

Atwell
Engine
house

NO. 9 - THE NORTH MELBOURNE ENGINE HOUSE.

After a short lull of fifteen months another Engine House was opened, this time, at the corner of Queensbury and Abbotsford Streets, North Melbourne. This was the ninth Engine House to be opened under the control of the Trust, and the last one of the northern system. Although Northcote opened about the same time, this was not part of the Melbourne Tramway Trust's northern cable system. Commencement of operations at North Melbourne was on the 3rd March 1890.

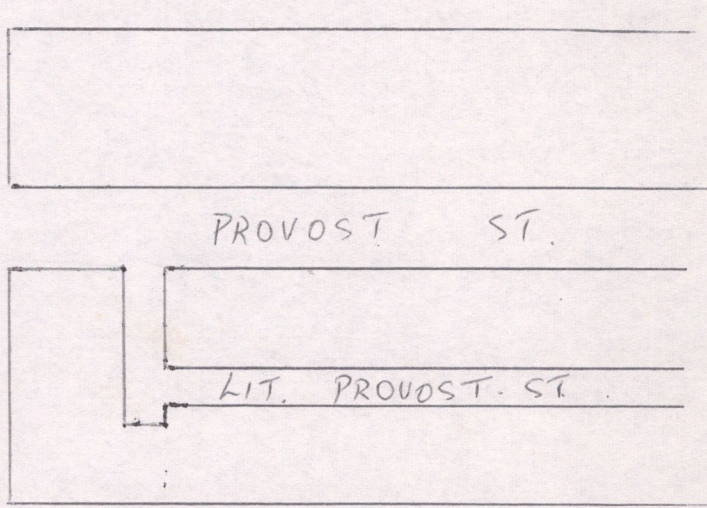
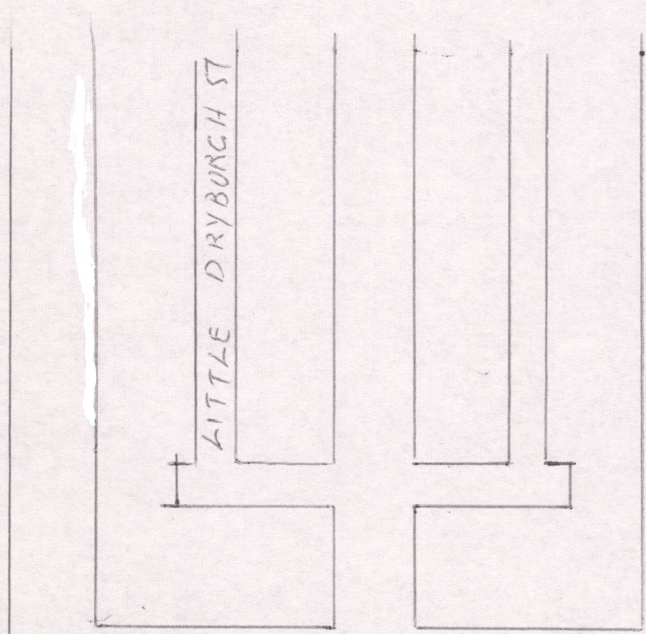
From the site plan it can be seen that the block shaded red, was originally three lots and was the land which the Omnibus Company originally purchased for the operation of the Engine House. The previous owners of these three lots, 8, 9 and 10, were unfortunately not discovered, however, the land was transferred into the Trust's name on the 13th April 1891. Obviously the land was purchased by the Company well before this - a Melbourne and Metropolitan Tramway Board record book dated this as being the 12th December 1888.

Lot 11, the land shaded blue, was not acquired until the 10th of August 1918, by the Melbourne and Metropolitan Tramway Board. This purchase was the result of the Board's current policy of buying land near the Engine House for stock piling coke. This was so that the Engine House could operate independently in case the coal miners struck again as they did in 1916.

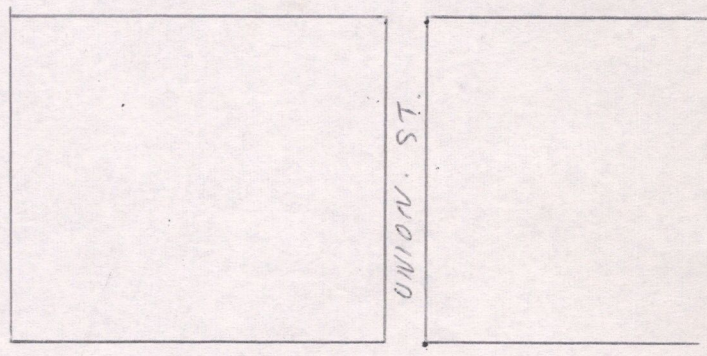
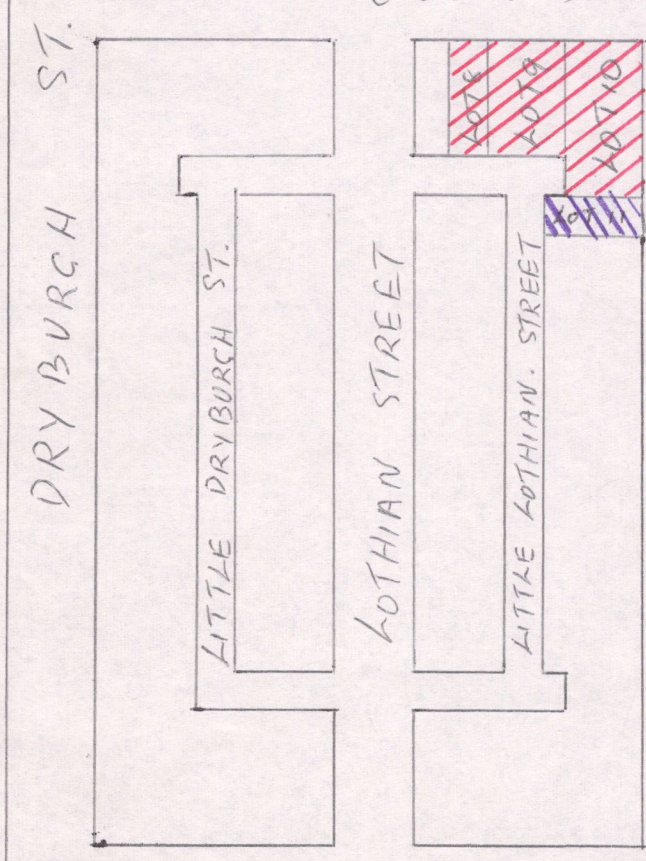
The 1890 directory being the first to list the Engine House, and March 1890 being its opening date, it seems obvious that the year 1889 saw the erection of the North Melbourne Engine House. The cost of this alone was £15,014.16.6. Expenses including legal and administrative, amounted to £1,598.0.0, while the total cost of the whole Engine House (machinery included) was £53,927.2.2.

As with most of the other Engine Houses, from the time it was built, to the time it was closed, the North Melbourne Engine House underwent changes only to the plant. This was done only once in 1924. Although some of the line was electrified as early as 1925, it wasn't until the 20th June 1935 that the cables finally ceased operating. With this, after 45 years of service, came the end of the North Melbourne Engine House. Today the building is still owned by the Melbourne and Metropolitan Tramway Board, and as shown by the photograph, still retains its original form.

The following plan shows the North Melbourne Engine House as a typical layout. It can be seen that prior to 1918 when the extra land was bought, there was virtually no room at all for stacking coke. The sand bin, situated at the side of the building, was used not for the Engine House, but for the road constructions.



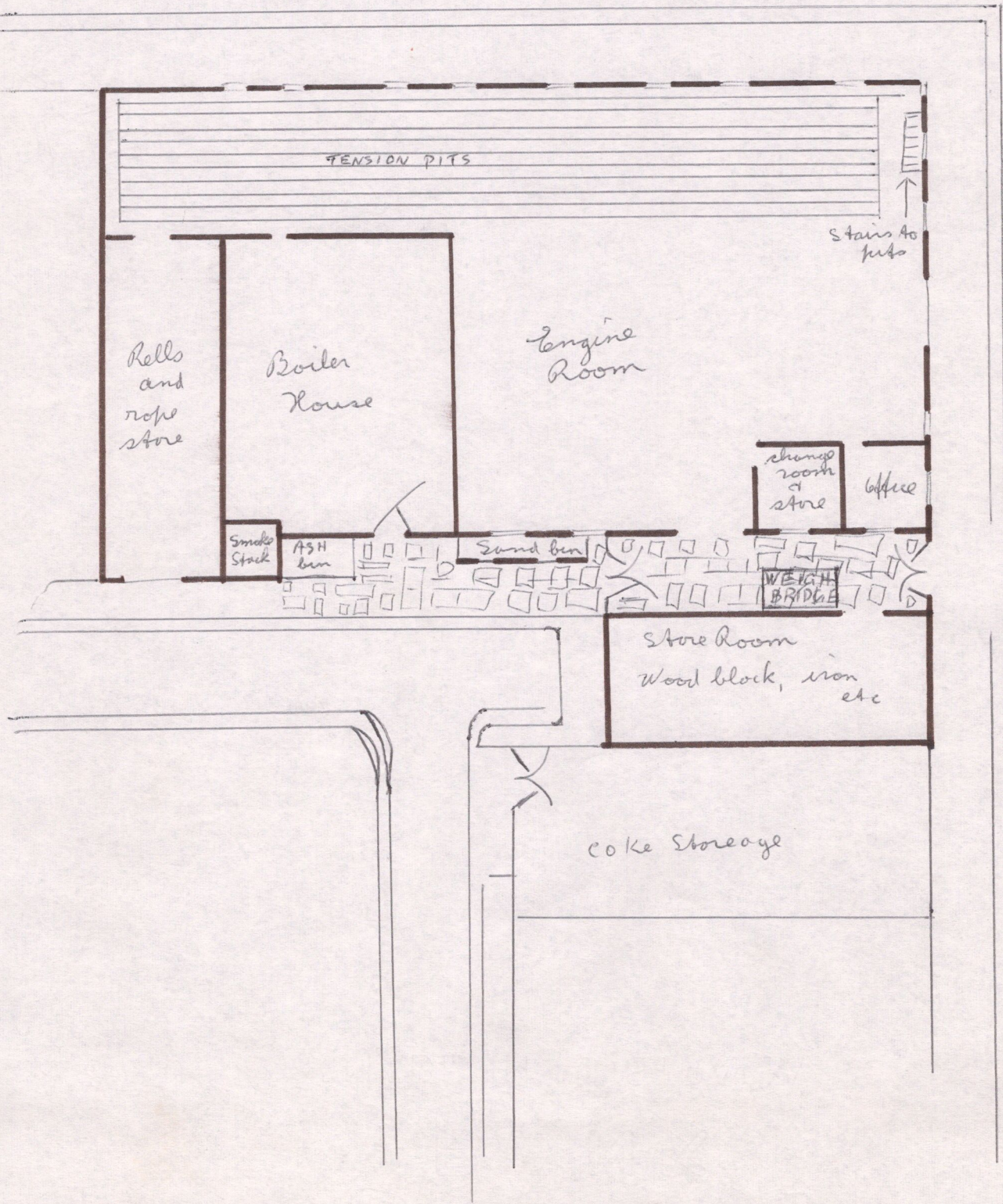
QUEENS BERRY STREET



ELM ST.

VICTORIA ST.

Queensberry Street



Shearers
Farm Implements

NO. 10 - THE SOUTH MELBOURNE ENGINE HOUSE.

Only some two months after the opening of the North Melbourne Engine House, the second Engine House of the southern system opened. Being the tenth Engine House to be built under the control of the Trust, it was situated in City Road (or Sandridge Road), almost at the corner of Market Street in South Melbourne. The site, as shown by the accompanying plan, extended through from Sandridge Road to Market Street. The building, which faced onto Sandridge Road, was a reasonably sized one, and commenced services on the 17th June 1890.

Now in purchasing the land, several lots had to be acquired - most of which had houses on them. In referring to the site plan, it can be seen that there are four different colors. This means that the Melbourne Tramway Trust registered all the shaded land on four separate titles, each at a different time. The bulk of the site which is shaded red, was purchased by the Trust on the 10th August 1886. This is shown on the map to consist of seven different lots.

Starting at the top with lot one (adjacent to road 1), it was discovered that the whole of the lot (i.e. 28 ft x 144 ft) was owned by a Mr. John Reed of Emerald Hill, who purchased it as early as the 7th February 1870. Then quite a few years later, on the 13th November 1884, he sold about half of it, that is, lot 1A hatched thus to the Federal Building Society. On the same title a new right of way was established which can be seen to divide lot 1 into two separate lots. Then on the 8th June 1886, lot 1A was transferred to a Theresa Woodward. Hence she, along with John Reed who still owned the other half of lot 1 (adjacent to Sandridge Road) were the persons who transferred this lot to the Melbourne Tramway Trust on the 10th August 1886.

The next, lot 2, was owned by an Eliza Andrews, wife of George Andrews of Emerald Hill, who purchased it on the 20th July 1883.

Next, lot 3, was owned by a Bridget Burns of Sandridge Road, who purchased it on the 13th June 1886.

Lot 4, was owned by a John Carmody of Hotham who purchased it on the 11th May 1885, while lot 5 was owned by an Alice Halliday, wife of William Halliday, who purchased it on the 16th June 1886.

This leaves only lot 6, which was owned by a Janet Bell, wife of Samuel Bell of Emerald Hill, who purchased it on the 10th October 1881.

All the above land, that is, lots 1, 2, 3, 4, 5, 6 were all transferred at the one time to the Trust on the 10th August 1886.

The next transaction involved lots 7 and 8, shaded blue. These were owned by a Horace Alexander Wilcox of Cotham Road, Kew, and were transferred into the Trust's name on the 12th October 1886.

The next piece of land acquired by the Trust, was that lot shaded green. This was owned by a Charlotte Alice Armstead of Sandridge Road Emerald Hill. It was transferred to the Trust from this woman (her name now being Alice Armstead Duncan) on the 17th August 1885.

The last piece of land to be acquired was the section of the roadway shaded brown. This was registered on the title in the Trust's name, on the 2nd February 1889. On the same title, and for the first time, a new right of way was established. Its position is shown by the black shading. The section of road linked to Sandridge Road.

Thus it can be seen that in acquiring the site for the South Melbourne Engine House there was considerable negotiation. The total price of the land was £13,171.0.6.

Now from the 1888 and 1889 directories, a more detailed picture is available, as the latter directory clearly indicates that number 2 to 16 inclusive City Road, were demolished. The names in this 1888 directory included -

- No. 2 City Road - Hollington, Henry.
- No. 4 City Road - Jackson, George.
- No. 6 City Road - Moran, Michael J.
- No. 8 City Road - Hargreaves, Edward.
- No. 9 City Road - King Alfred.
- No. 10 City Road - Parker Margaret.
- No. 10 City Road - Anderson, Hugh.
- No. 12 City Road - Carmody, John.
- No. 14 City Road - Joynson, James.
- No. 16 City Road - Power, Margaret.

In the directory of 1889, these names are omitted for the "Engine House". It is interesting to note that only one of these names is listed in the titles as being a land owner. This, of course, was John Carmody who owned lot 4, which according to the directories was No. 12 City Road.

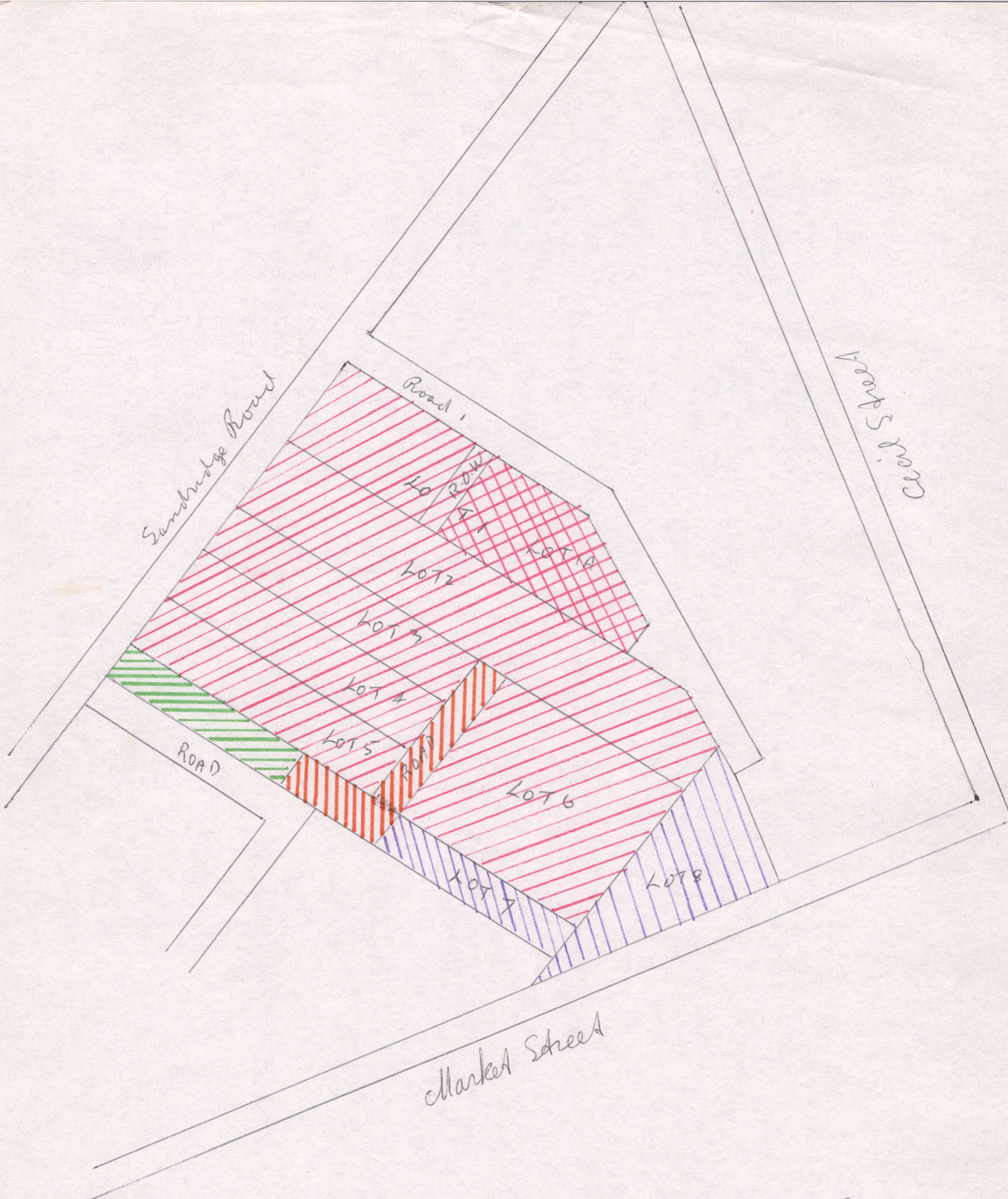
From the directories, and from the fact that the last piece of land purchased by the Trust (August 1888 - shaded green) was built upon by the Engine House itself, it appears reasonably safe to say, that the erection of the building commenced late in 1888, or very early in 1889. Because the line didn't open until June 1890, early 1889 may be more correct. On completion it cost £18,020.7.0.

The Engine House had its plant power increased first in 1923, and then in 1925, when it received new furnaces. Then some years later, it was decided

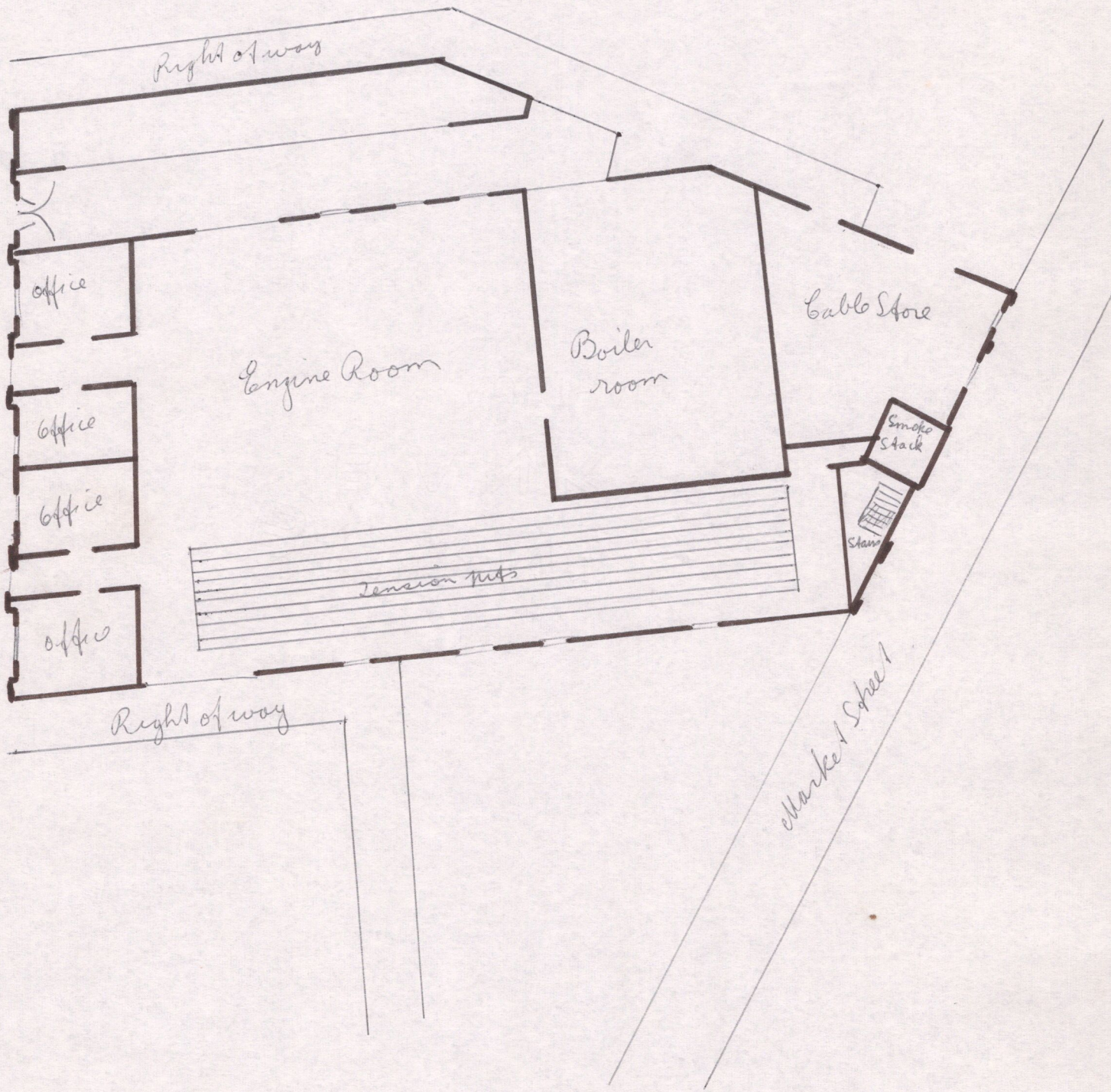
that buses would be more profitable, and so on the 13th March 1937, after 47 years of service, the South Melbourne Engine House ceased operations.

Three years later, the building was sold to John Shearer and Son Pty Ltd. who today, as seen by the photograph, still own it. Apart from minor alterations, it still retains most of its original detail.

The following plan again illustrates how the Engine House design was standard, and yet adaptable to irregular sites like the one in City Road.



Site Plan
Sth Melbourne



NO. 11 - THE WELLINGTON STREET ENGINE HOUSE.



Upton Road

Albert Street



Wellington Street

6 Avia Street

Ormeau Street

Marlton Street

Crescent Street

The last of the engine houses to be built under the scheme of the Melbourne Tramway Trust was the one situated in Wellington Street, Windsor, some 404 ft east from Upton Street. (The title showed that Upton Street was originally called St. David Street.) The site, with a frontage of 73 ft. extended through to a back street named Vine Street. This Engine House, was only a small one and in documents was referred to as the Wellington Street Engine House, the Windsor Engine House, or the Esplanade Engine House - the latter name because it pulled a rope which ran past the Esplanade at St. Kilda Beach. This particular route was virtually in one direction (see map at beginning), hence a corner site was not essential to the undertaking.

Before the Trust acquired the land on 22nd February 1891, it was owned by a Dr. Samuel Arthur Ewing. As shown on the site plan, there was an encumbrance which gave to the Prahran City Council, the right to use a small portion of land for drainage purposes. This site was vacant prior to the construction of the Engine House and cost £2,926.9.2. On 27th October 1891, the first car moved out of the engine house, and as the land was registered eight months previously, it appears that the Engine House was erected during 1891. This is verified by the directories - the 1892 directory being the first to list this Engine House.

The building itself being small, cost only £7,392.7.6. Various expenses (including administrative and legal) came to £660.0.0. The total cost of this Engine House - including all machinery was only £22,268.1.5.

In 1924, new furnaces were installed but they were not given much work for soon after on 29th August 1925, the Engine House was closed down. A Report and Statement of Accounts (M.M.T.B.) dated 30th June 1926, stated, "The wheel of the plant in the Engine House was dismantled, several of the boilers were transferred to Northcote in order to provide a necessary spare. Engines have also been transferred to Northcote".

After the Wellington Street Engine House was dismantled, it was sold to B.S. Stillwell as a motor garage, just twelve months after it had ceased operations (19th August 1926).

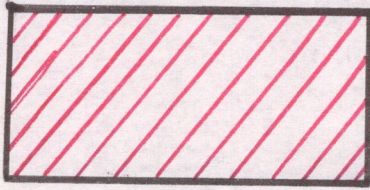
Today, half of the building has been demolished to make way for the new freeway from St. Kilda Junction. The remaining half facing onto Wellington Street, no longer bears any resemblance to an Engine House.

Normanby Street

Clarendon Street.

Shottesbury Parade

High Street



Martin Street

Woolton Ave

The Northcote Engine House has been left for discussion until last because as previously stated, it was not a part of the Melbourne Tramway Trust's general scheme for cable trams. This Northcote venture was entirely a private one, and consequently had a different background from that of the other eleven Engine Houses.

Its development started in 1808, when a syndicate approached the council to secure the right to lay down a cable tramway in High Street from Clifton Hill to Northcote and Preston. In abiding by the Tramways Act of that particular date (stated at the beginning of the thesis) the Council delegated its right and instructed a company to run the trams, a lease for a period of three years. The company formed the Clifton Hill to Northcote and Preston Tramways Company, was sanctioned to construct and run the tramway. The promoters of this scheme were:-

G. G. Clausen	B. J. Fink
T. Barnett	D. Clifton
A. Kosminsky	G. Shaw

The site chosen for the new Engine House was a vacant block at the corner of High Street and Martin Street, Northcote. The exact year of the purchase of this land, is unable to be given, because the title giving ownership to the Clifton Hill to Northcote and Preston Tramways Company, was registered eight months after the commencement of operation. The actual running of the first tramcar was on the 18th February 1890, and the registration of the land was dated 9th October 1890. For this land the sum of £3,849.3.3 was paid. Work on the Engine House commenced in 1889 - the laying of the foundation stone (by Sir W. I. Clarke, M.L.C.) taking place as shown in the photograph on 16th May 1889.

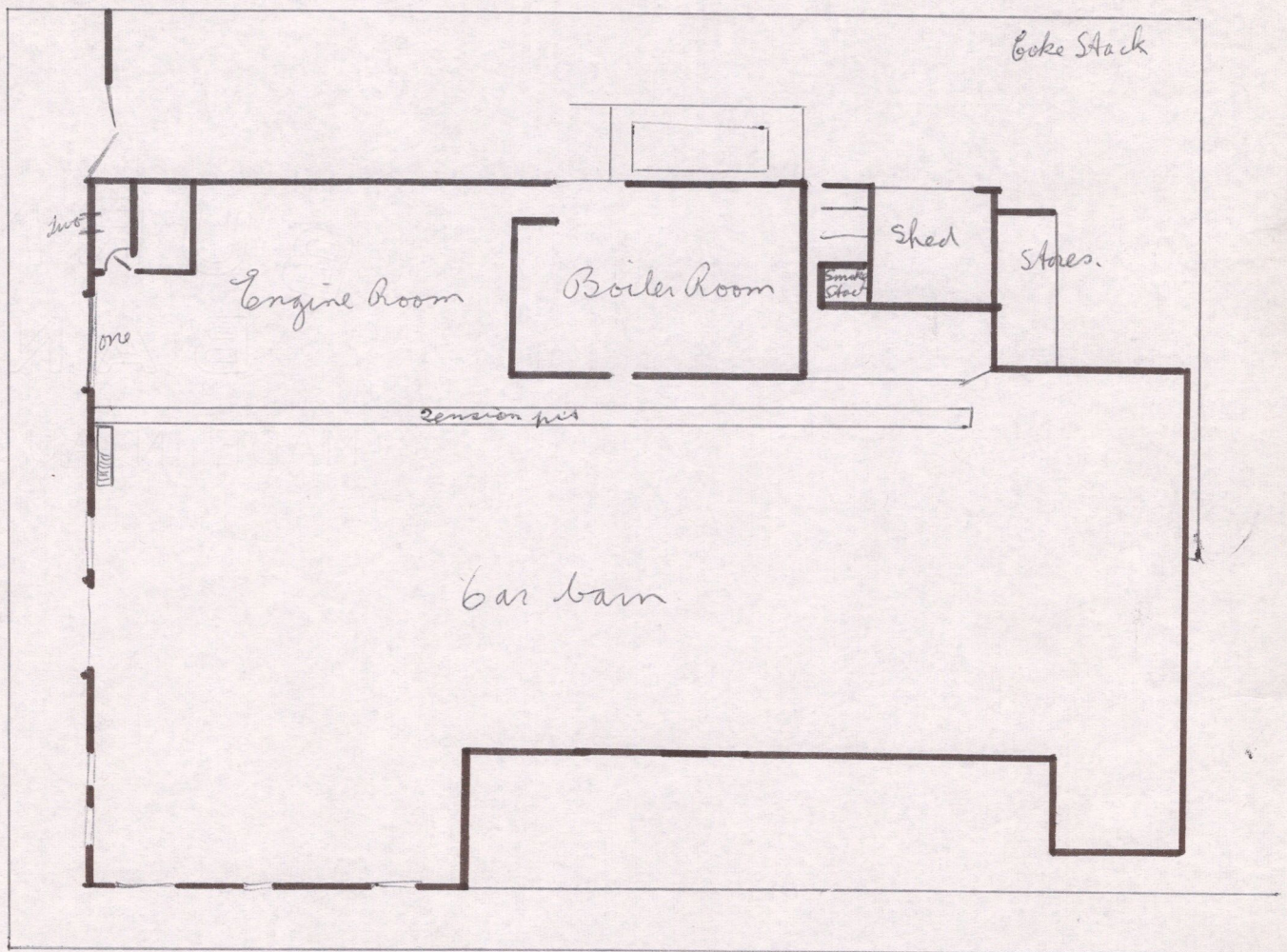
Built at an initial cost of £4,953.14.2, the tramway operated under extreme hardships until 1892 when after heavy losses it was forced to cease operations. This was mainly because this undertaking was privately owned by a very small company. In the same year, after liquidation the Engine House fell into the hands of the English, Scottish and Australian Bank.

However, on 7th April 1894, the tramway again came into operation. This was due to the efforts of a Mr. P. P. Kelly who after negotiations with the E.S. & A. Bank had leased the tramways.

Unfortunately, about $3\frac{1}{2}$ years later, the whole system was worn out, so on 27th November 1897, the Engine House again closed down. Thus it remained until 1900, when the council after negotiations with the bank purchased the Engine House and rolling stock, for the mere sum of £3,500,

After £12,285 was spent on renewing cables and renovating the Engine House, it was again ready for operations, so on March 1901 the tramway was in use once more, this time under lease by the council to Messrs. Dynan and

X



Martin Street

North side engine house
with Car barn