

# CARLTON CONSERVATION STUDY BUILDING IDENTIFICATION FORM

*Citation attached*  
NIGEL LEWIS AND ASSOCIATES  
1984  
Nigel Lewis Richard Aitken

BUILDING ADDRESS 1015 - 1029 BATHURNE ST (NR PARK ST)

BUILDING TITLE FORMER CABLE TRAM SHEDS TYPE TRAM SHEDS  
IF NOT RESIDENCE

EXISTING DESIGNATION HBR No AHC

GRADING A  B  C  D  E  F   
No

STREETSCAPE 1  2  3  CONSERVATION AREA

SURVEY DATE 27/7/84  
NEG FILE 65/15,16  
TITLE  
VOL FOL

STYLE  
 Early Victorian  
 Victorian  
 Edwardian

CONSTRUCTION DATE 1888  
SOURCE Field Books Ac

MATERIALS  
WHERE NOT APPARENT



NOTABLE FEATURES/SIGNIFICANCE  
verandah decoration  cast iron fence   
unpainted cement render  unpainted decorative brickwork   
retains evidence of early colours or finishes  intact shop front  post supported shop verandah   
elaborate/high standard design of cement rendered surfaces   
verandah roof and structure  fenestration intact   
*SLATE ROOF  
SIMPLE BRICK  
INDUSTRIAL BUILDING.  
10m tall openings + door*

INTEGRITY EXCELLENT  GOOD  FAIR  POOR   
Nos

ALTERATIONS AND RECOMMENDATIONS

NOS	SYMPATHETIC	RECS	INAPPROPRIATE	RECS	EXTREMELY INAPPROPRIATE	RECS
					PAINTED BRK	RAM

OTHER COMMENTS

O = REINSTATE ORIGINAL DESIGN; S = REINSTATE SYMPATHETIC ALTERNATIVE; R = REMOVE; RAM = REMOVE BY APPROVED METHOD



# HISTORIC BUILDINGS DOCUMENTATION

STATE OF VICTORIA  
 REGISTER OF THE NATIONAL ESTATE  
 DOCUMENTATION OF LISTED HISTORIC BUILDINGS AND STRUCTURES

BUILDING TITLE FORMER GABCE TRAM ENGINE SHED AND  
 LOCAL GOVERNMENT AREA MELBOURNE DEPOT / /



← CAR BARN AND DEPOT      → ENGINE HOUSE →  
 NEGATIVE FILE No / /      DATE OF PHOTO 27/3/84  
 ASPECT \_\_\_\_\_

STATE REGISTER No. \_\_\_\_\_ FILE NO. \_\_\_\_\_  
 NATIONAL TRUST OF AUSTRALIA (VIC.)   FILE NO. \_\_\_\_\_  
 AUSTRALIAN HERITAGE COMMISSION REGISTER \_\_\_\_\_

BUILDING TYPE \_\_\_\_\_  
 BUILDING NAME \_\_\_\_\_  
 STATE \_\_\_\_\_  
 LOCAL GOVERNMENT AREA \_\_\_\_\_  
 NUMBER AND STREET RATHDOWNE STREET, CORNER PARK STREET  
 SUBURB/TOWN/CITY/POSTCODE CARLTON  
 RURAL \_\_\_\_\_  
 NEAREST CENTRE (km) \_\_\_\_\_  
 DIRECTION FROM CENTRE \_\_\_\_\_  
 TITLE INFORMATION \_\_\_\_\_  
 PRESENT USE OF BUILDING \_\_\_\_\_  
 PRESENT OWNER/LESSEE \_\_\_\_\_  
 STREET OR P.O. BOX \_\_\_\_\_  
 CITY OR TOWN \_\_\_\_\_  
 TELEPHONE (STD CODE) \_\_\_\_\_

NUMBER OF LEVELS \_\_\_\_\_ NUMBER OF ROOMS \_\_\_\_\_  
 FABRIC/CONSTRUCTION TECHNIQUE \_\_\_\_\_

ARCHITECTURAL/STRUCTURAL/TECHNOLOGICAL DETAILS \_\_\_\_\_

COLOUR ILLUSTRATION

IDENTIFICATION DATA

CONSTRUCTION DATA

INDUSTRIAL BUILDINGS PREVIOUS

BUILDING TITLE Former Cable Tram Engine Shed  
 LOCAL GOVERNMENT AREA Northcote & Park

**BUILDING CITATION**

Melbourne's cable tram network was constructed in the period 1884-91 by the Melbourne Tramway Trust and the Melbourne Tramway and Omnibus Company Ltd. leased the system from the MTT, operating and maintaining the system. The North Carlton route was opened on 9 February 1888 and ran from Hygon Street via Elgin Street to Rathdown Street, and north as far as Park Street. Land was purchased for an engine house on 25 November 1887 and adjacent land for a depot and 'car barns'. The cost of the Engine House was £6857 with stone supplied from Footscray. The shed operated on cable only, making this one of the smaller sheds of the twelve erected in Melbourne to service the network. The cable motors were electrified in 1909 and in the 1920's management began to query the need for three parallel framelines (viz. Hygon Street, Rathdown Street and Nicholson Street). The North Carlton line closed in August 1926 and was converted to a bus route.

This engine house has a regular fenestration pattern and a central arched doorway. This is accentuated by a central pedimented gable. The car barn has a similar architectural treatment although with a much smaller gable. The rectangular plan of the engine shed is covered by a hipped slate roof.

These buildings are remnants of Melbourne's extraordinary cable tram network of the 1880s. Erected at the height of the land boom, these sheds form part of a coherent network of similar structures, many still intact. Few designs, apart from the parks tramwork, have survived externally to the North Carlton buildings and this group is



**INTEGRITY/PRESENT CONDITION**

**RELATED BUILDINGS/STREETSCAPES**

**SIGNIFICANCE**

LOCAL  REGIONAL  STATE  NATIONAL  WORLD

**REGISTRATION**

CORRECT  REVIEW  FURTHER INVESTIGATION

BUILDING TITLE \_\_\_\_\_ / /  
LOCAL GOVERNMENT AREA \_\_\_\_\_

DOCUMENTATION REFERENCES

Liegh J. HARDING, "Development of Tram Engine Houses",  
unpublished thesis, Architecture Library, University of  
Melbourne, n.d.

John D. KEATING, Mind The Curve, A history of the Cable Trams,  
MUP, 1970.

BIBLIOGRAPHY: RECORDS AND DATA SOURCES

LIST OF ATTACHMENTS

- Extracts from Harding thesis.
- Map? from Carlton Association booklet showing cable tram routes.
- photos from Keating, Mind The Curve.

DOCUMENTATION

ORGANISATION MACELENS AND ASSOCIATES  
 ADDRESS 12, CROWN ST, SOUTH YARRA, 3181  
 RESEARCH/COORDINATION \_\_\_\_\_  
 SIGNATURE [Signature] DATE \_\_\_\_\_

BRUNSWICK RD.

RAILWAY

PARK ST.

- LOT 46
- LOT 45
- LOT 44
- LOT 43
- LOT 42
- LOT 41
- LOT 40

DRUMMOND ST.

RATHDOWNE LT.

AMESS ST.

MARY ST.

SITE PLAN

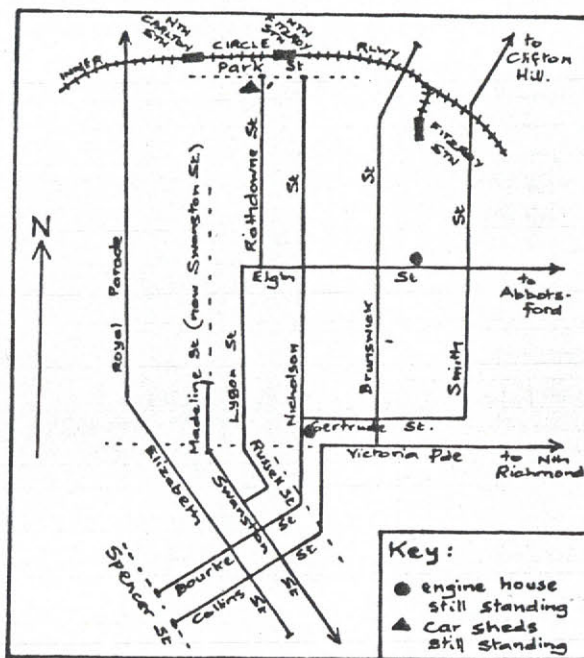


NO. 8 - THE NORTH CARLTON ENGINE HOUSE.

50.

Leigh J Harding  
Development of Tram Engine Houses  
M.U. am. 560.

THE RATHDOWN ST. SHOPPING CENTRE extends from Princes St. to Richardson St. North Carlton, being interrupted by Curtain Square, one of the six intimate squares scattered through Carlton. The buildings at the southern end of the street date from the early 1870s as the occasional dates on the parapets indicate, while those at the northern end were constructed during the 1880s. Along with the suburb in general, the shopping centre experienced a decline at the beginning of the present century,



Early Melbourne's Cable Tram Routes.



John D. Keating, Mind the Curve, A History of The Cable Tram, MUM, 1970.

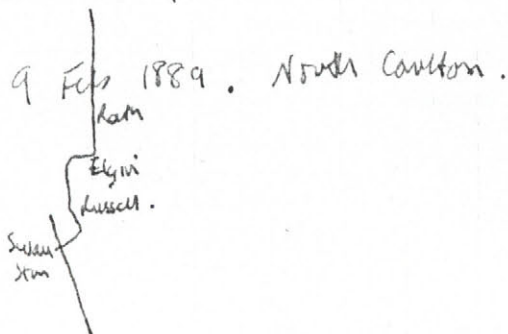
p. 138 Location of Engine Houses

<u>Route</u>	<u>Location</u>	<u>No cable division</u>	<u>Average length of cable</u>
North Carlton	Redhollown Pt, S.W. of Park St.	1	13, 617.

p. 139 Location of Tram depots

North Carlton

p. 137 Date of opening of routes.



p. 70. "Of the twelve engine house buildings all but that of the Windsor - Esplanade line remain standing, though not have been adapted almost beyond recognition. Several, such as those at City Road, Queensberry Street and North Carlton, are virtually unchanged on the exterior (except for demolition of the chimney stacks); and ..."

p. 72 "Two of the starter routes, Windsor - Esplanade and North Carlton (from Elgin Street), were served by one cable only, and their engine houses were sited either at the terminus or near it."

p. 73 North Carlton <sup>engine house for cable tram</sup> electrified in 1919.

p. 141. Melbourne Tramways Trust built cable line + engine houses 4/11 1899 + 1891. Melbourne Tramway + Omnibus Co Ltd leased the system from the trust <sup>operated</sup> + maintained the line.

p. 128 North Carlton line closed in August 1936.

" " route converted to bus operation.

In continuing the policy of surging ahead with cable traction, for the northern system; some two months after the opening of Toorak another Engine House commenced services on 21st December 1888, in the North Carlton area. This was known as the North Carlton Engine House or alternatively, as the Rathdown Street Engine House due to its location at the corner of Rathdown and Park Streets. With its frontage to Rathdown Street, it was the eighth Engine House to be opened under the control of the Melbourne Tramways Trust. In all, as shown by the site plan, eight vacant blocks were acquired by the Tramways but two only were utilized for the Engine House itself. These were lots 45 and 46 which were purchased by the Tramways Trust. However, on the previous day, the Melbourne Tramway and Omnibus Company had purchased the adjacent lots 43 and 44, for use as car barns. It is interesting to note that the date of purchase of these two blocks from a Mr. William Robert Bentley of Carlton, was 25th November 1887.

Lot 46 (before purchase by the Tramways) was owned by a Mr. William Maine Heard of Swanston Street, Melbourne. In May 1881, he had bought Lots 46 and 45 - the actual date being 6th May and 28th May respectively.

After perusal of the titles of this land (lots 45 and 46), a Mr. Thomas Allen Roache of East Melbourne appears to have purchased them on 26th November 1887 - the very same day on which this land was transferred and registered in the name of the Melbourne Tramway Trust, at a cost of £2,542.3.9.

As a note of interest, the Melbourne Tramway and Omnibus Company bought the three remaining lots Nos. 40, 41 and 42, from a Mr. William Heath, on 22nd June 1903, some 5 years later, but for what particular reason, I was unable to discover.

With the purchase of the land at the end of 1887 and the line opening at the end of 1888, the Engine House undoubtedly must have been erected in the interim. The 1889 directory supports this by being the first to register the Engine House. It is interesting to note that David Govan Junior (who had arrived in Australia in 1856) supplied the stone for this Engine House, from one or two quarries at Footscray, and that the cost of the actual building was £6,857.0.9. Obviously, it can be deduced that the Engine House was quite a small one - as it pulled only two cables. Minor reconstruction occurred when an electric plant was installed in 1918 and 1919. Apart from this the North Carlton Engine House operated quite satisfactorily until it was decided by the Melbourne and Metropolitan Tramway Board in 1936 to abandon it. Much earlier, in fact in 1924, the 'Age' dated 9th December 1924, quoted in an article the Chairman of the Melbourne and Metropolitan Tramway Board, Mr. Cameron, as having said, "this line (the Rathdown Street - north of Johnston Street) passed between tramlines in Lygon Street and Nicholson Street. The district did not warrant the running of three lines and the Rathdown Street line was thought to be the least necessary of the three".

Following this, one rope ceased operating, but the other continued its service until 1st August 1936, when after 48 years of service, it at last ceased running and the Engine House sold to E.M.F. Electric Co. Pty. Ltd., seventeen days later.

As seen in the photograph, its architecture remains unchanged.