

Melbourne Metropolitan Tramway Heritage Study



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2011

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Report for Heritage Victoria

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Abbreviations

AHC	Australian Heritage Commission
DOI	Department of Infrastructure
DPCD	Department for Planning and Community Development
DSE	Department of Sustainability and Environment (formerly DNRE)
FNPTT	Fitzroy, Northcote & Preston Tramway Trust
FTT	Footscray Tramway Trust
HO	Heritage Overlay
HTT	Hawthorn Tramway Trust
HV	Heritage Victoria
ICOMOS	International Council on Monuments and Sites
LCC	Land Conservation Council
MMTB	Melbourne and Metropolitan Tramways Board
MBCTT	Melbourne Brunswick and Coburg Tramway Trust
MET	Metropolitan Transit Authority
MOC	Melbourne Omnibus company
MT&OCo	Melbourne Tramway & Omnibus Company
NMETL	North Melbourne Electric Traction and Lighting Co
NT	National Trust
P&MTT	Prahran and Malvern Tramway Trust
RNE	Register of the National Estate
TB	Tramway Board
VHR	Victorian Heritage Register

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SUMMARY

Biosis Research Pty. Ltd. was commissioned by Heritage Victoria to undertake a heritage study of Melbourne's tramway system, including a thematic history, identification of buildings, structures, moveable objects (including rolling stock) and archives, assessment of significance of places, components and networks and recommendations for statutory protection. Victoria.

Melbourne's tramways are a network of standard gauge tracks, powered by overhead wires at 600 volts DC. The infrastructure and rolling stock is owned by the Victorian Government and operated under contract. The current private operator is KDR Melbourne, operating as Yarra Trams. Ticketing, public information provision and patronage promotion are undertaken by Melbourne's Government-owned multi-modal service provider, Metlink.

Melbourne's tramway system is fundamentally a modern network both in its infrastructure and rolling stock. However it retains a legacy of over 130 years of history and development, with a series of historic tram depot, substation and other buildings and a collection of operating, mothballed and museum curated historic trams.

This assessment has identified the remaining elements of the Melbourne cable tramways, and the existing electric tram system as having cultural heritage as 'systems'. That is, the overall system is of significance as well as the individual components such as tram depots, offices, individual fabric elements such as overhead wire tram poles, tram shelters and other structures, tram cars and other rolling stock, museum objects and collections, and historic documents, photos and archives. This system or network has been considered in terms of the historic role and connections made by the tram routes and their operation to Melbourne's historical, social and economic development.

While a nomination of the system to the heritage register, or a combined inclusion on the various council Heritage Overlays, would be the logical outcome for management of the heritage values of the system, this may be problematic in terms of administration and legal definition. Therefore, while this is the ultimate recommendation of the study, it is also recommended that the following individual places are included on the Victorian Heritage Register, and or relevant planning scheme overlays.

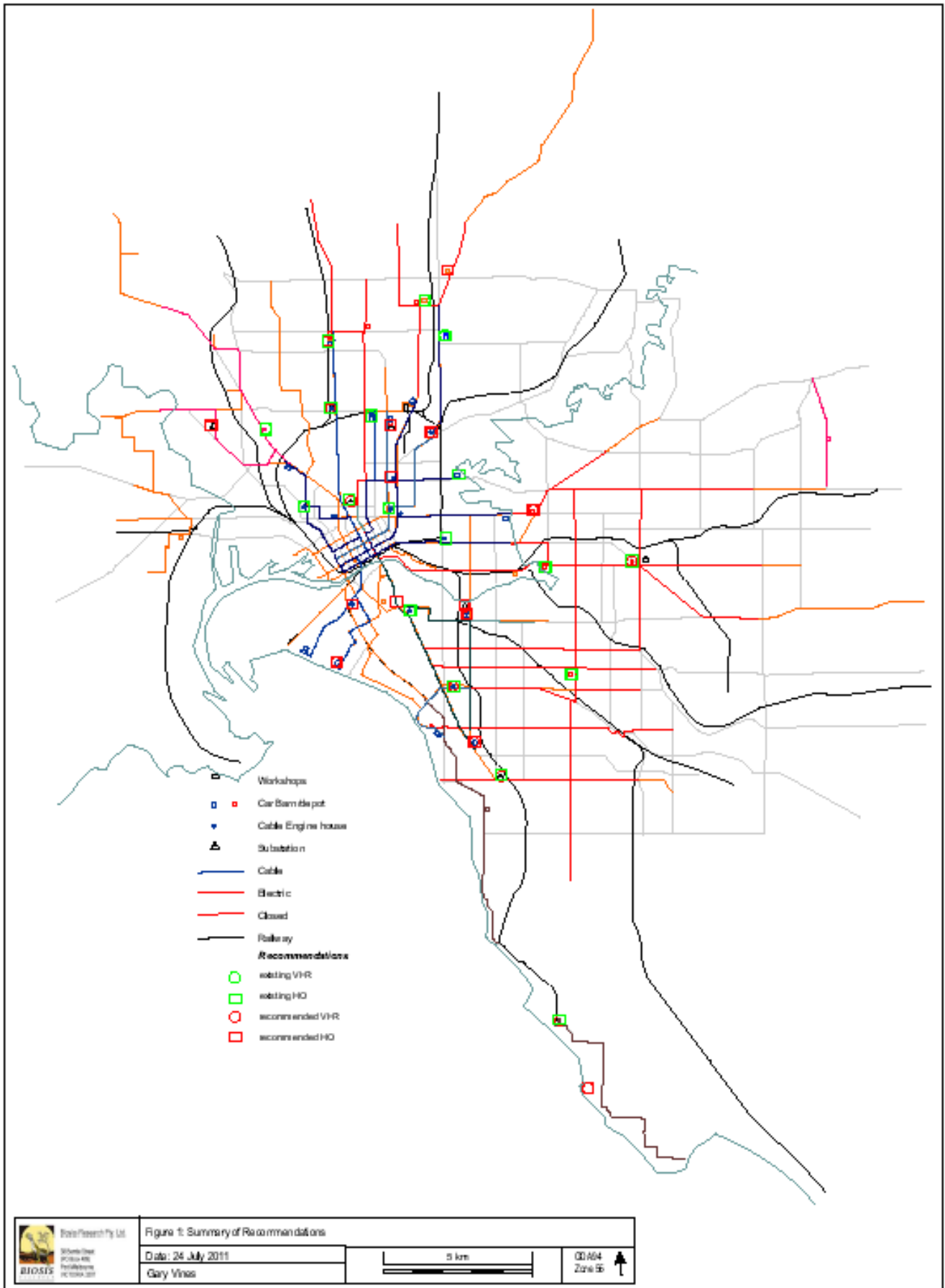
Place	Proposed listing	
	VHR	HO
<i>Cable tram places</i>		
South Yarra Cable Tram Engine House 241-257 Toorak Road and car shed 625 Chapel Street South Yarra. 1887	X	X
Brunswick Road Cable Tram Engine House and substation, 253-263 Brunswick Road, Brunswick, 1888	X	
Windsor Cable Tram Engine House, 105 Wellington Street St. Kilda, 1891	X	
South Melbourne Cable Tram Car Shed and office, 176-178 Victoria Avenue, Albert Park, 1890-1918	X	X
Brighton Road Cable Tram Car Shed and office, 16 Brighton Rd & 2 Brunning Street Balaclava, 1888 – 1918	X	X
Clifton Hill Cable Tram Car Shed office, 480-484 Queens Parade & 266-284 McKean Street, Fitzroy North, 1887	X	X
South Melbourne Cable Tram Engine house façade, 357-361 City Road South Melbourne		X
Johnston Street Cable Tram Engine house façade, 95-103 Johnston Street & 56 Argyle Street Fitzroy		X

Place	Proposed listing	
	VHR	HO
<i>Electric Tram Places</i>		
Sandringham VR Tram Depot, Station Street & Bay Road (railway yard) Sandringham, 1919	X	X
Brunswick MMTB Tram Depot, Sydney Road Moreland, 1936	X	
Kew Tram Depot Cotham Road Kew, 1915	X	X
Camberwell (East Hawthorn) Tram Depot, 160-170 Camberwell Road administration office 8 Council St Camberwell/Hawthorn East, 1929	X	
East Preston Tram Depot, Plenty Road East Preston 1955		X
North Fitzroy Tram Depot and workshops, Nicholson Street North Fitzroy 1888/1955		X
Domain Interchange, St Kilda Road South Melbourne		X
Tram Shelter, St. Kilda Rd & Commercial Rd. NE corner, Melbourne, 1915 – reconstructed 2001	X	X
St Vincent Plaza Tram Shelter, Victoria Parade, cnr. Brunswick St (St Vincent Plaza), Melbourne	X	X
Hawthorn Tramway Trust shelter, Riversdale Road, outside Camberwell Tram Depot, East Hawthorn	X	X
Hawthorn Tramway Trust shelter, Riversdale Road, S.E. cnr Highfield Street, Camberwell	X	X
Hawthorn Tramway Trust shelter, Camberwell Road, Fordham Gardens, Camberwell	X	X
Hawthorn Tramway Trust shelter, Camberwell Road, S.W. cnr. Bowen Street, Camberwell City of Boroondara	X	X
Green Point tram shelter, Esplanade Brighton	X	
Tram Shelter, Beach road near Kinane St, Brighton, 1906 (City of Bayside Planning Scheme)		X
P&MTT Substation, 4-6 Rusden Street, Elsternwick	X	
MMTB Substation, 214 Queensberry Street cnr. Bouverie &, Carlton	X	X
MMTB Substation, Maribyrnong road, Ascot Vale, 1925	X	X
MMTB Substation, 30 Station Street, Camberwell	X	X
MMTB Substation, (Brunswick Rd and Black St., Brunswick, in part of former cable tram engine house), 1925	X (with engine house)	
MMTB Substation, 2 Daly Street, South Yarra, 1927	X	X
MMTB Substation, Queens Parade, Clifton Hill 1955.		X
High Street rail over bridge, High Street, Clifton Hill, 1924		X
Zoo line rail over tram bridge, Off Poplar Ave, Parkville		X
Melbourne and Metropolitan Tramway Board Offices, 616 Little Collins Street (at rear of former MT&OC building Bourke St.), Melbourne, 1937	X	X
<i>Rolling stock</i>		
<i>Cable Trams</i>		
MT&OC No 1, Single truck cable tram dummy car, 1885. John Stephenson & Co., New York, Museum Victoria – donated to science museum 1940	X	
MT&OC No. 28 Single truck cable tram dummy car, TMSV Bylands, on loan to Melbourne Tram Museum @ Hawthorn Depot.	X	
MT&OC No. 436, Single truck cable tram dummy car, TMSV Bylands, privately preserved by Mr A. E. Twentyman.	X	
MT&OC No. 256, Single truck cable tram trailer saloon car, TMSV Bylands	X	
MT&OC No. 290, Single truck cable tram trailer saloon car standard eight window TMSV Bylands	X	
<i>Electric Trams</i> - Heritage Fleet at Melbourne Tram Museum & Hawthorn Depot proposed for group classification including the following		
PMTT 84	X	
PMTT 16	X	

Place	Proposed listing	
	VHR	HO
PMTT 35	X	
PMTT 46	X	
P&MTT 36	X	
HTT 1	X	
HTT 8	X	
HTT 16	X	
MMTB L 104	X	
MMTB W 220	X	
MMTB W 380	X	
MMTB W1 431	X	
MMTB Z1 108	X	
Painted Trams - Further investigation to determine survival and condition of the following painted trams and inclusion on Heritage Register if appropriate		
W2 504 Clifton Pugh		
W 384 Howard Arkley		
W 243, Mirka Mora		
Models – consideration of inclusion of VHR		
Melbourne Tram and Omnibus Co Models	X	
Tram model in State Library Victoria Collection	X	

Table 1: Summary of recommendations for heritage listing

Figure 1: Summary of recommendations.



1.0 INTRODUCTION

Cultural heritage legislation protecting historical heritage places applies in Victoria (*Heritage Act 1995*). These places are an important part of our heritage as they can provide us with important information about past lifestyles and cultural change. Preserving and enhancing these important and non-renewable resources is encouraged under various Government legislation and policies.

1.1 Project Background

Biosis Research Pty. Ltd. was commissioned by Heritage Victoria to undertake the Melbourne Metropolitan Tramway Heritage Study, Victoria. This study is intended to document tramway heritage places, objects and collections within metropolitan Melbourne, identify and make recommendations of the levels of significance of heritage places for possible inclusion on the Victorian Heritage Register (VHR), Heritage Overlay (HO) and/or Victorian Heritage Inventory (VHI). The need for this study was identified because of the ad hoc approach of the past two decades to recognition of the significance of Tramway heritage.

1.2 Aims

The aim of this assessment is to establish the cultural heritage values of the buildings, structures, landscape elements, infrastructure, moveable objects, collections and archives relating to Melbourne's Metropolitan Tramway systems. The study also aims to clarify the extent and nature of the tramway system, and provide a comprehensive overview of the tramway systems that developed using the following methods of motive power:

- Horse drawn (late 1880s – 1914)
- Underground cable (1885 – 1940)
- Overhead electric (1906 – present day)

The tasks include:

- Consultation with Heritage Victoria, VicTrack and other stakeholders;
- Review of existing documentation to prepare a comprehensive thematic history of the tramway systems that developed in Melbourne in reference to Victoria's Framework of Historical Themes;
- Provide a methodological statement on how significance levels have been determined;
- Assess the level of significance for places and objects identified in the project
- Provide brief statements of cultural heritage significance for places and objects of potential State significance;
- Provide photographs of places and objects and where possible map the location
- Provide recommendations for inclusions on the Heritage Overlay and the Victorian heritage Inventory.

- Enter data into Heritage Victoria's HERMES database.
- Assess significance of and provide details of relevant collections; and
- Identify priority places to be added to the VHR and recommend further studies and other activities to advocate, enhance and protect tram heritage.

1.3 Consultation

1.3.1 Consultation with Heritage Victoria

Before undertaking surveys for historical heritage places there is a statutory requirement to notify Heritage Victoria – the State government agency responsible for historical cultural heritage places. In the present study, the site inspection was intended to help identify standing structures and engineering works, and so was not considered archaeological in nature.

A steering committee in the form of an informal working group comprising the consultant, Robyn Mullens, and Robert Green of Heritage Victoria, Mike Ryan from VicTrack, and Warren Doubleday from the Tramway Museum Society, met periodically at the initial stages of the project and following site recording, to consider options for the extent of designation and form of the assessment. Further discussions with other tramway researchers and collectors were also undertaken either through the 'tramways down under' email discussion group, or in person, such as with Mal Rowe the administrator of this list and Norm Maddock of the Malvern Tramway Museum.

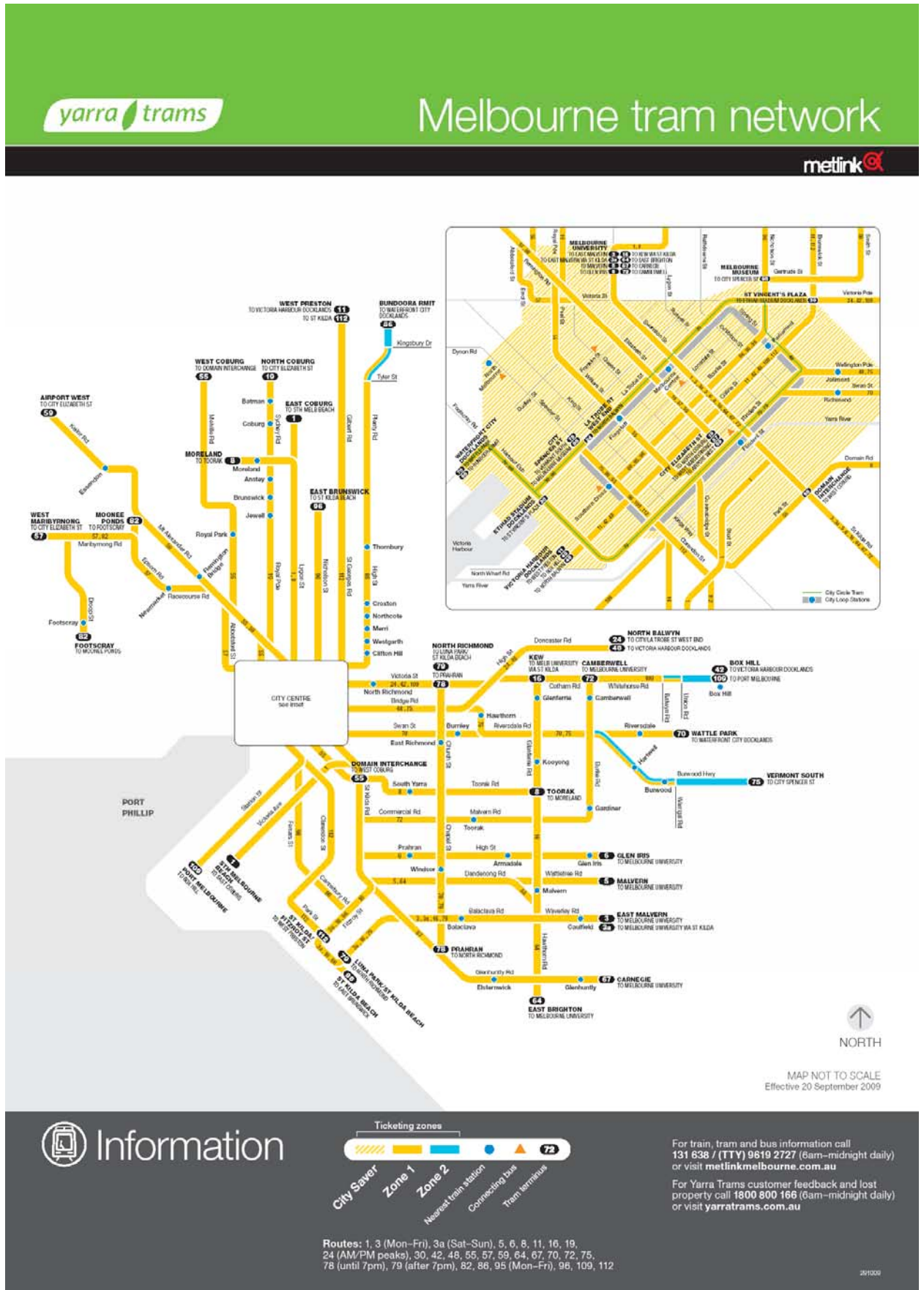
1.4 Location and Description of the Study Area

The location of the Study Area includes all of the past and present tramway system in Melbourne. In practice, this extended from Yarraville in the west to Bundoora in the north, Burwood in the east and Sandringham in the south although this extent was not achieved at any single point in time. The area covered by the study is shown in Figure 2.

1.5 Authorship

Gary Vines managed the project, carried out the field survey and wrote the report. Paul Young compiled all the figures.

Figure 2: Melbourne's Tramway Network. (Yarra Trams)



1.6 Terminology

The conservation terminology used in this report is of a specific nature, defined in the *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance* (the Burra Charter) as endorsed by the Australian Heritage Commission. The terms most frequently referred to are: place, cultural significance, fabric, conservation, preservation, restoration, reconstruction and adaptation.¹ These terms are defined in the charter as follows:

Place means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the *place* itself, its *fabric*, *setting*, *use*, *associations*, *meanings*, records, *related places* and *related objects*.

Fabric means all the physical material of the *place* including components, fixtures, contents and objects.

Conservation means all the processes of looking after a *place* so as to retain its *cultural significance*.

Maintenance means the continuous protective care of the *fabric* and *setting* of a *place*, and is to be distinguished from repair. Repair involves *restoration* or *reconstruction*.

Preservation means maintaining the *fabric* of a *place* in its existing state by removing accretions or by reassembling existing components without the introduction of new material.

Restoration means returning the existing *fabric* a *place* to a known earlier state and is distinguished from restoration by the introduction of new material into the fabric.

Reconstruction means returning a *place* to a known earlier state and is distinguished from *restoration* by the introduction of new material into the *fabric*.

Adaptation means modifying a *place* to suit the existing use or a proposed use.

Use means the functions of a *place*, as well as the activities and practices that may occur at the *place*.

Compatible use means a *use* which respects the *cultural significance* of a *place*. Such a use involves no, or minimal, impact on cultural significance.

Setting means the area around a *place*, which may include the visual catchment.

Related place means a *place* that contributes to the *cultural significance* of another *place*.

Related object means an object that contributes to the *cultural significance* of a *place* but is not at the *place*.

Associations mean the special connections that exist between people and a *place*.

Meanings denote what a *place* signifies, indicates, evokes or expresses.

Interpretation means all the ways of presenting the *cultural significance* of a *place*.

¹ Australia ICOMOS, The Burra Charter (The Australia ICOMOS charter for places of cultural significance)