



The Bellcord

Journal of the Friends of Hawthorn Tram Depot



Looking south along Elizabeth St from north of the Franklin St intersection, circa 1950. W5 728 is on a route 18 short working to Brunswick. The office of 'The Argus' is the tallest building in view. Photo donated to FOHTD Collection by Ron Scholten.

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Looking south along Elizabeth St from north of the Franklin St intersection, September 2014. 5-unit Combino 5004 is outward bound to North Coburg on a route 19, while B2 2118 doesn't have far to go to the Elizabeth St terminus that is named for Sir Robert Risson. Photo by Warren Doubleday.

Then and Now

Our two views of *Then and Now* date from about 1950 and September 2014, both looking south along Elizabeth Street from north of Franklin Street.

The most prominent building in 1950 was the office of the *The Argus* and *The Australasian* newspapers. In the current view it is dwarfed by the surrounding office towers and apartment buildings. These two papers ceased publication in 1957, although they form a valuable on-line resource in Trove for researchers interested in the history of Melbourne. After being vacant for many years, the Argus Building is now occupied by an education provider. Like our museum, it was also part of the Open House Melbourne program for 2014.

The buildings on the west side of Elizabeth St, shown in the photo are all still there, with only the building (not in original photo) on Franklin and Elizabeth being built since 1950. The building

immediately to the north of the Argus Building has had an additional three glazed floors built onto it.

W5 728 - rostered on a short working on route 18 to Brunswick - was modified in June 1985 to become a member of the SW5 class. During the 1990s, it was a regular on the City Circle route, and for a number of years until its withdrawal in 2011 was the oldest operational tram on the Melbourne system.

W class trams have long been supplanted on Elizabeth Street routes, as has route 18. Currently the closest equivalent would be a route 19d working to Brunswick Depot, which will usually be worked by a 5-unit Combino or a B2 class tram.

The tram stop 'protected' by the safety zone sign at Franklin Street has disappeared as part of the rationalisation program associated with the introduction of superstops, as the closest stops are now at Latrobe Street or Victoria Market.