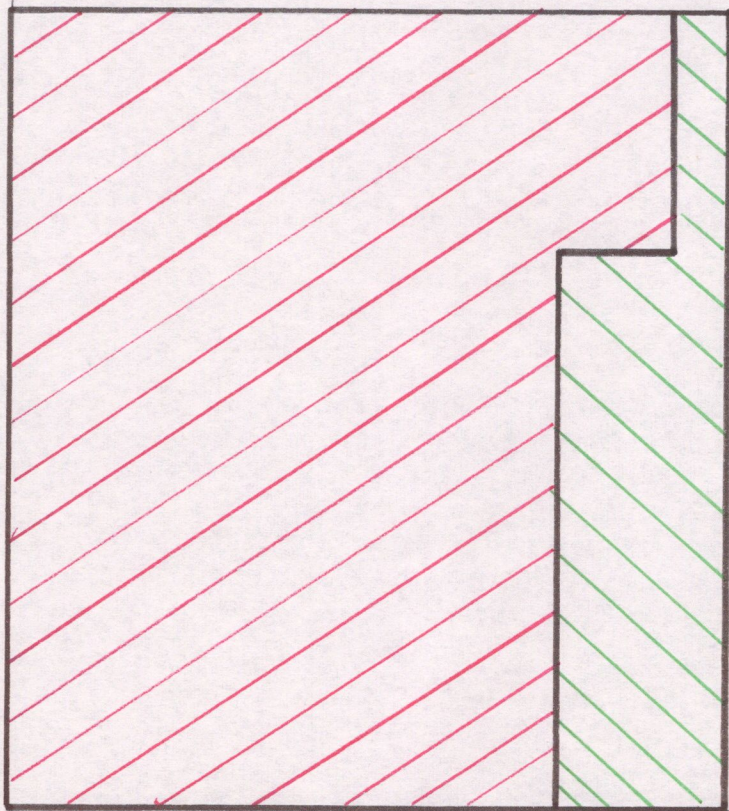


BRIDGE ROAD
 RICHMOND
 ENGINE
 HOUSE

BRUNSWICK STREET



VICTORIA PARADE

SITE PLAN

The second Engine House to come into operation was the one situated at the corner of Victoria Parade and Brunswick Street, Fitzroy. Services first commenced on the 2nd October 1886, nearly twelve months after the opening of Richmond. As can be seen by the photographs, the front of the building faced onto Victoria Parade. Logically it was referred to as the Fitzroy Engine House.

With reference to the site plan, it can be seen that there were two blocks of land prior to the Tramways Trust ownership. The larger block shaded red was owned by the Melbourne Tramway and Omnibus Company, who bought it on the 23rd January 1885. This block was then later transferred to the Melbourne Tramways Trust on the 19th May 1885.

The block shaded blue was owned by a Mr. Richard Henry White of Victoria Parade (who bought it on the 26th September 1885), prior to its transfer to the Trust on the 28th July 1886. Now the total cost of these two blocks, which I might add, were vacant, was £9,405.12.5.

No exact date can be given for the commencement of the Engine House itself, although works must have been started in the last six months of 1885. This is verified by the 1886 directory which was the first to list the Engine House. The building alone cost £17,706.18.2, while its total cost (including machinery) was £57,044.16.4. (Of this £1,691.0.0 was incurred in various expenses including legal and administrative.) These figures make the Fitzroy Engine House the second biggest.

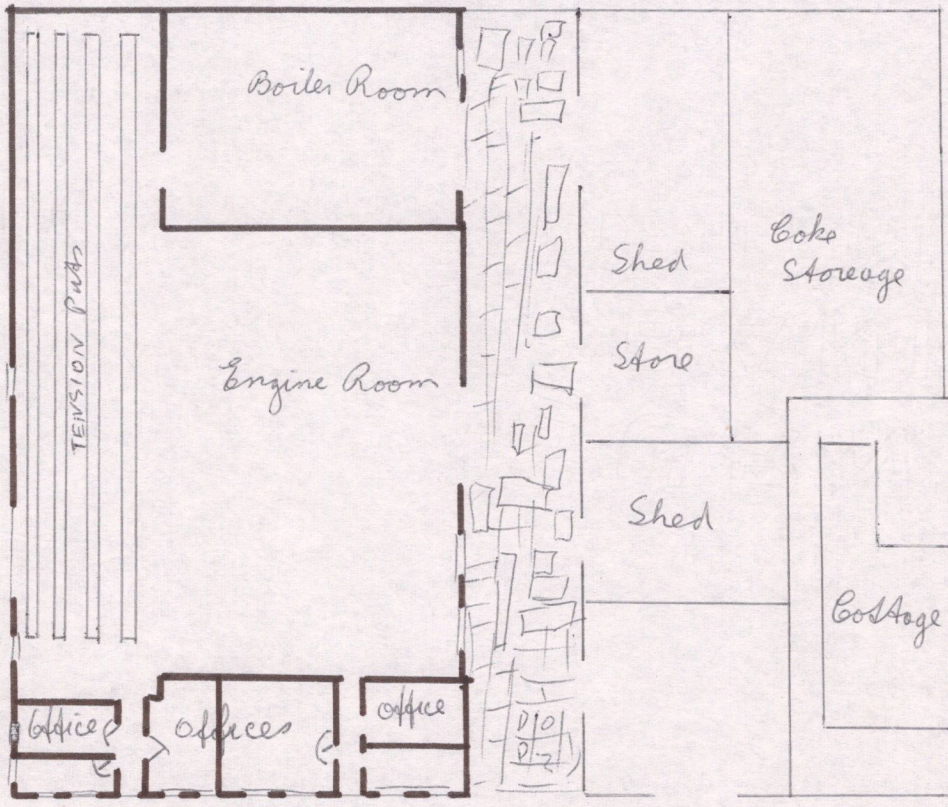
However, it was not long before the power of the Engine House was inadequate for the increased traffic. Firstly, in 1917 and then in 1919, auxillary engines were installed. In November 1921, longer cylinders were installed. Then in 1928, plans were being made for its closing - by the conversion of the cable line to electric. But as the electrification of its lines involved immediate electrification of lines from other power houses (as different lines crossed in the city), financial reasons let the Fitzroy Engine House operate a little longer, for one of its major lines stopped on the 17th June 1929, and the other on the 14th July 1930, thus bringing it to a close after 42 years of service.

Being required no longer, it stayed closed for nearly five years when on the 11th February 1935, it was sold to Penfold Wines Ltd. Today the building is still owned by them, and has been completely remodelled.

The following plan, being the only one available, was typical of an Engine House. It can be seen that the land acquired by the Trust (July 1886) just a couple of months prior to the opening was used for storage. It was realized that this storage space was essential after the difficulty experienced

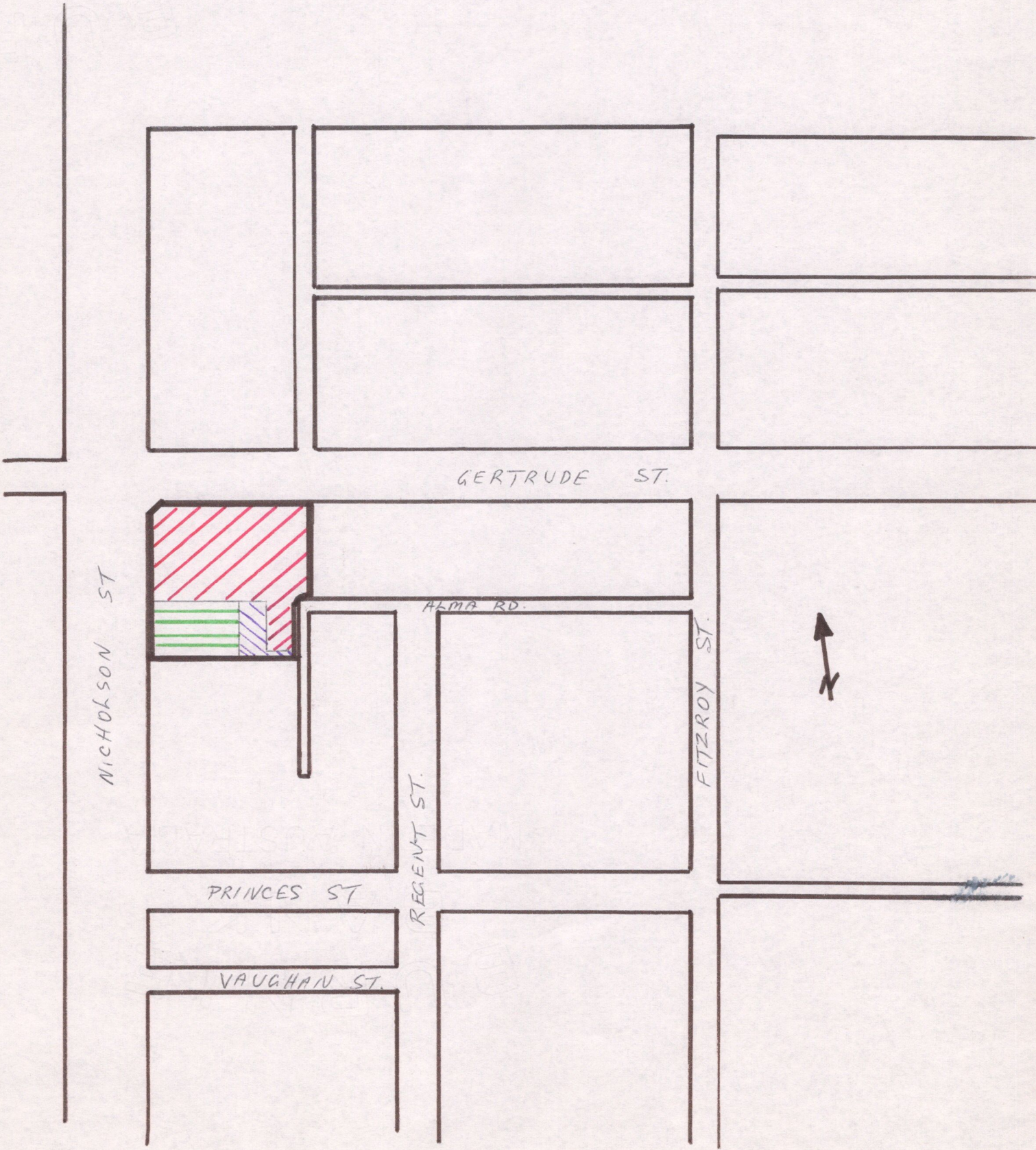
at Richmond. Now in the same block there can be seen a weatherboard cottage. This was built by the Tramways in the sense of a caretaker's house, the "caretaker" being the overseer of the Engine House. (If anything went wrong, he was always there to take care of it. However, this scheme soon fell through, because apparently there was difficulty in evicting one overseer for another.

BRUNSWICK STREET



VICTORIA PARADE

FITZROY ENGINE HOUSE



SITE PLAN

Picture

NO. 3 - THE NICHOLSON STREET ENGINE HOUSE.

The third Engine House to commence operations was the rather ornate one at the corner of Nicholson and Gertrude Streets, Fitzroy. This was always referred to as the Nicholson Street Engine House, as it front faced onto Nicholson street. The first of its lines opened on the 10th August, 1887.

From the site plan it can be seen that the land for this Engine House complex was bought in three separate blocks. The first land transaction was carried out on the 17th August 1886. This is the block shaded red, and was bought by the Melbourne Tramways Trust.

It is interesting to note that on the title there was an encumbrance which read as follows:-

"An agreement bearing even date with the above transfer made between the Melbourne Tramway and Omnibus Company of the one part and Isaac Roff and Joseph Roff on the other part, whereby certain advertising privileges are reserved to the said Isaac Roff and Joseph Roff, their executors, administrators and assigns for a period of fifteen years from the date thereof."

This encumbrance was also on the title of the second land transaction. This involves the smaller block of land coloured blue, and was purchased by the Melbourne Tramways Trust on the 28th July 1887, just one month prior to the opening of the Engine House. Hence the Trust went ahead with the works on its first block of land. However, this second lot was essential for the Engine House's operation, as it was a storage site for spare cables and tools, etc.

The third block of land shaded yellow, was bought by the Melbourne Tramway and Omnibus Company some seven years later, on the 22nd November 1895. The encumbrance on this title showed how the Trust protected themselves from being a public nuisance. It read.....

"..that the registered proprietor or tenants for this time being of the above land shall not nor will at any time make any claim for the cessar or abatement of the vibration nuisance or annoyance if any caused by the working of the machinery erected on or to be erected in or about the Tramway Engine House adjoining the said land."

On this block was erected a galvanized iron shed for the purpose of storing materials for line maintenance such as sand, rails and road metal. Apparently they also housed the horses and drays which pulled the materials around the streets to the various jobs. (This illustrates how land concerned only with the Engine House was controlled by the Trust, and how land more concerned with line maintenance was controlled by the Company.)

The whole of this land which, I think, was vacant at the time of purchase, cost a total sum of £13,548.5.0.

An actual date for the commencement of building is unknown but in the 'Age', 13th January 1887, it was stated that the Engine House was nearly completed and was expected to be completed "within the space of five months at the latest". This would mean that by June 1887, the Nicholson Street Engine House was operative. The building alone cost £17,833.11.9, while the sum total (including machinery) was £64,979.16.5. Out of this various expenses including legal and administrative totalled £1,926.0.0. All the excavation work was done by a contractor named David Dempsey (who arrived from England in 1867). The tramlines were done by the Kenny Bros.

As a matter of concern it is seen on the following page that the elevation does not include the signal box as seen on the building today. There were drawings, however, which dealt with the signal box as a separate structure, but because none of them was dated, I am not sure whether or not the building originally included this signal box. According to the drawings, it appears as though it was not. However, after many interviews, no-one can remember the Engine House without it.

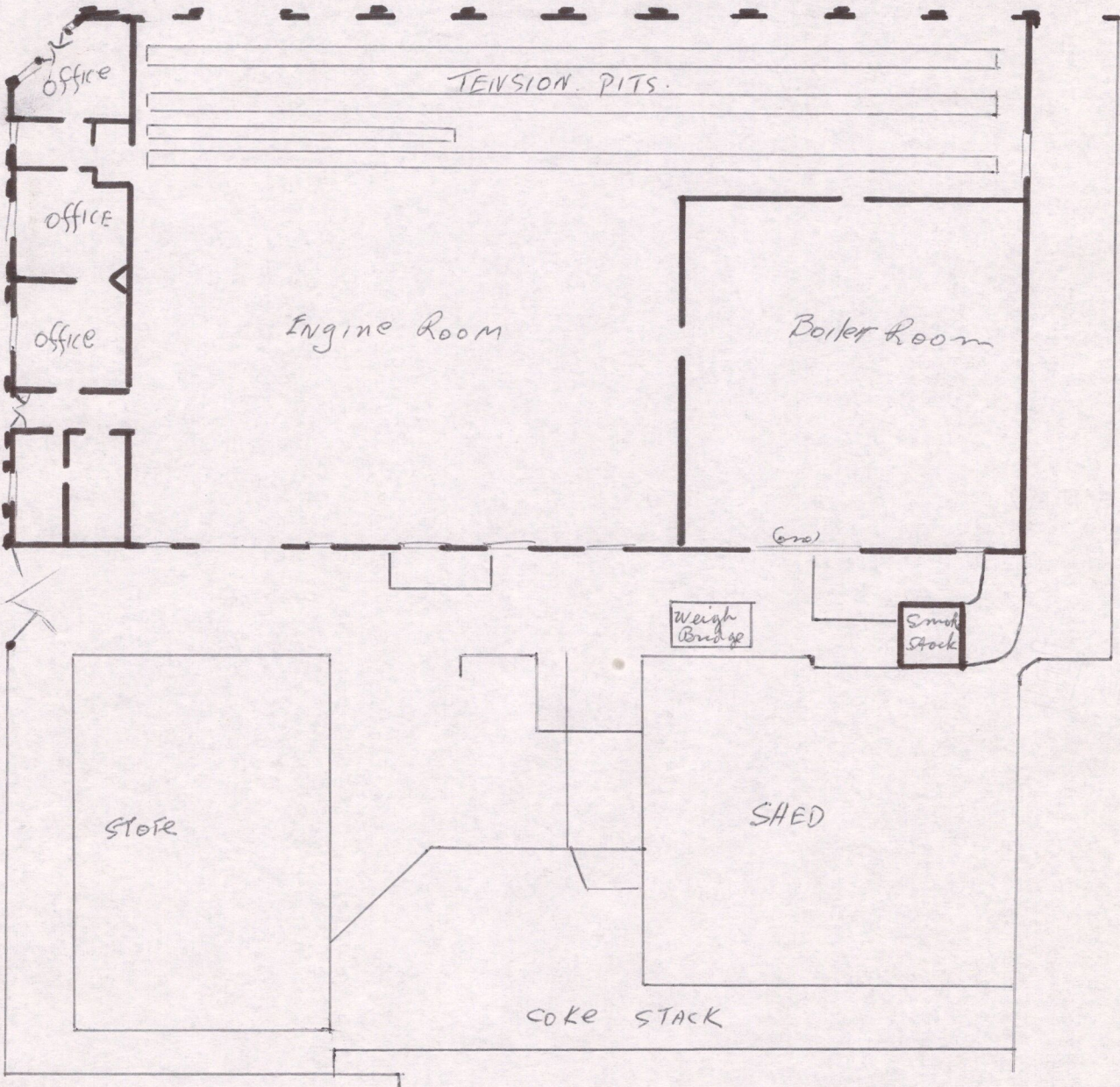
As with other Engine Houses, various alterations to the plan were undertaken - at this particular one in 1923 and 1924. By June 1939, Nicholson Street was one of only three systems (Northcote and Carlton being the other two). Then the inevitable - on the 26th October 1940, the Nicholson Street Engine House, after 53 years of service, ceased operations. Actually it was supposed to have been closed in March of that year, some eight months earlier for motor buses to take over. However, the policy of the current government was to conserve fuel and oil, and so in co-operating, the Engine House continued services for some months.

The Nicholson Street Engine House remains today in its original state. It was never sold by the Melbourne and Metropolitan Tramways Board and so is still used as offices and a training school.

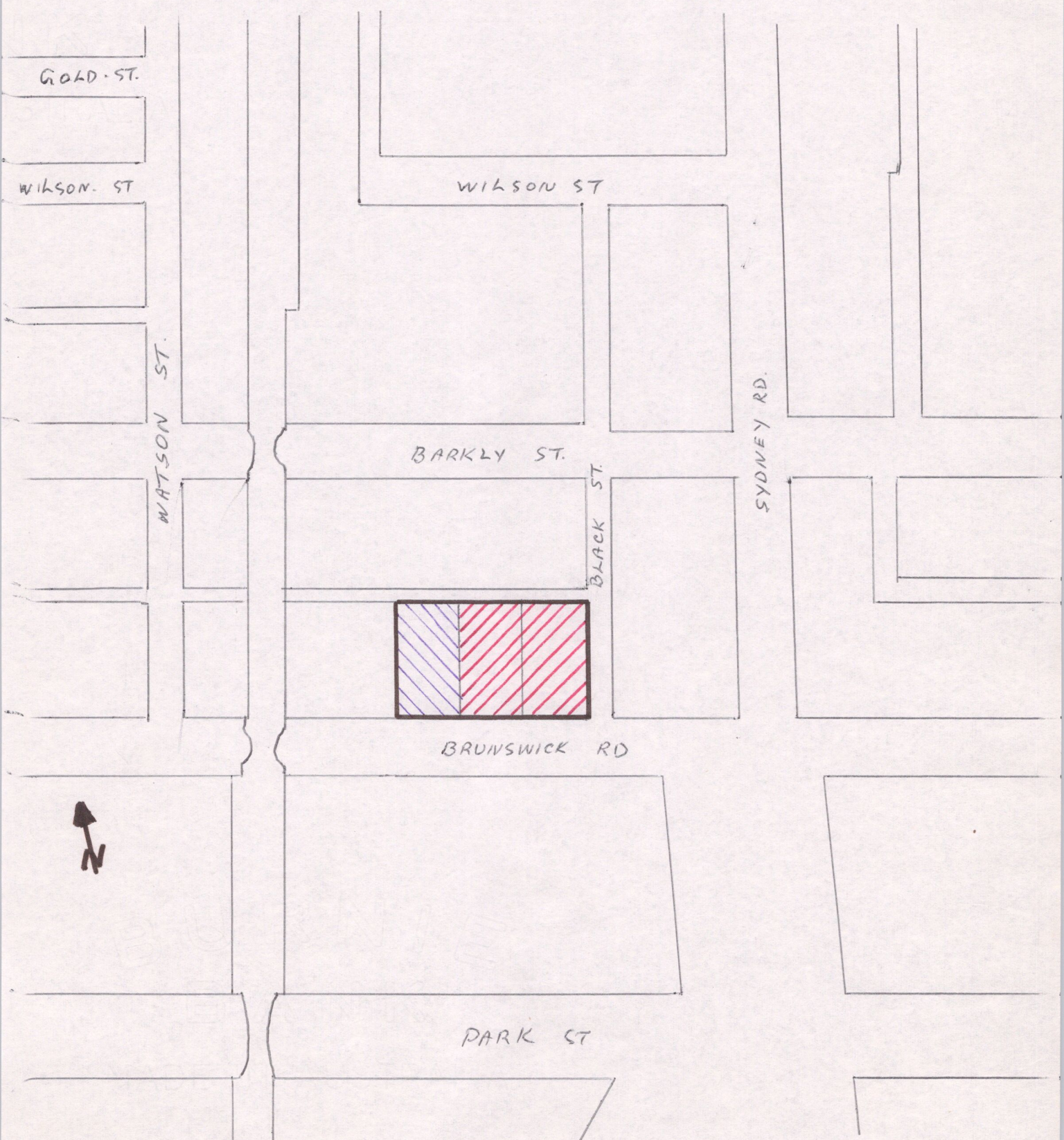
The following plan shows little variation from the standard type. It can be seen however, that there was virtually a right of way between the Engine House and its ancillary buildings. The coke stack is seen to utilize most of the spare land around the galvanized iron sheds.

GERTRUDE STREET

MICHOLOSON ST.



NICHOLOSON STREET
E. H. G. M. W. H.



SITE PLAN

The fourth Engine House constructed by the Trust was situated at the corner of Brunswick Road and Black Street, West Brunswick. Facing onto Brunswick Road it was naturally known as the Brunswick Engine House.

Purchase of the land as shown by the site plan was carried out on two separate titles. The first land acquired was the two lots shaded red. The lot adjacent to Black Street was owned by a Mr. William Hubbard of Brunswick Street, who purchased it on the 5th July 1883. The owner of the other lot, that is the middle one, could not be discovered. Both of these lots were transferred to the Melbourne Tramways Trust on the 11th May 1886.

The second purchase, the lot shaded blue, was owned by a Mr. John Gull Johnston of Collins Street West Melbourne, who bought it on the 22nd June 1886. It was transferred to the Trust on the 3rd August 1886. The total cost of these three vacant lots was £2,536.16.4.

In the 'Age' dated the 13th January 1887, it was stated that the Brunswick Engine House was to be finished approximately one month after the completion of the Nicholson Street Engine House. That is, the Brunswick Street Engine House was probably completed by July 1887, just three months prior to the running of its first car. This latter event occurred on the 1st October 1887. Contractors associated with Brunswick included Leonard Smith, who did the excavations for the Engine House, Brown and Beck (whose work I don't know of), and James Lord and Mitchel Watson and Co., who worked on the lines. The building alone cost £15,244.11.11, while the sum total (including machinery) was £39,454.7.2. Of this, various expenses including legal and administrative, totalled £1,169.0.0.

Supplemental power, through the Board's recommendations, arrived in 1917. By 1920 a North Carlton boiler had been installed to provide additional steam. Apart from further additions of power in 1927, this comprises the Engine House's history, for as reported in the 'Age' as early as the 8th February 1930, considerations were being made for converting the Brunswick line to electric. Due to financial difficulties however, the Engine House remained in operation for another five years. Its first stage of closing started on the 20th June 1935, followed soon after by the final stage on the 26th April 1936. And so after 49 years of service, the Brunswick Engine House had finally come to a close. It was retained by Melbourne and Metropolitan Tramway Board (who recently installed a substation on part of it), until the 10th February 1962, when the Board sold the part they were not needing to McGrath Motors Pty.Ltd. As can be seen by the accompanying photograph, the Engine House still remains reasonably intact.

Photo
NCR cash
register
Bulk
store

NO. 5 - THE JOHNSTON STREET ENGINE HOUSE.

KERA ST.

ARGYLE ST.

FITZROY ST.

BRUNSWICK ST.

YOUNG ST.

JOHNSTON ST.

VICTORIA ST.



The fifth Engine House to open under control of Melbourne Tramway Trust, was the one situated between Fitzroy Street and Brunswick Street, at number 95-103 Johnston Street, North Fitzroy. This particular one was referred to as either the Johnston Street, or Carlton Engine House. This is the first example whereby the site is not a corner one. This is because it was only a small Engine House pulling only two ropes - both of them in the one street, Johnston Street.

As can be seen from the site plan, the block extends right through to Argyle Street, was registered on the one title when transferred to the Trust. Originally there were three lots.

The first lot, shaded red, was owned by a Mr. William Stephen Kimpton of Fitzroy who purchased it on the 15th June 1878.

The second lot, on Johnston Street and shaded blue, was owned by a Mr. Robert Scott of Carlton, who purchased it on the 19th September 1870.

The third lot, facing onto Argyle Street and shaded yellow, was owned by a Mr. Edwin Gutteridge of Albert Terrace, Fitzroy, who purchased it on the 8th January 1885.

Now the three of these blocks of land were transferred to the Melbourne Tramways Trust on the one title dated the 13th December 1886.

However, the directories appear to tell a slightly more detailed story. They list that there were three houses from 95-103 Johnston Street, on the land the title described as being two lots. It was also discovered that the people who lived in these did not own them, as they were different from the names given in the titles. The names included in the 1887 directory were:

Mrs. Eliza Alman, 95 Johnston Street.

Mr. Jas. Martin (contractor), 97 Johnston Street.

Mrs. John Collins, 100 Johnston Street.

In the directory of the following year 1888, the above names were missing, but substituted in their place was "Tramway Substation". This obviously should have read "Engine House".

Hence it appears that the land was not vacant, and that the Trust did have to acquire dwellings. The total cost of acquiring this block was £6,268.19.11.

The 'Age' dated the 13th January 1887, stated that it was expected that the Engine House would commence services in seven months time, that is around August, just one month after the opening of Brunswick. Although it didn't open for another four months after the expected date, the paper stated that the machinery was then ready and that the Engine House was being built.

This means that work commenced immediately after the purchase of the land, either in December 1886, or January 1887. However, opening day was the 21st December 1887, (twelve months after the land was bought), the day according to the Carlton Gazette (December 1887), the cab drivers whose business was greatly affected, "looked on with jealous awe". Now the contractors associated with the line included Brown and Beck, and Cranston and Co., both of whom I think were associated with the actual line. The cost of the building alone was £12,791.4.5. With machinery and all types of various expenses, it totalled £38,384.19.6.

As this particular line was only a small one, there was only one alteration to the plant - this being carried out in 1925. Then in a Report and Statement of Accounts (30th June 1939), it was disclosed that this particular line was running at a loss, and consequently was not worthwhile converting to electricity. So on the 15th April 1939, after 52 years of service, the Johnston Street Engine House closed. Just five months later, on the 30th September 1939, it was sold to J. Gadsen Pty.Ltd. Today the building is still reasonably intact, and as shown by the photograph, serves as a bulk store.

The following plan shows Johnston Street as being a typical Engine House. There are a few variations such as the offices placed to the side. Entrance for vehicles bringing coke, etc., was located at the rear off Argyle Street. No doubt because of the restricted site, there were many problems.