSECTION

Class	Still Running	Museum	Scrapped	Total
M	5	1	4	10
N	6	-	4	10
O	-	1	3	4
P	5	-	3	8
M	7	-	-	7
	<u>23</u>	<u>2</u>	<u>14</u>	<u>39</u>

#### CAR DEPOT, etc.:

The Car Depot was built at the corner of Power Street and Wallen Road, and is so situated that there is a minimum of dead car-miles. The offices of the Trust and all Officers were located in the Depot, as well as a Roster and Mess Room for the Motormen and Conductors.

The car storage capacity of the building in 1916, was 28 mixed cars.

On the 2nd February, 1917, a contract for the extension of the present depot was let, but the work on several occasions, was stopped by strikes and inability to obtain material. The Special Work for the Depot was ordered also. Because the extension to the Depot building was not completed as anticipated, the Trust had to pay storage on 12 cars in Adelaide for some considerable time. However, the extension was completed in 1918, much to the relief of all concerned.

#### MACHINE SHOP.

The machine shop was fitted with all necessary mechanical tools required for the work of repairing the equipment. In 1918, all machine tools were placed in No. 2 bay of the car Depot. A wheel lathe and band saw were also installed, resulting in improvements in the cost of maintenance and repairs to rolling stock. This move cost \$76.82.

A General Store, Oil Store, Receiving Office, Ticket Store and Clothing Store were provided.

#### SUB-STATION AND POWER SUPPLY:

The Sub-station was located at the Depot, and contains two 300 K.W. 600 volt D.C. Motor Generators, automatic reversible Booster, and necessary Switchboards. The Chloride Storage Battery of 294 cells was located in a well-ventilated room. The capacity of the Battery was 440 ampere hours.

The current was obtained from the Melbourne Electric Supply Co. and the Company transmitted single phase high tension current from their generating station in Richmond to the Trust's sub-station. The Company supplied the Motor Generators and attendants, and the Trust paid for the direct current at the switchboard. This arrangement worked satisfactorily. The cost of the current varied with the consumption of current and the cost of fuel used by the M. E. S. Co. In 1916, 662,590 kelvins were used for traffic, at an average cost of 1.202 cents per kelvin, whilst in 1919, 2,613,316 kelvins were used at a cost of 1.3886 cents per kelvin.

#### COAL RESTRICTIONS:

A Seamen's strike in 1919 paralysed interstate shipping for some four months, and the resultant shortage of coal supplies led to a general restriction of tramway services. By Order of the Coal Board, the Hawthorn Trust, in common with other tramway bodies, was compelled to cease running on Sunday, and after 7 p.m. on week days. The restrictions lasted from 16th July to 26th August inclusive and the loss to the Trust was estimated at \$2,143.75.

#### METROPOLITAN TRAMWAY PARK, later WATTLE PARK

In 1915, the Trust submitted proposals to its constituent Councils for purchase, on behalf of the future Metropolitan Tramway Authority, of land at the corner of Riversdale and Boundary (Warrigal) Roads, comprising 137 acres. The consent of the Councils having been obtained in 1916, and an enabling Act passed by Parliament, the Trust completed the purchase of the Park. The price paid was \$18,000, of which the Nunawading Shire Council agreed to contribute one-fifth.

As anticipated by the Trust, WATTLE PARK proved to be a favourite resort with the public. The opening ceremony was held, and the Park formally declared open, on 31st March, 1917, by His Excellency the Governor of Victoria, Sir Arthur L. Stanley, K.C.M.G., in the presence of a large assemblage. A number of wattle trees were planted by His Excellency and other leading Citizens.

The Engineer and Manager, in 1917, stated that he was of the firm opinion that the Trust should spend a certain amount of money on the Park. He was also of the opinion that the eastern slopes will be the site that will be used for picnic parties, and therefore, it is self-evident that the tram-line should be extended along Riversdale Road, from Boundary Road to Elgar Road in the very near future. The Trust had certain stocks of rails, sleepers, overhead material and so forth, which could be utilised for the extension, for which interest is being paid without any result. (This did not eventuate until 1st of July, 1928).

Over the years, both the Hawthorn Trust and the Melbourne and Metropolitan Tramways Board have planted over 7,000 trees, including some 6,000 wattle trees.

#### FARES AND SECTIONS:

In 1918, the question of increasing fares and eliminating overlapping sections was considered by the Trust, and it was decided that in view of the probable early transfer of the system to a New Tramway Authority, it was inadvisable to make any changes in these directions.

However, with an increase in wages being granted by the Federal Arbitration Court and the consequent increased out-going in Wages, and its effect on the Trust's revenue, it was decided to approach the Government with a view to an amendment of the then existing Order-in-Council, to provide for the elimination of all overlapping sections and to authorise an addition of 1c. per fare on Sundays and gazetted holidays. The Acting-Minister for Public Works received the deputation



on 2nd. September, 1919, and as a result of representations made, agreed to refer the question of the increase in fares to Cabinet, the matter of Overlapping Sections being dropped by mutual consent. The Cabinet subsequently decided that, in view of the early absorption of the Trust by the M. & M.T.B., the question of alterations of fares should be left for reconsideration by the Board.

#### EMPLOYEE'S STRIKE:

In consequence of the dismissal of an employee on disciplinary grounds, the other employees of the Trust ceased work on 22nd December 1918. After negotiations, the matter was, by mutual agreement, referred to the Registrar of the Federal Arbitration Court, his decision to be binding on both parties. On this decision being announced, the employees resumed work, the strike having lasted for a period of three days.

#### ROUTE 'B'

##### TIME TABLES

##### PRINCES BRIDGE TO BURWOOD.

Week Day. 6.30 a.m., 40, 7.00, 25, 45 then at 5, 25 and 45 minutes past each hour until 11.25 p.m. (last car).

Sunday. 1.15 p.m., then as required until 10.30 p.m.

##### BURWOOD TO PRINCES BRIDGE

Week Day. 6.45 a.m., then at 5, 25, and 45 minutes past each hour until 11.05 p.m.

Sunday. 1.32 p.m., then as required until 9.50 p.m.

#### ROUTE 'R'

##### PRINCES BRIDGE TO RIVERSDALE EXTENSION

Week Day. 7.15 a.m., then at 15, 35 and 55 minutes past each hour until 11.35 p.m.

Sunday. 1.32 p.m., then as required until 10.40.

##### RIVERSDALE EXTENSION TO PRINCES BRIDGE

Week Day. 6.37 a.m. 6.57, then at 17, 37 and 57 minutes past each hour, until 11.17 p.m. (last car).

Sunday. 1.30 p.m., then as required until 10.02 p.m.

#### ROUTE 'C'

##### PRINCES BRIDGE TO CAMBERWELL (BURKE ROAD)

Week Day. 6.20 a.m., 40, 7.00, 15, 20, then every 5 minutes until 8.35 a.m. 10 minutes until 4.35 p.m., 5 minutes until 6.25 p.m. 10 minutes until 12.00 (Midnight).

Sunday. 1.15 p.m., then as required until 10.40.

##### CAMBERWELL (BURKE ROAD) TO PRINCES BRIDGE

Week Day. 5.45 a.m. 6.14, 6.34, 6.49, 6.59, 7.04, 7.19, 7.29, 7.30, 7.49, then every 5 minutes until 9.09 a.m., 10 minutes until 5.09 p.m., 5 minutes until 6.59 p.m., 10 minutes until 11.29 p.m.

Sunday. 1.17 p.m., then as required until 10.14.

#### ROUTE 'A'

##### PRINCES BRIDGE TO AUBURN ROAD

Week Day. 6.20 a.m., 6.40, 7.00 then every 5 minutes until 8.30 a.m. 10 minutes until 1.25 p.m., 5 minutes until 5.00 p.m., 2½ minutes until 6.24 p.m., 5 minutes until 7.15 p.m., 10 minutes until 10.05 p.m., 5 minutes until 11.35 p.m., then 11.45 and 12.00 (Midnight).

Sunday. 1.15 p.m. then as required until 10.40.

AUBURN ROAD TO PRINCES BRIDGE

Week Day. 5.57 a.m., 6.17, 6.37, 6.52, 7.02, 7.12, 7.22, 7.32, 7.42, then every 5 minutes until 8.12 a.m., 2½ minutes until 8.37, 5 minutes until 9.37, 10 minutes until 1.27 p.m., 5 minutes until 5.22, 2½ minutes until 6.02 p.m., 5 minutes until 7.42, 10 minutes until 10.32 p.m., 5 minutes until 11.12, then 11.22 and 11.32 p.m.

Sunday: 1.09 p.m., then as required until 10.17.

ROUTE 'H'

PRINCES BRIDGE TO BURNLEY

Week Day. 6.20 a.m., 6.40, 7.00, 7.15, then every 5 minutes until 7.35 a.m., 2½ minutes until 8.55 a.m., 5 minutes until 5.00 p.m., 2½ minutes until 6.25, 5 minutes until 8.05 p.m., 10 minutes until 10.05, 5 minutes until 11.35, then 11.45 and 12.00 (Midnight).

Sunday 1.15 p.m. then as required until 10.40.

BURNLEY TO PRINCES BRIDGE

Week Day. 6.06 a.m. 6.26, 6.46, 7.01, then every 5 minutes until 7.21 a.m., 2½ minutes until 8.46, 5 minutes until 4.46 p.m., 2½ minutes until 6.11, 5 minutes until 11.21 p.m., then 11.31 and 11.41 p.m.

Sunday. 1.01 p.m., then as required until 10.26 p.m.

ROUTE 'P'

POWER STREET TO BRIDGE ROAD

Week Day. 7.15 a.m., then every 15 minutes until 9.15, 9.37 a.m., then every 20 minutes until 4.57 p.m., 5.15, 5.30, 5.45, 6.00, 6.15, 6.30, 6.45, 7.00, 7.15, 7.37, then every 20 minutes until 11.17, then 11.40 p.m.

Sunday. 2.17 p.m., then every 20 minutes until 10.37 p.m.

BRIDGE ROAD TO POWER STREET

Week Day. 7.23 a.m., then every 15 minutes until 9.08, then 20 minutes until 4.48 p.m., then 5.07, 5.23, then every 15 minutes until 7.08, 20 minutes until 11.08, then 11.30 and 11.55 p.m. (last car).

Sunday. 2.28 p.m., then every 20 minutes until 10.48 p.m.

ANNUAL BALANCE SHEET:

1916. The financial results of the operation of the Tramways were thus:-

Gross revenue from Traffic and Sundry Receipts	\$44,190.00
Working expenses including interest	\$33,231.86
	Surplus \$10,958.14

which has been appropriated as follows :-

Transfers to Renewals Reserve, Maintenance and Sinking Fund.	\$4,947.83
Net Surplus	\$6,010.29

This surplus was paid to the Councils of Melbourne, Richmond, Hawthorn and Camberwell in proportion to the car miles in the respective Municipalities.

1917. Gross revenue from Traffic etc.	\$116,040.32
Working expenses etc.	\$113,876.73
	Net Surplus \$ 2,163.59

payable to the Councils.	
1918. Gross revenue etc.	\$132,135.07
Working Expenses	\$132,135.07



It was decided that in view of the heavy expenditure to be made on account of the reconstruction of the track, the surplus should not be distributed, but credited to the Renewals Reserve Fund. 1919. As the result of arrangements entered into with the Trust's Advertising Representative, the revenue from this source showed a gratifying result, the net amount earned during the year being \$1,212.

The Trust received from the Municipality of Camberwell, as per agreement dated 12th February, 1917, payments to cover the losses of the Camberwell

Extension ....	1917	\$5,773.85
	1918	\$6,104.51
	1919	<u>\$5,877.81</u>
Total loss payable by Camberwell		<u>\$17,756.17</u>

#### CREDITS:

The writer acknowledges the assistance rendered in the compilation of this article, by Mr. W. Aird, Secretary of the Melbourne and Metropolitan Tramways Board, who allowed the Hawthorn Tramways Trust's Annual Reports to be perused, Mr. K.S. Kings for technical information, and Messrs. C. Wright, H. Cosgrove, G. Gazeley, R. Allen and J. Murphy for interesting interviews relevant to the Hawthorn Trust, and the Tramway Museum Society of Vic. Ltd. for other sundry items.

#### CORRECTIONS DEPT:

The following corrections to the Geelong Article in our last issue must be noted with apologies. In the last paragraph on Page 6, the date in the 6th line should be the 26th of January and not the 24th. On the Geelong map, the 2nd crossover west of the city intersection (i.e., nearest to the railway tunnel) should read "crossover unwired", NOT "crossover inward".

#### CAR NEWS:

The cable grip car chassis which was stored in Barry George's garage was moved during February to Michael Dunn's backyard.

By the time this issue appears the second set of safety bars made up by Noel Gipps should be fitted to Birney car 217. Repainting of the car is progressing very slowly due to the poor attendance of members at work parties.

In response to Secretary Keith Kings' appeal for details of old trams discovered, member Arthur Hill has advised the locations of two car bodies. One of these is an X2 class and the other is apparently an old type combination car, class unknown as yet.

#### NEWS FROM OTHER GROUPS:

Our approach to the A.E.T.M. South Australia (Inc.)(see our last issue) has been favourably received and we now await an official decision. Meanwhile a stalwart member of the A.E.T.M., John Radcliffe, has prepared a map of their St. Kilda site in relation to Adelaide and copies are now being prepared. These will be available to members wishing to visit the museum. At the moment the site may only be inspected by prior appointment. The group completed its depot several months ago and A2 class No. 42 has been quickly

repainted, whilst A class No. 1 is presently undergoing a complete restoration.

The Tramway Historical Society (Inc.), Christchurch, N.Z. has appointed our Society as its sole agent in Victoria to carry on all business on its behalf.

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#### SITE NEWS:

As members will be aware, our Chairman set out questionnaires early in February seeking suggestions for our Museum site. To date 20 replies have been received which contain many valuable ideas and hints. If you have not already sent in your reply you are urged to do so in order that we may have every member's opinion on this important subject.

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#### MEETINGS:

On January 18th, Mr. George Gazeley spoke to members of his experiences during his working life with tramways which commenced at Hawthorn Depot in 1920.

On Monday the 7th March members enjoyed a night of films of the now defunct Geelong Tramway system. Keith Kings showed colour slides and movies belonging to himself and also to Mr. Bill Mercer. Some slides of the Parramatta Park Steam Tramway in Sydney were also shown by Member Graeme Jones. Our thanks to all concerned for a most enjoyable evening.

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#### TOURS:

Members have travelled on two tramway tours in recent months.

The first was our "Golden Sunset" tour on 26th December, 1965. The tour departed from South Melbourne at 6.30 p.m. in Y1 class car No. 610 and in a perfect "golden sunset" traversed the following route - Kingsway, Park Street, St. Kilda Road, Fitzroy Street, Esplanade, Carlisle Street, Brighton Road and Glenhuntly Road to Hawthorn Road where we turned on the curve which has now been replaced in the new layout at this point. We then followed Hawthorn Road to Balaclava Road, where we turned and went right around the Caulfield loop and back along Balaclava Road to Hawthorn Road. Thence via Hawthorn Road, Dandenong Road, Glenferrie Road, Riversdale Road and Swan Street to Batman Avenue, where we turned into St. Kilda Road. We then ran along Swanston Street, Victoria Street, Elizabeth Street, Flemington Road and Mr. Alexander Road to Essendon Airport terminus. Returning to Flemington Road and Abbotsford Street, we ran to the West Coburg terminus where a twenty minute break was had for refreshments. We then returned again to Flemington Road and the crossover at Racecourse Road thence to Abbotsford Street and via North Melbourne to Elizabeth Street.

Our car shunted into Latrobe Street and followed Spencer Street and Clarendon Street back to South Melbourne Depot after a run in beautiful weather and light traffic, which made it even more enjoyable.

The most recent tour was on 6th March, 1966 in new M. & M.T.B. bus A.E.C. Mark VI No. 784. The bus departed from the corner of Flinders and Elizabeth Streets at 9 a.m. and ran to St. Kilda Station and thence over the former V.R. 5'3" tramway route to Brighton Beach with a short stop at the Elwood Depot, now of course used by buses. Sandringham Station and Depot was the next stop from where the bus traversed the former V.R. 4'8½" tramway to Black Rock and Beaumaris with the exception of Holding Street and Martin Street which are still unmade, the former being heavily overgrown with tea-tree scrub. The bus



then returned to South Melbourne Depot where ex-V.R. car No. 53 was taken for a short run. The jaunt consisted of Kingsway, Park Street, St. Kilda Road, Fitzroy Street, with a stop at St. Kilda Station, Esplanade, Ackland Street, with a stop at the terminus, back to the Luna Park crossover and then reversing into Carlisle Street. Another stop was made at Barkly Street, and thence to Chapel Street, north into Swan Street, Batman Avenue, into Swanston Street, where the car reversed on the railway bridge crossover and ran back to South Melbourne for a lunch break. After lunch the bus ran to Geelong, entering that city over the former NORTH ROUTE and then to the Depot and the Beach line. After running to the City, Eastern Park and EAST Routes were followed. Back to the City center and then to Belmont, City again, followed by Chilwell, Newton and WEST, then out again along the NORTH route and home. On several routes sections of rail are still visible, whilst on others they are concealed beneath a thin coat of bitumen. The most notable feature of the day was the large number of refreshment stops required in the 100<sup>0</sup> heat. Our bus performed very well and was a comfortable and convenient method of traversing the routes for the tour.

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#### SALES DEPARTMENT:

The following titles are now available at prices as listed.

THE ESSENDON TRAMWAYS - Brief history of the N.M.E.T. & L. Co. - 30c.

DESTINATION VALLEY - Complete car lists of the Brisbane System - 60c.

DESTINATION CIRCULAR QUAY - Car and Trolley Bus records for the defunct Sydney Systems - 40c.

DESTINATION EAGLEHAWK - Car lists for Ballarat, Bendigo and also Geelong - 60c.

AUSTRALIA'S FIRST ELECTRIC TRAM - Fascinating history of the short-lived Box Hill line - 22c.

THE PUFFING BILLY STORY - 30c.

BY TRAM TO PAPANUI - Brief History of the abandoned Christchurch tramways - 30c.

WELCOME TO BENDIGO - Pictorian record of Bendigo tramways since their inception - 20c.

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#### STOP PRESS:

The City of Camberwell Historical Society invited this Society to provide a speaker and a half hour paper on 'Tramway Transport in the City of Camberwell' at its April meeting. It was decided that our Secretary should undertake the task, and Mr. Kings duly read his thirty minute Paper to the Society at its Meeting on Friday, April 1st, in conjunction with Mr. J.Y. Harvey, of the Australian Railway Historical Society, who had been asked to deal similarly with 'Railway Transport in the City of Camberwell'. A most interesting evening was had by those in attendance, judging by the questions asked - both during and after the meeting.

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HISTORICAL NOTES:

NOTICE. (MALVERN & KEW DEPOTS).

29/6/26

Stop at Barkers Road, Glenferrie Road, in future will be compulsory on both "up" and "down" journey.

NOTICE TO DRIVERS

5/2/26

SPEED OF CARS IN THE CITY

Drivers are instructed that Cars are to be run in series speed only, when travelling in either direction between Lonsdale Street and City Road.

NOTICE TO CONDUCTORS

30/9/26

MALVERN, GLENHUNTLY, HANNA STREET & COBURG DEPOTS.

PRAHRAN AND TOORAK TRANSFERS

With the substitution of Motor 'Buses for Toorak Cable Cars on Saturday 2nd October, 1926, the issue and acceptance of transfers between TOORAK and Lonsdale Street, will be discontinued.

Transfers between PRAHRAN 'Buses and the City will be available as usual.

NOTICE. (SOUTHERN SYSTEM ELECTRIC LINES)

16/12/35.

PERMANENT WAY EMERGENCY ARRANGEMENTS.

From the 16th December, 1935, the following arrangements for attention to the permanent way of Electric lines south of the Yarra will be in force:-

CALLS

In all cases of derailments, defective points, track defects, floods, and burst water mains likely to affect the track or safe running of trams, notify the Permanent Way Department at Hawthorn Depot immediately by either office 'phone, No. 11, or Public 'Phone, Hawthorn 303.

Ask for the Overseer's Office and make call to the Yard Ganger; also advise the District Traffic Superintendent as soon as practicable. State clearly on Daily Report what action was taken.

Name and Particulars.

When making a call, please give your name and definite particulars in order to facilitate prompt attention.

Permanent Way Department Working Hours.

Monday to Friday	7.30 a.m. to 5.00 p.m.
Saturdays	7.30 a.m. to 11.45 a.m.

Non-Working Hours.

During other than working hours, ask for the Hawthorn Depot Despatcher's Office, and make call to the Despatcher.

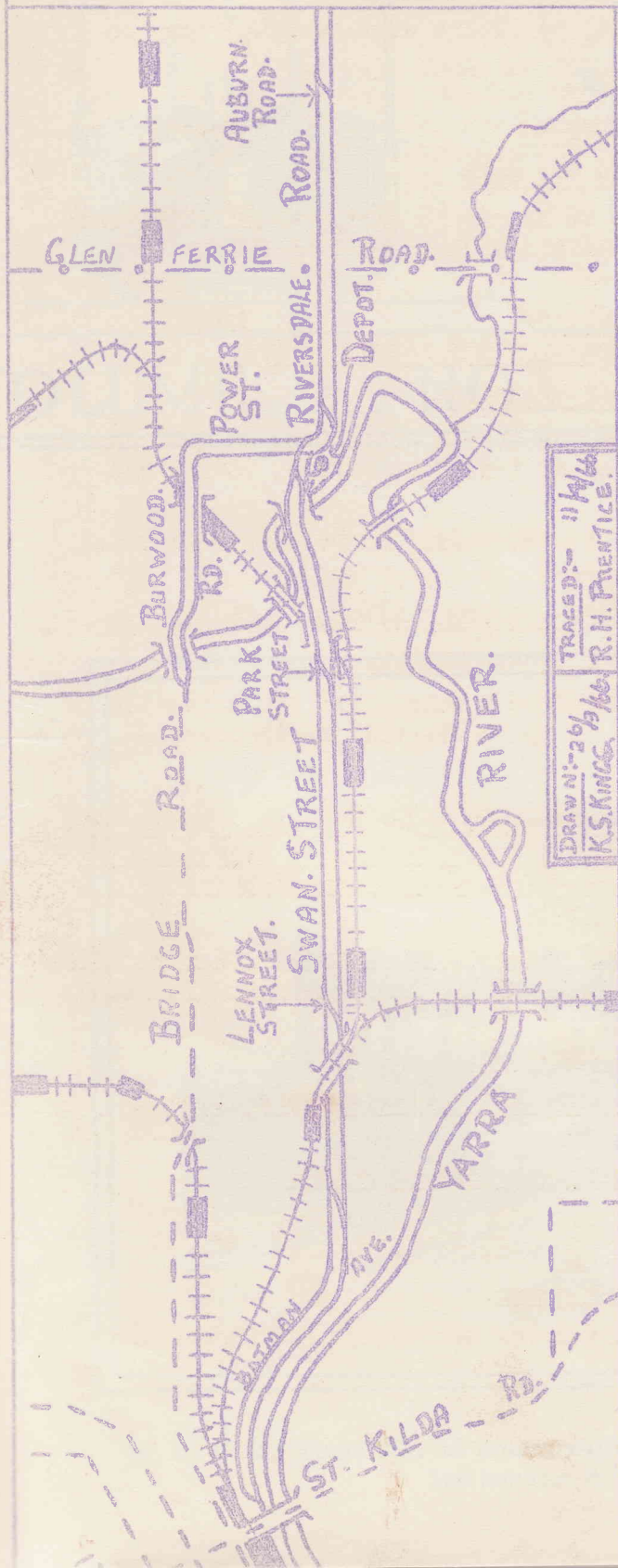


# HAWTHORN TRAMWAYS TRUST.

TRAM TRACKS:- 6.4.1916 TO 2.2.1920.

- HAWTHORN TRAMWAYS TRUST.
- - - PRAIRIE & MALVERN TRAMWAYS TRUST.
- - - CADLE TRAMWAYS.

+++++ VICTORIAN RAILWAYS  
GAUGE:- 5' 13".  
ALL TRAMWAYS-GAUGE:- 4' 8 1/2".



DRAWN:- 26/11/16  
K.S.KING  
TRACED:- 11/4/16  
R.H. PRENTICE.

