



Warren Doubleday <warren.doubleday@trammuseum.org.au>

Cable trams - mid 1920's

5 messages

Warren Doubleday <warren.doubleday@trammuseum.org.au>

8 August 2020 at 14:06

To: Robert Green <robgreen@melbpc.org.au>, Brian Weedon <Brian_Weedon@westnet.com.au>

Robert and Brian,

I am working through the items we received from Keith Kings a couple of years ago - one positive thing that is happening.

The four attached photos came from Adelaide via Chris Steele to KSK during 2009.

We have identified that the car is a 1924/25 Buick, almost as big as the grip and that it could have been taken shortly before closure of the Bridge Road line.

Rod Atkins also has some questions that I can't answer, you may be able to.

"The one on the left looks to be in the City and may have been taken on a different day?
Love to get Covid 19 look then and now for the right hand photo.

Just on that photo. The newsagent building was demolished with the Hotel development but looked nothing like the house in this 1920's photo.

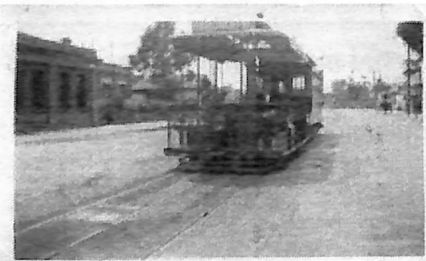
What is also interesting is the Cabletram building. The window bars must have been removed from the building with the redevelopment. But what is more interesting is the newer "Edwardian" extension on the east side and set back. Do we know anything about any additions to the depot in the cable tram era? "

Any thoughts please.

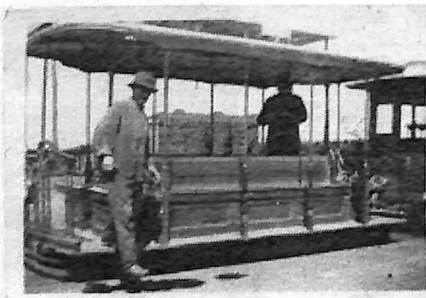
thanks

--
Warren Doubleday
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4 attachments

htd5008i1.jpg
2011K



htd5008i2.jpg
1438K



htd5008i3.jpg
1870K



htd5008i4.jpg
2018K

Brian Weedon <Brian_Weedon@westnet.com.au>

8 August 2020 at 21:26

To: Warren Doubleday <warren.doubleday@trammuseum.org.au>, Robert Green <robgreen@melbpc.org.au>

Hi Warren and Rob,

I can't add much. All the cars were repainted in the MMTB livery which on the Richmond and North Melbourne routes happened between 1921 and 1924.

Trailer 368 in the attached photo was on the North Melbourne route, probably in Elizabeth Street. This photo couldn't have been taken between 11 February 1924 and 18 July 1925 as the North Melbourne route went through to Brighton Road via Lonsdale and Swanston Streets between those two dates. The "Flinders St" destination at the back of the trailer would not have been used in this period.

I'll defer to Rob's expertise re the Richmond depot extensions.

Cheers,

Brian

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htd5008i3.jpg

Robert Green <robgreen@melbpc.org.au>

9 August 2020 at 20:12

To: Warren Doubleday <warren.doubleday@trammuseum.org.au>, Brian Weedon <Brian_Weedon@westnet.com.au>

Hi Warren and Brian

The original Richmond car shed was designed by architects Twentyman and Askew and built by James Moore at a cost of 4,644 pounds. It was 214 feet long x 137 feet deep x 22 feet high, and having an area of 25,038 square feet was supposedly the largest building constructed by a business firm in Australia. It was soon found that the newly completed building accidentally encroached many feet onto Campbell Parade (Bridge Road). It originally had two track entrances on to Bridge Road. By the 1920s one entrance had been abandoned.

In January 1889 Twentyman and Askew accepted a tender of James Bay Allan for additions to the carshed and in September 1889 accepted tenders of 3,200 pounds from W Saddington, and 1,560 from McCulloch and McAlpine for building works at the shed.

The 1917-18 Tramway Board annual report recorded that a brick waiting room, conveniences and shop were being completed at Richmond, and the report for the following year noted that plans were underway for further improvements. The 1926-27 annual report noted that the car shed had been converted to a bus garage.

Cheers

Rob

PS - Attached is quite a good aerial image of the building I obtained from the Richmond and Burnley Historical Society many years ago.

From: Warren Doubleday <warren.doubleday@trammuseum.org.au>

Sent: Saturday, 8 August 2020 2:06 PM

To: Robert Green <robgreen@melbpc.org.au>; Brian Weedon <Brian_Weedon@westnet.com.au>

Subject: CAble trams - mid 1920's

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Richmond car shed - Copy.jpeg
287K

Brian Weedon <Brian_Weedon@westnet.com.au>

9 August 2020 at 21:27

To: Robert Green <robgreen@melbpc.org.au>, Warren Doubleday <warren.doubleday@trammuseum.org.au>

Rob / Warren,

Note the temporary electric tram track on the north side of Hawthorn Bridge.

I think this would relate to the rectification works to this bridge. Kevin Taig has documented these repairs which at times resulted in various temporary arrangements to the electric tram services. I can't find the document at the moment but it might be possible to date the photograph using Kevin's notes.

Cheers,

Brian

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Warren Doubleday <warren.doubleday@trammuseum.org.au>

10 August 2020 at 14:56

To: Robert Green <robgreen@melbpc.org.au>, Brian Weedon <Brian_Weedon@westnet.com.au>

thanks for your information on the Richmond Depot. Kevin Taig and Rod have a long time article in preparation on the bridge. Maybe it is time I posted them a rocket!

--

Warren Doubleday
Collections Manager
Melbourne Tram Museum Inc.

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