



MONDAY, 28 MAY, 2007.

Roadworks reveal artefacts from Melbourne's cable tram era

Relics from Melbourne's 19-century cable tram tracks have been revealed by roadworks in Abbotsford Street, North Melbourne.

A 100-metre stretch of the original cable tramway, dating from 1890, was uncovered recently during median strip works by Melbourne City Council.

Heritage Victoria archaeologists have inspected the site, documenting the exposed tramway and assessing it for possible inclusion on the Victorian Heritage Register.

Heritage Victoria Executive Director Ray Tonkin said the site was likely to be of high archaeological and historical significance to the State.

"This is possibly Melbourne's only surviving cable tram track that is both intact and in its original location," Mr Tonkin said.

"The cable tram system serviced Melbourne for 55 years and was regarded as the most advanced system of its kind in the world," he explained.

With the support of Heritage Victoria, Melbourne City Council will re-cover the tram tracks with asphalt on Tuesday.

Mr Tonkin said this was an interim solution to secure the relics from souvenir hunters and collectors, and ensure traffic safety.

"The exposed tramway will be covered over to secure the relics while we investigate opportunities for interpreting the site's heritage," Mr Tonkin said.

Heritage Victoria issued an Interim Protection Order for the site, meaning anyone found disturbing the site faces fines of up to \$240,000 or imprisonment.

"The relics are a wonderful reminder of Melbourne's original tram system and we want to preserve them for the appreciation of all Victorians," Mr Tonkin said.

Mr Tonkin said the exact extent of the surviving tram track was unknown but it was likely more intact relics, including a turntable, lay underneath the road surface.

The exposed tracks are near the former North Melbourne cable tramway engine house, which is already on the Victorian Heritage Register. The engine house foyer is open to the public and features historical information about Melbourne's cable trams.

Inquiries: Angie Phelan, Public Affairs Officer – 9637 9303 or 0419 568 949.

50 Shiel Street
North Melbourne VIC 3051
koddie@bigpond.com
tel. 9329-0635

27/6/07

Mr. Keith Kings
Tramway Museum Society
C/- 100 Station St
Burwood VIC 3125

*Received
36
(6/7/07)*

*Hand reply
on 6/7/07*

Dear Mr. Kings,

Re: West Melbourne Cable Tramway Rails – Abbotsford St, North Melbourne

May I follow up our meeting some weeks ago in Abbotsford St, North Melbourne whilst photographing the cable tramway rails exposed by the Melbourne City Council road works – and a subsequent telephone conversation in which you kindly explained the workings and layout associated with some of the exposed infrastructure.

This information was used for an article in the local community newspaper *North and West Melbourne News* and I am enclosing a copy for your interest.

I have asked the Melbourne City Council, Urban Design/City Projects Branch if they could facilitate a meeting between interested groups and persons, including Heritage Victoria (who are currently assessing the rails, etc. for addition to the Register), relevant Melbourne City Council officers, representative(s) of the Tramway Museum Society and local historians, residents and others who may be able to contribute. This meeting would be to discuss how best to protect, display and interpret the history of the tramway and the exposed rails in a wider North Melbourne context. As you may be aware, North Melbourne also retains the North Melbourne Cable Tramway Engine House (cnr Abbotsford and Queensberry Sts), the former Melbourne Horse Omnibus Company's Stables building at 56 Macaulay Road and ornamental overhead tram poles in Peel St (between Victoria St and Haymarket roundabout). All are on the Heritage Victoria Register.

I certainly would like to see the rails on permanent display and appropriately protected, with the Council persuaded to unearth the second set of shunting rails closer to the Queensberry St intersection! I certainly don't believe the rails and associated infrastructure should be reburied in a median, albeit without trees.

Yours sincerely,

Kaye Oddie

Kaye Oddie

50 Shiel Street
North Melbourne 3051
Tel. 9329 0635
koddie@bigpond.com

11/7/07

Phenod Kays
Koddie 3/8/07

Mr. Keith Kings
Unit 36
100 station Street
Burwood 3125

Dear Keith,

Re: West Melbourne Cable Tramway Tracks

I have just received the preliminary documents regarding the proposed listing by Heritage Victoria of the West Melbourne Cable Tramway Tracks, so am enclosing a copy for you.

Heritage Victoria has decided to add the tracks to the existing registration of the adjacent Engine House (VHR 988). My initial reading of the Statement of Significance shows that the document may need some corrections, expansion, etc. For example, it does not mention actual opening and closing dates of the two tram lines – an important omission perhaps? The Statement mentions 1935 when West Melbourne line closed; this doesn't appear to tally with your information of 1936? The technical information about the cable being carried on pulleys along the bottom of the tunnel doesn't quite fit with them being suspended by the steel hoops (cf *Mind The Curve*, by John D. Keating). Also, why not properly name the signal markings set in between the rails near the shunt as being white marble strips? (They do mention the red gum blocks!). Seeing they are registering the whole works, surely it should be technically correct?? I would also like to know what the Conservation Management Plan for the tram tracks will encompass. I would be most interested in your comments.

The covering letter is self explanatory, with a closing date for any submissions of September 17th. My experience with Heritage Victoria is that a formal submission will ensure any corrections, additions, etc. are considered in the registration. To rely on telephone conversations with relevant HV staff and hope they will make changes would not be recommended.

I am trying to follow-up the Melbourne City Council re a joint meeting as to how best to protect and display at least one section of the rails (? Elm St to Queensberry St) and to consider excavating the second set of shunting rails. In meantime, I met another tramway (mostly timber tramways) enthusiast, Peter Evans, yesterday evening, when he gave a most interesting talk to my bushwalking group. It may be you know him?

So, will close and hope to catch tonight's post.

With regards,

A handwritten signature in blue ink, appearing to read 'Kaye', with a long horizontal flourish extending to the right.

Kaye Oddie

Enc.



Heritage
VICTORIA

*Photocopies to
Russell Jones
on 3/9/07.*

COPY

10 July 2007

Roger Berriman
Engineering Services
City of Melbourne
GPO Box 1603
Melbourne 3001

Level 7
8 Nicholson Street
East Melbourne 3002
Telephone (03) 9637 9475
Facsimile (03) 9637 9503
www.heritage.vic.gov.au

Dear Mr Berriman,

**FORMER CABLE TRAMWAY ENGINE HOUSE & CABLE TRAM TRACK FORMATION
187-201 ABBOTSFORD STREET, NORTH MELBOURNE
AMENDMENT TO VHR 988**

An assessment of the cultural heritage significance of the above place has now been completed.

Accordingly, I will be recommending that the Heritage Council amend the Heritage Register for the former Cable Tramway House and Cable Tram Track Formation the basis for my recommendation is contained in the attached Report.

Notification of my intention to amend the Heritage Register will be published in **The Herald-Sun** newspaper, in the Public Notice Section, on 16 July 2007 to allow any interested parties the opportunity of forwarding submissions to the Heritage Council to assist in its determination.

A final decision will not be made by the Heritage Council until after 60 days from the date of the publication of my recommendation to enable you and any other interested parties to make submissions or lodge objections. All submissions are public documents.

Written submissions relating to the recommended registration should be addressed to Joanne Boyd, Heritage Victoria by 17 September 2007.

You may also request a hearing before the Heritage Council to present your views personally, or to further discuss matter.

You are also obliged pursuant to Section 36 to give a copy of this letter and attached "Extent of Registration" to any purchaser before entering into a contract for the disposal of the proposed registered place, otherwise the contract of sale could be voidable.

Should you have any queries please contact Joanne Boyd, Registrations Co-ordinator on 9637 9295 or by email joanne.boyd@dse.vic.gov.au.

Yours sincerely,

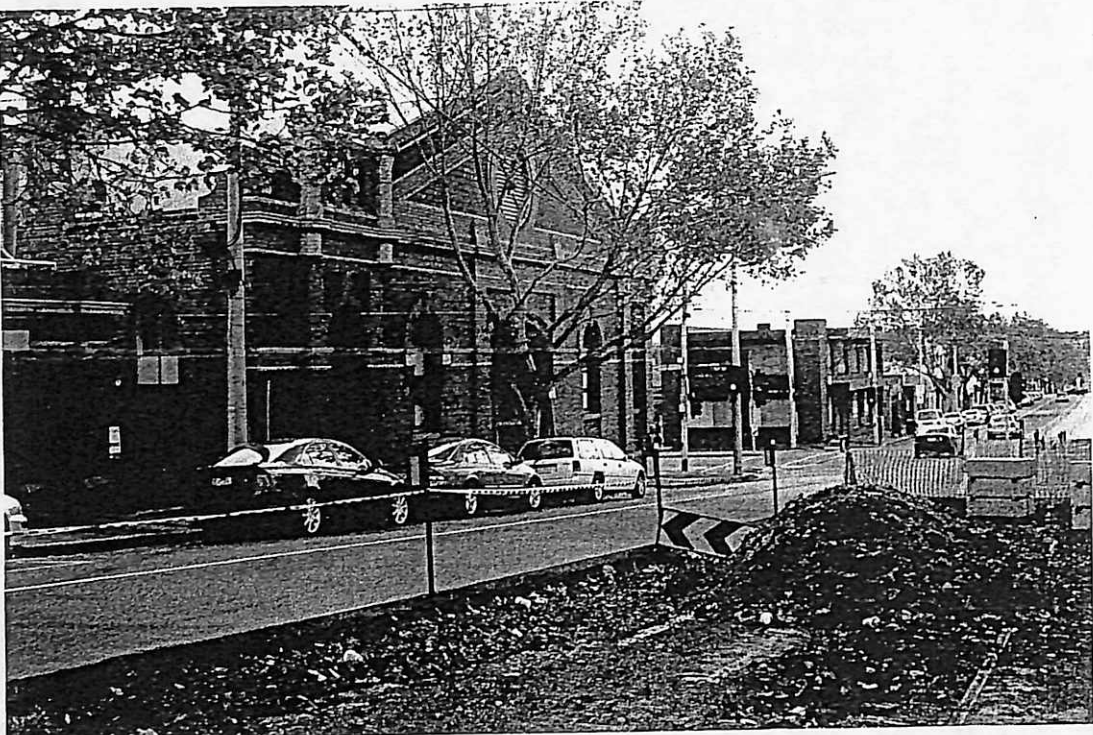
kon **Ray Tonkin**
Executive Director

cc. National Trust
VicTrack
K. Oddie, 50 Shiel Street, North Melbourne

VICTORIAN HERITAGE REGISTER



Inclusion of a place or object in the Heritage Register pursuant to Section 32 (c) of the Heritage Act 1995

NUMBER: VHR H0988	CATEGORY: Heritage Place and Archaeological Place <small>(heritage place, heritage object, archaeological place, archaeological relic, historic shipwreck, historic shipwreck relic, protected zone)</small>
NAME: FORMER CABLE TRAMWAY ENGINE HOUSE AND CABLE TRAM TRACK FORMATION	
LOCATION: 187-201 ABBOTSFORD STREET NORTH MELBOURNE	
LOCAL GOVERNMENT AREA: CITY OF MELBOURNE	FILE NO: PL-HE/03/1000
DATE RECOMMENDED: 10 July 2007	DATE REGISTERED: <small>(date of notice in Government Gazette)</small>
	

HERITAGE REGISTER NUMBER: H0988

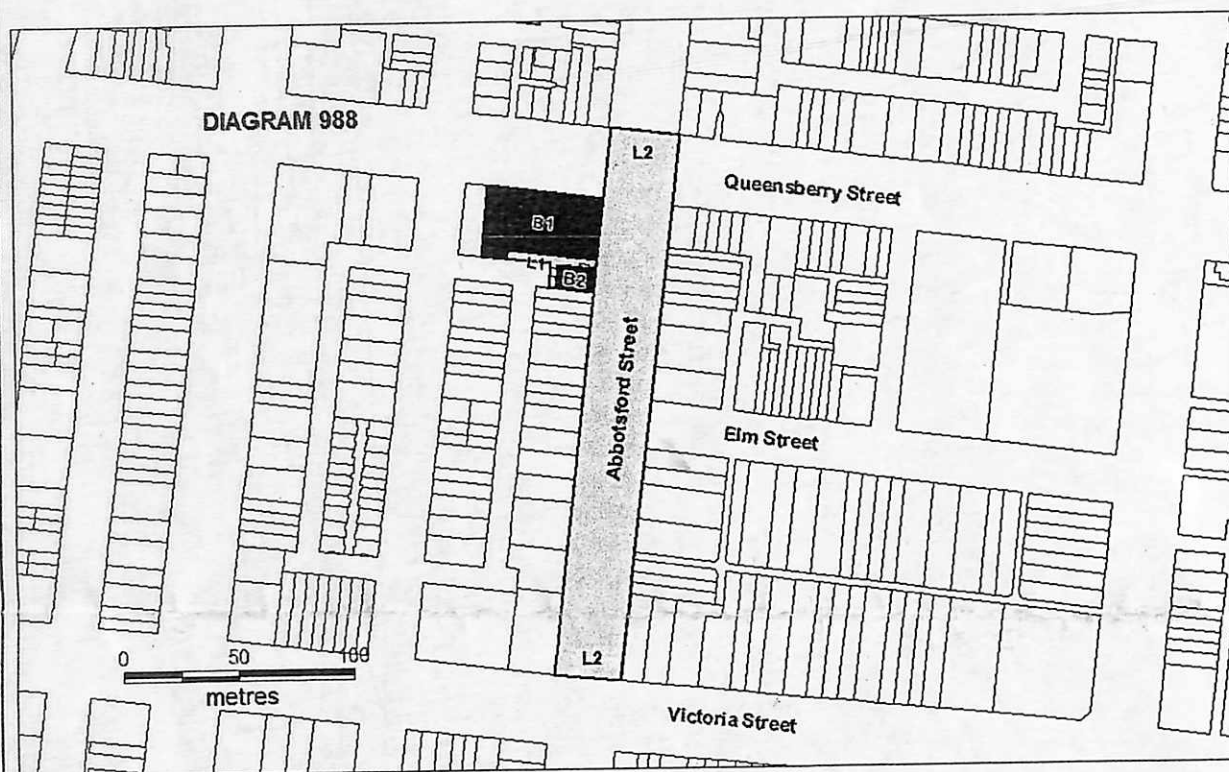
NAME: FORMER CABLE TRAMWAY ENGINE HOUSE AND CABLE TRAM TRACK FORMATION

EXTENT:

Draft only – not yet approved by the Heritage Council

1. All the buildings marked B1 and B2 on Diagram 988 held by the Executive Director.
2. All the land marked L1 on Diagram 988 held by the Executive Director being all of Lots 3, 18 and 19 on plan of subdivision 542640 and all the land marked L2 being part of the Abbotsford Street road reserve.

DIAGRAM NUMBER: 988



VICTORIAN HERITAGE REGISTER

HERITAGE REGISTER NUMBER: H0988

NAME: FORMER CABLE TRAMWAY ENGINE HOUSE AND CABLE TRAM TRACK FORMATION

STATEMENT OF CULTURAL HERITAGE SIGNIFICANCE:

Draft only – not yet approved by the Heritage Council

What is significant?

The former North Melbourne cable tramway engine house, which operated between 1890 and 1935 to power the cars of the North and West Melbourne lines, was one of eleven engine houses built by the Melbourne Tramways Trust for the central cable tramway network. The Melbourne cable tram system became one of the largest and most complex in the world. The entire network (except the local and separately built Northcote line) was constructed by the Trust between 1884 and 1891 and leased to the Melbourne Tramways & Omnibus Company until 1916. The trams were soon an integral and much-appreciated feature of Melbourne.

The building, thought to have been designed by the Trust's architect Robert Gordon, was constructed by J Small. It is a finely detailed and crafted Italianate composition in polychrome brickwork and intricate sandstone dressings. The large circular louvre ventilator, incorporating spokes and central boss, high in the east facade, is a motif reminiscent of the large wheels of the cable-driving machinery previously housed within the building. The engine house originally featured a 45 metre chimney, of which a substantial portion of the base remains. The Abbotsford Street frontage contains the remaining front wall of the original outbuilding which housed reels and winding gear for handling used and replacement cables, and weighbridge equipment to monitor deliveries of fuel for the boilers, remains an important part of the complex.

In 1935 the North Melbourne line was electrified and the West Melbourne line closed with buses replacing trams. During roadworks in 2007 a 200 metre track formation of the West Melbourne line in Abbotsford Street was uncovered. This line travelled into Elizabeth Street in the city, via Abbotsford, Spencer and Lonsdale Streets. The typical track formation comprised a double set of tracks, each track containing a continuous central open slot which allowed the "grip" device of the "dummy" or leading vehicle to access the moving cable in a concrete tunnel below. The cable was carried on pulleys located regularly along the bottom of the tunnel and the road surface was paved with red gum blocks supported on a concrete slab. In 1893 the Melbourne Tramway & Omnibus Company installed separate dummy and car shunts outside the engine house so that West Melbourne line trams could shunt and return to the city without travelling through to the original terminus they shared at Flemington Bridge. This was one of a few changes to the original system made by the company to reduce operating costs during the sharp slump in patronage caused by the 1890s depression. The "dummy shunt" contained the continuous slot to allow passage of the dummy's grip from one track to the other whereas the separate "car shunt" had no slot, as the car was simply a trailer towed by the dummy.

The uncovered tram track formation in Abbotsford Street also revealed the metal access covers for maintenance access to the tunnel pulleys, signal markings set within the road surface to advise the "gripman" of how to operate the grip at the track intersection outside the engine house (where three cables entered and left the building), and a section of stone paving where the vehicles shunted.

How is it significant?

The former North Melbourne cable tramway engine house and cable tram track formation are of historical, architectural, scientific (technical) and archaeological significance to the State of Victoria.

Why is it significant?

The former North Melbourne cable tramway engine house is of historical significance as a substantially intact remnant of Melbourne's early tramways infrastructure, and the only engine house with remnants of its chimney and an outbuilding. Engine house chimneys were conspicuous features of Melbourne during the life of the cable tram system. Each tram route possessed its own engine house, usually located near the middle of the line. The substantial external intactness of this engine house provides a valuable symbol of an important phase in Melbourne's transport history and the development of the city, a phase which saw mechanical power supersede horse power on Melbourne's streets and allowed further development of the city's outer reaches.

The former North Melbourne cable tramway engine house is of architectural significance as an excellent example of a 19th century industrial and transport infrastructure building. The fine architecture provides evidence of the pride with which Melbourne viewed its tramway system and of the importance of the system to the life of the city.

The cable tram track formation is of historical significance for its association with the history of the cable tramway system in Melbourne. The dummy and car shunt is important as an extant example of the few minor alterations made to the original system by the Melbourne Tramway & Omnibus Company to ensure profitable operation of the tramways during changing social circumstances.

The cable tram track formation is of scientific (technical) significance for its ability to assist in an understanding of the operation of the cable tramway system. It is typical of the entire Melbourne system designed by George Duncan (1852?-1930), the New Zealand born engineer who was appointed as engineer for the Melbourne Tramways Trust the constructing authority for Melbourne's cable tram system. Duncan made many innovations and advances on the American cable tramway practice including the ability to construct lines around sharp curves with greater success than achieved elsewhere, and the design of an emergency slot brake.

The cable tram track formation is of archaeological significance as the only known cable tram track to survive intact in Melbourne. The archaeological remains of the tram track infrastructure provide information about the operation of cable trams. The intersection of Queensberry Street and Abbotsford Street has the potential to contain archaeological remains relating to the tramway, including turning and shunting operations.

VICTORIAN HERITAGE REGISTER



HERITAGE REGISTER NUMBER: H0988

NAME: FORMER CABLE TRAMWAY ENGINE HOUSE AND CABLE TRAM TRACK FORMATION

EXEMPTIONS FROM PERMITS:

(Classes of works or activities which may be undertaken without a permit under Part 4 of the Heritage Act 1995)

Draft only – not yet approved by the Heritage Council

Policy

The purpose of the permit exemptions is to allow works that do not impact on the heritage significance of the place to occur without the need for a permit. Works other than those mentioned in the permit exemptions may be possible but will require either the written approval of the Executive Director or permit approval.

The former engine house is important for its substantial external intactness and any works impacting on its significance or structural integrity are subject to permit applications.

The cultural heritage significance of the cable tram track formation lies in its archaeological, historical and scientific (technical) values. The archaeological remains of tram track infrastructure south of Queensberry Street to Victoria Street provide information about the operation of cable trams. The intersection of Queensberry Street and Abbotsford Street has the potential to contain archaeological remains relating to the tramway, including turning and shunting operations. Any works affecting the disturbance of below ground components of the site are subject to the Executive Director's approval.

General Conditions:

1. All exempted alterations are to be planned and carried out in a manner which prevents damage to the fabric of the registered place or object.
2. Should it become apparent during further inspection or the carrying out of alterations that original or previously hidden or inaccessible details of the place or object are revealed which relate to the significance of the place or object, then the exemption covering such alteration shall cease and the Executive Director shall be notified as soon as possible.
3. If there is a conservation policy and plan approved by the Executive Director, all works shall be in accordance with it.
4. Nothing in this declaration prevents the Executive Director from amending or rescinding all or any of the permit exemptions.
5. Nothing in this declaration exempts owners or their agents from the responsibility to seek relevant planning or building permits from the responsible authority where applicable.

Minor Works: Note: Any Minor Works that in the opinion of the Executive Director will not adversely affect the heritage significance of the place may be exempt from the permit requirements of the Heritage Act. A person proposing to undertake minor works may submit a proposal to the Executive Director. If the Executive Director is satisfied that the proposed works will not adversely affect the heritage values of the site, the applicant may be exempted from the requirement to obtain a heritage permit. If an applicant is uncertain whether a heritage permit is required, it is recommended that the permits co-ordinator be contacted.

Interior of former Cable Tramway Engine House

Painting of previously painted walls and ceilings provided that preparation or painting does not remove evidence of any original paint or other decorative scheme.

Installation, removal or replacement of carpets and/or flexible floor coverings.

Installation, removal or replacement of curtain tracks, rods and blinds.

Installation, removal or replacement of hooks, nails and other devices for the hanging of mirrors, paintings and other wall mounted art.

Demolition or removal of non-original stud/partition walls, suspended ceilings or non-original wall linings (including plasterboard, laminate and Masonite), bathroom partitions and tiling, sanitary fixtures and fittings, kitchen wall tiling and equipment, lights, built-in cupboards, cubicle partitions, computer and office fitout and the like.

Removal or replacement of non-original door and window furniture including, hinges, locks, knobsets and sash lifts.

Installation of stud walls, which are removable.

Refurbishment of existing bathrooms, toilets and kitchens including removal, installation or replacement of sanitary fixtures and associated piping, mirrors, wall and floor coverings.
Removal of tiling or concrete slabs in wet areas provided there is no damage to or alteration of original structure or fabric.
Installation, removal or replacement of ducted, hydronic or concealed radiant type heating provided that the installation does not damage existing skirtings and architraves and that the central plant is concealed.
Installation, removal or replacement of electrical wiring.
Installation, removal or replacement of electric clocks, public address systems, detectors, alarms, emergency lights, exit signs, luminaires and the like on plaster surfaces.
Installation, removal or replacement of bulk insulation in the roof space.
Installation of new fire hydrant services including sprinklers, fire doors and elements affixed to plaster surfaces.

Cable Tram Track Formation

Regular Site Maintenance : The following site maintenance works are permit exempt under section 66 of the Heritage Act 1995: a) regular site maintenance provided the works do not involve the removal or destruction of any significant above-ground features or sub-surface archaeological artefacts or deposits; b) the maintenance of an item to retain its conditions or operation without the removal of or damage to the existing fabric or the introduction of new materials; c) cleaning including the removal of surface deposits, organic growths, or graffiti by the use of low pressure water and natural detergents and mild brushing and scrubbing; d) repairs, conservation and maintenance to plaques, memorials, roads and paths, fences and gates and drainage and irrigation.

Landscape :

Management of trees in accordance with Australian Standard, Pruning of amenity trees AS4373.

Public Safety and Security : The following public safety and security activities are permit exempt under section 66 of the Heritage Act 1995, a) public safety and security activities provided the works do not involve the removal or destruction of any significant above-ground structures or sub-surface archaeological artefacts or deposits; b) the erection of temporary security fencing, scaffolding, hoardings or surveillance systems to prevent unauthorised access or secure public safety which will not adversely affect significant fabric of the place including archaeological features; c) development including emergency stabilisation necessary to secure safety where a site feature has been irreparably damaged or destabilised and represents a safety risk to its users or the public. Note: Urgent or emergency site works are to be undertaken by an appropriately qualified specialist such as a structural engineer, or other heritage professional.

Signage and Site Interpretation : The following Signage and Site Interpretation activities are permit exempt under section 66 of the Heritage Act 1995, a) signage and site interpretation activities provided the works do not involve the removal or destruction of any significant above-ground structures or sub-surface archaeological artefacts or deposits; b) the erection of non-illuminated signage for the purpose of ensuring public safety or to assist in the interpretation of the heritage significance of the place or object and which will not adversely affect significant fabric including landscape or archaeological features of the place or obstruct significant views of and from heritage values or items; c) signage and site interpretation products must be located and be of a suitable size so as not to obscure or damage significant fabric of the place; d) signage and site interpretation products must be able to be later removed without causing damage to the significant fabric of the place; Note: The development of signage and site interpretation products must be consistent in the use of format, text, logos, themes and other display materials. Note: Where possible, the signage and interpretation material should be consistent with other schemes developed on similar or associated sites. It may be necessary to consult with land managers and other stakeholders concerning existing schemes and strategies for signage and site interpretation.

Cable Tram Information.

West Melbourne route:-

opened 18/4/1890.

closed 20/7/1935.

North Melbourne route:-

opened 3/3/1890.

closed 20/7/35.

Flamington Road cable tram tracks from east of Racecourse Rd. to Abbotsford L^y cut back (closed) in ~~1925~~ 1925 (probably about start of June). North Melbourne cable trams terminated in Abbotsford Street, at Flamington Rd. The car shed was "lost" (being at the old terminus), & a new shed & offices were built/bought (I don't know which) in Howard St., North Melbourne (opened in conjunction with

foregoing). There was also a connecting track from Victoria St., northwards to the Depot, opened at the same time.

P.S. I've just found more details:-

The Howard St. car shed was new & an (existing) adjacent building was altered for traffic offices (& presumably mess rooms, etc.)

Photocopy to
Russell Jones,
3/9/07.

Kaye Oddie

From: "Kaye Oddie" <koddie@bigpond.com>
To: "Graham Jordan" <graleen@hotmail.net.au>
Sent: Monday, 3 September 2007 10:19 AM
Attach: HeritageVictoriaSubmissionSept2007.doc
Subject: West Melbourne Cable Tramway Tracks - Submission to Heritage Victoria

Graham,

Subsequent to our telephone conversation this morning, please find attached a copy of my submission to Heritage Victoria. I shall also send a copy by surface mail to Keith Kings, with whom I have had several informative conversations regarding the West Melbourne tracks. I certainly would be supportive of an expanded display, including the possibility of an actual cable tram, as suggested by the Tramway Museum Society.

With regards,
Kaye Oddie
50 Shiel Street
North Melbourne 3051
tel. 9329 0635
email koddie@bigpond.com

50 Shiel Street,
North Melbourne 3051
tel. 9329 0635
email koddie@bigpond.com

September 3, 2007

Ms. Joanne Boyd
Heritage Victoria
Level 7
8 Nicholson St
East Melbourne 3002

Dear Joanne,

**RE: FORMER CABLE TRAMWAY ENGINE HOUSE & CABLE TRAM
TRACK FORMATION
187-201 ABBOTSFORD ST, NORTH MELBOURNE
AMENDMENT TO VHR 988**

As a long-standing resident of North Melbourne, who has been involved in heritage matters over 30 years, including steering and advisory committees for the Conservation Study of North and West Melbourne 1985, the Melbourne City Council's Heritage Places Review 2000 and Council's Heritage Advisory Committee (1998-2006), I would like to support the proposed addition of the West Melbourne cable tramway tracks and associated infrastructure to the Victorian Heritage Register.

The importance of the remnant of cable tramway tracks for the West Melbourne cable tram is recognised, not only as the only remaining cable tramway tracks in Melbourne, but also because of their location immediately adjacent to the North Melbourne Cable Tramway Engine House, also on the Victorian Heritage Register (H988). The Engine House's heritage value is also due to its being the only surviving largely intact example of Melbourne's cable tram engine houses.

In supporting the registration of the cable tramway tracks, I would like to ask if two additional pieces of information could be added to the Statement of Cultural Significance? These are:

1. Paragraph 4 of draft document, add description of the signal markings -
*The uncovered tram track formation in Abbotsford Street also revealed the metal access covers for maintenance access to the tunnel pulleys, **white marble signal markings** set within the road surface to advise the "gripman"...*
[Ref: "Mind the Curve" by J.D. Keating]
[cf attached photograph A]

If the red gum blocks associated with the tracks can be mentioned (draft document, para 3), why not the white marble strips?

2. Addition of a map showing the West Melbourne and North Melbourne cable tram routes.

The discovery of the cable tramway tracks adjacent to the cable tramway engine house provides a unique opportunity to maximise the heritage significance of two major components of Melbourne's cable tramway history.

In approving the registration of the tramway tracks, I would like to ask the Heritage Council to recommend the further excavation of the remaining piece of road in Abbotsford St, on the southern side of the Queensberry St intersection, to reveal the second set of shunting rails. The initial Council road works revealed one set of shunting rails (cf attached photograph B). It is highly likely that the accompanying, second set of shunting rails is still present under the section of road not excavated by Council. This section of road remains intact as it was proposed as part of the Council road works to be a vehicular right turn lane. However, observed traffic volumes would indicate that traffic movement in this section of Abbotsford St would not be significantly compromised by deletion of the right turn lane. The heritage value of the tramway tracks and the overall site certainly would be significantly increased by the exposure of the complete set of shunting tracks.

Protection, display and interpretation of heritage infrastructure are a key concern of responsible authorities and the wider community with an interest in history.

I would therefore like to further ask the Heritage Council, in conjunction with Heritage Victoria and the Melbourne City Council, to allow the display of a section of the West Melbourne cable tramway tracks and the associated infrastructure. Ideally, this would be the section immediately adjoining the Engine House in Abbotsford St, from Elm St to Queensberry St. This would include a straight section of tracks in both directions and the central cable slots set in the red gum blocks; the one, hopefully two, sets of shunting rails; the maintenance access plate and the marble signal markings. It may be that infrastructure beneath the maintenance access plate (the cable tunnel, yoke and pulleys), if still present, could also be displayed.

The kerbing already erected around the site as part of the Council's proposed central median, would form a protective enclosure for the cable tracks and infrastructure. The tracks and infrastructure could remain exposed if considered appropriate for the proper protection of their heritage significance. Or an appropriately strong, clear cover could be placed over the tracks and infrastructure allowing them to be viewed beneath. This would provide greater security as well as weather protection. Either scenario should be accompanied by interpretative panels. Visitor inspection by pedestrians in either scenario would be facilitated via the signalised crossing at the Abbotsford/ Queensberry Sts intersection.

I believe that allowing a section of the cable tramway tracks to be visibly seen in situ, adjacent to their engine house building would maximise the public value of an important part of Melbourne's transport heritage.

It would also add to North Melbourne's pocket of transport heritage - with its 1873 horse-drawn omnibus stables building (HVR1810) - and precursor to cable trams -

nearby in Macaulay Rd and the ornamental overhead tramway poles (HVR1023) - associated with subsequent, electric tram history - in Peel St.

In relation to the proposed planted centre-of-road median – with grass or mulch and trees, I do not believe that the deletion of a small section would be of major consequence to the local community or Council greening policies. Landscape treatment of the remainder of the median within the extent of registration (L1) would have to be subject to the proper protection of the heritage infrastructure from any water, soil, plant or other impacts.

Should a hearing be held to consider any of the above matters in this submission, I would be grateful if I could be informed.

Yours sincerely,

Kaye Oddie

Attach.

**WEST MELBOURNE CABLE TRAMWAY
ABBOTSFORD ST, NORTH MELBOURNE**

A. SIGNAL MARKINGS



B. SHUNTING TRACKS



Photographs ~ May 2007