

## PLACE IDENTIFICATION FORM

## ADDRESS

Wallen Road

## TYPE

- ☐ Single Residence      ☐ Multiple Unit Res.  
☐ Shop      ☐ Outbuildings  
☐ Office      ☒ Industrial Building  
☐ Landscape feature      ☐ Public building  
☐ View      ☐ Other

## TITLE

Former Hawthorn Tramways Trust Depot.

## EXISTING DESIGNATION

HBR ☐ GBR ☒ AHC ☐ NT ☐ VAS ☐

## STREETSCAPE LEVEL

1 ☐ 2 ☒ 3 ☐  
 SIGNIFICANT ☐ SIGNIFICANT ☐  
 STREET TREES      KERB & GUTTERS

## GRADING

A ☒ B ☐ C ☐ D ☐ E ☐  
 KEYNOTE BUILDING ☐

## RECOMMENDED FOR

HBR/GBR ☒ AHC ☒ URBAN CONSERVATION AREA ☒  
 VAS ☐ PLANNING SCHEME PROTECTION ☒  
 CULTURAL LANDSCAPE ☐ OTHER ☐

SURVEY DATE Oct. 91.

NEG FILE 30.01.02

Title  
Vol.  
Fol.

## THEME

- ☐ Early Settlement  
☐ Mansions  
☐ Victorian Garden Suburb  
☒ Municipal dev.  
☐ 1870s growth  
☐ Garden villas  
☐ Working enclaves  
☐ Commercial Centres  
☐ Edwardian Prosperity  
☐ Interwar Housing  
☐ Flats and Offices

## CONSTRUCTION DETAILS

Date 1915-1916

Architect  
Builder } see below  
Elements



- ☐ Contributing garden      ☐ Original or early hard landscape layout  
☐ Landmark tree      ☐ Original or early fence

## NOTABLE FEATURES/SIGNIFICANCE

See attached

INTEGRITY	Good	<input checked="" type="checkbox"/>	CONDITION	Good	<input checked="" type="checkbox"/>
	Fair	<input type="checkbox"/>		Fair	<input type="checkbox"/>
	Poor	<input type="checkbox"/>		Poor	<input type="checkbox"/>

## CROSS REFERENCED INFORMATION

Associated significant garden ☐

The site information given above has been determined from external street level inspection.

Architect : Leonard Flannagan in conjunction with Trusts Consulting Engineers F. A. McCarty.  
 Builder : W.C. Burne.  
 - 1917 extensions designed by Sydney Smith (Smith and Ogg), builder W.B. Davis.

## WALLEN ROAD

### FORMER HAWTHORN TRAMWAYS TRUST DEPOT.

#### History

This building has been extensively assessed for the 1990 Historic Buildings Council hearing. The following is an extract from the file on the building by the Ministry for Planning and Environment FN 6048206.

"A new brick tram depot containing four tracks, offices and power converter station was constructed at the corner of Wallen Road and Power Street, Hawthorn. (Figs. 2 and 3). D.H. Dureau, chairman of the Trust laid the foundation stone for this complex on 7 September 1915. The building, designed by architect Leonard Flannagan in conjunction with the Trusts Consulting Engineer F.A. McCarty, was built by W.C. Burne at a cost of 19,055 pounds. This architect and builder combination were also responsible for construction of a contemporary depot for the Prahran and Malvern Tramways Trust at Barkers Road, Kew.

Within months of the opening of the tramway, plans were made to purchase additional trams for the increasing patronage and to extend the depot to house them. A six track depot extension, including shops on the Power Street frontage was initially contemplated. However, due to financial constraints, the shops were deleted and only a three track extension eventuated (fig. 9).

This was designed by architect Sydney Smith (of Sydney Smith and Ogg, later Sydney Smith, Ogg and Serpell) and built by W.B. Davis during 1917 at a cost of 7,700 pounds. The south wall was built as a temporary light-weight structure which could be easily removed when finances permitted further extension of the building.

During 1917 the Trust purchased from Miss Effie Ball (daughter of the founder of the retailing firm Ball & Welsh) 137 acres of land at the terminus of the Riversdale Road line to create a park attraction to generate extra passenger traffic. At that time, tram rides to outer suburban termini were regarded as popular outings. Central Park, Malvern, at the terminus of the Prahran and Malvern Tramways Trust's Wattletree Road line was a contemporary example. The Hawthorn Trust's metropolitan park proved a successful traffic generator and during 1918 the Trust's trams carried more than 9 million passengers.

In 1919 the Melbourne and Metropolitan Tramways Board was constituted to acquire, operate and consolidate the various separate cable and electric tramways then in existence. During 1920 the Municipal tramway undertaking with the equivalent of 18 miles of single track and 32 trams, was taken over by the Board. Its tramway, together with that of the Prahran and Malvern Tramway Trust became the Board's 'Eastern' electric system. This system formed the basis of all the lines now operating in the suburbs south of the Yarra.

In 1925 the Board established a tram centralised drivers instruction school at Hawthorn depot to train new recruits and to re-train former cable tram gripmen then being displaced by the Board's electrification of the cable tram system.



## Former Hawthorn Tramway Trust Depot continued

Soon after the Commonwealth Clothing Factory ceased making uniforms for the tramways in 1938, the Board decided to set up its own Uniform Clothing Branch at Hawthorn, under the Stores Department. The former engineering staff offices on the first floor above the former battery room was converted into a workroom and production commenced on 20 May 1940.

After 15 November 1959 Hawthorn Depot closed on Sundays and from 13 February 1965 it ceased altogether to serve as a traffic operating depot; the tram services operating from it being transferred to three other depots.

### Description

The depot is unusually sited on steeply sloping ground between Wallen Road and Fairview Park on the north bank of the Yarra River. All other Melbourne tram depots have flat sites.

The original complex comprised a three storey brick structure containing offices, amenities, workshop and sub-station along the Wallen Road frontage and an adjoining four track brick car shed.

Flannagan's initial design for a two storey office section with a rather plain street elevation was later altered to include a third or mid-floor level in the west end. The converter station and battery room at the opposite end occupied the equivalent height of the ground and mid-floor storey. The top floor containing the principal offices had its main entrance fronting the intersection of Wallen Road and Power Street.

The top floor of the main building extends south along the Power Street frontage and is actually located above the east end of the car shed. The now demolished Footscray depot was the only other Melbourne tram depot where offices were located above the car shed. This section of the Hawthorn building formerly accommodated the Trust's boardroom.

Flannagan's final design for the street facades, comprising a long run of arched bays following the gentle curve of the street intersection, is a bold application of the Romanesque style commonly used for American warehouse buildings in the 1890s. Typical bays have round arched upper levels with red brick pilasters and rendered spandrels.

The curved section of the facade was dominated by the main entrance and a curved flight of steps leading up from street level. A pediment above the entrance contains the crest of the Hawthorn Tramways Trust in the tympanum. Unfortunately, this entrance was abolished when an addition storey was inserted into the former battery room to form a clothing store in 1965. A small external entrance to serve this new storey was inserted into the lower part of the east elevation at this time.

The west end of the Wallen Road facade is terminated by a wide bay, divided on the upper storey by pilasters and surmounted with a pediment. The street elevation closely resembles the less developed American Romanesque style used by Flannagan on the Church Street elevation of the contemporary depot at Kew.

The office part of the complex has timber floors, lightweight partitions and a skillion corrugated iron roof. Two straight-flight timber staircases serve the three offices floors.

## Former Hawthorn Tramway Trust Depot continued

The original car shed has a steel framed off-set gable roof structure with corrugated iron roofing and glazing on the south face slope. The west elevation originally had a symmetrical gabled brick parapet incorporating a central oculus and steel roller shutters were used to close off the entrance to the four tracks. A tram servicing pit is located between the rails of each track. A Grinell fire sprinkler system was installed throughout the car sheds in 1922.

### Car Shed Extension:

The three track car shed extension designed by Sydney Smith is generally of similar construction to Flannagan's car shed. However, the south wall was built as a temporary lightweight structure (steel columns and corrugated iron sheeting) to allow for future extension to the south. In fact, connections for the addition of future roof trusses can be seen protruding through the wall cladding. The west facade of the second car shed was of brick and had a stepped parapet and symmetrically placed pair of oculi. During 1947 the brick parapets at the front of both car sheds and the columns for the roller shutters on the original shed were removed".

### Preliminary Statement of Significance

The depot complex was constructed by the municipally controlled Hawthorn Tramways Trust in 1915-17, to serve its lines connecting Melbourne with Burwood and Camberwell.

The Trust was notable for the establishment of a unique "metropolitan tramway park" at its Riversdale Road terminus in 1917. This entrepreneurial venture was instigated by the Trust in an attempt to encourage patronage of its trams. It was later substantially developed by the Trust's successor into the popular recreation now known as "Wattle Park".

The complex ceased to operate as a running depot in 1963 and has since been used for storage of trams, a training facility and a workplace for production of uniforms. The Board was merged into the Metropolitan Transit Authority in 1983 and the depot is now under the control of the Public Transport Corporation.

The depot has historic and architectural significance for the following reasons:

### Significance

### State

- The complex remains the most intact and unaltered Melbourne tram depot from the formative era of the present electric tramway network, and the most substantial remnant of the former Hawthorn Tramways Trust infrastructure.
- It is important for its association with the Trust, which developed into the second most important municipal electric tramway undertaking in Melbourne. The Trust's tramways were responsible for the development of large areas of the south eastern residential suburbs during the First World War and in later decades. Wattle Park also survives as a significant legacy of the Trust's enterprise. The Trust was the first tramway undertaking to operate electric trams in the City of Melbourne



### Former Hawthorn Tramway Trust Depot continued

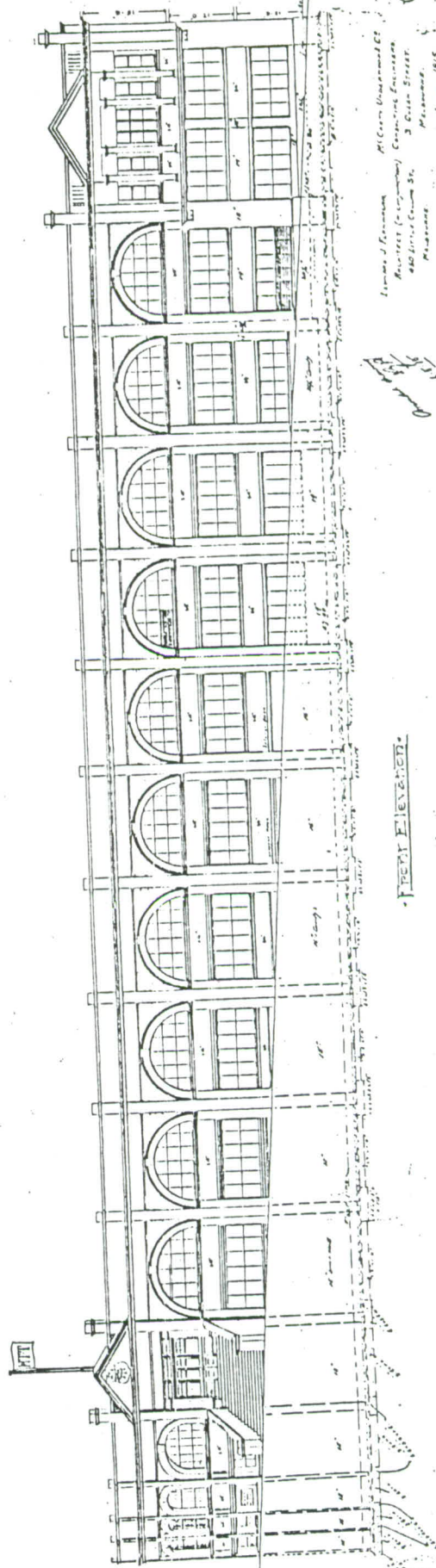
- The original depot complex, designed by the notable architect, Leonard Flannagan, is an imposing application of the American Romanesque style to an early tramway building. Its commanding elevational treatment is an expression of the civic status of the Trust at its inception. Although Flannagan designed many buildings for the contemporary Prahran and Malvern Tramways Trust, Hawthorn depot represents the best example of his use of this architectural style for a tramway building.
- The building complex is distinguished by its unique siting on steeply sloping ground, and by its gently curved and rhythmic contribution to the streetscape.
- It has historical significance for its long term association with the central driver training school and the uniform clothing workshop established by the Tramways Board in 1925 and 1940 respectively.
- The separate structure comprising the former stable and overhead wagon shed recalls the means by which specialist maintenance, peculiar to an electric tramway, was carried out in the pre-motor vehicle era.



•Sheet No 3•

Hawthorn Tramway Trust.  
Proposed Car Depot & Sub Station.  
Wallen Road & Power Street Hawthorn.  
CHAS. E. FLANNAGAN ARCHT.

•Contract No 16•



Thomas J. Flannagan  
Architect (in original)  
480 Little Collins St.  
Melbourne  
January 1915

FRONT ELEVATION

•Drawing No 72•

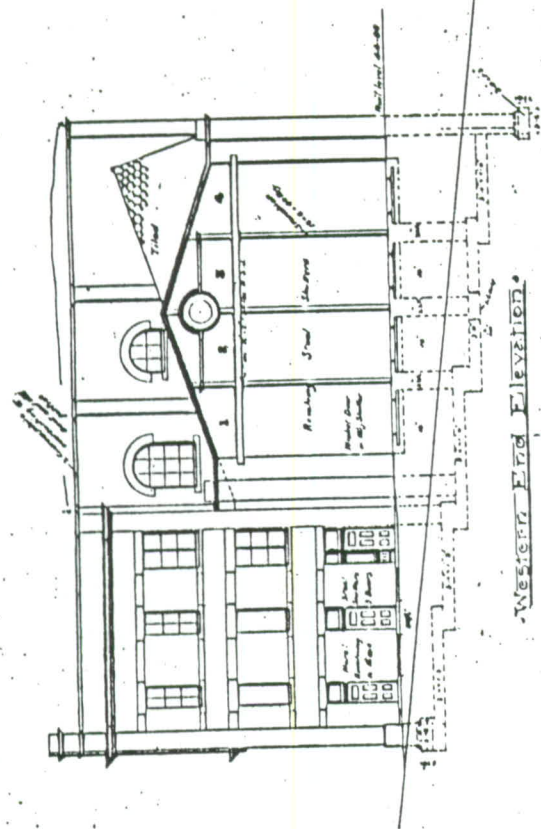
Fig 2 Flannagan's final design for Hawthorn depot, 1915.  
(Latrobe Library)



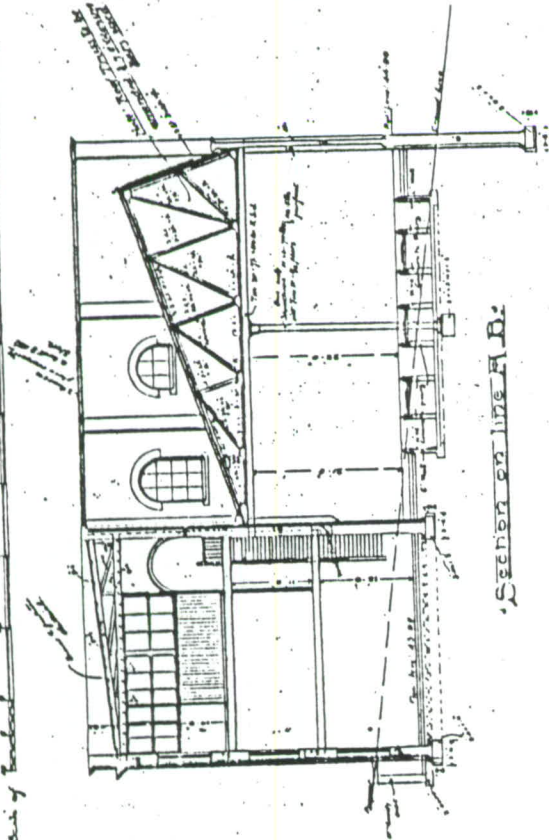
Wallen Road and Power Street, Hawthorn.

Scale 8 Feet to an Inch.

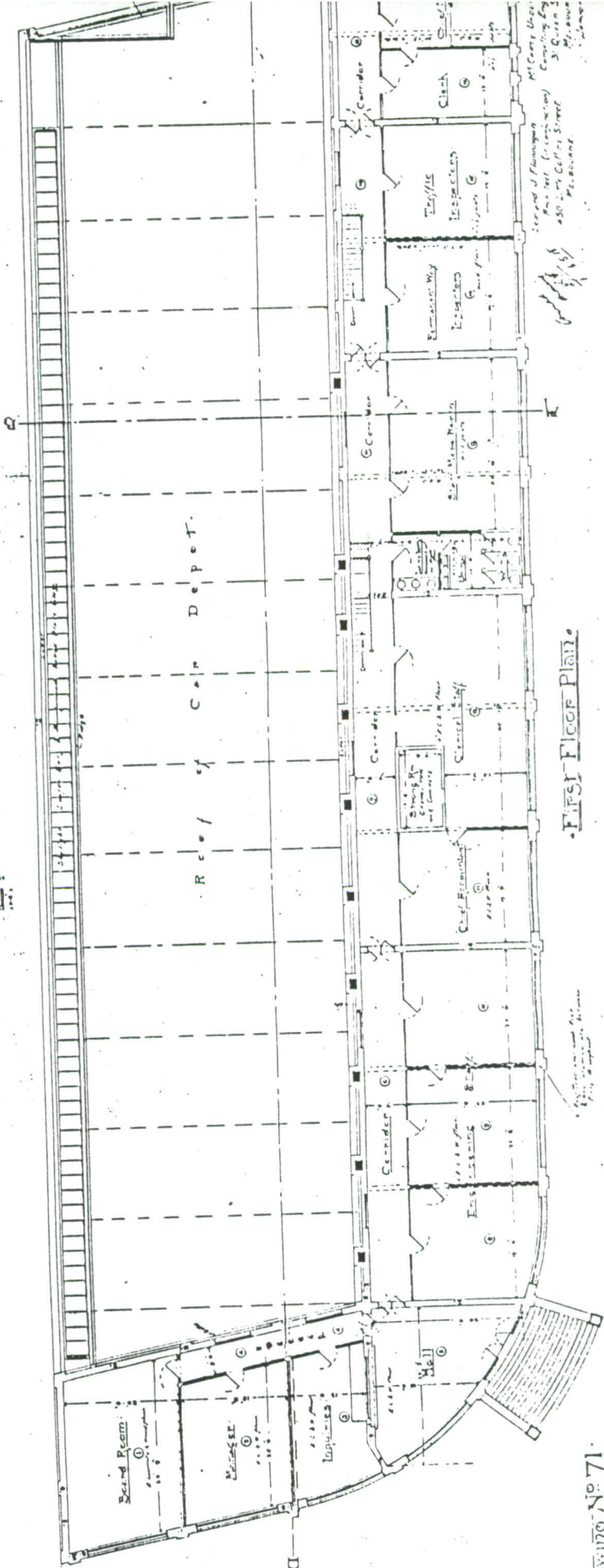
Contract No 16.



Western End Elevation.



Section on line A.B.



First Floor Plan.

Drawing No 71.

Fig 3 Flannagan's final design for Hawthorn depot, 1915.  
(Latrobe Library)





[illegible]

This is a hand-drawn floor plan of a building, oriented vertically. The plan shows several rooms and corridors. At the top, there is a large room labeled "Kitchen and Dining Room". Below this, on the left side, is a room labeled "Bath". In the center, there is a room labeled "Living Room". To the right of the living room, there is a room labeled "Bed Room". At the bottom, there is a room labeled "Hall". The plan also shows a "Front Porch" and a "Back Porch". The drawing is done in a simple, sketchy style with lines and labels.

Fig 10 Hawthorn depot complex, 1938.

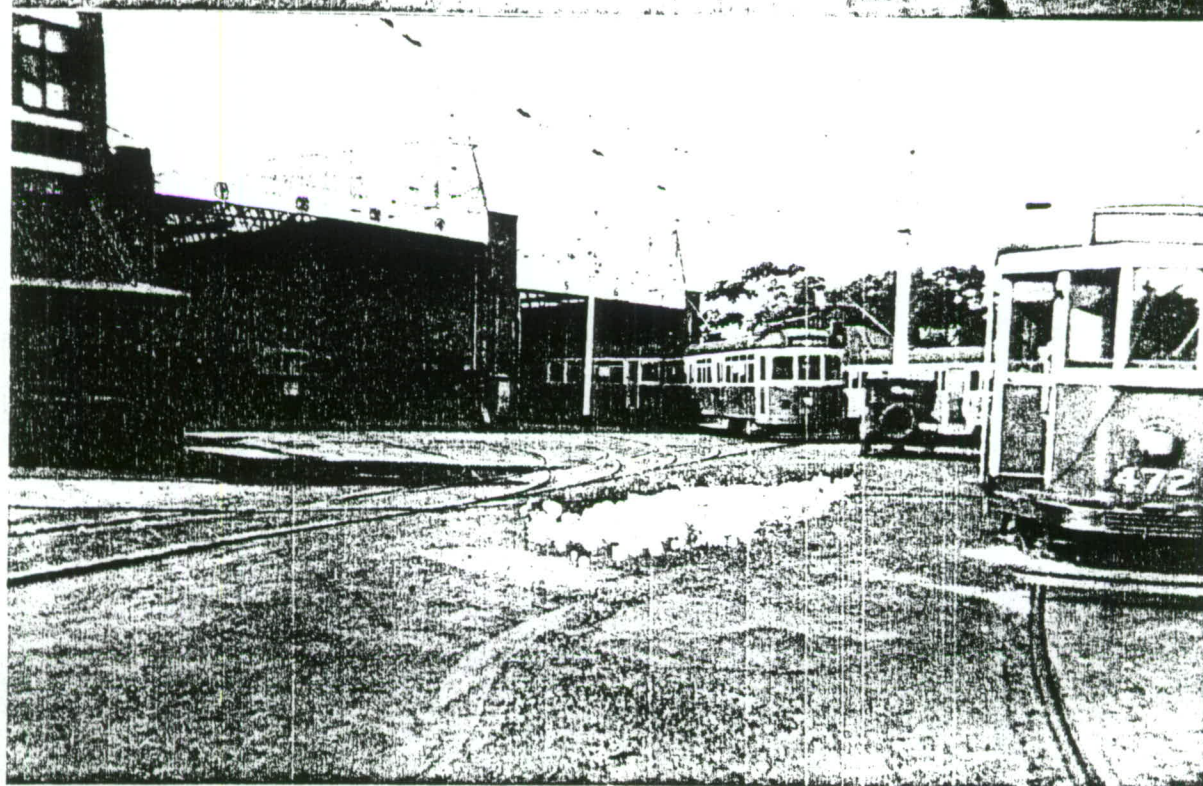
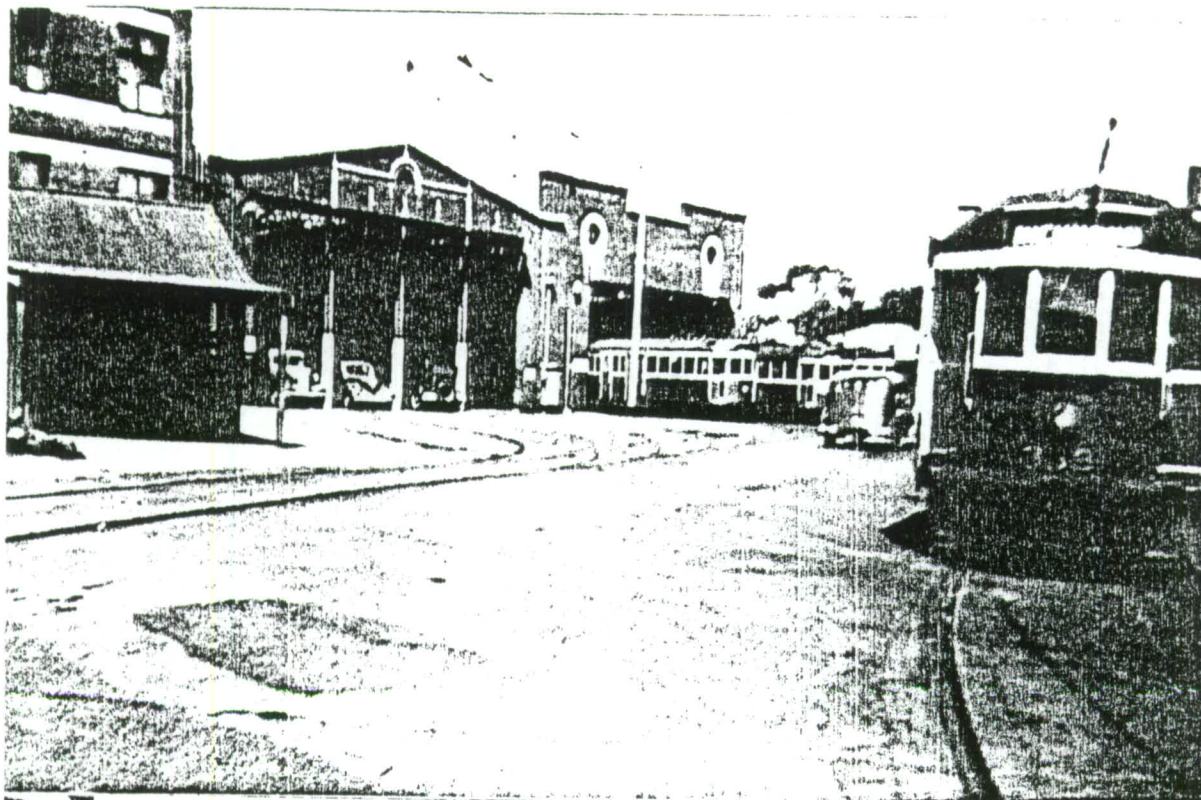
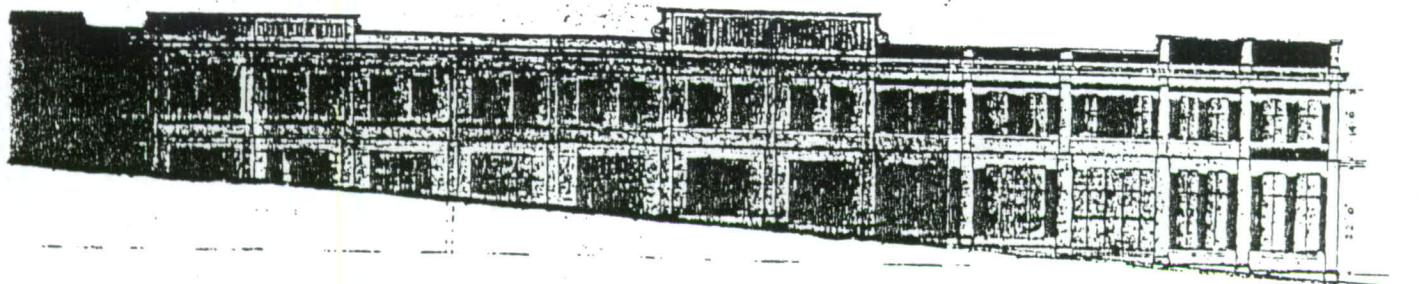


Fig 13 Hawthorn depot yard in 1946 (top) and 1948 (bottom), showing alterations to front of car sheds.  
(K Kings collection)





• Elevation to Wallan Road •

Fig 1 Leonard Flannagan's preliminary design  
for Hawthorn tram depot, 1914.  
(Latrobe Library)