



# HAWTHORN TRAM DEPOT

VICTORIAN HERITAGE REGISTER H0876

This iconic building was built for the Hawthorn Tramways Trust (HTT) and opened in 1916. Located at the junction of Power Street and Wallen Road, Hawthorn, it was designed by architect Leonard Flannagan in an American Romanesque style. The depot initially consisted of a three storey building which housed offices, amenities and the electrical substation that provided traction power to the tramway, together with a four road tram shed located behind. It was enlarged in 1917 with a second three road tram shed designed by architects Sydney Smith and Ogg.



The location of the tram depot was chosen as it was adjacent to the junction of the main Riversdale Road/Swan Street line and the Power Street/Richmond branch line.

The tram depot also consisted of a civil engineering yard located to the west and below the depot fan, now occupied by the "Leonda" restaurant and car park. An unusual feature of the depot was a workshop located under the second tram shed accessed via a track through the civil engineering yard. Still located in the "Leonda" car park are the former stable and shed for the horse-drawn tower wagon used to maintain the tramway overhead.

Tramcars operating from the depot ran the City to Wattle Park, City to Burwood and Richmond to Power Street tram services. The HTT was taken over by the Melbourne & Metropolitan Tramways Board (M&MTB) in 1920, which ran it as an operating depot until 1965.

The M&MTB had planned to further expand Hawthorn Depot, but it was clear that the rapid growth of electric tramway traffic in the 1920s was outstripping the growth potential of the site. Instead, a large new depot was built at Camberwell near the junction of the Burwood, Wattle Park and Burke Road tramlines.

In 1996, the depot was included on the Victorian Heritage Register and soon after, was offered for redevelopment. The redevelopment, completed in 2002, included the innovative conversion of the main



depot building to residential units and the building of new residential units at the rear of the depot site.

As part of the same development, the original shed was restored and given a new lease of life in January 2003 when it was officially opened as the Melbourne Tram Museum to house Melbourne's heritage tram fleet.



*Last day of tram operations at Hawthorn Depot – 13 February 1965 – Photo by Dave Macartney*

## **TIMELINE**

- 1914 – HTT founded by municipalities of Camberwell, Hawthorn, Melbourne and Richmond.
- 1916 – Construction of administration building and first tram shed.
- 1917 – Second tram shed built.
- 1920 – M&MTB takes over HTT and its tram operations.
- 1925 – Tram Driver Training School opened at Hawthorn Depot.
- 1940 – Tramway uniform factory opened in old HTT offices.
- 1965 – Tram operations ceased from Hawthorn Depot
- 1996 – Original building listed on Victorian Heritage Register
- 1998 – Tram Driver Training School closes.
- 2000 – Residential redevelopment of Hawthorn Depot commences. Second tram shed demolished.
- 2002 – Hawthorn Depot redevelopment completed
- 2003 – Melbourne Tram Museum @ Hawthorn Depot opens

## **ABOUT US**

Friends of Hawthorn Tram Depot is a voluntary non-profit group that assists VicTrack with the operation of the Melbourne Tram Museum @ Hawthorn Depot. For more information, check our website at the following address: [www.hawthorntramdepot.org.au](http://www.hawthorntramdepot.org.au)