

LICENSED ESTATE AGENTS
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DUNCAN & WELLER PTY.
LTD.

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LICENSED ESTATE AGENT, AUCTIONEER, SWORN VALUER
ROBERT H. LEACH
LICENSED ESTATE AGENT, AUCTIONEER

26th April, 1982

The Secretary,
The Tramway Museum Society of Victoria,
P.O. Box 4916,
Mail Exchange,
MELBOURNE. Vic. 3001.

Dear Sir,

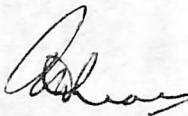
Property: 12 Kilara Road, Mentone.

Our Company has been engaged to offer the property at 12 Kilara Road for sale by Public Auction which is to be held on Saturday, 29th May next at 11.00 a.m.

It was a surprise to us to discover the house was constructed around three old Melbourne trams and roofed over some 50 years ago and we wonder if your Society might be able to let us have some additional data which we could pass on to interested prospective purchasers.

In the meantime we would mention that we propose to advertise the property as 'open for inspection' on the Saturdays of 8th, 15th and 22nd May during the hours of 2.30 and 4.00 p.m. and should your members wish to call and have a look through we would be happy to welcome them.

Yours faithfully,
DUNCAN & WELLER PTY. LTD.

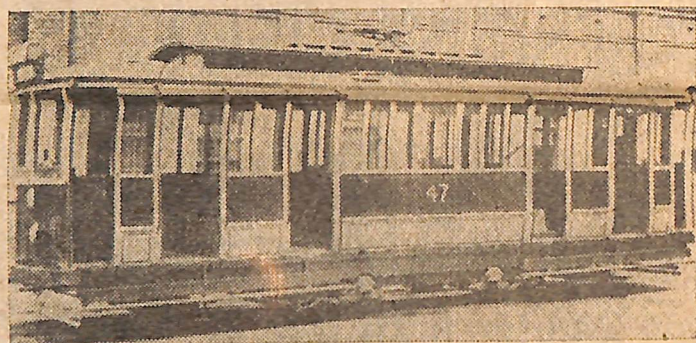
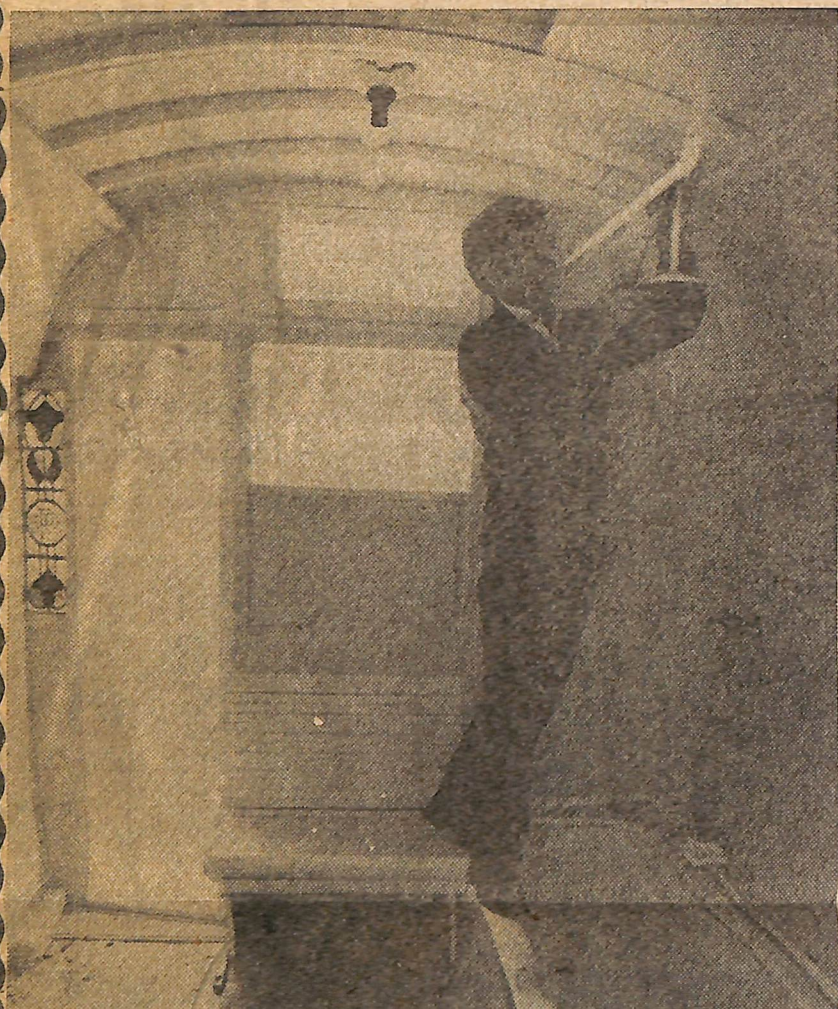


Robert H. Leach,
Director.

House of the rising tram



One of the old weather-board trams from the house is lifted on to the back of a trailer for the trip to Broadford. — Pictures: ROB FOX.



F class tram No. 47 at Malvern depot in 1925.

By MICHAEL HARVEY

Ever wondered what happens to old trams?

Are they destroyed? Dismantled? Restored? Or do they gather dust in some far-away place, never to be seen again?

Thankfully, since trams are such an important part of Melbourne's history, many are preserved — but some in ways stranger than others.

In Kilara Rd., Mentone, six trams were used to build two houses about 50 years ago.

And yesterday the old cars were brought out of hiding by the Tramways Board to be restored to their former glory.

What made the houses in Kilara Rd. so different — and so rare — was the extra construction.

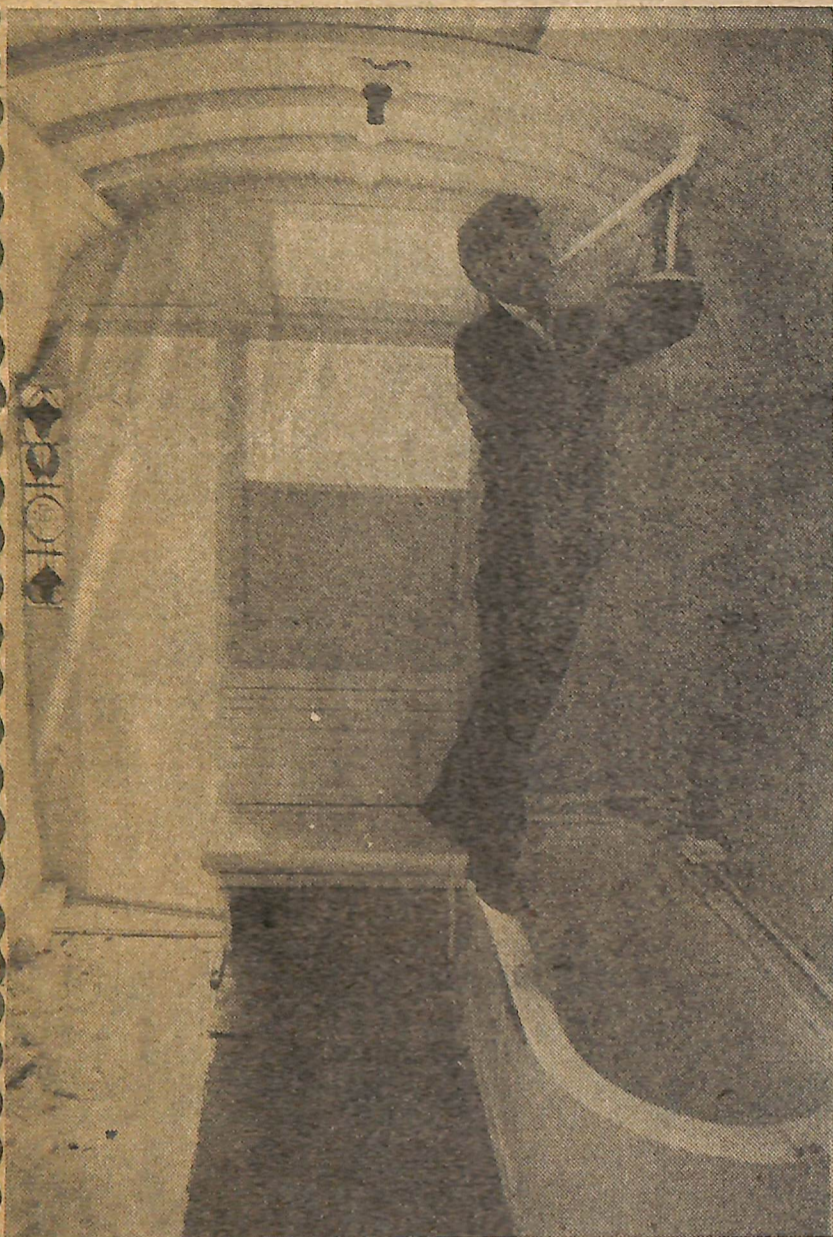
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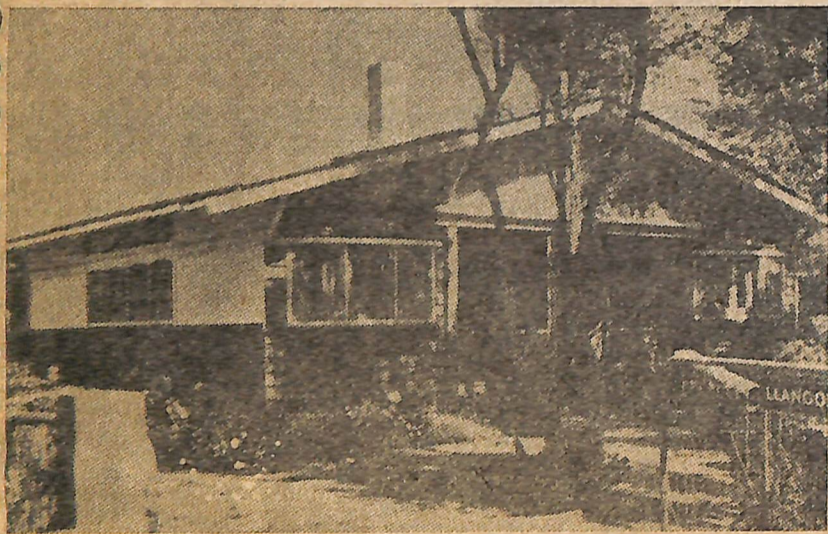
Mr and Mrs Colin and Marie Ockleshaw gave two of their trams to the Board at no cost to be included in a museum of trams at "Bylands" near Kilmore.

The owners of the house next door also made their trams available to the board, and two of them will go to the museum. The third was bought by Mr Bill Blanch who intends to restore it.

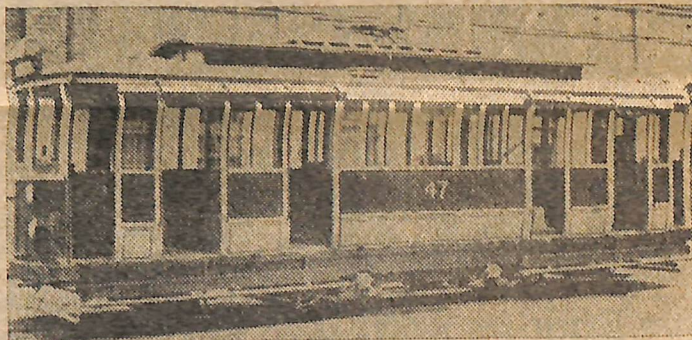
One of the old weather-board trams from the house is lifted on to the back of a trailer for the trip to Broadford. — Pictures: ROB FOX.



Tramways Museum Society of Victoria chairman Hamish Haugh, removes a shower fitting from the bathroom.



The house built on three trams as it was in 1930.



F class tram No. 47 at Malvern depot in 1925.

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What made the houses in Kilara Rd. so different — and so rare — was the extra construction.

In each house there were three trams. They were joined together in a squared U-shape, forming the nucleus of the house.

FLOOR

A floor was then laid in the area in the middle of the three trams. Finally, a normal house facade was erected at the front and a roof placed overhead.

And the mastermind of this novel architectural feat? — A Mr Noel Richards, way back in 1929.

A tramways engineer, Mr Richards bought three trams after they were superseded in 1928 by the green trams.

He paid £12.10 for each tram and the total cost of the house was about £400.

In 1932 he bought three more cars and built a similar house next door.

The six trams on both properties are some of the earliest electrified four-wheel trams constructed. They were built between 1913 and 1915.

Four of the trams are of particular historical significance, being the "toast rack" type (the seats were arranged in long benches across the tram, one behind the other, giving the appearance of a toast rack). This is why the Tram-

ways Board was keen to get hold of them. When the original owners of the first house moved out and auctioned it, the buyers wanted to see the trams restored.

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MENTONE

AGE, 12/5/82, Wed.

Trams provide different house lines

A HOUSE at 12 Kilara Road, Mentone, is constructed around three trams.

The tram house was built about 45 years ago when Mentone was probably an outer suburb resort. The adjacent house is also constructed from trams.

The old green trams have been set on the land, roofed over and painted. One of the driver's compartments is a lavatory and destination boards overlook the front garden. Down three sides of the building are tram windows.

Nine rooms are tram section size with rounded ceilings, painted wood panelling, small windows, ventilators and other bits

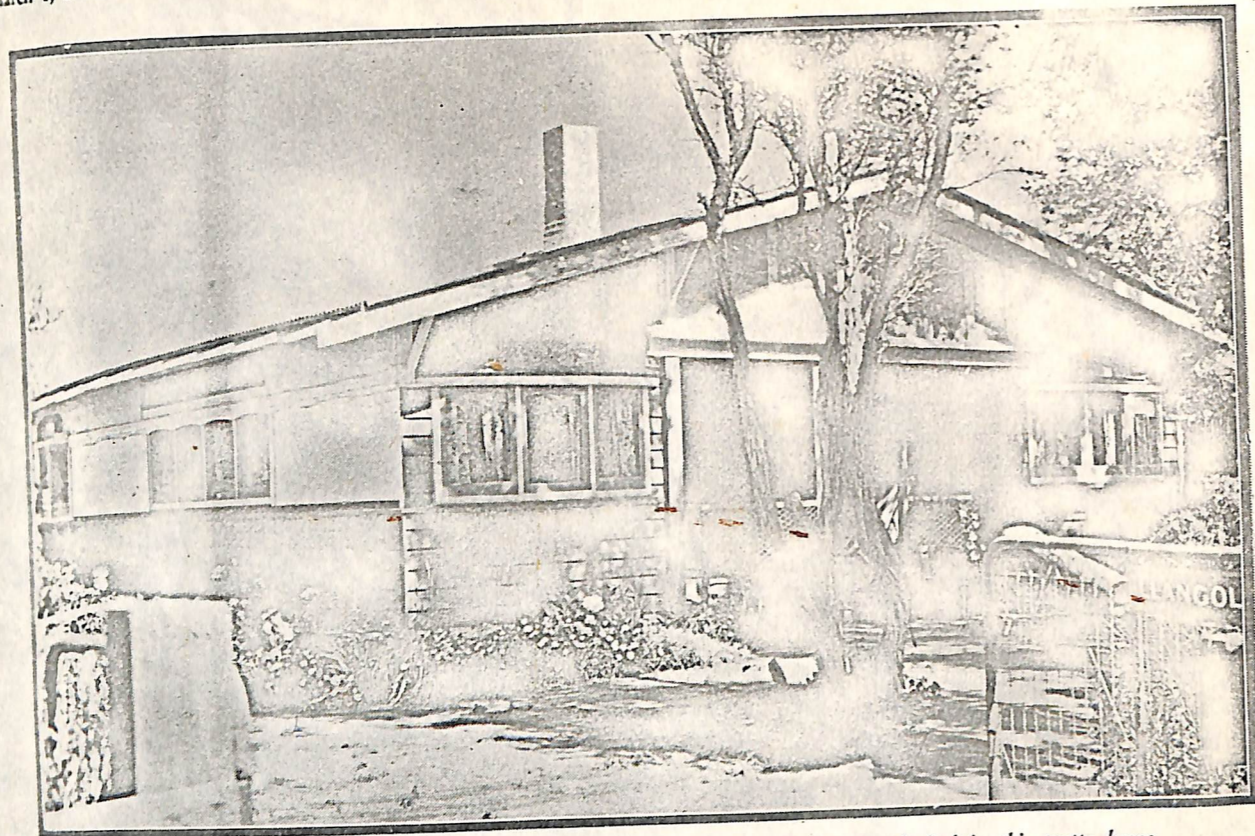
and pieces which make it seem as if your home is running down Bourke Street.

The trams form three sides of the house and the livingroom, sittingroom and foyer are in the centre of the building. Some of the windows look out of the tram into the central rooms.

A tram along the back of the house has been turned into a kitchen, eating area and bathroom, with the lavatory around the corner.

Old trees line the fence of this small block of land and at the back is a barbecue and lawn.

The house will be auctioned by Duncan and Weller Pty. Ltd. on Saturday 29 May at 11 am.



There is very little in its outside aspect to betray the presence of the three tram cars embodied in this pretty home.

A HOUSE BUILT FROM TRAM CARS

By W. A. SOMERSET.

"Did ever ye know annybody as proud of annything as Hogan is of that boy of his?" asked Mr Dooley, in one of his philosophical dissertations. Mr Hennessy, to whom the query was addressed, would have had a reply ready if he had but known Mr Noel Richards, of Mentone, and had enjoyed the pleasure of being shown over his house, that is constructed in the main of three superannuated electric tram cars.

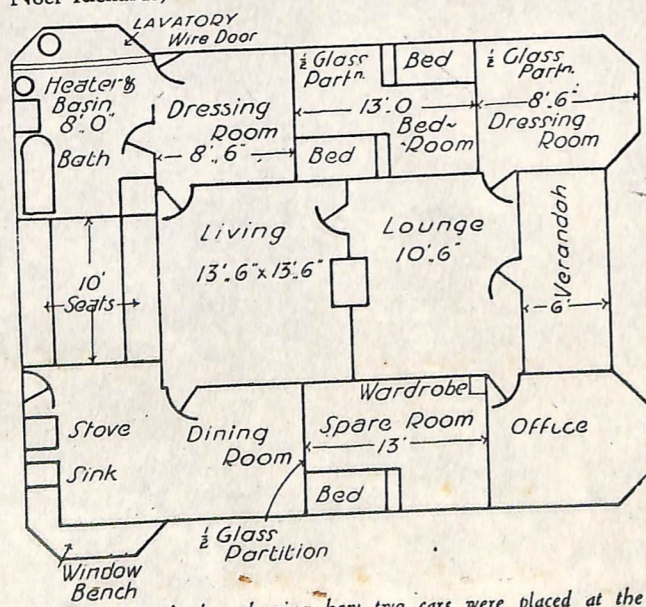
Mr Richards, who is a retired tramway engineer himself, has some reason to be proud, for with a minimum outlay of cash, and a maximum expenditure of ingenuity, he has built a home for himself and his wife that is uncommon, picturesque, comfortable and convenient.

Mr Richards had bought a block of land 57 feet x 100 feet, in the tea-tree, and proposed to build himself a snug little house of approximately 30 ft. x 40 ft. His idea was to have a couple of rooms and a nine feet verandah all

round. While dallying with the plan, his attention was caught by the description in *The Home Beautiful* of a house built from tram cars—the little outer-suburban home of Mrs Howard Vernon, of Sydney. A timely advertisement of the sale of electric tramway cars in Melbourne, sent him on a visit of inspection, and the measuring tape disclosed the fact that three of these cars would enclose a couple of inner rooms, and give him a house almost exactly 30 x 40.

The deal was closed. Three cars cost him £12/10/ each, and their transport by road (minus of course their wheels and undercarriage), and delivery on the site cost practically the same—a total of £72. But as mere material, to say nothing of the quality of their workmanship, they were worth a good deal more.

It was not all plain sailing by any means, and the chief obstacles were not material! Having prepared his plans and specifications he had to overcome the fears of the



The ground plan showing how two cars were placed at the sides and one across the end.

local Progress Association, and the rigors of the Municipal Council—no easy task in either case. At last, however, with the "clear ahead" signal, he engaged a carpenter and a laborer, to whom he acted as foreman. The cars were placed in position—one across the end of two—and foundations of brick and concrete were built up under them. The enclosed space allowed for a living room 13½ feet square, a smaller lounge adjoining it, and a six foot verandah on to which it opened.

A roof of galvanised iron painted both sides was carried right across, and with an area of 30 x 40, gave good eaves, under which the car ventilators fitted nicely. In laying the roof Mr Richards employed a pet practice of insulating by placing builder's paper over the rafters just before laying on the iron. This method, he claims, provides an insulating system that lowers the temperature in hot weather by at least 15 per cent., and is a protection against dripping and consequent spots of damp on the ceilings. In the case of the tram cars, the latter precaution was unnecessary, but Mr Richards is confident that his summer has been extra mild indoors!

How the exterior was finished in weather-board and fibrolite sheeting, and painted, is shown in the photograph at the head of this article. The chimney was a fairly expensive item, and Mr Richards declares that if he were building again he would abolish the chimney and put the money into an electric stove.

In lining the living room and lounge he used celotex, which he was able to obtain in 14 foot lengths, and found easy to transport and handle. It made admirable lining for all weathers.

Having complied with all the requirements of the shire engineer and other authorities, Mr Richards completed his unique residence after two and a half months' work, and is now the proud possessor of a home with two good bedrooms and dressing-rooms, a kitchen, an office, a bathroom and the aforementioned lounge and sitting-room.

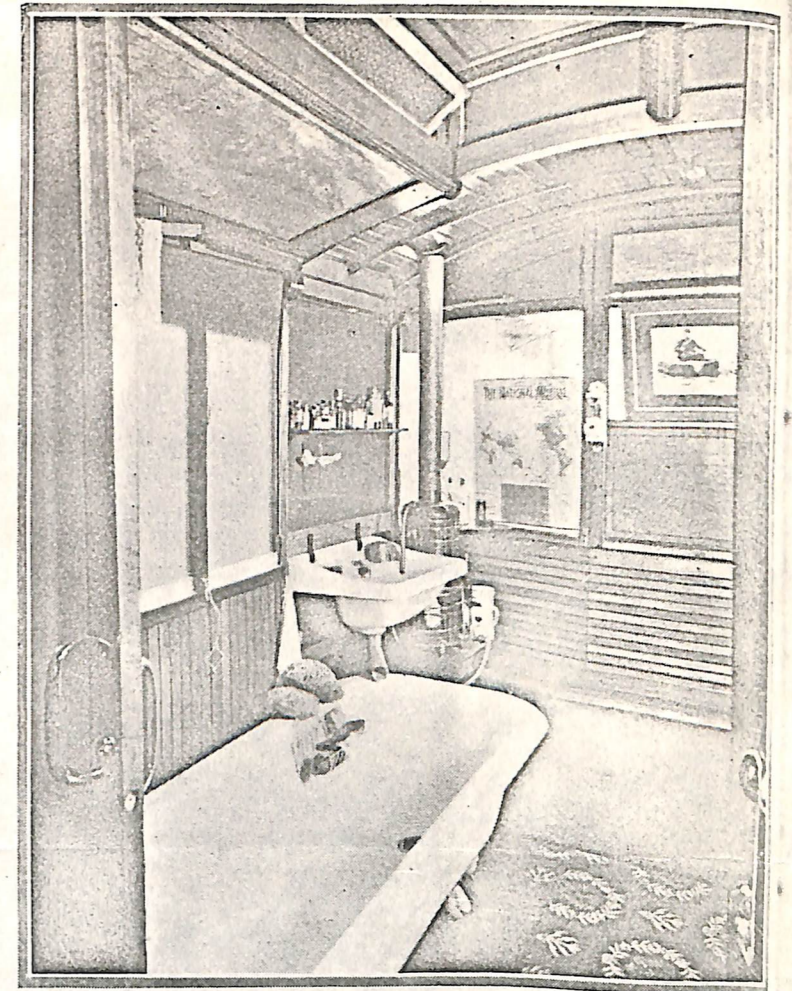
Its total cost was just under £400, "but," he says, "I could cut the time and the cost in half if I had to do it again."

"To realise the advantages of this home," says the owner, "you must live in it. Day by day, month by month, it becomes more homely. We find new beauties in it every week. The lighting is so good, the timber is so lovely, the ventilation so free."

FOLLOWING THE PLAN

Some of these advantages may be guessed at by following the plan and studying the accompanying photographs. The top section, shown on the plan, it may be noted, is one tram. Right in the middle is the bedroom, light, airy, and not too cramped; for at either end is a dressing room, from one of which the natty little bathroom is entered. How an enamel bath, with a water heater and basin, were fitted in, is a marvel of ingenuity.

This bathroom and the kitchen (which are the ends of one tram car) form opposite corners of the back of the

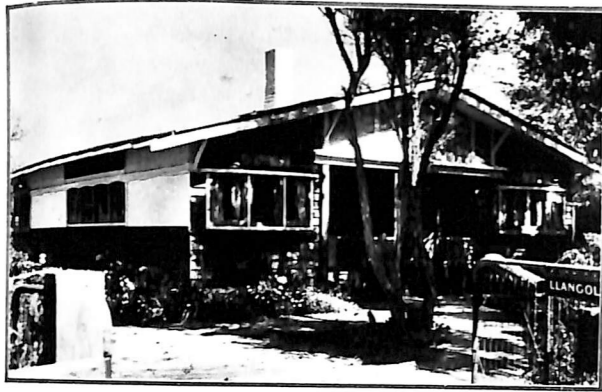


The bathroom lacks nothing in the way of convenience.

house. In between them there is a space of ten feet, which Mrs Richards has converted into the most charming little sewing room imaginable. The light and the air in it can be perfectly controlled by means of the windows and blinds and the outlook on the tea-tree is refreshing. Curtains and cushions in patterned cretonne hide the cars' original purpose, and give them a genuinely homely touch. This is also true of the diningroom and the spare bedroom—indeed of all the rooms. However, the fact is that the characteristics that made them suitable for their original purpose fit them for their present use. They are soundly constructed of the best material, and what may be termed their window-and-shutter system is so good that the whole house can be ventilated and cooled within a few seconds of a change of wind.

Mr Richards is convinced that there is no reason why, with proper supervision, any suburban council should oppose the embodiment of these tram cars in a sound and inexpensive residence, and he would be prepared to advise readers in the principles of construction.

The Metropolitan Tramway Board, from which the three cars used by Mr Noel Richards were purchased, has a number of cars for sale. Particulars, including a drawing, of these will be found in the advertising pages of this issue.



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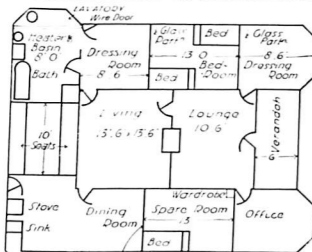
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The bathroom lacks nothing in the way of convenience.



Who would ever have thought that this bright compact kitchen's spare timber already polished and well seasoned was used up in making cupboards such as these.



The bedroom of Mr and Mrs Noel Richards in the middle of one of the former electric tram cars. It has a dressing room at either end. The windows on the right look into the lounge, those on the left can be opened so that it becomes almost a sleeping porch.

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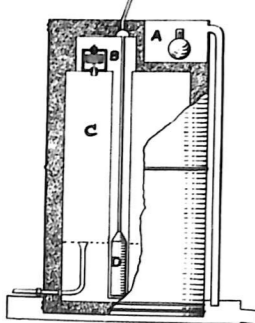


The upper picture shows the lounge with doors leading into the bedroom rooms and the living room. Like the latter it is lined with celotex and the woodwork is painted to harmonize. Note the inner window which provides light and air and can be easily screened.



The extreme end of the third tram in the owner's office, a snug little den that is one of the front rooms of the house.

A Revolutionary Advance in Hot Water Supply—the new HOT-O-MAT Electric



WRITE today for an illustrated leaflet containing full particulars of the Hot-o-Mat—the newest in electric hot water services.

Water enters the cold storage tank A (see illustration), from thence into B, where it is heated in small quantities to a temperature of 165 degrees. The heating element D is connected with this tank.

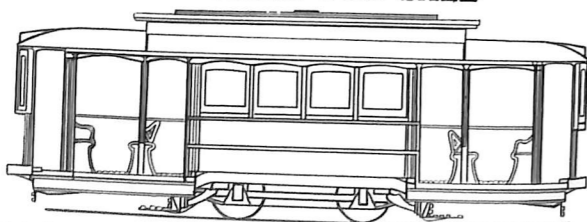
As soon as the water is heated it flows through the thermostatic valve into C, the main storage reservoir, where it is maintained at 165 degrees ready for use, giving you HOT water at all times. Cold or tepid water cannot be drawn.

Cheaper to install. Low running cost. 100 per cent. efficient.

GARDNER & NAYLOR Pty. Ltd. Domestic Engineers 31 QUEEN STREET. Central 3290

Melbourne and Metropolitan Tramways Board

TRAMCARS FOR SALE



The Melbourne and Metropolitan Tramways Board have a number of Obsolete Electric Tramcars For Sale.

Price - £12/10/- each

Approximate dimensions—Length, 21 ft.; width, 8 ft. 3 in.; saloon compartment, 11 ft. 6 in.; height, 10 ft. 8 in. Delivery will be made at the depot most convenient to the purchaser, or arrangements can be made for delivery to the purchaser's home, etc.

Applications should be addressed to the Secretary, Melbourne and Metropolitan Tramways Board, 673 Bourke Street, C.1.