

7.0 CULTURAL HERITAGE SIGNIFICANCE

7.1 Assessment criteria

Heritage Victoria is the State Government body responsible for protecting non-Aboriginal heritage places in Victoria, including gardens, buildings, shipwrecks and historical archaeological sites. Heritage Victoria administers the *Heritage Act 1995*, and has provided formal criteria for the assessment of cultural heritage significance. The application of these criteria will determine if a heritage place meets the threshold to be considered for addition to the Victorian Heritage Register.

The criteria used in the assessment are those adopted by the Heritage Council on 7 August 2008 pursuant to Sections 8(c) and 8(2) of the Heritage Act 1995. These criteria are:

Criterion A	Importance to the course, or pattern, of Victoria's cultural history
Criterion B	Possession of uncommon, rare or endangered aspects of Victoria's cultural history.
Criterion C	Potential to yield information that will contribute to an understanding of Victoria's cultural history.
Criterion D	Importance in demonstrating the principal characteristics of a class of cultural places or objects.
Criterion E	Importance in exhibiting particular aesthetic characteristics.
Criterion F	Importance in demonstrating a high degree of creative or technical achievement at a particular period.
Criterion G	Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.
Criterion H	Special association with the life or works of a person, or group of persons, of importance in Victoria's history.

7.2 Comparative Analysis

The analysis of Melbourne's tramways from the point of view of potential cultural heritage significance cannot be undertaken in a meaningful way in the usual manner, because it deals with a network of historic places, landscapes and features, portable objects and rolling stock, collections, and intangible values.

Comparison with tram networks overseas (see section 2.1), or remnants in other towns in Victoria and cities in other Australian states, or of past networks that have been decommissioned area also of little value. Comparison with other networks such as the railway, electricity, telephone or main road network may help understand the relative impact of these city wide systems, but still provide difficulty in making decisions regarding cultural significance. Therefore assessment of the overall network is made without consideration of comparative issues, while within the system a separate significance assessment can be made of individual elements in order to distinguish gradings of significance among the various depots, electricity substations or preserved historic tramcars.

As Melbourne retains the most extensive fixed rail street transport system in Australia, which maintains the general pattern of routes, depots and operation network as in the heyday of the mid 20th century, and also retains the largest collection of extant historic rolling stock (assumed to be pre 1960s) in Australia, and one of the largest in the world, then on this basis alone Melbourne's Tramway system is clearly of social and economic significance. It also compares in terms of the impact it had on the city's development and urban pattern with the major tramways of other cities. While most European and some American cities adopted tramways as a replacement for existing mature road transport such as omnibuses, but within a well developed urban setting, Melbourne stands out, as its tramways often went ahead of suburban and commercial development and therefore helped to bring about the suburbanisation of Melbourne.

The survival of large numbers of traditional style (W class) trams is unique in Australia, and rare in comparison with other cities. Adelaide retains five 1929 trams in operation. Blackpool has a small fleet of 1930s trams on its one line. Lisbon formerly had a large historic fleet, but most were retired or reconstructed around 1995, when the system was modernised. Milan has a relatively large 'historic' fleet of about fifty of the 1920s and 1930s 1500 series trams, but most other tram cities have modern fleets reflecting the resurgences of public transport in the last 20 years. The fact that so many overseas tourist trams are operated with ex Melbourne W Class trams provides an indication of the worldwide rarity, and demand, for such vehicles.

The buildings of the cable and electric tramways are also individually and collectively rare in a national and international context with parts of 12 of the original 13 cable tram engine houses of the 1880s and 90s, and seven electric tram depots dating from 1906 to 1925 (as well as others from 1936 and 1955).

Other early infrastructure also survives, including the company, trust and board administrative offices, the Preston Workshops, remnants of cable tram barns, electric substations, tram shelters, overhead wire pole, trackwork, cover plates and equipment cabinets, dating from the 1890s to 1930s (refer to section 2.1 and Table 1 above).

These represent the whole timeline of the system's inception growth and development into one of the most comprehensive street-based public transport systems of the late nineteenth and early twentieth centuries, in the world.

By comparison other surviving tramway depots in Australia are generally fragmentary, ruinous or heavily altered for other uses. Sydney has some remnants of the Ultimo (now Powerhouse Museum) Rozelle,²⁵⁴ Bondi Junction and Leichhardt depots, the Hamilton depot survives in part in Newcastle, and the Ipswich Depot in Brisbane is still a bus depot. Another characteristic of these other sites, is that the buildings tended not to have the elaborate architectural facades of say Malvern, Kew and Hawthorn, but were utilitarian corrugated iron sheds, or sometimes plain brick facades (with the exception of the long gone fort Macquarie depot – now the site of Sydney Opera House).



Figure 138: Fort Macquarie tram depot(Wikimedia commons)

Another exception (also demolished) was the Adelaide Angus St. depot unusually located in the centre city, but replaced with the construction of a new depot in Glengowrie.

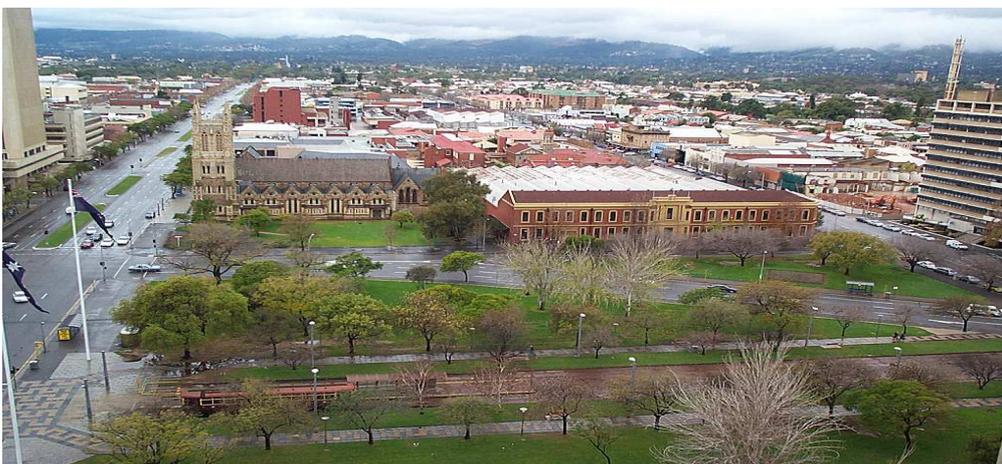


Figure 139: City Tram Depot Angus St Adelaide- demolished 2006

²⁵⁴ Rozelle is the largest depot and one of 5 surviving tram depots in New South Wales, Godden Mackay Logan "Former Rozelle Tram Depot Conservation Management Plan, Sept 2004.

7.3 Statement of Significance for the Melbourne Tramway System

What is significant?

Melbourne's Tramway System incorporates the road and some reserve lines of electric traction tramways as currently constructed and reflecting the progressive development of firstly the Cable Tram network of the Melbourne Tramway and Omnibus Company commencing in 1885, secondly the electric tramways of the Victorian Railways from 1906 and the municipal tramway trusts from 1910, and thirdly the consolidation and extension of the system as a single integrated electric tramway network under the Melbourne and Metropolitan Tramways Board from 1920. It also comprises the operational and former depots, workshops, offices engine houses and tram sheds constructed for both the cable operated Tramway Trust and the municipal trusts and MMTB.

How is it significant?

Melbourne's tramway system is of historical, social, aesthetic and technological significance to the State of Victoria.

Why is it significant?

Melbourne's tramway system is of historical significance for its role in the historical development of the metropolis, and in particular the establishment and growth of middle class commuter suburbs of low density detached suburban housing which has become the defining character of 20th century Melbourne. *Criterion A*

Evidence of the former cable tramway system is significant historically as evidence of the largest single operator cable tramway in the world, which at the time revolutionized the nature of inner urban public transport. The cable tram system played a key role in the development (and eventual retention) of Melbourne's later tramway system. The system depended on a complex ownership and management relationship between the Melbourne Tramway Trust which built and owned the infrastructure, and the private monopoly under the Melbourne Tramway and Omnibus Company which provided the rolling stock and operated the system. *Criterion D*

Between 1885 and the cessation of the license agreement in 1916, the cable trams provided a reliable and frequent service within the inner city and acted as radial lines to outlying suburbs. Over time, various private and municipal organisations constructed electric tram lines beyond the cable termini, linking with the cable trams as feeder routes to the city.

The Melbourne and Metropolitan Tramways Board (MMTB) was created after the First World War, to amalgamate the cable and electric trams routes and integrate the system. Progressive rather than wholesale conversion of the large and effective cable tramway system to electric operation occurred over the course of the next two decades with the last cable tram running on the Northcote line in 1940. Some routes, such as the Johnston St. and Bourke St./Northcote lines were replaced with buses, although the Bourke St./Northcote/East Brunswick lines (present day routes 86 and 96) were reinstated with electric propulsion in time for the 1956 Olympics.

The decision to convert the cable tramway system over a period of two decades resulted in Melbourne having a relatively modern and well maintained electric tramway system by the 1950s, while other cities, such as Sydney, and Brisbane, which had established their electric (and steam) tramways earlier, were lumbered with older, rundown systems which had ceased to be

considered a viable alternative to the burgeoning private automobile. As a result, Melbourne did not need an expensive capital works program to maintain its tramways, and unlike the other cities, buses did not appear to be a financially appealing alternative. The extensive nature of the cable tramway system, and its slow and late conversion to electric operation, contributed to the relatively viable economic condition of MMTB system in the 1950s and the retention of a system which has become a symbol for Melbourne and Victoria.

The combined evidence of the electric tramways, both from the period of municipal tramway trust operation and under the MMTB is of historical significance for the role it played in the growth and development of Melbourne. The provision of relatively fast, clean and cheap on-road public transport to the outlying suburbs of Melbourne influenced the form and style of urban development and contributed as much as any single factor to the creation and maintenance of the ¼ acre block commuter suburbs. The tram system, more so than the preceding train network, allowed the middle classes to live in salubrious suburbs and commute to the city or industrial inner suburbs. The tramways were built as a civic exercise and maintained as much to ensure a quality standard of living for Melbourne's residents, as for whatever profit they could make.

The surviving elements of the Melbourne cable tramway system including 12 engine houses or remnants, and seven car sheds and/or car shed offices (of an original 15) as well as the few remnants of track infrastructure such as that at Abbotsford Street North Melbourne, are of state historical significance for their influence on Victoria through the development of the capital city. *Criterion C*

The cable tram engine houses in particular, are of architectural and technical significance for their demonstration of the specific design requirements for the cable tram machinery. The machinery was technically innovative and the extensive nature of the system was a technical achievement. *Criterion E Criterion F*

Melbourne's tramways are of social significance as both a functional necessity for everyday use, and a symbolic and cultural identifier for Melbourne and Melbournians. The trams and tramways are the primary iconic image that distinguishes Melbourne in a tourist and public consciousness, taking the place of the Sydney Harbor Bridge and Opera House. *Criterion G social*

7.3.1 Statement of Significance for the Melbourne heritage tram fleet

What is significant?

Melbourne's heritage tram fleet comprises select examples of restored tramway rolling stock from the MTOC, tramway trusts and MMTB, reflecting the history of Melbourne's trams from the late nineteenth century to the 1970s. The heritage fleet includes examples of early toast-rack single truck trams, 'Californian combination' cars, early drop centre prototype twin bogie and the range of W class trams. The final MMTB designed z class prototype is also included.

How is it significant?

Melbourne's heritage tram fleet is of historical, social, architectural, aesthetic and technological significance to the State of Victoria.

Why is it significant?

The heritage fleet at Hawthorn is of historical significance as a representative collection of rolling stock which demonstrates the history and development of tramways in Melbourne. In particular it is significant for the representation of all the variations of the W class. The fleet provides layered evidence of private and public provision of essential public service in Melbourne, and in the distinctive character and design of the trams, the changing function of the tramway system, and expectations of the user public. *Criterion A*

The fleet represents critical periods of Melbourne's development helping the city to become "Marvellous Melbourne" including the 1880s boom, the 1920s suburban expansion, and post World War Two growth. Melbourne's trams and in particular the W class, helped to establish the character and historical image of Melbourne as a civil and civilised, sophisticated and modern city, despite its colonial and pioneering origins. *Criterion D*

The trams, and the W Class in particular are of social significance as the iconic image of Melbourne, which is recognised around the world and universally by Melbourne residents. *Criterion G*

The tram fleet is of technical significance for its ability to demonstrate the progressive design changes and response to technology achieved in electric traction from the beginning of the 20th century up to the post war period. *Criterion F*

The fleet is of aesthetic significance for the care and attention paid to the presentation of trams in the first half of the 20th century, as demonstrated in the precise joinery, use of attractive local timbers, polished brass and chrome fittings, and the traditional coach building skills and design of the trams. The distinctive colour schemes, whether of the early trusts, the chocolate and cream original MMTB, or the later ubiquitous cream and cream are part of the aesthetic appeal of the trams. The green and cream colour scheme is of special aesthetic value in that it was devised specifically to suit the character of Melbourne's tree-lined boulevards such as St. Kilda road, and Royal Parade. *Criterion E*

7.4 Statements of significance for individual places

7.4.1 South Yarra cable tram engine house



What is significant?

The former South Yarra cable tram engine house is located at 241-257 Toorak Road South Yarra and the tram shed is at 625 Chapel Street. It was constructed by Melbourne Tramway & Omnibus Company to the design of the company's architect Frederick Williams in 1887-88 to power the Toorak and Chapel Street cable lines and house the trams.²⁵⁵ This complex of modified brick buildings has remnants of the original structure disguised beneath the Modernist and Classical Revival architectural details of a conversion for the Capitol Bakery undertaken by Architect Harry Norris in 1936.

How is it significant?

The South Yarra cable tram engine house and car shed are significant for scientific (technical), historic, social and aesthetic/architectural, reasons at a State level.

Why is it significant?

The South Yarra cable tram engine house and car shed are of historical significance as an important surviving remnant of the once extensive cable tram network which represented the technical, financial and administrative power of Marvellous Melbourne at the end of the nineteenth century. *Criterion A*

The site is significant as one of a network of formerly twelve engine houses that were built to power the Melbourne cable tram network, itself internationally significant as the world's largest single-operator cable tram system in comparison to the eight separately managed systems of the San Francisco cable tram network. The Melbourne cable tram system still represents the largest surviving collection of intact cable tram buildings in the world. *Criterion B Criterion D*

The Toorak Road engine house and Chapel Street car shed are significant as the only relics of the Toorak line and form an important landmark on the Toorak Road/Chapel Street intersection. *Criterion B.*

²⁵⁵ Former Cable Tram Engine House/Capitol Bakeries conservation analysis / Michael Taylor

The cable tram engine house is significant as an important example of the work of Harry Norris, a prolific Australian architect, instrumental in introducing ideas of modernist architecture to Melbourne in the 1920s and 30s, including the distinctive 'Art Deco' decorative style which is well represented in this building. *Criterion H*

The building is also significant for its associations with the Capitol Bakeries, which in the 1930s developed one of the most up-to-date commercial bakeries in Melbourne, using state-of-the-art mass production methods including automatic dough preparation machines, ovens, conveyors, wrapping machines and counters. *Criterion A*

The site is of technical significance for its layout and arrangement of facilities, demonstrating the unique aspect of the cable tram system in requiring an engine house roughly midway along the cable routes, and convenient to the two different lines that converged at this corner. *Criterion F*

The site is of social significance for the association of the building with a recreational use in recent decades which has contributed to the cultural life of South Yarra, despite the site being seen as somewhat tacky today. *Criterion G*



Existing designation: National Trust B6699; RNE15349; HI H7822-2247, H7822-2232, H7822-2231. H7822-2259; Submission to Victorian Heritage Council 2011

7.4.2 Brunswick cable tram engine house



What is significant?

The Brunswick cable tram engine house is located at 253-263 Brunswick Road, Brunswick. It was constructed by the MT&OC in 1887 and unlike some of the later buildings, has a fairly plain façade, originally of polychrome brick with arched window openings. The adjoining electricity substation (in part of former cable tram engine house) was constructed in 1925 on the corner of Brunswick Rd and Black St.

How is it significant?

The Brunswick cable tram engine house is of historical, architectural, aesthetic and technological significance to the State of Victoria.

Why is it significant?

The Brunswick cable tram engine house is of historical significance as an important surviving element of Melbourne's former cable tram system (which as a whole is of national Significance).
Criterion A

The site is significant as one of a network of formerly twelve engine houses that were built to power the Melbourne cable tram network, itself internationally significant as the world's largest single cable tram system, i.e. it was all owned and managed as one system. *Criterion D Criterion B*

It reflects the importance of this transport system to the development of Brunswick and the characteristic arrangement and positioning of the buildings on the system, where large low buildings were required to house the steam engines and cable winding gear in adjoining sections. These were required to be positioned about midway along the cable runs. As such the building helps understand the unique operation and technology of the system. *Criterion F*

Architecturally, the Brunswick Engine House was of simpler design than many other Engine Houses in Melbourne, and reflects the earlier form of building, now mostly lost with the demolition of the Richmond engine house. *Criterion E*

Existing designation: Heritage Overlay HO41, Heritage Inventory Site H7822-2242, National Trust B6409

7.4.3 Windsor cable tram engine house



What is significant?

The former Windsor cable tram engine house is located at 105 Wellington Street St. Kilda. It was constructed by the P&MTT in 1891. The building comprises a timber framed pitched roof main space with rendered brick façade (believed to be a later addition). The internal structure has been lined, but the main part of the building appears intact.

How is it significant?

The former Windsor cable tram engine house is of historical, social, architectural, aesthetic and technological significance to the State of Victoria.

Why is it significant?

The former Windsor cable tram engine house is of historical significance as an important surviving element of Melbourne's former cable tram system (which as a whole is of national Significance). It reflects the importance of this transport system to the development of the St Kilda area and the characteristic arrangement and positioning of the buildings on the system, where large low buildings were required to house the steam engines and cable winding gear in adjoining sections. These were required to be positioned about midway along the cable runs. As such the building helps understand the unique operation and technology of the system. *Criterion A*

The site is significant as one of a network of formerly twelve engine houses that were built to power the Melbourne cable tram network, itself internationally significant as the world's largest single cable tram system, i.e. it was all owned and managed as one system. *Criterion B Criterion D*

The Windsor Engine House is of scientific (technological) for its ability to assist in an understanding of the operation of the cable tramway system, the operation of cable tram machinery and the storage of cable trams. *Criterion F*

Architecturally, the Windsor Engine House is of interest in reflecting the evolution of design of the buildings from plain brick buildings of the earliest period, to the extravagant designs demonstrated by the Gertrude Street Engine house, and to more restrained but simply decorated buildings of the 1890s. *Criterion E*

Existing designation: Heritage Inventory Site H7822-2248; Heritage Overlay HO360

7.4.4 South Melbourne cable tram car shed office



What is significant?

The former South Melbourne Cable Tram Car Shed office is located at 176-178 Victoria Avenue, Albert Park. It was constructed by the MT&OC in 1890 for storage of cable trams, and for the traffic office used for administrative staff and amenities and extended with a second storey by the Tramway Board architect Stapley in 1918.

How is it significant?

The former South Melbourne Cable Tram Car Shed office is of historical, social, architectural, aesthetic and technological significance to the State of Victoria.

Why is it significant?

The former South Melbourne Cable Tram Car Shed office is of historical significance as an extant component of Melbourne's cable tramway system. The system was of an exceptionally large size when considered against other systems internationally and its long period of use relative to other systems underscores its importance. The system has been a major influence on the development of metropolitan Melbourne. The office is a rare example of the facilities provided for tram storage and operation as opposed to the more commonly surviving engine houses. *Criterion A*

The buildings is also historically significant as a demonstration of the evolution and transition of the cable tram system, following the expiration of the MT&OC lease, and its reversion to the Tramway Board, prior to the formation of the MMTB. *Criterion A*

The South Melbourne Cable Tram Car Shed office is of architectural significance for the method of construction and expression of the building forms employed by the Melbourne Tramway & Omnibus Co, and later Tramway Board to express the utilitarian nature of the their use. *Criterion E*

The South Melbourne Cable Tram Car Shed office is of archaeological significance for the potential to provide information on the cable tram operation. Tram tracks and cable tunnels may survive under the adjoining property. *Criterion F*

Existing designation: Heritage Inventory Site H7822-2233

7.4.5 Brighton Road cable tram car shed and office



What is significant?

The former MT&OC Brighton Road Cable Tram Car Shed and office are located at 16 Brighton Rd & 2 Brunning Street Balaclava. It was constructed by the MMTB in 1888 for storage of cable trams, and for the traffic office used for administrative staff and amenities, with a second story office addition by the Tramway Board architect Barlow 1918.

How is it significant?

The former MT&OC Brighton Road Cable Tram Car Shed and office are of historical, social, architectural, aesthetic and technological significance to the State of Victoria.

Why is it significant?

The former Brighton Road Cable Tram Car Shed and office is of historical significance as an extant component of Melbourne's cable tramway system. The system was of an exceptionally large size when considered against other systems internationally and its long period of use relative to other systems underscores its importance. The system has been a major influence on the development of metropolitan Melbourne. The office is a rare example of the facilities provided for tram storage and operation as opposed to the more commonly surviving engine houses. *Criterion A*

The buildings is also historically significant as a demonstration of the evolution and transition of the cable tram system, following the expiration of the MT&OC lease, and its reversion to the Tramway Board, prior to the formation of the MMTB. *Criterion A*

The Brighton Road Cable Tram Car Shed and office is of architectural significance for the method of construction and expression of the building forms employed by the Melbourne Tramway & Omnibus Co, and later Tramway Board to express the utilitarian nature of the their use. *Criterion E*

The Brighton Road Cable Tram Car Shed and office is of archaeological significance for the potential to provide information on the cable tram operation. Tram tracks and cable tunnels may survive under the floor of the former car shed. *Criterion F*

Existing designation Heritage Inventory Site H7822-2238

7.4.6 Clifton Hill cable tram car shed office



What is significant?

The former Clifton Hill Cable Tram Car Shed office is located at 480-484 Queens Parade & 266-284 McKean Street, Fitzroy North. It was constructed by the Tramway Board in 1925 to expand the existing 1886 MT&OC depot. During the Second World War, the building was used for a gas producer plant, as a response to fuel shortages for the busses employed to replace the High Street Cable tram, and hence the large vents along the ridge line. The adjoin electricity substation was constructed in the 1950s when the line was finally electrified in tome for the Olympic Games in 1956 along with others in 3-5 Martin Street, Thornbury

How is it significant?

The former Clifton Hill Cable Tram Car Shed office is of historical, social, architectural, aesthetic and technological significance to the State of Victoria.

Why is it significant?

The former Clifton Hill Cable Tram Car Shed office is of historical significance as an extant component of Melbourne's cable tramway system. The system was of an exceptionally large size when considered against other systems internationally and its long period of use relative to other systems underscores its importance. The system has been a major influence on the development of metropolitan Melbourne. The office is a rare example of the facilities provided for tram storage and operation as opposed to the more commonly surviving engine houses. *Criterion A*

The Brighton Road Cable Tram Car Shed and office is of architectural significance for the method of construction and expression of the building forms employed by the Melbourne Tramway & Omnibus Co, and later Tramway Board to express the utilitarian nature of the their use. *Criterion E*

The buildings is also historically significant as a demonstration of the evolution and transition of the cable tram system, following the expiration of the MT&OC lease, and its reversion to the Tramway Board, prior to the formation of the MMTB. This is visually evident from the rare 'TB' monogram on a plaque on the front of the office building denoting the 'Tramway Board'. *Criterion A*

Existing designation: Heritage Inventory Site H7822-2240

7.4.7 Sandringham VR tram depot



What is significant?

The Sandringham VR Tram Depot is located at Station Street & Bay Road Sandringham (railway yard). The Sandringham to Black Rock line was opened by the Victorian Railways on the 10th March 1919 with the depot designed and constructed by the Architects Division, Ways & Works Branch, Victorian Railways.²⁵⁶

Unlike the other Victoria Railways line from St. Kilda to Brighton Beach, which was built to the Victorian Railways broad gauge, the Sandringham to Black Rock line was constructed to standard gauge (4 foot 8 and a half inches) but despite its compatibility with the rest of the Melbourne tramways, it was still not a success..

The route was inland of the former horse trams to avoid disturbance to the extensive foreshore reservations along Port Philip Bay. On the 1st of September 1926 a 3.5 kilometre extension from Black Rock to Beaumaris was opened. Other than holiday periods the line was unsuccessful and was closed 5 years later on the 31st of August 1931.

A small three road depot was constructed in the Sandringham railway station yard. This connected to the tramway in Bay Street. With the exception of the short section of track between the depot and the front of the railway station, the rest to Black Rock was double line. Post war lifting of petrol rations resulted in the line closing on the 5th of November 1956. The trams were transferred to Elwood Depot.

The tram depot building has the form of a typical railways locomotive shed with brick side walls open ends and timber gable truss roof. The original cement tiles are at least partly replaced with corrugated iron and part has only exposed trusses. A separate single story brick electrical substation is at the rear. The depot building remains in use as a bus depot, although access from Bay Street is no longer possible with a row of shops being built along Bay Street.²⁵⁷

How is it significant?

The Sandringham VR Tram Depot is of historical, social, architectural, aesthetic and technological significance to the State of Victoria.

²⁵⁶ Green, Robert, 1990, Research Report on Melbourne Electric tramway depots, for Heritage Victoria.

²⁵⁷ Stone, Arthur, The Sandringham Tramway *Running Journal*– Volume 6, Number 2, Oct-Nov 1969

Why is it significant?

The Sandringham VR Tram Depot is of historical significance as rare evidence of the former Victorian Railways 'street railway' and a reflection of the role of political patronage in the development of public infrastructure. It is the only substantial surviving structure of the Victorian Railways tramways that remains to tell this important component of the story of Melbourne's Trams. *Criterion A*

The building is of architectural significance for its characteristic form and use of polychrome brickwork to render an otherwise utilitarian building attractive. *Criterion E*

Existing designation: HO HO328 recommended for inclusion on VHR in Sandringham Conservation Study



7.4.8 Brunswick MMTB tram depot



What is significant?

The Brunswick Tram Depot is located at 807-813 Sydney Road Brunswick, City of Moreland. It was constructed by the MMTB in 1936 probably to the design of the Board architect A.G. Monsborough, who had also designed the Wattle Park Chalet the Carlton control centre in Bouverie Street. The nine track car shed has open pit floor construction, brick walls, clear span steel frame truss sawtooth roof. An attached single storey brick workshop on Peveril Street and a frontage of attached single store shops along Sydney Road (continuing the Kew approach to revenue raising from the site lease).. The separate two storey Revenue and Traffic office building fronts Sydney road, featuring tall arched openings with bronzed metal panels and clerestory roof. Art deco detailing is evident on the various stepped frontages including raised horizontal brick bands, flagpole fins and geometric mouldings.

How is it significant?

The Brunswick Tram Depot is of State significance for historical, Technical, Aesthetic and social reasons.

Why is it significant?

The site is significant for its association with the dramatic mid twentieth century expansion of Melbourne's tram network and the preceding role of the site since the construction of the cable tram depot in 1887. The formation of the MMTB in the 1920s, and its rationalisation of the previous separate municipal and private tramways, gave Melbourne one of the most efficient public transport systems in Australia (or possibly the world.) the scale and architectural detail of the Brunswick depot reflects the confidence and importance of the tramway board, and hence the government support and finance that was available in the 1930s, despite the impact of the Depression and impending war. *Criterion A*

The buildings are also significant as an important example of the work of the MMTB architect A G Monsborough, who implemented a range of Modern styles in substations, depots and the MMBW administrative buildings. *Criterion H*

The site is of technical significance for its layout and arrangement of facilities, demonstrating the need to retain a street frontage while providing ready access for trams from the rear. In this respect the Cameron Street and Moreland Road tramlines are integral to the place. *Criterion F*

The Brunswick Depot is of aesthetic and architecture significance for the wealth of Modernist and Classical revival design detail, and the unusual combination and massing of forms with its abstracted classical facade unusual for its type. *Criterion E*

The depot is of social significance for the role it has played in recent union and labour relations, and in particular in the 1990 tramway strike which is still remembered and commemorated by former and current workers, the radical union movement, and general community. *Criterion G*

Existing designation: Included in Moreland Heritage Overlay HO171 Heritage Inventory Site H7822-2252

7.4.9 Camberwell MMTB Depot tram shed and administration office



What is significant?

The Camberwell MMTB Depot tram shed and administration office are located at 160-170 Camberwell Road administration office 8 Council Street Hawthorn East / Camberwell. It was constructed by the MMTB to the design of the Board architect A G Monsborough, and opened in December 1929 housing 63 cars under cover on nine 'roads' which operated on the Burwood and Wattle Park routes, having previously run from the Malvern depot. The tram shed was extended to its current size by 1932. The tram shed has double-height red face brick walls in English bond, with clinker brick window sills, lintels and mullions, brick rustication marking out bays, cement rendered parapet and frieze, with the letters MMTB (Melbourne and Metropolitan Tramways Board) in two projecting bays at each end of the Camberwell Road elevation.²⁵⁸ A first floor amenities block was added to the south west end of the car shed in 1981.²⁵⁹

The roof sawtooth supported on is a large bolted steel lateral trusses. The fence with red brick piers, cement rendered caps and steel mesh webbing in an iron tube frame at Council Street and tubular steel overhead wiring poles appear original. The double storey Neo-Georgian administration building is of red faced brick with slate tiled roof. This was the former Traffic and Revenue office. It features textured stucco Roman Doric columns, supporting a central balcony, rusticated brick corners indicating quoins, two breakfront wings with twin gables at west elevation, with a colonnaded tholos porch is at the north end and hipped slate roof on steel trusses. Gas lighting fixtures were extant in the Revenue office. An early timber passenger waiting shed at the Riversdale Road entrance to the site adds further interest.

How is it significant?

The Camberwell MMTB Depot tram shed and administration office is of historical, architectural, and aesthetic significance to the State of Victoria.

Why is it significant?

The Camberwell MMTB Depot tram shed and administration office is of historical significance as one of four major surviving tram depots in the eastern suburbs, along with Malvern, 1910, Hawthorn, 1915-16, and Kew, 1916. Each is of a very different architectural style reflecting the changing administration of the system and prevailing architectural style, but all reflect the civic

²⁵⁸ R Elphinstone, Camberwell Junction Heritage Study, 1991; additional research by Lovell Chen, Camberwell Heritage Study 2008. Lovell Chen, Camberwell Junction Heritage Review 2008.

²⁵⁹ Green, Robert, 1990, Research Report on Melbourne Electric tramway depots, for Heritage Victoria

concerns of the tramway trusts and later MMTB for creating a lasting civic benefit from its facilities, which included ensuring the structures it erected were harmonious with their surroundings, despite the industrial nature of their required function. *Criterion A*

This was the first of the new MMTB design depots incorporating column-free car shed spanning nine tracks and an open pit floor construction for maintenance. Other similar car shed were later added at Malvern (car shed 2) and Brunswick. *Criterion F*

The tram shed and associated administration building are of historical significance in that they demonstrate the direct result of the extension of the electric tram system in the area as a consequence of both the amalgamation and integration of the former municipal tramway trusts and cable system, and the impact of the tram system on the growth and accessibility of the expanding suburbs to the east, including Camberwell and beyond. *Criterion A*

The tram shed is of aesthetic significance as a prominent and dramatic streetscape element in its own right, while the administration building is a distinctive example of Neo-Georgian design as applied in a public works context. *Criterion E*



Existing designation: proposed Heritage Overlay in Camberwell Heritage Review

7.4.10 Kew P&MTT Tram Depot offices tram shed and shops



What is significant?

The Kew Tram Depot, including offices, tram shed and shops is located at Barkers Road Kew. The complex was constructed in 1915 by the Prahran and Malvern Tramway Trust probably to the design of the Trust architect Leonard Flannagan, to accommodate the trams intended to work the converted former horse tram line which Victoria Bridge to Boroondara Cemetery. The new electric line enabled trams to run from the Burke Road and Cotham Road line to Kew Junction, and then on to connect with the cable tram network at Victoria Bridge. The need for a further depot was considered as early as 1913 and plans and specifications for the Kew car depot and converter station were in course of preparation in 1914 with the building capable of accommodating 95 cars. The cost of converting the Kew and Hawthorn horse trams, as well as constructing extensions depot and office accommodation was put at £650,000 in 1913.²⁶⁰

The building takes the form of a long sawtooth roofed car shed with red brick two story traffic office accommodation and, in an unusual move to generate revenue from the land holdings, three shopfronts for leasing along Barkers Road. Other shops were erected by the Trust in instances where they required land for road realignments.²⁶¹ The machine and battery room were constructed in 1915 (by W. C. Burns for £6234).²⁶²

The outer walls display a classical revival style featuring parapets along the street frontages with large pediments on Barkers Road. Bands of painted cement render between the windows and forming a wide frieze create the horizontal motifs, while projecting pilasters frame the windows. A long series of large arched windows are a feature of the High Street frontage.

The tram shed entry was via a skewed approach with the timekeeper's office on the chamfered corner. A separate loop track runs around the north of the building to exit onto High Street.

How is it significant?

The Kew Depot tram shed and shops are of historical and aesthetic significance to the State of Victoria.

²⁶⁰ *The Argus* 22 Apr 1914

²⁶¹ P&MTT Quarterly Report to 30/06/1914 Quarterly Report to 31/12/1915, copies provided by Robert Green.

²⁶² *Malvern Standard* 6 February 1915, p. 3.

Why is it significant?

The Kew tram depot is of historical significance as one of four major surviving tram depots in the eastern suburbs, along with Malvern 1910, Hawthorn 1915-16 and Camberwell 1929, which provide evidence of the expansion of the suburban municipal tramway system in the early 20th century. The building is the third oldest surviving depot in metropolitan Melbourne, the largest of the new works undertaken by the Prahran & Malvern Tramway Trust during its decade of existence, and reflects the status of the trust and the importance of suburban tramways. *Criterion A*

Each of the main tram depots is of a very different architectural style reflecting the changing administration of the system and prevailing architectural style, but all reflect the civic concerns of the tramway trusts (and later the MMTB) for creating a lasting civic benefit from its facilities, which included ensuring the structures it erected were harmonious with their surroundings, despite the industrial nature of their required function. *Criterion E*

The tram shed and associated administration building and shops are of historical significance in that they demonstrate the direct result of the extension of the electric tram system in the area as a consequence of expansion of the municipal tramway trusts and conversion of the former horse tram routes through Kew and Hawthorn and the impact of the tram system on the growth and accessibility of the expanding suburbs to the east. These provided the links to the inner city cable tram network, which ultimately was converted to electricity by the MMTB to create a single integrated electric tramway network. The buildings are also of significance for their association with the notable architect Leonard Flannangan, who was also responsible for the Hawthorn Depot with which comparisons can be made.²⁶³ *Criterion H*

The tram shed offices and shops are of aesthetic significance as a prominent and dramatic streetscape element in its own right, while the administration building is a distinctive example of classical revival as applied in a public works context. It is an imposing building constructed on a prominent site. The adoption of a curved facade, the use of a repetitious American Romanesque style, and the unusually angled corner site add to the impact of the design. *Criterion E*



Existing designation:

²⁶³ See Taylor, J.D., 'Leonard John Flannangan 1864-1946.' Thesis (Undergrad)--University of Melbourne, Faculty of Architecture, Building and Planning. T0013.

7.4.11 P&MTT tram shelters

	
Riversdale Road, outside Camberwell Tram Depot, East Hawthorn;	Riversdale Road, S.E. cnr Highfield Street, Camberwell
	
Camberwell Road, Fordham Gardens, Camberwell	Camberwell Road, S.W. cnr Bowen Street, Camberwell City of Boroondara.

What is significant?

The P&MTT tram shelters are located at: 1. Riversdale Road, outside Camberwell Tram Depot, East Hawthorn; 2. Riversdale Road, S.E. cnr Highfield Street, Camberwell; 3. Camberwell Road, Fordham Gardens, Camberwell; and 4. Camberwell Road, S.W. cnr Bowen Street, Camberwell City of Boroondara.

The Tram Shelters were constructed by the Hawthorn Tramway Trust possibly to the design of L J Flanagan, and built in c1917. They take the form of simple timber-framed, gable roofed structures with timber boarded back and ends rising to about three quarter height and topped with framed panels, and open side to the street. Variations in form include the gambrel roof at the depot, and inset ends for additional seats at Highfield Rd and Fordham Gardens.²⁶⁴

How is it significant?

The P&MTT tram shelters are of historical, social, architectural, aesthetic and technological significance to the State of Victoria.

²⁶⁴ National Trust Classification Report B7041 – Tram Shelters (4).

Why is it significant?

The P&MTT tram shelters are of historical significance as evidence of the former role of the Prahran and Malvern Tramway Trust as a public amenity and in the expansion of the suburban municipal tramway system in the early 20th century. The tramway trust assisted in encouraging suburban development in the south eastern and eastern suburbs, through the provision of a quick and reliable public transport commuter service.

The P&MTT tram shelters are a significant group of a total of 16 early tram shelters that survive in inner city and the middle ring suburbs that are together considered the most important, and enjoyed items of historic street furniture in Melbourne. They are widely regarded as an essential part of the character of Melbourne as a 'tram city', and important historic elements of the tram system. The shelters are important as almost the only tangible reminders of the Hawthorn Tramways Trust, along with the Depot building at Wallen Road. They are particularly important for identifying part of the route of this relatively small but important system, allowing an understanding of the fragmented nature of the development of the electric tram system in the early years of this century. *Criterion A*

The shelters are socially significant as recognisable elements of the historic streetscapes and provided shelter to many commuters over the years, and provided delight to the thousands of passers-by. *Criterion G*

Architecturally, they are simple but interesting and pleasing timber structures, with some rustic or Edwardian era design qualities. They all feature an expressed post structure, with weatherboard, vertical boarding, or timber shingle walls, and pitched roofs, with overhanging eaves and projecting gable ends. *Criterion E*

The shelters are also of significance for their association with the notable architect Leonard Flannagan, who was also responsible for the Hawthorn Depot.²⁶⁵ *Criterion H*

Existing designation: National Trust B7041

²⁶⁵ See Taylor, J.D., 'Leonard John Flannagan 1864-1946.' Thesis (Undergrad)--University of Melbourne, Faculty of Architecture, Building and Planning. T0013.

7.4.12 St Kilda-Brighton Tramway Tram shelter



What is significant?

The St Kilda-Brighton Tramway Tram shelter is located at Green Point Gardens, off the Esplanade Brighton. It was constructed by the Victorian Railways for the 5ft 3 ½ inch gauge St Kilda Brighton tramway in 1906 and moved to Brighton gardens on The Esplanade opposite Norwood Avenue (now known as Green Point Gardens), in 1909 by the City of Brighton. The building comprises a timber framed structure, open on one side, and featuring a high dado of horizontal grooved boards around the other three walls. The tiled roof is probably a replacement.

How is it significant?

The St Kilda-Brighton Tramway Tram shelter is of historical, social, architectural, aesthetic and technological significance to the State of Victoria.

Why is it significant?

The St Kilda-Brighton Tramway Tram shelter is of historical significance as a rare and probably unique reminder of the former Victorian Railways operated St Kilda-Brighton Tramway. The St Kilda Brighton Tramway was the first publically operated electric tramway in Melbourne, and was unique in its construction to the railways gauge and operation by Victorian Railways.

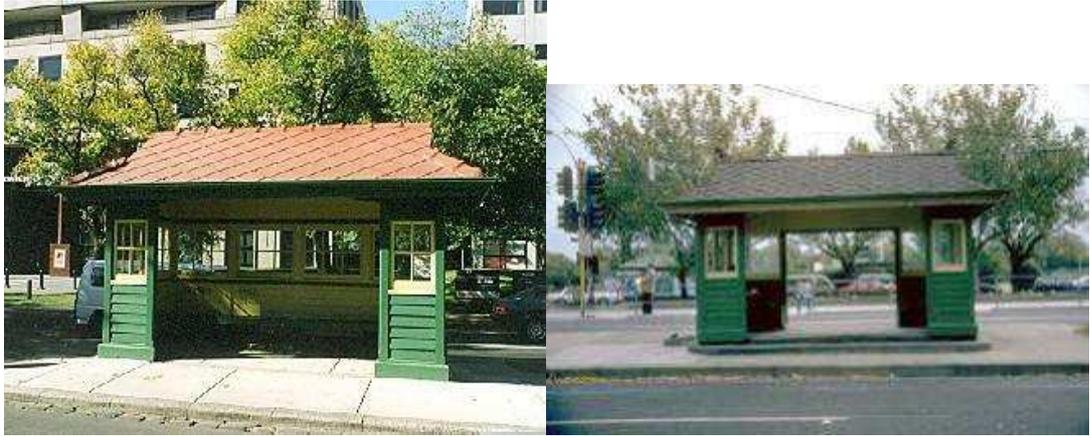
Criterion A

It is particularly rare as evidence of the former railway gauge St Kilda-Brighton Tramway and probably the only physical evidence of this early venture. *Criterion B* As such it is important for its association with the period of political patronage which determined the way civic works were funded and commissioned, in this case directly associated with the prominent Victorian land developer and politician Thomas Bent. *Criterion H*

The shelter is of aesthetic significance as a simple but architecturally interesting and pleasing timber structure, with some rustic or Edwardian era design qualities. *Criterion E.*

Existing designation: HO HO165

7.4.13 St. Kilda Rd & Commercial Road Tram Shelter



What is significant?

The St. Kilda Rd & Commercial Road Tram Shelter is located on the north east corner of St. Kilda Rd & Commercial Road Melbourne. The shelter was built by the P&MTT in 1915 at the connecting point between the city bound terminus of the Malvern Road electric tram route and the St Kilda road cable tram service of the Melbourne Tramway & Omnibus Co. for passengers to change over for continuing their journey to the city.

The building is a simple timber framed structure with a raised timber floor and is clad to sill height externally in horizontal ship-lap weatherboards and internally in vertical v jointed lining boards. Similar boards cover the ceiling. The benches are of timber frames and slats. The upper halves of timber framed windows are in multi-paned patterned translucent glass with a segmental arch head. Half of the wall of the shelter facing the tram stop is open (a former opening in the back having been closed in the restoration). The framing continues above with a single skin of vertical boarding set in to the same depth as the window. The gable section of wall is clad in vertical slats spaced to give ventilation. The gable roof is clad in terracotta shingles with a plain terracotta ridge. The rafters are exposed under the projecting eaves with a spaced board lining above. The gables project a similar distance to the eaves and are supported on simple timber brackets. The upper section is filled with a horizontal board at ceiling height to match the barges and an infill of vertical spaced boards. The detailing of the barges and the projecting ridge beam is a simplified form of that on the St Kilda Road/High Street shelter diagonally opposite.²⁶⁶

The building was reconstructed in 2001 following serious damage when hit by a truck.²⁶⁷

How is it significant?

The St. Kilda Rd & Commercial Road Tram Shelter is of historical, social, architectural, aesthetic and technological significance to the State of Victoria.

²⁶⁶ National Trust classification report, B7043, http://www.natrust.com.au/trust_register/search_the_register/tram_shelter__3

²⁶⁷ Despite reconstruction and the replacement of much fabric it might still be considered visually original for example the case of the St. Kilda Pier Kiosk as precedent for a place retaining its heritage values following almost complete rebuilding.

Why is it significant?

The St. Kilda Rd & Commercial Road Tram Shelter is of historical significance for its association with the development of Melbourne's electric tram system and the connection with cable tramway network which played an important part in the history of transport in Melbourne. The shelter is also historically significant for the part it played in the link between the cable and electric tramway systems, as it was located for customers waiting to transfer between the Prahran and Malvern Tramways Trust electric line on Commercial Road and Malvern road, and the St Kilda Road cable tramway. *Criterion A*

Though a reconstruction, it is a prominent reminder of the former Prahran & Malvern Tramway Company, a municipal enterprise set up in the early years of this century, which became the largest independent electric tram network in the suburbs. *Criterion D*

Architecturally, it is an unusual Edwardian design, featuring diagonal red cement sheet roof tiles, and expressed timber framing which is both an interesting and pleasing timber structure, with rustic or Edwardian era design qualities. It is similar in form and its 'rustic' style to the three other St. Kilda Road examples, and the Macarthur Street example, all designed later, and may have provided their inspiration. They all feature an expressed post structure, with weatherboard, vertical boarding, or timber shingle walls, and pitched roofs, with overhanging eaves and projecting gable ends. *Criterion E*

The shelter is socially significant as a recognisable element of the historic streetscape and provided shelter to many commuters over the years, and provided delight to the thousands of passers-by. *Criterion G*

The shelter is also of significance for its association with the notable architect Leonard Flannagan, who was also responsible for the Hawthorn Depot.²⁶⁸ *Criterion H*

Existing designation: RNE 18943, National Trust B7043

²⁶⁸ See Taylor, J.D., 'Leonard John Flannagan 1864-1946.' Thesis (Undergrad)--University of Melbourne, Faculty of Architecture, Building and Planning. T0013.

7.4.14 St Vincent Plaza Tram Shelter



What is significant?

The St Vincent Plaza Tram Shelter is located at Victoria Parade, cnr Brunswick St (St Vincent Plaza) Melbourne. It was constructed by the MMTB in 1933 to the design of MMTB architect A. G Monsborough the shelter was reconstructed and relocated to the opposite side of the tram track, in 2010 in order to allow an extra track and construction of Superstop platforms. The reconstruction and restoration was supervised by heritage architects Lovell Chen.

How is it significant?

The St Vincent Plaza Tram Shelter is of historical, social, and aesthetic significance to the State of Victoria.

Why is it significant?

The St Vincent Plaza Tram Shelter is of historical significance as rare structure demonstrating the civic qualities of the expansion of the electric tramway system under the MMTB. It is one of largest shelters and of unique form, having been erected in 1933, soon after the electrification and extension of the tram lines it serves. *Criterion A*

The shelter is architecturally significant for its charming picturesque pavilion form, displaying an Arts & Crafts influence, with notable details including the slate roof, shingled gables, decorative brick base, paired corner columns, and particularly the curved brackets. *Criterion E*

The shelter is socially significant as a recognisable element of the historic streetscape and provided shelter to many commuters over the years, and provided delight to the thousands of passers-by. *Criterion G*

The shelter is also of significance for its association with the notable MMTB architect A. G Monsborough, who was also responsible for most of the tramway designs from the formation of the board until his retirement in the 1950s. *Criterion H*

Socially and historically, the shelter is part of a group of 16 early tram shelters that survive in inner city and the middle ring suburbs that are together considered the most important, and enjoyed items of historic street furniture in Melbourne. They are widely regarded as an essential part of the character of Melbourne as a 'tram city', and important historic elements of the tram

system. They have provided shelter to many commuters over the years, and provided delight to the thousands of passers-by. *Criterion G*



Existing designation: National Trust B7050

7.4.15 Melbourne and Metropolitan Tramway Board Office



What is significant?

The Melbourne and Metropolitan Tramway Board Office is located at 616 Little Collins Street Melbourne (at the rear of the former MT&OC building in Bourke St.).

The MMTB, who owned the adjacent MTOC buildings at 669-677 Bourke Street as a result of their takeover of the cable trams, acquired the block at the rear in 1924. This was previously occupied by two double storey brick buildings, a merchant, L. Donnellan and a motor garage and yard along Godfrey Street. The Board set about extending its headquarters, with the building completed in stages between 1938 and early 1939, to a design of its own architect A G Monsborough.²⁶⁹

The striking six storey building is a combination of styles with a main facade facing Little Collins Street and arranged in three palazzo along Godfrey Street. It has elements of Moderne, stripped classical and art deco architecture. The facades are each divided into three bays with the entrance in the centre bay framed by brown marble faux Doric columns on either side of a recessed lobby doorway with rectangle surround in marble veneer with subtle cornice emblazoned with the words “Melbourne Metropolitan Tramways Board” in a gilded font. Each central bay extends vertically with piers and spandrels and the Little Collins facade culminates in a flagpole spire and setbacks roof profile.²⁷⁰

Despite lack of heritage protection in 2010 it was adaptively reused with few exterior modifications and converted for residential use, strata titled and promoted under the name of “Grand City Apartments”.

The building forms a well preserved interwar and Victorian streetscape with neighbouring buildings including the Savoy Hotel on Spencer Street, the MTOC and former Mail Exchange which terminates the vista along Godfrey laneway. Similarity in style can be seen with the old SEC headquarters on Flinders Street which has also been converted to residential strata title.

²⁶⁹ Butler, Graeme, 1984, Central Activities District Conservation Study, 85, p. 227, City of Melbourne

²⁷⁰ Melbourne Buildings: <http://melbournebuildings.com/former-melbourne-metropolitan-tramways-board-building-616-little-collins-street-melbourne/>

How is it significant?

The Melbourne and Metropolitan Tramway Board Office is of historical, social, and aesthetic significance to the State of Victoria.

Why is it significant?

The Melbourne and Metropolitan Tramway Board Office is of historical significance as the purpose-built headquarters of the Melbourne and Metropolitan Tramways Board at the time of its greatest growth and influence. By the 1930s Melbourne had become one of the largest cities in the southern hemisphere, and its electric tram system was one of the largest in the world. The administration of this system required a substantial bureaucracy and management. The new building was designed to show off the modernity and forward thinking of the Tramways Board and reflected the attitude that electric trams were still a modern and technologically advanced form of public transport. *Criterion A*

The building is also of significance for its association with the notable MMTB architect A. G. Monsborough, who was also responsible for most of the tramway designs from the formation of the board until his retirement in the 1950s. *Criterion H*

The building is of aesthetic significance for the finely detailed and designed architectural featurism with elements of Moderne, stripped classical and art deco style. Its details such as the flanking Doric, marble veneer with subtle cornice recall the sophistication of the period, while the prominent lettering for the “Melbourne Metropolitan Tramways Board” in gilded font demonstrates the self appreciated status of the Board at the time. *Criterion E*

The building is of social significance for the recollections shared by countless tramway employees who either worked here directly or considered the building the centre of the universe, or at least the ivory tower where their overlords sat.²⁷¹ *Criterion G*

Existing designation: graded C by the Melbourne City Council in the Central Activities District Conservation Study by Graeme Butler in 1984 although it was curiously also tagged with the status “not worthy of retention”.

²⁷¹ Pers. Com. Roberto D’Andrea

7.4.16 P&MTT electricity substation



What is significant?

The P&MTT electricity substation is located at 6-8 Rusden Street Elsternwick. It was constructed by the MMTB in 1914 probably to the design of the Trust's architect, Leonard John Flannagan. The building comprises a red brick and stuccoed former power house with two glazed roof lanterns and parapeted walls with extended piers and horizontal and curved bays in the Edwardian manner. "P&MTT" is spelled out in cast cement across a central parapet. The windows are large timber-framed and the openings for movement of plant are intact.

The Prahran and Malvern Tramways Trust purchased land measuring 60' x 77' on the north side of Rusden Street, between Point Nepean Road and Ross Street in 1914 from Charles Kay of Northcote.

Leonard John Flannagan had acted in the capacity of chief architect for the Trust from 1908. The Trust's line from Hawthorn Road to Brighton Road via Glenhuntly Road was opened on 13.11.1913 with power provided, presumably from the Coldblo Road sub-station off Glenferrie Road. The Rusden Street sub-station was switched in on 17 December 1914. It was equipped with a battery, an automatic reversible booster and two 100kw generators relocated from Coldlbo Road. It was probably designed by Flannagan. Ownership of the sub-station passed to the MMTB in 1920.²⁷²

How is it significant?

The P&MTT electricity substation is of historical, aesthetic and technological significance to the State of Victoria.

Why is it significant?

The P&MTT electricity substation is of historical significance for its association with the former Prahran and Malvern Tramways Trust, the largest and most successful public transport undertaking of its kind, demonstrating an aspect of the expansion of the system prior to the

²⁷² Glen Eira - Caulfield Conservation Study, Andrew Ward, Architectural Historian, 1994; citing - Caulfield City Council Rate Books 1913-15, 1927-28; MMBW Plan No. 83, 1904; Duckett, P.W., "Prahran and District Tramways in ARHS Bulletin, April, 1945, No. 90, pp. 51-52, No. 91, pp. 62-63.

MMTB takeover of 1920. Although comparable with other structures of its type, it is the only freestanding sub station to have been built by the P&MTT. *Criterion A*

The building is of architectural significance for its more refined Edwardian features, not commonly applied to a utilitarian industrial building in the period. The design still provides a readily recognisable form as a tramway substation in a predominantly residential area. *Criterion E*

The substation is of technical significance as evidence of the form and scale of building required to house the substantial rectification and switching equipment required for powering the tramway system. The rectifiers of rotary converter type, took up far more space than the mercury arc rectifiers introduced in the 1930s and many times greater than the modern solid state rectification equipment now used. As such the building helps understand the rapidly evolving technology employed in electric traction in the early 20th century. *Criterion F*

The building is also of significance for its association with the notable architect Leonard John Flannagan, who was also responsible for most of the tramway designs for both the MPMTT and Hawthorn Tramway Trust. *Criterion H*



Existing designation: HO HO58

7.4.17 MMTB electricity substation, 53 Maribyrnong Road, Ascot Vale.



What is significant?

The MMTB electricity substation is located at Maribyrnong Road Ascot Vale adjacent to the Essendon Railway line. It was constructed by the MMTB in 1925 for the expansion of the former privately operated Essendon and Maribyrnong tramway company lines when they were combined with the metropolitan system. The building is a stripped utilitarian neo-classical design in red brick on brick and concrete footings with cement render details and concrete lintels and steel window frames.

A single entry level storey sits below an equipment room divided at its upper level by a switch platform. A projecting cable tower one bay square has disused cable insulators marking the original power connection (now evidently underground). The main roof is topped by three large square ridge ventilators. The main internal space is then lit from behind and above by three square clerestory windows.

How is it significant?

The MMTB electricity substation is of historical, aesthetic and technological significance to the State of Victoria.

Why is it significant?

The MMTB electricity substation is of historical significance as one of a number of substations created for the expansion and amalgamation of the former municipal-run tramway trusts under the MMTB. The building is significant for its demonstration of the scale and quality of works undertaken by the MMTB, and as evidence of the process of integrating the various electric tramway systems and the former cable tram system into an integrated electric tramway network.

Criterion A

The substation is of technical significance as evidence of the form and scale of building required to house the substantial rectification and switching equipment required for powering the tramway system. The rectifiers for British Thomson-Houston type rotary converters, which took up far more space than the mercury arc rectifiers introduced in the 1930s and many times greater than the modern solid state rectification equipment now used. As such the building helps

understand the rapidly evolving technology employed in electric traction in the early 20th century. *Criterion F*

The North Melbourne and Essendon tramway operated on a different voltage, necessitating a complete overhaul and upgrading of the power distribution and overhead systems when the MMTB took over.

It is of aesthetic significance for the unusual and stylish rendition of what is fundamentally a utilitarian building. It reflects the concerns of the MMTB for creating a lasting civic benefit from its facilities, which included ensuring the structures that it erected were harmonious with their surroundings, despite the industrial nature of their required function. *Criterion E*



Existing designation:

7.4.18 MMTB electricity substation 2 Daly Street South Yarra



What is significant?

The MMTB electricity substation is located at 2 Daly Street South Yarra. It was constructed by the MMTB in 1927 probably to the design of MMTB architect A G. Monsborough. It is currently occupied by the dress shop Le Louvre. Originally known as Tramway Street in reference to the adjacent MT&OC cable tram engine house and car shed, it was originally the site of a group of tiny houses built by a speculator named Alcock, later sold to a real estate agent called Daly, and the street acquired the name of Daly Town. In 1910, just twenty five years after they were built, the houses were condemned and the tenants forced to leave and the houses demolished. The substation was erected as one of a number erected in the mid 1920s as each section of cable tram route was electrified, including Queensberry Street, South Carlton, Station Street Camberwell, Clarke St South Melbourne and Young Street Fitzroy.

How is it significant?

The Daly Street MMTB electricity substation is of historical, aesthetic and technological significance to the State of Victoria.

Why is it significant?

The Daly Street substation is of historical significance as one of a number of substations created for the expansion and amalgamation of the former municipal-run tramway trusts under the MMTB. The building is significant for its demonstration of the scale and quality of works undertaken by the MMTB, and as evidence of the process of conversion of the cable tram system into an integrated electric tramway network. The south Yarra cable tram engine house and car barn are located immediately adjacent and provide the direct link between this change in technology and operation system in Melbourne's tramways. *Criterion A*

The building is also significant for its association with the prominent architect of the MMTB, A G Monsborough, who also designed the Wattle Park Chalet and many other MMTB buildings. Daly St was possibly the first substation he completed following his appointment as architect to the MMTB in 1926.²⁷³ *Criterion H*

²⁷³ Bryce Raworth Pty Ltd, undated report, '2 Daly Street, South Yarra'

The substation is of technical significance as evidence of the form and scale of building required to house the substantial rectification and switching equipment required for powering the tramway system. The rectifiers for British Thomson-Houston type rotary converters, which took up far more space than the mercury arc rectifiers introduced in the 1930s and many times greater than the modern solid state rectification equipment now used. As such the building helps understand the rapidly evolving technology employed in electric traction in the early 20th century.²⁷⁴ *Criterion F*

It is of aesthetic significance for the unusual and stylish rendition of what is fundamentally a utilitarian building. It reflects the concerns of the MMTB for creating a lasting civic benefit from its facilities, which included ensuring the structures that it erected were harmonious with their surroundings, despite the industrial nature of their required function. *Criterion E*

The building was converted to the Le Louvre store in 2009, with an interior of glass and chrome.

Existing designation: proposed heritage overlay in Prahran Heritage Review

²⁷⁴ Context Pty Ltd. Prahran Heritage Review 1993.

7.4.19 MMTB electricity substation 24 Station Street Camberwell.



What is significant?

The MMTB electricity Substation is located at 30 Station Street, Camberwell. It was constructed by the MMTB in 1925 as one of a series of substations required as part of converting the former cable tram network to electric traction. The building was designed to house rotary converters and switching gear to power the lines through Camberwell to Burwood. The building is similar to a number of contemporary substations in the massing and materials, but each varies in details. In this case, the load-bearing red brick walls are stiffened with integral piers. There are three square clerestory windows on the side elevations and cement-rendered dressing to the gables, capped by a roof clad in corrugated galvanised iron and supported on a paired Fink truss of angled steel.

The three-bay gabled composition is asymmetric, with variously sized and finished windows and openings and jaunty curved rain-guards over the service and pedestrian doors. The steel-framed windows were common in industrial and utility buildings by the time this substation was built. The building is now disconnected from its overhead feeder lines. It is not clear if the original rotary converters remain inside.

How is it significant?

The MMTB electricity Substation is of historical, aesthetic and technological significance to the State of Victoria.

Why is it significant?

The MMTB electricity substation is of historical significance as one of a number of substations created for the expansion and amalgamation of the former municipal-run tramway trusts under the MMTB. The building is significant for its demonstration of the scale and quality of works undertaken by the MMTB, and as evidence of the process of conversion of the cable tram system into an integrated electric tramway network. It demonstrates the expansion of the electric tram system to directly link the former Hawthorn Tramway Trust lines with the city, and further extend them, which was an event of major importance to the history of the area, impacting on the growth and accessibility of the expanding suburbs to the east.²⁷⁵ *Criterion A*

²⁷⁵ R Elphinstone, *Camberwell Junction Heritage Study*, 1991; additional research by Lovell Chen, *Camberwell Heritage Study* 2008. Lovell Chen, *Camberwell Junction Heritage Review* 2008.

The substation is of technical significance as evidence of the form and scale of building required to house the substantial rectification and switching equipment required for powering the tramway system. It is as a rare surviving example as one of the two earliest rotary converter substations in the Melbourne metropolitan area. The rectifiers were of British Thomson-Houston type rotary converters, which took up far more space than the mercury arc rectifiers introduced in the 1930s and many times greater than the modern solid state rectification equipment now used. As such the building helps understand the rapidly evolving technology employed in electric traction in the early 20th century. *Criterion F*

It is of aesthetic significance for the unusual and stylish architectural treatment in the manner of its massing and form with Baroque Revival touches, of what is fundamentally a utilitarian building. It therefore reflects the concerns of the MMTB for creating a lasting civic benefit from its facilities, which included ensuring the structures that it erected were harmonious with their surroundings, despite the industrial nature of their required function. *Criterion E*

Existing designation: proposed heritage overlay in Camberwell Heritage Study

7.4.20 MMTB electricity substation 214 Queensberry Street Carlton



What is significant?

The MMTB electricity substation is located at Bouverie & Queensberry Streets. It was constructed by the MMTB in 1925 as one of a series of substations required as part of converting the former cable tram network to electric traction. It is a tall red brick building with cement details and steel framed windows of three levels with small basement windows to Bouverie Street and large arched window facing Queensbury Street above the main timber entrance doors.

How is it significant?

The MMTB electricity substation is of historical, aesthetic and technological significance to the State of Victoria.

Why is it significant?

The MMTB electricity substation is of historical significance as one of a number of substations created for the expansion and amalgamation of the former municipal-run tramway trusts under the MMTB. The building is significant for its demonstration of the scale and quality of works undertaken by the MMTB, and as evidence of the process of conversion of the cable tram system into an integrated electric tramway network *Criterion A*

The substation is of technical significance as evidence of the form and scale of building required to house the substantial rectification and switching equipment required for powering the tramway system. The rectifiers were of British Thomson-Houston type rotary converters, which took up far more space than the mercury arc rectifiers introduced in the 1930s and many times greater than the modern solid state rectification equipment now used. As such the building helps understand the rapidly evolving technology employed in electric traction in the early 20th century. *Criterion F*

It is of aesthetic significance for the unusual and stylish rendition of what is fundamentally a utilitarian building. It reflects the concerns of the MMTB for creating a lasting civic benefit from its facilities, which included ensuring the structures that it erected were harmonious with their surroundings, despite the industrial nature of their required function. *Criterion E*



Existing designation: possibly previously nominated to VHR

7.4.21 Maribyrnong MMTB tram substation



What is significant?

The Maribyrnong MMTB tram substation is located at Maribyrnong. It was constructed by the MMTB in 1943 as part of the extension of the Footscray and Maribyrnong tram routes specifically to enable the thousands of munitions and armaments workers to get to the massively expanded Commonwealth defence factories.

How is it significant?

The Maribyrnong MMTB tram substation is of historical, social, architectural, aesthetic and technological significance to the State of Victoria.

Why is it significant?

The Maribyrnong MMTB tram substation is of historical significance for its association with the expansion and extension of tram services at the height of the second World War, as a means of serving workers at the Commonwealth defence factories, including the Explosives Factory Maribyrnong, Ammunition Factory Footscray and Ordnance Factory Footscray. New lines were laid on dedicated reserves between Gordon Street and Maribyrnong Road, and services inaugurated to connect with Footscray and Essendon railway stations. *Criterion A*

The building is of technical significance for its rare survival of the only remaining BTH rotary converter rectifier. *Criterion F*

Existing designation: believed to have previously been nominated for VHR as part of Maribyrnong explosives factory

7.4.22 Objects and Collections Significance Assessment

The collections of objects, photographs, historic artefacts and archival documents related to the history of Melbourne's tramways are widely dispersed and curated at variable standards. The primary collections are held by private or community based organisations including the Tramway Museum Society of Victoria, the Malvern Tramway Museum and at Haddon, Bendigo and Ballarat. Some items are retained by the state Government under VicTrack ownership and either held at the Hawthorn Depot or on loan to other organisations. However, the status of many collections items is uncertain, and there is no thorough inventory or catalogue available. In some instances, little distinction has been made between original, well provenance items of potential high significance, and unprovenanced items or reproductions.

The largest quantity of material is held at the Malvern Tramway Museum, and despite a conservation assessment of some of this material having been commenced, the collection is poorly curated and inadequately stored, with the building in a poor structural state and lacking environmental controls.

Items in public collections such as the Melbourne Museum, Public Records office and University of Melbourne Archives are better curated, but tend to be fewer in total numbers. However, despite the difficulties in current curation arrangements, the surviving historical collections are of high importance for understanding and appreciating the history of Melbourne's Tramways.

The collection of tramway memorabilia, objects and archives, held at both the Malvern Tramway Museum and Melbourne Tram Museum@Hawthorn are potentially of State significance for their historical association with the creation, development operation and history of Melbourne's tramways and also of potential aesthetic significance for the skill, craftsmanship and artistry employed in the creation of some items, such a decorative works, uniform, presentations, etc.

However, a determination of significance depends on establishing the provenance , condition and association of the items, and distinguishing between the contributory significant objects and other common material, copies and facsimiles or material not association with significant aspects of the Melbourne tramway system. Some items may also be significant for other associations.



Figure 140: MMTB ticket machine from Melbourne Museum collection.