

# Libs promise a tram museum

By MARK BROLLY

The State Opposition yesterday promised to establish a tram museum and tourist tramway, based at the historic Hawthorn depot, if it wins the next election.

The Opposition spokesman on public transport, Mr Brown, said a coalition government would establish the Melbourne Tram Museum to preserve, display and operate the city's historic trams.

It would accommodate more than 20 vintage trams and include audio-visual displays on the history of Melbourne's tramways.

Mr Brown said Vienna provided the closest model for the coalition's proposal, with the Austrian capital using museum trams along a route that featured many historic buildings. Historic trams also operated in Toronto, Mexico City, Lisbon and Blackpool.

He said the National Trust and the non-profit Tramway Museum Society, which operates a museum and tramway at Bylands, near Kilmore, supported the proposal.

Mr Brown said a tourist tramway would operate from the depot at weekends and on public holidays so people could ride vintage trams.

The initial route would extend for six kilometres along Wallen Road, Swan Street and Batman Avenue to Princes Bridge — the line used by Melbourne's first electric tramway in 1916. The route would give patrons the chance of returning to the depot by boat along the Yarra River.

"Today we celebrate the 75th anniversary of Melbourne's first electric tram and what better way to commemorate this milestone than announcing the creation of a tramway museum and tourist tramway for Melbourne to rival the best that Europe and America can offer," Mr Brown said.

"The new Melbourne Tram Museum and Tourist Tramway will be a non-profit statutory body administered by a board of directors along similar lines to the very successful Puffing Billy vintage rail-

way. It will, in the main, be operated by volunteers, particularly retired tramway drivers, conductors and engineers who have already shown great interest in the project."

Mr Brown said establishment costs would be minimal as the Hawthorn tram depot, one of only two electric tram depots in Melbourne to be classified by the National Trust, was in very good condition and would be surplus to the requirements of the Public Transport Corporation.

He said the corporation owned many vintage trams and a lot of tramway memorabilia. No changes to tracks or wiring would be needed for the tourist tramway. Apart from initial capital, the museum and tramway were expected to be self-funding within the first year of operation.

Mr Brown said the Kirner Government had wasted an opportunity to attract tourist dollars to Victoria by ignoring the potential of Melbourne's tramway system.

*... picture here which had previously  
... the riversdale Road route ceased operation in late January, 1916 as  
... the electrified route was extended to the east.*

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818 1955. ■



1991 is the 75th anniversary of the opening of the Hawthorn Tramways Trust. The horse-drawn tramways pictured here which had previously plied the Riversdale Road route ceased operation in late January, 1916 as the electrified route was extended to the east.

Progress Press 20-11-91

# Tramways lines up 75th anniversary

By PATRICK BRISCOE

**M**UCH has changed since the Hawthorn Tramways Trust made history by operating the first electrified trams in the southern hemisphere in 1916.

But little can compare to how Melbourne's original tram line has flourished around a whole community in the 75 years since that fateful day.

And on Sunday, residents of all vintages can take a trip down memory lane to see and hear about how it all came to fruition when the trust celebrates its 75th anniversary.

The major talking point on Sunday, though, is bound to be the 16 tram cavalcade which departs Hawthorn Tram Depot at 1.30pm, via Melbourne, for Wattle Park.

Included in the convoy

are Melbourne's oldest operating tram, built in 1906, and a former trust tram.

The cavalcade ends at Warrigal Rd where 75th anniversary celebrations continue to mark the establishment of Wattle Park.

## Nightmare

The Hawthorn Tramways Trust was established to construct and operate two tram lines, from Princes Bridge to Burwood, via Batman Ave, and Toorak Rd to Warrigal Rd, including a short branch from Hawthorn Bridge to Wallen Road.

Confusing ticketing systems dominated its early days when the trust engaged Camberwell to build and operate a line from Camberwell Junction east along Riversdale Rd.

With revenue collected on this section credited to Camberwell, collecting fares was a nightmare for conductors.

It started with conductors recording the number

of passengers being carried by the tram as it passed Burke Rd, from which an estimate of the fare drawn by Camberwell was calculated.

This later changed so passengers bought two tickets for the one journey. But many people bought their tickets by price rather than destination.

Camberwell agitated successfully for a change despite the trust operating on a profit because the Riversdale extension lost money at the expense of Camberwell's rate revenue.

On February 2, 1920, the trust, and all other electric tramway operators in the area were absorbed by the Melbourne Tramways Board.

All lines opened by the trust remain operational today, although trams now run along Bridge Rd, Burwood Rd and Power St, instead of the original lines along Swan St and Batman Ave.

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But the PTUA says it

playground proposal, which is of concern to the Trust.

The Parklands, Chalet and other structures form a unique tramways authority complex in Australia and are of national significance. Wattle Park is the only known remaining example in Australia



NATIONAL  
TRUST OF  
AUSTRALIA

Preliminary Notice is Hereby Given of the

Princes Bridge to  
Road, Burwood

"Progress Press" Oct 16<sup>th</sup> 1991

# Tram route extension plan is back on track

By PATRICK BRISCOE

THE proposed extension of the Number 42 tram route from Mont Albert to Box Hill is back on track — almost 50 years after it was first mooted.

The Public Transport Users' Association (PTUA) has revived the scheme on the 75th anniversary of the opening of the line.

Hundreds of residents have given the idea the stamp of approval by signing a petition calling on the State Government to release the funds needed to complete the project.

But the PTUA says it

may still hit a bureaucratic brick wall to secure at least \$6.5 million, the figure touted in Spring St estimates.

"While the State Government supports the idea in principle, it is always difficult to get this kind of money," area spokesman Wayne Burt told *Progress Press*.

As part of its campaign, the PTUA launched a public petition at the Balwyn Fair Market on October 5. Hundreds of signatures were also collected on vintage trams between Deep-

dene and Mont Albert and at Box Hill Market the following day.

The master stroke, according to Mr Burt, is a public meeting to be held next Tuesday (October 22) at 7.30pm at the Box Hill Uniting Church, in Oxford St.

"I have no doubt that extending the line about two-and-a-half kilometres will be a boon for Box Hill," Mr Burt claims.

The PTUA claims it will:

- provide better access for commuters from Kew and further east to Box Hill's renowned shopping and commercial facilities;

- strengthen Box Hill's role as a "model interchange" for transport, connecting trains, trams and its extensive bus network; and,

- reduce traffic flow on Whitehorse Rd and eliminate the tailback of trams at the current terminus.

The PTUA also wants support from The Met, the Kew Tram Depot, Box Hill Council and retailers in the area. Anyone who wants to join the campaign in an active capacity is invited to contact Ross Hartnell on 650-7898, and write to the Transport Minister, Mr Spyker.

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...said that being  
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Wattle Park Chalet, Photograph by Robert Green.

## ➔ Wattle Park, Box Hill

The National Trust has classified the entire highly significant Wattle Park, in Box Hill. Wattle Park has featured in the media in recent months because of a controversial major playground proposal, which is of concern to the Trust.

The Parklands, Chalet and other structures form a unique tramways authority complex in Australia and are of national significance. Wattle Park is the only known remaining example in Australia

of a pleasure park established, owned and operated by a transport authority with the dual aim of promoting its transport services and providing a recreational facility for the public.

The site was occupied by 1863 by Frederick Goyder, who built a house there called *Udimore Lodge*. It is thought that the stables, which survive in part as the present Works Depot, date from this period. Goyder later sold the land to Orlando Fenwick, a Melbourne

City Councillor and one time Mayor. Fenwick named the property *Phoenix Grange*. He was the proprietor of the classified Phoenix Clothing Company building in King Street. The land subsequently passed to Mrs Eliza Welsh, owner of the reputable Melbourne emporium, Ball and Welsh. Following Mrs Welsh's death, the Hawthorn Tramways Trust purchased the land.

Between 1909 and 1916 five separate municipally controlled tramway trusts were established to construct and operate electric tramways beyond the central cable tram system serving the city and inner suburbs. The second trust, the Hawthorn Tramways Trust, was formed in 1914 to construct a line from Princes Bridge to Boundary (Warrigal) Road, Burwood via Swan Street, Riversdale, Camberwell and Toorak Roads. A branch was also built from Camberwell Junction along Riversdale Road to Warrigal Road. These lines were instrumental in the development of the dormitory suburb of Camberwell during the First World War and the 1920s.

In December 1915 parliament passed a bill authorizing the Trust to purchase 137 acres (55.5 ha) of land at the corner of Riversdale Road and Warrigal Road on which to establish a metropolitan pleasure park. This initiative by the Trust to establish a recreational feature at its suburban terminus to encourage patronage of its trams undoubtedly resulted from earlier schemes at Central Park, Malvern; Point Ormond; and the St. Kilda Esplanade that were associated with the Prahran and Malvern Tram-



### NATIONAL TRUST OF AUSTRALIA (VICTORIA)

Preliminary Notice is Hereby Given of the

#### Council Elections

In accordance with the procedures and a By-law titled 'Voting Procedures', notification is hereby given that voting for Council will be by post.

Eight members of Trust council retire in accordance with the Articles of Association and they are eligible for re-election. Nominations for Council must be in the hands of the Secretary by 5 p.m. on Thursday September 12, 1991 at the Registered Office of the Trust, *Tasma Terrace*, 4 Parliament Place, Melbourne, 3002. Nomination forms are available from the Registered Office.

With every candidate nomination there must be lodged a background summary of the candidate of no more than 100 words for publication. This summary should include age, academic qualifications, awards, service to the National Trust, involvement in preservation and conservation matters, offices held and date of joining the National Trust.

Ballot papers will be sent to members with the October issue of *Trust News*. The completed Ballot Papers must be returned by 2 p.m. Monday 18 November 1991 addressed to the 'Returning Officer' at the Registered Office of the Trust, *Tasma Terrace*, 4 Parliament Place, Melbourne, 3002, in envelopes provided. The election results will be announced at the AGM on 23 November 1991 and published in *Trust News* - December issue.

Formal notice of Meeting, the Financial Statements and the Report of the Chairman will be forwarded to members in due course.

#### 33rd Annual General Meeting

Members are advised that the A.G.M. will be held on Saturday 23 November, 1991. Further details will be published in the October issue of *Trust News*.

D.G. Hill, Secretary.

...redundant by the Parklands, Chalet (1928). Stables

...over 40 years experience.

ways Trust lines. The Hawthorn Tramways Trust was the first of the suburban authorities to run electric trams into the City of Melbourne proper, and this led to the success of Wattle Park, which was situated at the Trust's outer suburban terminus.

The Hawthorn Trust's line along Riversdale Road to the intersection at Warrigal Road opened on 23 December 1916, and Wattle Park was officially opened as a pleasure park and recreation facility by the Governor, Sir Arthur Stanley, on 31 March 1917. The formalities began with the planting of wattle trees in a special reserve by the Governor, the Lord Mayor, the Minister of Public Works and other distinguished guests. The name and theme of the Park reflect the strong national fervour of the early decades of this century — wattle being an Australian national emblem.

The Park was an immediate success. On Cup Day 1917 the tram traffic to the Park along the Riversdale Road line was treble the ordinary traffic, and eight special cars were engaged. Late in 1917 the Trust reported that a plan for the general development of the park was being prepared, but lack of funds prevented this from happening until the mid-1920s. On 2 February 1920 Wattle Park and the Hawthorn Tramways Trust became vested in the newly created Melbourne & Metropolitan Tramways Board and intense development of the Park followed. Development during the mid-1920s was due to Alexander Cameron, the first chairman of the Melbourne & Metropolitan Tramways Board, who was regarded as the father of the electric tramways in Melbourne. Cameron had experience in developing tourist facilities at tram termini in his capacity as former chairman of the Prahran and Malvern Tramways Trust.

The scheme was divided into two stages of development. The first stage included construction of sports grounds, an ornamental lake and a children's playground. A tea house, band rotunda and tennis courts were to follow at a later date. The north eastern slopes were to be left in their native state. Development commenced in 1925-26 with the remodelling of the existing cottage; appointment of W. Bickerton as curator; regrading of the existing sports oval; and picnic ground improvements. Cable tram dummy cars, made redundant by the electrification of the Swanston Street cable tramway in 1925, were modified and placed around the picnic area as rustic shelters (bodies of redundant electric trams have replaced the cable tram shelters in more recent times). An ornamental lake, complete with fountain, was created from an old dam; water was led on; and the park was seweraged.

An intensive planting programme began. Willows and poplars were placed along the watercourse, and by the mid-

dle of 1926 more than five thousand wattle trees had been planted around the perimeter of the Park and elsewhere by the Board, the Victorian Wattle League and the Field Naturalists' Club. Many special tree planting ceremonies were conducted. Wattle Park was soon proclaimed a bird sanctuary and the Bird Lovers' Society donated ornamental nesting houses which were placed in the tall gum trees. A children's playground, complete with joy wheel made from a large wooden spool formerly used for the transport of cable tramway cable, was opened by Sir James Barrett on 19 November 1926. Other elements of the Park — buildings, structures and facilities — were gradually developed over the years.

The buildings and structures are architecturally significant for their consistent rustic style that is in keeping with the nature of the Park, and they remain intact in their original form. The Chalet (1928), which is designed in the English domestic style after Sir Edwin Lutyens, is possibly a unique example of a building constructed by a public utility largely from discarded materials, such as bricks and slate paving from redundant cable tram engine houses and timber from disused cable tram sheds.

The design of the buildings and the layout of the grounds are important works of A.G. Monsborough, the Melbourne & Metropolitan Tramways Board's second architect (1926-1938). Monsborough was responsible for the design of many buildings during the formative years of the electric tramway system, which is regarded as one of the largest in the world.

The Park and buildings are socially significant for their role as the playground of sporting organizations and community groups and for fostering leisure activities and tourism. The Chalet, which has operated continuously since 1928 as a cafe, dance hall and reception venue, is the only remaining example of a number of cafe/entertainment venues constructed in Melbourne by tramway authorities and local councils at tram termini to stimulate tramway traffic and generate income. It is thought to be the only cafe/dance hall/reception venue dating from the 1920s which remains operational in its original form.

Included in the Classification are the Parklands, Chalet (1928), Stables (c.1860s; now Works Depot); Curator's Office (c. 1920s); Curator's Cottage (1932); Tram Passenger Waiting Shelters (1929); Main Driveway Fencing (1929); Clock Tower (1948); Fountains; Picnic Shelters (made of W-Class tram bodies of the 1920s); Tennis Players' Shelters (1934).

The National Trust is grateful to Robert Green for detailed research into the Wattle Park complex.

Celestina Sagazio

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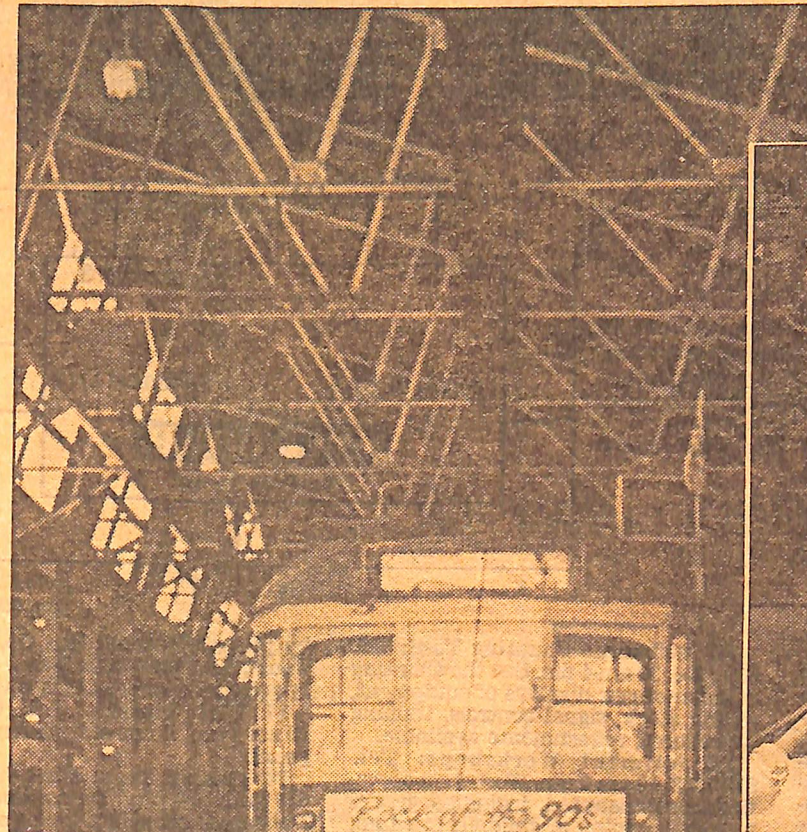
# STATEWIDE OPEN DAY

**SPECIAL ADVERTISING FEATURE**

**Ever wonder about the workings of our state transport system? Well this Sunday gives you the chance to see areas, equipment and some staff which operate behind the scenes and normally far away from public scrutiny. This special four-page guide gives all the details.**



● Come and have a look at your public transport system. Staff of South Melbourne Tram Depot invite everyone to the PTC Open Day this Sunday.



● You'll even have the chance to see what's under a tram (left) or maybe see the fleet of Government buses at the Northcote workshops (below).



# climb

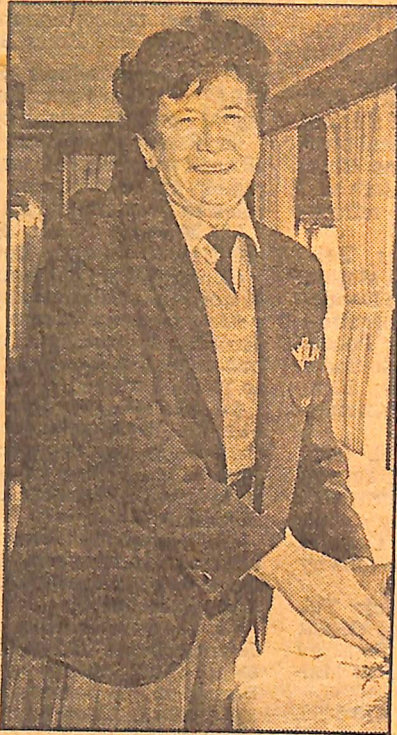
# aboard

**P**EOPLE this Sunday will gain their first look behind the scenes of the public transport system and see how it works.

Open for inspection will be railway stations, tram depots, workshops, maintenance facilities and control areas.

It's the first time the Public Transport Corporation has thrown open its doors for public tours.

The Corporation's chief executive, Mr Ian Stoney, said it was a great way for customers to see how



● A staff member at work on the splendid Norman Car will be on display at Ballarat Station.

the PTC moves 290 million people and 10 million tonnes of freight a year.

"Our open day is part of the Corporation's desire to build a stronger relationship with the community," he said.

Mr Stoney said staff had volunteered their time for this Sunday's event.

"Our staff took the idea, developed and organised all the events for Sunday," Mr Stoney said.

"They've seized the opportunity to make this open day something special in the city, suburbs and throughout rural Victoria."

In the heart of the city there'll be displays of rolling stock, an international food fare, steam trains, vintage buses and trams alongside modern vehicles, a Triple M karaoke party and much more.

Second year students from Paterson River College and Canterbury Girls' College will be painting their tram, the winning design submitted in the open day tram painting competition.

Spencer St and all City Loop stations will have displays, while the suburban train control (Metrol in Batman Ave), country train control (Centrol in Transport House, 589 Collins St) and tram control centres (Gertrude St, Fitzroy) will also be open to the public.

There'll be 19 maintenance depots and workshops in Melbourne, Ballarat and Bendigo, open for inspection covering trams, buses, diesel locomotives and suburban train maintenance areas.

Mr Stoney said not many people realised that the Corporation is among the biggest engineering enterprises in Victoria.

"In the field of heavy and general engineering there aren't too many firms that employ 1000 people as is the case with our Newport workshops," he said.

"Activities have been planned at 42 stations throughout the metro-



● Photos courtesy of PTC photographic resources.

politan area including tours of inspection of stations and signal boxes and special rides.

"Country people will have the chance to see how our country services operate at 45 locations including Ballarat, Bendigo, Warrnambool, Geelong, Wodonga, Traralgon, Moe, Seymour, Benalla and Echuca.

"Staff in both the suburbs and country have arranged special events to coincide with the open day.

"They've organised fun runs, arts

and crafts displays, markets, emergency service displays, barbecues, sausage sizzles, bands and competitions.

"This will be the first time many of these locations have ever been open to the public and I'm sure people will appreciate the chance to see how we operate.

"If you take up our invitation I'm certain you will come away with a better understanding of the workings of the Corporation," added Mr Stoney.

## Spill into street

**F**LINDERS St station, a key location in the public transport network, will be a focal point for open day.

So much is happening that Flinders St itself will be closed to traffic between Swanston and Queen streets during the day.

Festivities from 10 am to 4 pm include tours, bands, dancers, buskers, auctions, food stalls, a Triple M karaoke party, modern rolling stock, vintage trams and buses. Platform one — the world's fifth longest platform — will have an animal nursery.

The Met Transit band and a jazz band will entertain aboard a tram throughout the day.

Tours will feature the station booking office, the "above the clocks", Modern and vintage trams and there will be a lost property auction.

At the station's Queen St end, Triple M with Sunicrust, Castle Bacon and Breeze Screen Printing's support, will hold a karaoke party. Back in Flinders St will be the colonial dancers, backed by a bush band and Tobruk Memorial Pipes and Drums.

Patterson River and Canterbury Girls College students will paint the latest of Melbourne's artists trams.

People can travel by special City Loop trains to displays at Museum, Flagstaff and Parliament stations. Vintage trams will run from Flinders and Queen streets to Spencer St Station where there'll be V/Line passenger carriages, road coaches and miniature train rides.