

## Identification and location

**Name of Place:** **Angliss Stock Bridge**

**Other Name**

**Address** near **Ballarat Road**

**Footscray**

**Place Identifier** **20230**

**Heritage Significance** *regional*

**Creation date(s):** 1941 (truss 1899)

**Map (Melway)** 42 G3

**Boundary description** The bridge and its immediate approach embankments and remnants of the stock route and contemporary mature trees extending to run parallel with Ballarat Road.

**Local Government Area:** Cities of Maribyrnong and Melbourne

**Ownership Type** Municipal

## Description

**Site Type:** transport

### Physical Description

Lattice girder bridge constructed in riveted, fabricated, wrought iron with double span across Maribyrnong River. Paired top and bottom chords are of made-up angle riveted and bolted. Diagonal tension and vertical compression members of the truss are angle iron also bolted and riveted in place. It is understood that the bridge was erected using most of the materials taken from the footbridge across the river at Punt Road by the Melbourne City Council. This history may account for the unusual combination of riveted and bolted fixing.

Earth embankments with the abutments reconstructed in concrete remain with some remnant planting including a line of Cypress trees on the Footscray side.

### Condition

In good condition, renovated in recent years after neglect and vandalism following the closure of the Angliss meatworks in the mid 1980s. The current colour scheme does not appear to be based on any historical precedent.

### Integrity

Substantially intact, although most of the timber rails were stolen and replaced during the hiatus in its use.

### Context

Originally linked the Angliss Meatworks with the Newmarket Livestock Saleyards on the Flemington side of the Maribyrnong where the Melbourne City Abattoirs were located.

### Threats

None at present.

## History

This bridge linked the City of Melbourne Abattoirs and Sale Yards in Kensington with the privately owned Angliss Meatworks in Footscray, providing a special river crossing for the livestock moving from the market to the Angliss slaughter yards. Prior to the erection of this bridge in 1941, stock were driven across Lynch's Bridge on Ballarat Road. The stock bridge is part of the stock route from the sale yards. It spans Hobsons Road and the Maribyrnong River, with the route continuing parallel to the river and into the Angliss site near Lynch's Bridge (Elphinstone 1983:62-3).

Angliss Meatworks was established in 1904, and the Saleyards in the 1850s. Many other meatworks in the western suburbs owe their origin to the proximity of the largest livestock yards in Australia (and at times in the world). Angliss was one of the largest meat exporters in Australia and bought directly from farms or from the auctions at Newmarket. The stock bridge provided a means of moving livestock to the works without causing congestion on Ballarat Road. Other meatworks further out also used the stock bridge, taking their newly purchased herds over in the evening and then waiting till dusk to walk them down Ballarat and Geelong Roads to Borthwicks, Gilbertsons and the other big meatworks.

The two span steel bridge uses the steel trusses from an earlier bridge built across the Yarra River at Punt Road in 1899. This foot bridge was replaced by the Hoddle Bridge built by the Country Roads Board in 1938 (Priestly 1984:41-2; CRB 1939:35). The Pratt truss, patented in the USA in 1844, was a variation on the Howe truss, originally developed for timber bridges. The Pratt truss featured wrought iron criss-cross ties, rather than Howe's vertical ties, and proved to be most effective when applied to the development of iron bridges (Hopkins 1970:117-8).

The old Pratt trusses were dismantled from the Punt Road Bridge and presumably stored until required. The use of recycled components for the Maribyrnong River stock bridge in 1941 was probably a solution to war-time shortages. The trusses were used unaltered, with a concrete deck added and supported on concrete piers. The constructing authority was the City of Melbourne, and the designer was the City Engineer. The new bridge was opened in June 1941 (Elphinstone 1983:64-68).

### Thematic context

**Australian Principal Theme**

**PAHT Subtheme:**

**Local Theme**

### Cultural Significance

The Angliss Stock bridge is of historical and architectural significance to the region to the extent that it was a major part of the former stock route, which in its various components including the existing roads, laneways between the stock pens and the bridge itself, provided access between the saleyards and the various abattoirs, particularly the Angliss meatworks. (Criterion A3) This gives it a close association with one of the most important industries in the region. With the demise and demolition of most of the meatworks in the Western Suburbs, it remains as a rare surviving fragment of that industry. As it was previously used as a footbridge over the Yarra it demonstrates an interesting engineering exercise. (Criterion A4)

The surviving avenue of Cypress trees on the west side provides an important landscape context. Along with the meat industry, the loss of the Newmarket saleyards means that droving cattle and sheep is no longer done in the urban context. This bridge and stock route is therefore the only reminder of this custom. (Criterion B2)

### Comparative Examples

As a bridge it is an unusually robust non-vehicle bridge, other footbridges of the early 20th century tending to be far lighter such as the timber and wire cable suspension form of Kanes bridge at Studley Park.

### Recommendations

Heritage Victoria Register	<input type="text" value="No"/>
Register of the National Estate	<input type="text" value="Recommended"/>
National Trust Register	<input type="text" value="Recommended"/>
Other Heritage Listings	<input type="text" value="WRIHS"/>
Planning Scheme Protection	<input type="text" value="Recommended"/>
External Paint Controls Apply?	<input type="text" value="Yes"/>
Internal Alteration Controls Apply?	<input type="text" value="No"/>
Tree Controls Apply?	<input type="text" value="Yes"/>
Included on the Victorian Heritage Register under the Act	<input type="text" value="No"/>
Are there Outbuildings or Fences not Exempt?	<input type="text" value="No"/>
Prohibited Uses may be Permitted?	<input type="text" value="No"/>

### Recommendations

Significance and the cited fabric or contributory elements.  
To conserve and enhance the significant elements of the place.  
To conserve and enhance the public view of these elements.  
To conserve and enhance the visual relationships between the contributory elements.  
To ensure that new or altered elements within the place are visually recessive and related to the contributory elements.  
To encourage continuation of the original use of the place.

### Australian Heritage Commission Criteria

*A3 Importance in exhibiting unusual richness or diversity of flora, fauna, landscape or cultural features.*

An important part of the cultural landscape of the area which was created by various elements of the meat and by-product industries.

*A4 Importance for their association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, state, region or community.*

One of the few surviving structures which evoke the significant meat industry of the Municipality, now mostly disappeared.

*B2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.*

Along with the meat industry, the loss of the Newmarket saleyards means that droving cattle and sheep is no longer done in the urban context. This bridge and stock route is the only reminder of this custom.

## Documentation

### References

Elphinstone, R., "Lynch's Bridge Project: Heritage Resources Survey", 1983, pp 62-3.  
Priestley, S., *The Victorians: Making Their Mark*, McMahons Point, 1984, pp 41-2;  
Country Roads Board, *Annual Report*, 1939, p35.  
Hopkins, H.J., *A Span of Bridges: An Illustrated History*, Newton Abbot, 1970, pp 117-8.  
City of Melbourne specifications, reproduced in Elphinstone, pp 64-68.  
Elphinstone, R. *Red Square Report*, LMW. 1983  
Healy, C. (ed) *The Lifeblood of Footscray: working lives at the Angliss Meatworks*,  
Melbourne's Living Museum of the West, 1986

### Data recording

Assessed By

Assessed Date: