

MELBOURNE AND METROPOLITAN TRAMWAYS BOARD

DATA REGARDING

ESSENDON - TRAMWAYS SERVICES

<u>Date</u>	<u>Remarks</u>
1. 10. 1887	Elizabeth Street and Sydney Road Cable Tramway opened for traffic from Flinders Street to Moreland Road.
3. 3. 1890	North Melbourne Cable Tramway opened from Elizabeth Street to Flemington Bridge via Victoria, Errol, Queensberry, Abbotsford Streets and Flemington Road.
18. 4. 1890	West Melbourne Cable Tramway opened from Elizabeth Street to Queensberry Street, via Lonsdale, Spencer and Abbotsford Streets.
4. 5. 1904	<p>Order in Council granted to the Councils of the Municipalities of the Town of Essendon (now the City of Essendon) and the Borough of Flemington and Kensington (now part of the City of Melbourne) to construct tramways along the following routes :-</p> <p>"(a) Commencing in Mount Alexander Road at the Flemington Bridge, and thence along that road to Puckle Street, thence along Pascoe Vale Road to Fletcher Street, thence along Fletcher Street to Mount Alexander Road, and thence along that road to Lincoln Road together with a line from Mount Alexander Road to Moonee Ponds Railway Station.</p> <p>(b) Commencing in Racecourse Road at the Moonee Ponds Creek, thence along that road to Epsom Road, thence along Epsom Road to Union Road, thence along that road to the Saltwater River, together with a line along Victoria Street from Racecourse Road to Mount Alexander Road.</p> <p>(c) Commencing at the intersection of Mount Alexander Road and Lincoln Road, thence along Lincoln Road and Buckley Street, Macpherson Street and Albion Street to the Maribyrnong Road."</p> <p>The Order in Council stipulated that -</p> <p>(i) The gauge was to be 4ft. 8½ins.</p> <p>(ii) The motive power was to be electricity.</p> <p>(iii) The maximum speed of the cars was 14 miles per hour.</p> <p>(iv) The time for completing the construction of the tramways was 21 months for (a) and (b) and 7 years for (c), from the date of delegation of the Order-in-Council.</p> <p>(v) The tramways were to be used for the carriage of passengers, luggage, light goods and parcels only.</p> <p>(vi) "For the convenience of the public, the cars shall stop for the purpose of taking up and setting down passengers on either side of the Newmarket Bridge, and at the intersection of Union Road and Maribyrnong Road, of Mount Alexander Road and Puckle Street for the space of not less than 20 seconds, and at such other points upon the several</p>

routes as may be convenient, and in such manner as not to interfere with or endanger the general traffic of the streets or the safety of the passengers in the cars."

(vii) The fares were not to exceed twopence for each adult passenger and one penny for each child under thirteen years of age for any single journey between the terminal points of any of the lines, except along Puckle Street for which the fare was to be one penny. On days when horseraces were held on any race course in or adjoining either of the municipal districts, or upon any Public Holiday, or on any day upon which any show or other public function was held on the National Agricultural Show Ground the charged fares could be not more than double.

(viii) The Councils could enter into any agreement with the Melbourne Tramway and Omnibus Company (which operated the cable tramways) for the reduction of fares for the carriage of through passengers per tramway from any part of Essendon and Flemington and Kensington districts to or from the City of Melbourne.

(ix) The charges for luggage, light goods and parcels were:-
"If in charge of passenger, when weight exceeds 20 lbs. or 2 feet in length, 18 inches deep and 1 foot wide, a single fare; or, if permitted to occupy seat space, fares according to space taken up. Where no passenger, but sent in charge of Conductor, for every package not exceeding the above dimensions or weight, sixpence for any section or part thereof."

14. 6. 1904 Order-in-Council granted under Electric Light & Power Act 1896. Assignment of authority under Order-in-Council of 14.6.1904 to the North Melbourne Electric Tramways and Lighting Company Limited.

(The Board has no knowledge of when the assignment took place).

11.10. 1906 Tramways (a) and (b) as described in Order-in-Council of 4.5.1904 were opened for traffic.

The tramways consisted of a double track along Mount Alexander Road, from Flemington Bridge to Dean Street, the remaining portion being single track along Pascoe Vale Road, Fletcher Street and Mount Alexander Road to Lincoln Road, with passing loops.

Double track also extended from Mount Alexander Road along Victoria Street, Racecourse Road and Union Road to Maribyrnong Road, with single track along Maribyrnong Road, with a passing loop at Lennox Street.

12. 9. 1911 The Report of the Royal Commission appointed to inquire into and report upon the Railway and Tramway Systems of Melbourne and Suburbs contained the following details of the system operated by the North Melbourne Electric Tramways and Lighting Company Limited -

"The system operated by the Company consists of 7 Route Miles, commencing at 200 yards from the terminus of the North Melbourne Cable Tramway. This break is a great inconvenience to passengers, retards the development of the outer districts, and is a striking illustration of the necessity of uniform control of the entire tramway system of

the Metropolis. The gauge is 4ft. 8ins. with 10ft. 2ins. centres, compared with 9ft. centres on the cable tracks. The average speed is 10.2 miles per hour. The Permanent Way is of concrete construction, which your Commissioners do not regard as satisfactory. The total number of passengers carried during the year 1910 was 4,875,295, and from the figures supplied by Mr. Murdoch, the Company's Manager, the revenue for that year was £13,857. The working expenses per car mile were 6.5d, without including charges for interest and depreciation.

The power house is centrally situated, and contains three generating sets, each of 250 Kilowatts. Two units supply both the tramways and lighting load, and during the day one unit is enough to operate the tramways.

The rolling stock consists of fifteen four wheeled cars and ten trailers. The width of the cars is 8ft. 4ins. which precludes their being run over the tracks of the cable system spaced as at present."

24.10. 1911 The Flemington Road Tramway Act 1911, No. 2333, was assented to. It authorized the North Melbourne Electric Tramway and Lighting Company Limited to construct:-

"A branch tramway commencing in Mount Alexander Road at or near the Flemington Bridge in the City of Melbourne, one of the termini of the tramways of The North Melbourne Electric and Lighting Company Limited, so as to connect therewith and proceeding thence for about four hundred feet along that road and Flemington Road so as to connect with the North Melbourne terminus of the Melbourne Tramway and Omnibus Company's Cable Tramway."

The Act gave the Governor in Council power to fix, from time to time, a rental to be charged for the land occupied by the tramway, and to impose such conditions as to construction as the Governor in Council may deem desirable. The Board has no evidence of whether a rental was ever charged.

1916-1917 The Year Book for 1916-1917 gave the North Melbourne Essendon electric lines as 7.117 miles.

2. 7. 1919 The Melbourne and Metropolitan Tramways Board was constituted for a period of six years from 1st November following - under Act No. 2999.

1. 11. 1919 The Cable Tramway system, including the Royal Park Horse Tramway, became vested in Melbourne and Metropolitan Tramways Board by virtue of Act No. 2995.

2. 2. 1920 Proclamation by which the assets and obligations of the Prahran and Malvern Tramways Trust, the Hawthorn Tramways Trust, the Melbourne, Brunswick and Coburg Tramways Trust, the Fitzroy, Northcote and Preston Tramways Trust, the Footscray Tramways Trust, and the Northcote Cable Tramway became vested in Melbourne and Metropolitan Tramways Board.

30. 6. 1922 An agreement was entered into between The North Melbourne Electric Tramways and Lighting Company Limited (a Company incorporated under the Companies Acts of the United Kingdom) and the Attorney General for the State of Victoria (The Honourable Arthur Robinson) whereby the Company agreed to sell the whole of the undertakings

and works of the Company in the municipal districts of the City of Essendon and the City of Melbourne, for £110,000, subject to the necessary Parliamentary authority being given. The agreement was signed by Arthur Douglas Murdoch as the Attorney of the Company, in the presence of William J. Home, Solicitor, Melbourne, and by Arthur Robinson in the presence of Norval H. Dooley, Solicitor, Melbourne.

A second agreement was entered into on the same day between the Company and the Attorney General of Victoria, whereby £85,000 of the purchase money was to be paid in London.

A third agreement was entered into on the same day between the Attorney General of Victoria, and the Melbourne and Metropolitan Tramways Board, whereby the Tramways Board was to purchase all the Tramway portion of the undertakings acquired by the Attorney General from the North Melbourne Electric Tramways and Lighting Company Limited, for a consideration of £31,250, plus an additional amount not exceeding £3,000, representing the fair marked value of Stores, subject to ratification by Parliament. The Tramways Board was to take over about three quarters of the Company's land situated on the corner of Mount Alexander Road and Bengal Street, Ascot Vale.

1. 8. 1922 Melbourne and Metropolitan Tramways Board became entitled to possession of the tramways portion of the undertakings operated by The North Melbourne Electric Tramways and Lighting Company Limited.
- 21.12. 1922 The North Melbourne Electric Tramways and Lighting Company Act 1922, No. 3247, was assented to, under which the aforementioned agreements were ratified and validated, and the tramways became vested in Melbourne and Metropolitan Tramways Board, and the electric light portion became vested in The State Electricity Commission of Victoria. This Act also repealed the authority to construct tramway (c) in Order-in-Council of 4.5.1904.
- February 1923 The General Scheme for the Development of Tramways within the Metropolis was submitted to the Minister of Public Works, and later considered by the Parliamentary Standing Committee on Railways - now known as the Parliamentary Public Works Committee.

Under this General Scheme the following electric tramways were proposed within the City of Essendon and environs.

- (i) From the intersection of Mount Alexander Road and Lincoln Road via Keilor Road to the Municipal Boundary.
- (ii) From the intersection of Mount Alexander Road and Lincoln Road via Lincoln Road to Lock Crescent.
- (iii) From the intersection of Fletcher Street and Napier Street via Napier Street thence turning easterly to connect with Moreland Road.
- (iv) From the intersection at Mount Alexander Road and Fletcher Street South Easterly via Mount Alexander Road to Buckley Street.
- (v) From the intersection of Pascoe Vale Road and Buckley Street westerly via Buckley Street to Nimmo Street.

- (vi) From the intersection of Mount Alexander Road and Dean Street easterly via Dean Street to link with the tramway in Dawson Street.
- (vii) From the intersection of Mount Alexander Road and Maribyrnong Road westerly via Maribyrnong Road to link with the tramway in Maribyrnong Road at Union Road.
- (viii) From the terminus of the tramway in Maribyrnong Road on the eastern side of the Maribyrnong River westerly via Raleigh's Road to Rosamond Street.
- (ix) From the intersection of Union Road and Epsom Road southwesterly via Langs Rd. to Nicholson St., Footscray.
- (x) From the intersection of Racecourse Road and Victoria Street easterly via Racecourse Road and Barwise Street to Flemington Road.
- (xi) From the intersection of Epsom Road and Racecourse Road south easterly via Epsom Road to Arden Street thence easterly to Abbotsford Street.
- (xii) From the intersection of Epsom Road and Smithfield Road to the Maribyrnong River.

The General Scheme also proposed that the tramway in Fletcher Street, from Napier Street to Pascoe Vale Crescent should be abandoned, likewise with the tramway in Victoria Street from Racecourse Road to Mount Alexander Road. The authorised tramway from Maribyrnong Road via Waverley Road, Buckley Street and Lincoln Road to Mount Alexander Road was not included in the General Scheme.

- 27. 4. 23 The Essendon Council and the Board in conjunction purchased from the Union Bank of Australia Ltd. a strip of land approximately 16' by 105' on the north eastern corner of the intersection of Mount Alexander Road and Dean Street, for the purpose of widening Dean Street.
- 7. 7. 1923 The Tramway extension along Keilor Road from Mount Alexander Road to Gillies Street was opened for traffic.
- 25. 8. 1923 The Tramway siding along Napier Street from Fletcher St., to Raleigh Street was opened for traffic.
- 1. 11. 1923 Mr. A. D. Murdoch who was formerly Engineer and Manager of the late North Melbourne Electric Tramway and Lighting Company Limited commenced duties as Manager of Melbourne and Metropolitan Tramways Board.

New Sub-Station opened on the southern side of Maribyrnong Road and adjacent to the Railway line on its eastern side.

Extensions made to Essendon Depot in Mount Alexander Road, Ascot Vale, to accommodate 30 cars.
- 12. 1. 24 Single Track in Puckle Street removed.
- 29. 8. 24 The Eastern track in Pascoe Vale Road from Dean Street to Buckley Street was opened for traffic.
- 15.12. 24 The Southern track in Maribyrnong Road, from Lennox Street to Hotham Street, was opened for traffic.
- 1925 To facilitate the traffic to the Showgrounds and Flemington Racecourse the Railway Department commenced abolishing the level crossing in Epsom Road by constructing a subway, the Board contributing towards the cost thereof.
- 19. 7. 25 An electric tramway commencing at the intersection of

William Street and Collins Street thence north westerly via William Street, Peel Street, Flemington Road, Royal Park, Grantham Street, and Daly Street was opened for traffic.

The conversion from cable to electric tramway in Flemington Road, from Flemington Bridge to Abbotsford Street was opened for traffic.

The North Melbourne Cable Tramway was terminated in Abbotsford Street near Flemington Road.

1. 2. 1927 An electric tramway from the intersection at Swanston Street and Victoria Street via Victoria Street and adjacent to the western side of the western plantation in Elizabeth Street to the electric tramway in Peel Street at Bedford Street was opened for traffic. The track in Elizabeth Street was temporary only, and was constructed to enable cars on the Essendon System to be transferred to Preston Workshops for overhaul and to transfer cars for special traffic.
25. 5. 1928 The south track in Maribyrnong Road from Hotham Street to Union Road was opened for traffic.
- 19.11. 1928 The Parliamentary Standing Committee on Railways did not approve of a Special Construction Scheme submitted by the Melbourne and Metropolitan Tramways Board for an electric tramway in Mount Alexander Road and Buckley Street, Essendon. The proposed tramway commenced at the intersection of Mount Alexander Road and Pascoe Vale Road, thence north-westerly along Mount Alexander Road to Buckley Street, thence westerly along Buckley Street to Nimmo Street. The proposed tramway was estimated to cost £53,000, while the construction of a subway in Buckley Street to carry the trams under the railway was estimated to cost another £35,400.

Alternative proposals considered by the Committee were :-

- (i) Commencing at Nimmo Street traversing Buckley Street to Rose Street (opposite Essendon Station on West side) thence along Rose Street, a shopping centre, to Mount Alexander Road.
- (ii) Commencing at Nimmo Street and traversing Buckley Street for its full length to Pascoe Vale Road electric tramway.
- (iii) Commencing at Nimmo Street thence along Buckley Street to Mount Alexander Road, thence north-westerly along Mount Alexander Road to Fletcher Street and junctioning thereat with the existing tramway.
- (iv) Commencing in Keilor Road at the existing terminus at Gillies Street, thence north westerly along Keilor Road to Hedderwick Street thence southerly by Hedderwick Street and Nimmo Street to Buckley Street thence westerly along Buckley Street to Combermere Street thence southerly via Combermere Street and other Streets to the tramway in Maribyrnong Road.

Proposal (iv) met with very little approval from residents in the neighbourhood, who stated that they desired a direct route to the railway station, or to the city, and that an outer circle line of this nature would be of no use to them.

- 30.11. 1928 The east and north track in Pascoe Vale Crescent and Fletcher Street, from Buckley Street to Napier Street, was opened for traffic.
31. 3. 1929 The Western track in Mount Alexander Road was re-located in the centre of the street and the eastern track constructed, both for the full length from Raleigh Street to Keilor Road. The Fire Station at Raleigh Street was removed to allow the tramway to be shifted to the centre of the Street.
4. 8. 1929 A double track tramway in Barwise Street, from Victoria Street to Flemington Road, was opened for traffic, the tracks in Victoria Street, from Racecourse Road to Mount Alexander Road being abandoned and the rails removed.
13. 2. 1932 The track in Fletcher Street and Mount Alexander Road, from Napier Street to Raleigh Street was relocated, duplicated, and opened for traffic.
- 15.10. 1934 The siding in Union Road, from Epsom Road to Francis Street, was opened for traffic.
21. 7. 1935 West Melbourne cable route changed to buses.
29. 9. 1935 The North Melbourne cable tramway from Elizabeth Street via Victoria Street, Errol Street, Queensberry Street and Abbotsford Street was converted to electric tramway and opened for traffic.
- 17.11. 1935 Elizabeth Street Cable Tramway from Flinders Street to Victoria Street was converted to electric tramway and opened for traffic.
- 29.12. 1935 Elizabeth Street Cable Tramway from Victoria Street to Flemington Road was converted to electric tramway and opened for traffic. Also the connection from Elizabeth Street to Flemington Road constructed and opened, while the temporary track in Elizabeth Street along the western plantation, from Victoria Street to Peel Street, was removed.
- As the result of a plebiscite taken on the Maribyrnong and Essendon Cars, the Essendon service was routed direct from Flemington Road into Elizabeth Street, while the Maribyrnong River service was routed via North Melbourne.
- 26.10. 1936 The northern track in Keilor Road from Mount Alexander Road to Gillies Street was opened for traffic.
6. 12. 1936 Bus route from Footscray to Moonee Ponds via Maribyrnong opened.
6. 12. 1936 Bus route from Footscray to Moonee Ponds via Ascot Vale opened.
6. 2. 1937 The double track in Keilor Road was extended from Gillies Street to Birdwood Street and opened for traffic.
24. 2. 1937 Mr. A. D. Murdoch, Manager, Melbourne and Metropolitan Tramways Board, and formerly Engineer of the North Melbourne Electric Tramway and Lighting Company Ltd. died.

"All night" services are operated on the Essendon to St. Kilda Beach and South Caulfield Junction routes.

28. 3. 1940 The south track in Maribyrnong Road from Lennox Street to Maribyrnong River opened for traffic.
9. 12. 1940 Bus Route from Footscray to Moonee Ponds via Ascot Vale cancelled.
22. 12. 1940 Maribyrnong Road Tramway extended westerly along Raleigh Road to Rosamond Road thence in the Remount Depot and to the Munitions and opened for traffic. It consisted of a single track with a passing loop at Park Road.
11. 8. 1941 The following bus services were opened to Munitions :-
North Essendon Railway Station to Mitchell & Gordon Street, Footscray, via Maribyrnong.
Coburg (Sydney Road and Bell Street) to Mitchell and Gordon Street, Footscray, via Maribyrnong.
North Fitzroy (St. Georges Road and Scotchmer Street) to Mitchell and Gordon Streets, Footscray, viz Maribyrnong.
24. 5. 1942 Tramway in Maribyrnong Road extended from Union Road Easterly to Ascot Vale Road, thence northerly along Ascot Vale Road to Mount Alexander Road and opened for traffic. On the opening of this route the bus service from North Fitzroy to Munitions was cut back to Mount Alexander Road and Ascot Vale Road.
16. 5. 1943 Tramway in Keilor Road extended from Birdwood Street north westerly along Keilor Road thence northerly adjacent and parallel to Matthews Avenue thence easterly adjacent and parallel to Vaughan Street, to the Essendon Aerodrome, opened for traffic.
19. 9. 1943 On account of reduced patronage, the North Essendon and Coburg buses were amalgamated by re-routing the Coburg buses and deleting the former Coburg Route.
- 1944 The North Essendon Sub-Station in Queen Street brought into operation.
- 1948 The cross town bus services between Coburg, North Essendon and North Fitzroy to the munition factories at Footscray and Maribyrnong (commenced in 1941 as a war time emergency) were discontinued
2. 5. 1954 The bus service between Footscray Railway Station and Puckle Street, Moonee Ponds, was discontinued and, in lieu of it, a tram service commenced on the new Footscray - Moonee Ponds electric line from Footscray Railway Station, via Leeds, Hopkins and Droop Streets, Ballarat Road, Gordon Street, River Street, Rosamond Road, Williamson Road, Wests Road Tramway Reserve, Raleigh, Maribyrnong and Ascot Vale Roads to Puckle Street, Moonee Ponds.
1. 12. 1955 The Board and the Essendon Council in conjunction acquired land and altered the shops on the south western corner of the intersection of Union Road and Maribyrnong Road, Ascot Vale. The Board constructed the inner tram track around the same corner.

H. S. McC.

8. 8. 56.