



Victoria

MINISTER FOR TRANSPORT

BACKGROUNDER

12 AUGUST, 1998

HAWTHORN TRAM DEPOT AND HERITAGE TRAMS

Melbourne is renowned for its long history of street tramways. The first electric tram to run in Australia was demonstrated at the Carlton Gardens during the Centennial International Exhibition in 1888. From the following year until 1896 this pioneer vehicle, together with a second car, ran a regular tramway service between the outlying districts of Box Hill and Doncaster.

Prior to the exhibition of the first electric tram in 1888, the councils of Melbourne and eleven surrounding municipalities had decided to construct a system of cable hauled tramways. Their vast cable tram network, opened between 1885 and 1891, became the world's largest single cable operated system. It dominated Melbourne's main streets and the last cable line remained in operation until October 1940.

Due to Melbourne's extensive cable tram network, unlike other major cities in Australia and around the world, the introduction of more electric trams was delayed until the first decade of this century. Even then, the new electric tramways were mostly built beyond the reach of the cable trams rather than into the city.

Although Melbourne had seen its first electric tram in 1889, it was the Victorian Railways which began the serious move to electric trams when it opened an electric tramline from St Kilda to Brighton in 1906. In the same year a private company started a line from Flemington Bridge to Essendon and Maribyrnong.

The following year, Prahran and Malvern Councils applied for authority to construct tramways and in 1910 the Prahran and Malvern Tramways Trust began operating services on two routes. Other local Councils followed their lead, forming similar Trusts and one of these, the Hawthorn Tramways Trust (HTT), constituted in June 1914, began operations in 1916.

The HTT consisted of representatives from the Melbourne, Richmond, Camberwell and Hawthorn Councils. One of the actions of the HTT was to close the horse tramway in January 1916 which ran from the Hawthorn Bridge following today's East Burwood tram route to Auburn Road. This was done so that the route could be converted to electric tram operation.

The HTT's first stretch of tramline opened for traffic on 6 April 1916. It was unusual in that it started in the city at Princes Bridge, rather than the end of a cable tram line and initially ran to the tram depot. By June operations had extended in stages along Riversdale, Camberwell and Norwood (now Toorak) Roads, to Boundary Road (now Warrigal Road) and from the depot to Hawthorn Bridge along Power Street and Burwood Road.

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 Victoria **ON THE MOVE**

Two days prior to Christmas that year another extension was opened along Riversdale Road to Boundary Road.

Building tram lines was not the only consideration of the HTT. It needed trams to operate on the lines, a source of power and a depot to house the trams. The site of the Hawthorn Tram Depot was chosen so as to avoid excessive 'dead' running to get trams to and from the respective terminals. The erection of the depot and converter station for power supply was underway by 1915.

During 1919, the Melbourne and Metropolitan Tramways Board (M&MTB) was constituted and under the provisions of a State Act of Parliament the M&MTB took over the operations of the HTT on 2 February 1920.

Gradually, the HTT lines were linked to the rest of the electric tramway system, initially at Camberwell Junction and in late 1927 the Hawthorn Bridge shuttle began running through to Spencer Street with the conversion of the Bridge Road cable tram.

The Wattle Park line was finally extended to its present terminus in 1928.

Now that Hawthorn Depot was part of the Government tramway system, other tramcars came to the site and in 1940 a clothing workshop was established at Hawthorn Tram Depot. Uniforms for drivers and conductors were made there for many years. Hawthorn Depot was also the home of the Tramways Training school for many years and no doubt hundreds of tramway staff have passed through the depot as part of their training.

By 1965, Hawthorn Depot was no longer required as a daily operational depot due to the close proximity of the larger Camberwell depot and it closed on February 13 that year. However, it continued to be used for storing trams, the driving school and clothing factory. In recent years with the closure of the clothing factory and the transfer of driver training elsewhere, the depot has been used as the home for most of Melbourne's marvellous fleet of heritage trams.

Among the fleet of heritage trams of various ages is a beautifully restored former HTT tram No. 8, one of 10 ordered by the Trust in 1916. Known as a single truck, drop-end, open Californian combination car it had seating for 38 people. After the takeover of the Trust's operations by the M&MTB it became a member of the M class and was renumbered 114. As more modern trams were introduced to Melbourne, it was sold to the State Electricity Commission and allocated to its Bendigo tram system. Until restoration at Preston Workshops, No 8 was held by the Tramway Museum Society of Victoria (TMSV).

S 164 is another car owned by the TMSV and operated as part of the heritage fleet. It was one of 12 trams built in 1916 by Duncan and Fraser for the Melbourne, Brunswick and Coburg Tramways Trust. Taken over by the M&MTB in the 1920's it was one of 7 cars rebuilt during 1941-42 for one person operation on the Footscray system. 164 was removed from regular service in 1953.

V 214 is a classic of the heritage fleet. Another four wheel car, it was one of five vehicles built in 1906 for the North Melbourne Electric Tramways and Lighting Company Ltd. They were also taken over by the M&MTB and were the only cross bench cars operated by the Board.



Victoria

MINISTER FOR TRANSPORT

NEWS RELEASE

Wednesday 12 August, 1998

Heritage Future for Hawthorn Tram Depot

The Minister for Transport, Robin Cooper, today announced a proposal that will see the former Hawthorn Tramways Trust building, on the corner of Riversdale and Wallen Roads, become a heritage tram depot after more than 33 years of inactivity.

Mr Cooper said that Melbourne's most historic trams are an integral part of our city's heritage and that Melburnians have continuously demonstrated their fascination and interest in our historic trams.

"The Urban Land Corporation (ULC) has been engaged to facilitate redevelopment of the former depot in a manner that is sensitive and appropriate to the historical significance of the buildings. Following "in principle" support from Boroondara Council earlier this week the ULC will work with the Council and Heritage Victoria to make sure that the form of development meets the widest range of interests practicable.

"This project will include a heritage tram depot that will display and house a magnificent collection of heritage trams. The Government has always been committed to maintaining a fleet of heritage trams and this decision reinforces our long term commitment.

"I am pleased that after spending a lot of time and energy considering the options of ensuring a future for these trams, while satisfying a wide variety of interests from stakeholders, we have been able to arrive at a rewarding outcome," Mr Cooper said.

Boroondara Mayor, Cr Loreto Davey, welcomed the State Government's consultative approach and said that Council looked forward to the opportunity to be involved in facilitating the project. "Council is confident that through a process of open consultation with all stakeholders, creative and appropriate outcomes can be achieved which will be satisfactory to the community," Cr Davey said.

The historic Hawthorn Tram Depot, which is on the Heritage Register, has not been an operational depot for more than 30 years. Development of the building, in a manner that respects its heritage value, ensures that the community will once again be able to enjoy heritage trams housed in a premier heritage building.

"Making the trams accessible to the public will be an important part of the project. Over the past year or so the National Trust has very successfully hosted open days to give people the opportunity to view the trams and this has reinforced to the Government that Melburnians maintain a strong and active interest in them.

“Because some of the heritage trams are more than 85 years old they are fragile, so I have asked the Department of Infrastructure to develop a management plan for the fleet. The Department will work with the Tramway Museum Society of Victoria, owners of some of the historic trams, and the National Trust of Victoria to develop the best ongoing management arrangements,” Mr Cooper said.

The ULC will now consult extensively with the local community and host a public meeting in the coming weeks to outline the development process and invite community input before plans are drawn up. The ULC’s Manager of Government Business, Matt Faubel, said that no specific use was currently planned for the site and that the ULC would be conducting an expressions of interest process to determine market response.

“Our consultation with Heritage Victoria and the Boroondara City Council will determine the form of development.

“We are looking forward to working with the Council, other state government agencies and the community to determine the best possible form of development to meet a variety of needs. By developing part of the site, funds will be available for the preservation of the heritage tram fleet and the refurbishment of the heritage buildings,” Mr Faubel said.

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Media inquiries: Simone Gandur, Department of Infrastructure 9655.6001
Gavin Clancy, Premier’s Media Unit 9651.5799

Bringing history back to life



THE HAWTHORN TRAM DEPOT



HAWTHORN TRAM DEPOT THE HISTORY

Since 1916, trams servicing Melbourne's Eastern suburbs have been based at the Hawthorn Tram Depot, on the south west corner of Power Street and Riversdale and Wallan Roads.

By 1965, the Hawthorn Tram Depot practically stopped operating. It then served as a storage facility, housing historic trams.

Over the last 33 years, this historic building, which is on Heritage Victoria's historic buildings register, has become run down.

HAWTHORN TRAM DEPOT REVIVING OUR HERITAGE

The Public Transport Corporation (PTC) owns the Hawthorn Tram Depot. However, it is no longer useful for modern day transport uses.

Faced with the task of rescuing this historic building and finding new uses for it, the PTC has teamed up with the Urban Land Corporation (ULC), to find a viable use for the tram depot. The ULC understands that the Hawthorn Tram Depot is a valuable heritage asset which must be restored and given a new lease of life.

The ULC has no preconceived ideas about how the development will look. However, one thing is certain, the building will be refurbished and retained as a heritage tram depot, to keep in trust the important historic legacy associated with the depot and our trams.

HAWTHORN TRAM DEPOT HAVE A SAY

The ULC will manage an extensive consultation process on the future of the depot. The City of Boroondara, Heritage Victoria, stakeholders, surrounding residents and the broader community will be involved and asked for their views.

The process will provide a number of opportunities for community input. After talking to the community over

the next few months, the ULC will undertake various studies and will then advertise for expressions of interest, to refurbish and develop the site, later this year.

Following this, early next year, a more formal tender process will be used to appoint the actual developer, once ideas and proposals for the overall site have been agreed.

There will also be formal heritage, environmental and planning approvals processes required, involving the City of Boroondara and Heritage Victoria.

HAWTHORN TRAM DEPOT THE FUTURE

The tram depot and the surrounding site cover an area of approximately 8,800 square metres.

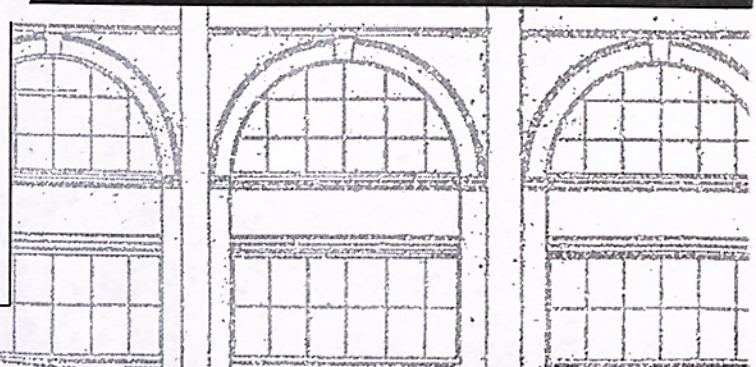
It is expected that part of the site will be developed for new uses. Uses that the community and stakeholders will be happy with and which are sensitive to the surrounding area and its special qualities.

We don't have any fixed ideas about the types of future uses, but there has to be some commercially viable development to fund what will be an expensive restoration of the tram depot and retention of the heritage fleet.

The ULC and the City of Boroondarra will hold a series of public meetings to discuss the project where everyone will have the opportunity to come along and hear about the proposed processes and give their views and ideas.

For more information call Matt Faubel at the Urban Land Corporation on (03) 9664 8480.

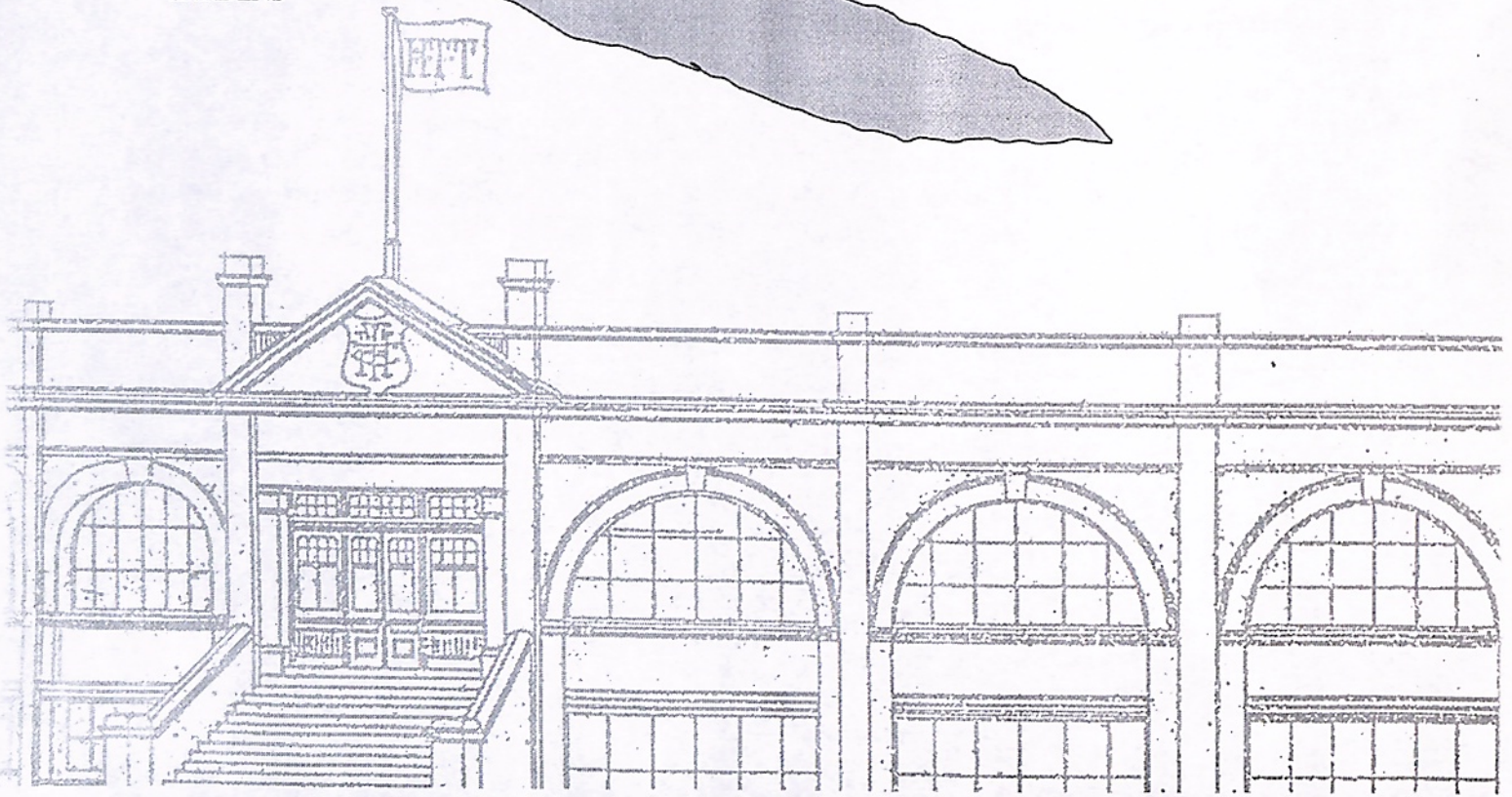
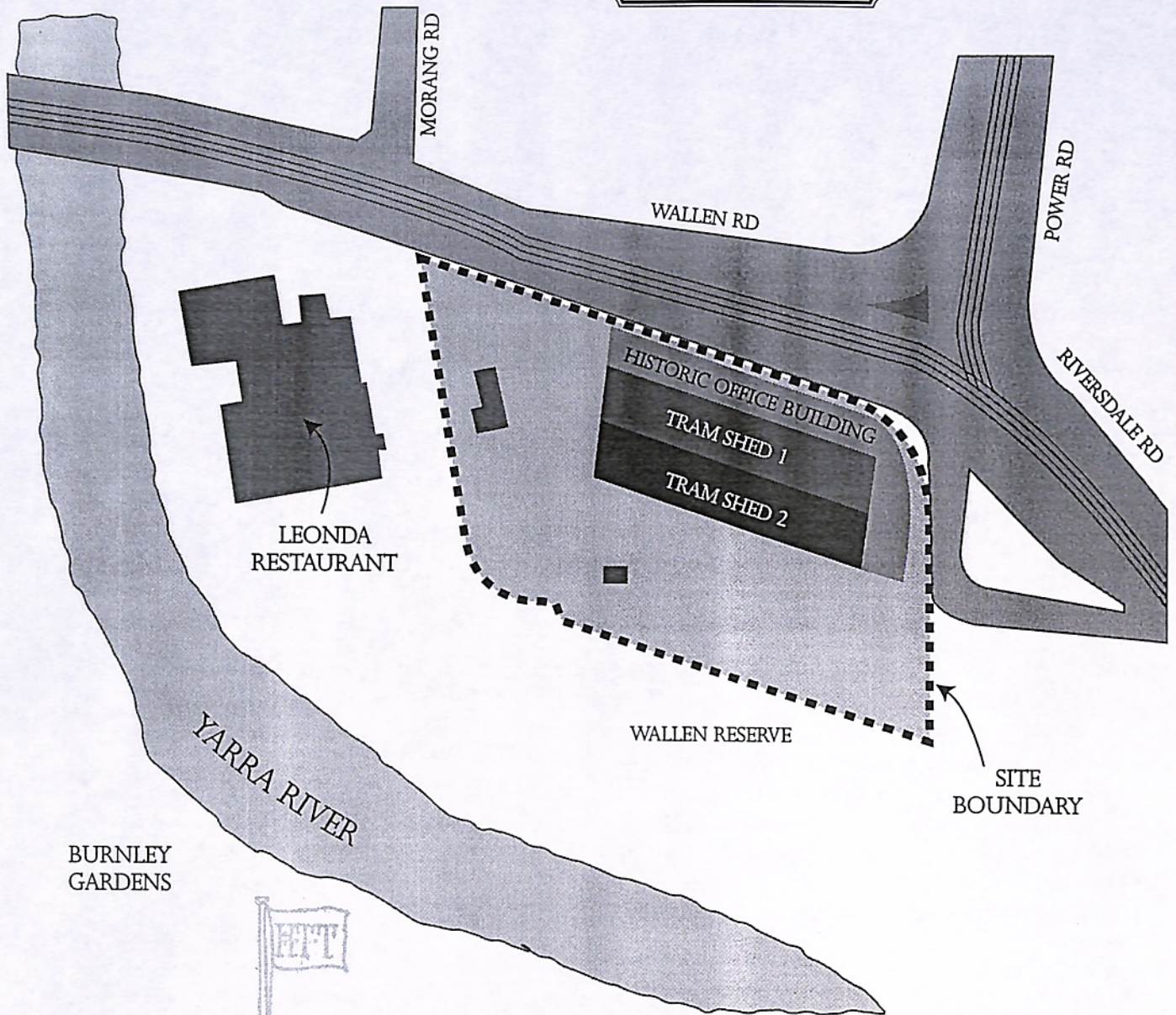
LOCATION MAP →



Bringing history back to life

THE HAWTHORN TRAM DEPOT

Location Map



BY THE TRAIN CAR ONLY FEEL YOUR
RESTORED PRIDE ON WOODBRIDGE'S SIDE.

8

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0265 +03+01-08-04 NN
209 5202 1-00 25 0

Tram No. 8 (M class) - Hawthorn Tramways Trust

One of ten cars built in 1916 to initiate services, this style of car was widely used in Melbourne early this century. Sold to the State Electricity Commission in 1930 for use in Bendigo. Withdrawn from service and presented for preservation in near-original condition in 1953.

210 6203 1-00 25 0
+0 +04-06+0 NN 0324

Tram No. 431 (W1 class) - Melbourne & Metropolitan Tramways Board

Built in 1927. One of 30 cars built between 1925-28 as a variant of the earlier W class, providing an experimental seating layout in the fully open centre or "smokers" compartment. The centre compartment was altered and the driver's cabins modified in 1936-37. The tram was restored to its original condition in 1998.

9231 --411 1326

Tram No. V-214 (V class) - North Melbourne Electric Tramway & Lighting Company No. 13 (Toast Rack Tram)

One of five cars built in 1906 to inaugurate services. Seven cars of similar style were operated by the Victorian Railways on the St Kilda-Brighton line. Converted to a freight car in 1927 when windscreens were fitted. Converted back to a passenger car in 1978.

9231 --411 1326

Tram No. 164 (S class) - Melbourne, Brunswick & Coburg Tramways Trust No. 11

One of 12 cars built in 1916 to inaugurate services. Became S class 164 when taken over by M & MTB. Withdrawn from service and presented for preservation in near-original condition in 1953.

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