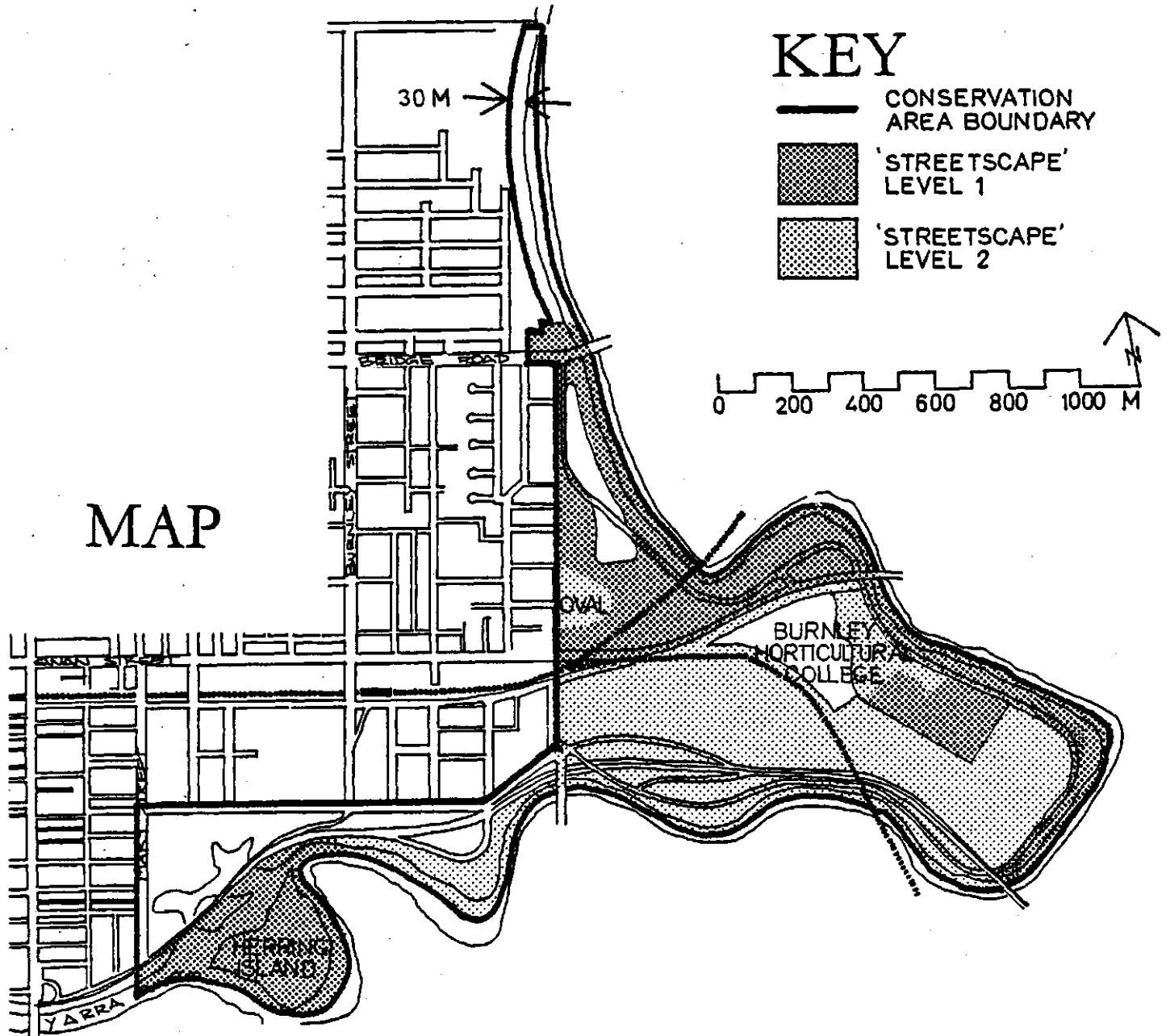


6.9 RICHMOND RIVER BANK



Hawthorn Railway Bridge looking south, 1984.

6.9.1 History and Description

1. Victoria Street to Bridge Road

This area is part of Crown allotments 43, 42 and 33 purchased between 1845 and 1850 (figs. 6.1, 6.74) and allotment 32 which was reserved until subdivided by the Government in 1859.

By 1853 allotment 33 had been subdivided (fig. 6.2) and became known as 'Yarraberg'. It remains one of the oldest industrial areas in Melbourne (figs. 6.75, 6.76).

Along the river to the north of 'Yarraberg', villas with extensive gardens and orchards extended to the riverbank (fig. 6.75). Tanneries and David Mitchell's Victorian Brick Works were established beside the river by the 1860's.¹ Mitchell's residence, 'Doonside' (fig. 6.77), stood on the corner of Burnley Street and Doonside Street until demolished in the 1930's to make way for a factory. The corner of Burnley Street and Victoria Street was occupied by Thomas Cole's 'Richmond Nurseries' and the Victoria Street cable tram depot (established in 1886) until 1912 when Vickers Ruwolt built a factory on the site and began the manufacture of dredges for alluvial gold fields (figs. 6.78, 6.79). This corner is now totally engulfed by the Vickers Ruwolt factory but the front of the cable tram depot has been incorporated in the factory's Victoria Street facade (fig. 6.80).

Except for a derelict section of riverbank between Victoria Street and the end of River Street, the river frontage is now totally occupied by factories. Only one tannery remains in Richmond - Mayalls at 18 River Street.

The Victoria Street bridge was constructed across the Yarra in 1881 (figs. 6.81, 6.82). It was strengthened in 1916 to carry electric trains and widened in 1933.²

The Bridge Road bridge was first erected as a privately owned toll bridge to the design of David Lennox in 1855, replacing a punt service established in 1842 by Sir James Palmer. The existing bridge is a steel truss type with bluestone supports. Adjacent to the bridge is the O'Connell reserve and this with the adjoining cable tram depot (1885) forms an attractive gateway to Richmond.

2. Bridge Road to MacRobertson Bridge

This area was reserved as the Survey Paddock in 1838 (fig. 6.1).

In 1860 the railway was extended through the Survey Paddock and the Pic-nic station constructed beside the river. The Survey Paddock was described in 1862 as "...delightfully sequestered and the scenery exceedingly beautiful, the ground forming a succession of agreeable undulations profusely embellished with trees..."⁴

1. Survey by John Hawdon, 1867. Latrobe Library map collection.
2. Victoria Street bridge centenary celebration brochure, 1984.
4. Victoria Illustrated 1857 and 1862, Engravings from the original editions by S.T. Gill and N. Chevalier.

The railway was continued across the river to Hawthorn in 1861, using an imported iron bridge (fig. 6.82).

In 1862 the Government granted 25 acres within the Survey Paddock to the Horticultural Society of Victoria to establish the Experimental Gardens. These were for the purpose of acclimatising and cultivating fruits, flowers and vegetables on a plan comparable with similar institutions in England. The gardens were opened in 1863 and by 1874 the Society claimed to possess the most comprehensive collection of fruit outside Europe. By 1891 a total of 2,457 fruit varieties were grown at the gardens and an exhibition pavilion had been constructed (figs. 6.83, 6.84).

Funding problems in 1891 resulted in the Department of Agriculture taking over the gardens and establishing the School of Horticulture. In 1897, Bogue Luffman was appointed principal and the ornamental gardens which remain today began to take shape (fig. 6.85).⁵ Unfortunately, all the original buildings which were of interest have been systematically demolished (figs. 6.86, 6.87), and it seems that the Victorian sections of the garden are not being preserved and maintained in a sympathetic way.

In the 1870's a park keepers cottage was constructed in the Survey Paddock and this still exists although substantially altered. By 1888 the Survey Paddock had become Richmond Park (fig. 6.83). Lakes and lagoons are evident and the existing walkway between Bridge Road and Swan Street (fig. 6.88) is shown lined with an avenue of trees and curving across to the former Pic-nic railway station and then to the entrance of the Horticultural Society's Gardens. The Glen Iris railway had also been constructed and the Richmond Park station opened. The path system and avenue planting had been extended by 1921 creating the existing walkway between Bridge Road and Park Grove (figs. 6.89, 6.90).

Between 1874 and 1888 Swan Street was extended through Richmond Park and across the river to Hawthorn (figs. 6.9, 6.10, 6.91, 6.92).

During the early 1930's the Yarra Boulevard was constructed along the river by 'sustenance' workers. The project was a Government employment creating scheme (fig. 6.93).

A river redgum alleged to be a marker tree associated with the Wurundjeri Aboriginal group remains in the park. This group is believed to have occupied the Richmond area for at least 35,000 years, the last full-blood member dying in 1903. Marker trees were used by Aboriginals to indicate that events such as rituals, initiation ceremonies or corroborees happened in the vicinity. It is uncertain whether or not the existing tree is a marker tree. It may have just been a tree from which bark was broken for canoes, shields or shelters. Either way, the tree is seen as a memorial for those Aboriginals who formerly lived in the area.⁶

The extension of the railways and roads through the park caused its fragmentation. More recent intrusions have served to alienate the area:

- use of the riverbank opposite Westbank Terrace as a tip then as the site for the Richmond High School

5. Garden History Society Journal no. 2, 1981, p.11.

6. White, J.U. The Richmond times, 4th December, 1984, p.5.

- establishment of the Burnley Primary School in portable buildings
- the sheds and outbuildings along Swan Street belonging to the Burnley Horticultural College
- sporting facilities, particularly Burnley Oval
- the council plant nursery and associated buildings
- south eastern freeway.

The lack of attention to planting has resulted in a reversion to a series of paddocks in what was earlier an area of Arcadian delight.

3. MacRobertson Bridge to Mary Street

This area is part of Crown allotments 9, 10, 11, 12, 13, 14 and 15 (fig. 6.1).

The river end of allotments 9, 10, 11 and 12 contained basalt quarries (figs. 6.90, 6.94). In 1927 the M.M.B.W. straightened the course of the river creating the seven acre Herring Island, and one of the quarries became the M.M.B.W. boat harbour. Subsequently, the remaining quarries were filled in, and an S.E.C. terminal station was constructed, an R.C.A. depot established, and the Allan Baines and McConchie reserves created.

The river end of allotments 13, 14 and 15 were subdivided and sold by the Crown in 1882 (fig. 6.71). In 1934 Sir McPherson Robertson financed the construction of the MacRobertson Bridge, replacing the Twickenham Ferry (figs. 6.95, 6.96).

In 1967 all buildings south of Barkly Avenue were demolished for the construction of the south eastern freeway. An area of alienated land, known as Loy's Paddock, remains between the freeway and the river.

The construction of the freeway and S.E.C. terminal station, the creation of Herring Island, and the M.M.B.W. and R.C.A. depots have resulted in the severance of an extensive area of river frontage from Richmond.

6.9.2 Statement of Significance

This area, which has a colourful history, is significant as a parkland and a river frontage adjacent to a dense urban area. It provides striking landscape contrasts, from the carefully designed Horticultural Gardens to the open spaces supporting public recreation facilities and the Yarra Boulevard, a Melbourne landmark not readily associated with Richmond.

R
(3)

STREET

1100

0'0"

1250

0'0"

1100

43

E.J. Brewster

18 12 45

25 . 0 . 0

2250

42

W. B. Burnley & D. Lyons

16 8 46

26 . 0 . 0

2234

33

J. Jackson

16 2 50

25 . 3 . 0

2550 90'0"

ADOPTED BOUNDARY OF ALLOT 33

MURPHY ST.

34	33	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18
Indra	M. Mass	M. Mass	M. Mass	M. Mass	M. Mass	M. Mass	M. Mass	M. Mass	M. Mass	M. Mass	M. Mass	M. Mass	M. Mass	M. Mass	M. Mass	M. Mass
34	33	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18

W.S. & T. Nairn
 630 0 1 8 1/4
 2170 0 1 1/4
 275 0 1 1/4

A
A. Young
 2 2 0
 207140 Consent
 755

360
 350
 340
 330
 320
 310
 300
 290
 280
 270
 260
 250
 240
 230
 220
 210
 200
 190
 180
 170
 160
 150
 140
 130
 120
 110
 100
 90
 80
 70
 60
 50
 40
 30
 20
 10

PALMER ST.

34	33	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18
Whites R.	Jones Pl.															
34	33	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18

RIVER ST.

BRIDGE ROAD

Fig. 6.74 Crown allotments 43, 42, 33 and 32

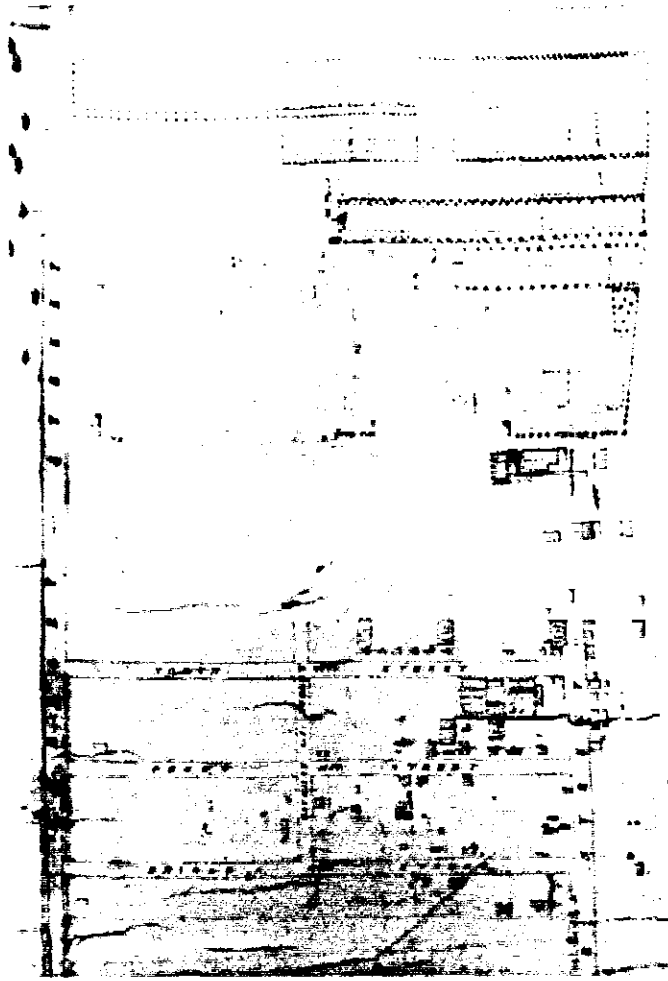


Fig. 6.75 'Yarraberg' as shown on the 1855 Magee map

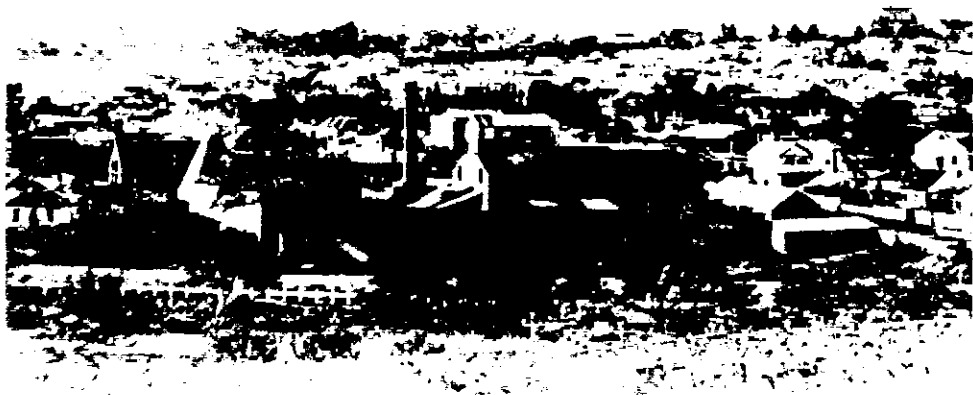


Fig. 6.76 'Yarraberg' in the 1870's looking south west from the river. River Street is on the right, the Yarraberg tannery in the foreground (demolished)



Fig. 6.77 'Doonside', the residence of David Mitchell
cnr. Burnley and Doonside Streets (demolished)

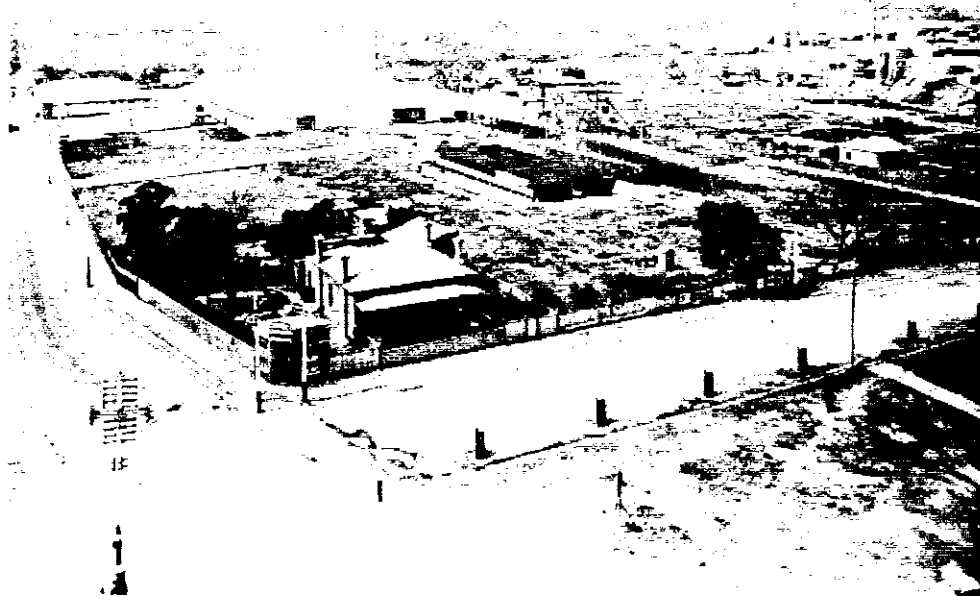


Fig. 6.78 Corner Victoria & Burnley Streets, c. 1912 showing
Vickers Ruwolt constructing dredges on the site of
Cole's nursery. The cable tram depot is in the left
background, Cole's home is on the corner.

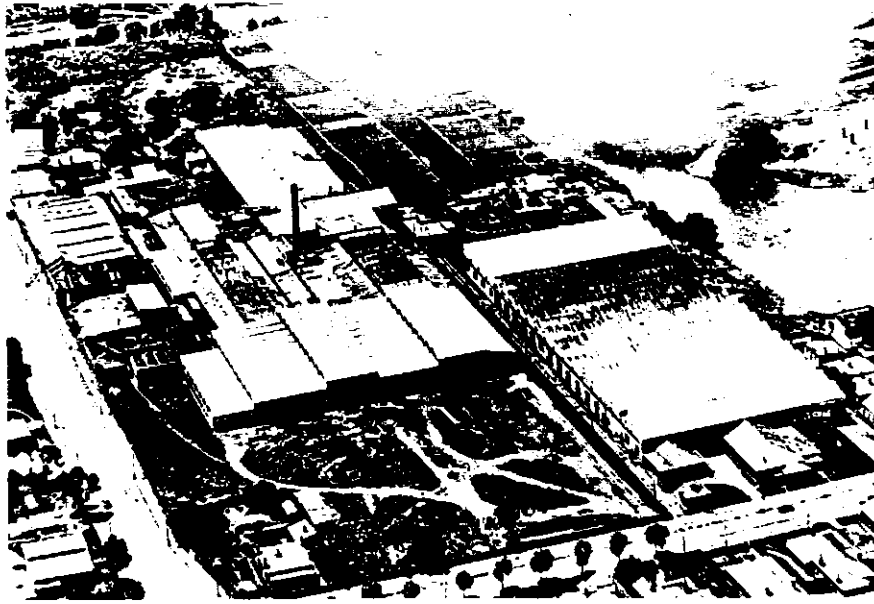


Fig. 6.79 Corner Victoria and Burnley Streets, c. 1930. David Mitchell's clay pit is on the right, market gardens are in background

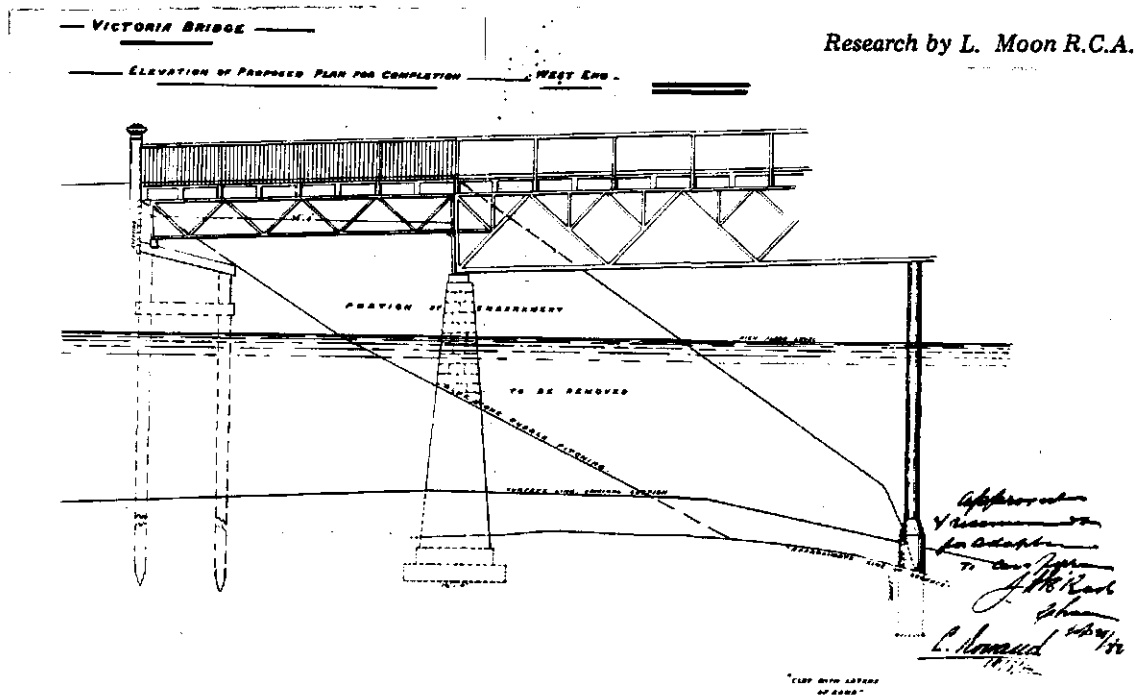


Fig. 6.80 Original working drawing of Victoria Street bridge, 1880

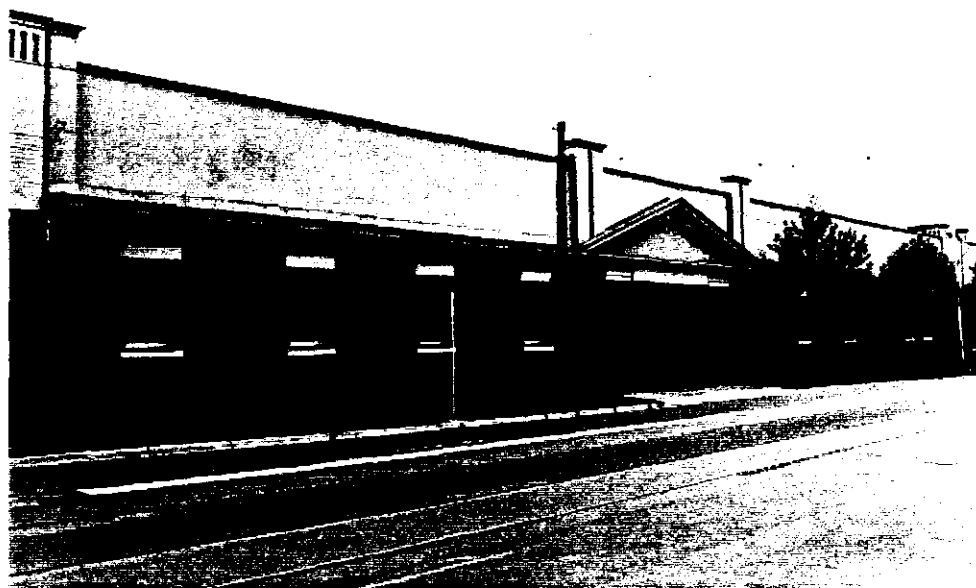


Fig. 6.81 Cable Tram Depot incorporated in facade of Vickers Ruwolt, Victoria Street, 1984



Fig. 6.83 The riverbank and Hawthorn railway bridge, 1862

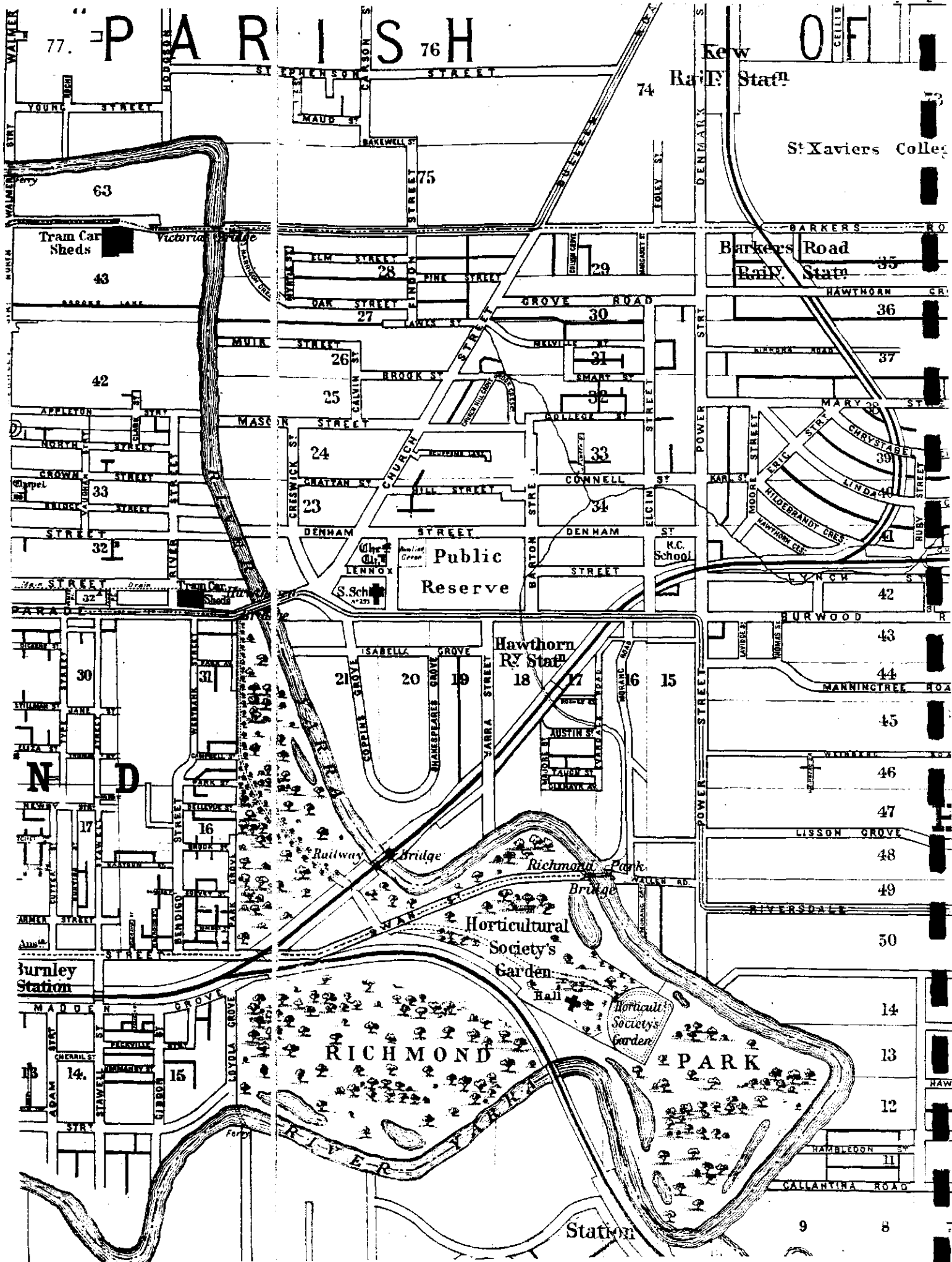


Fig. 6.83 Horticultural Society of Victoria's Experimental Gardens, 1888



Fig. 6.84 Horticultural Society of Victoria's exhibition pavilion, c. 1890 (demolished)

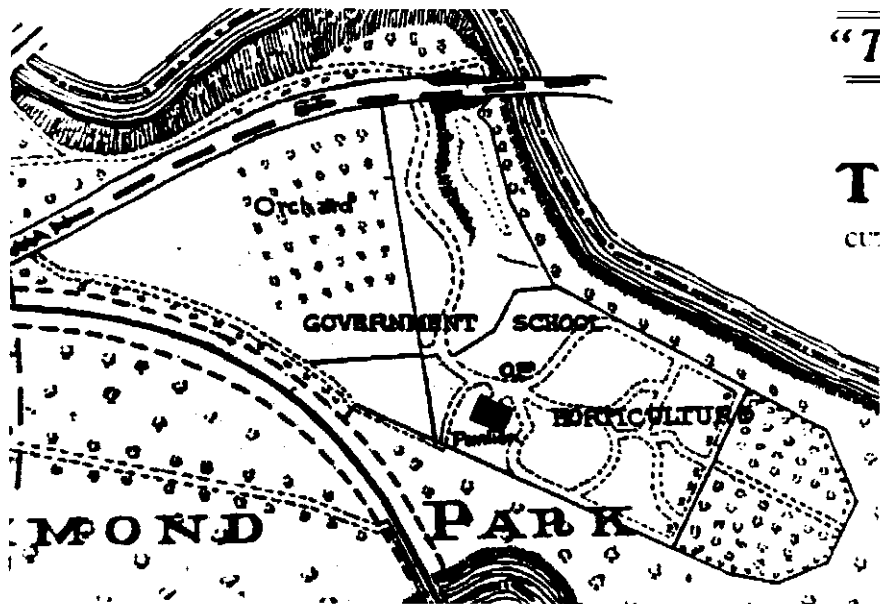


Fig. 6.85 School of Horticulture gardens, 1921



Fig. 6.86 Entrance to the School of Horticulture,
Swan Street, c. 1900 (demolished)



Fig. 6.87 Director's Residence,
School of Horticulture, c. 1900 (demolished)



Fig 6.88 Walkway between Bridge Road and Swan Street, 1984.



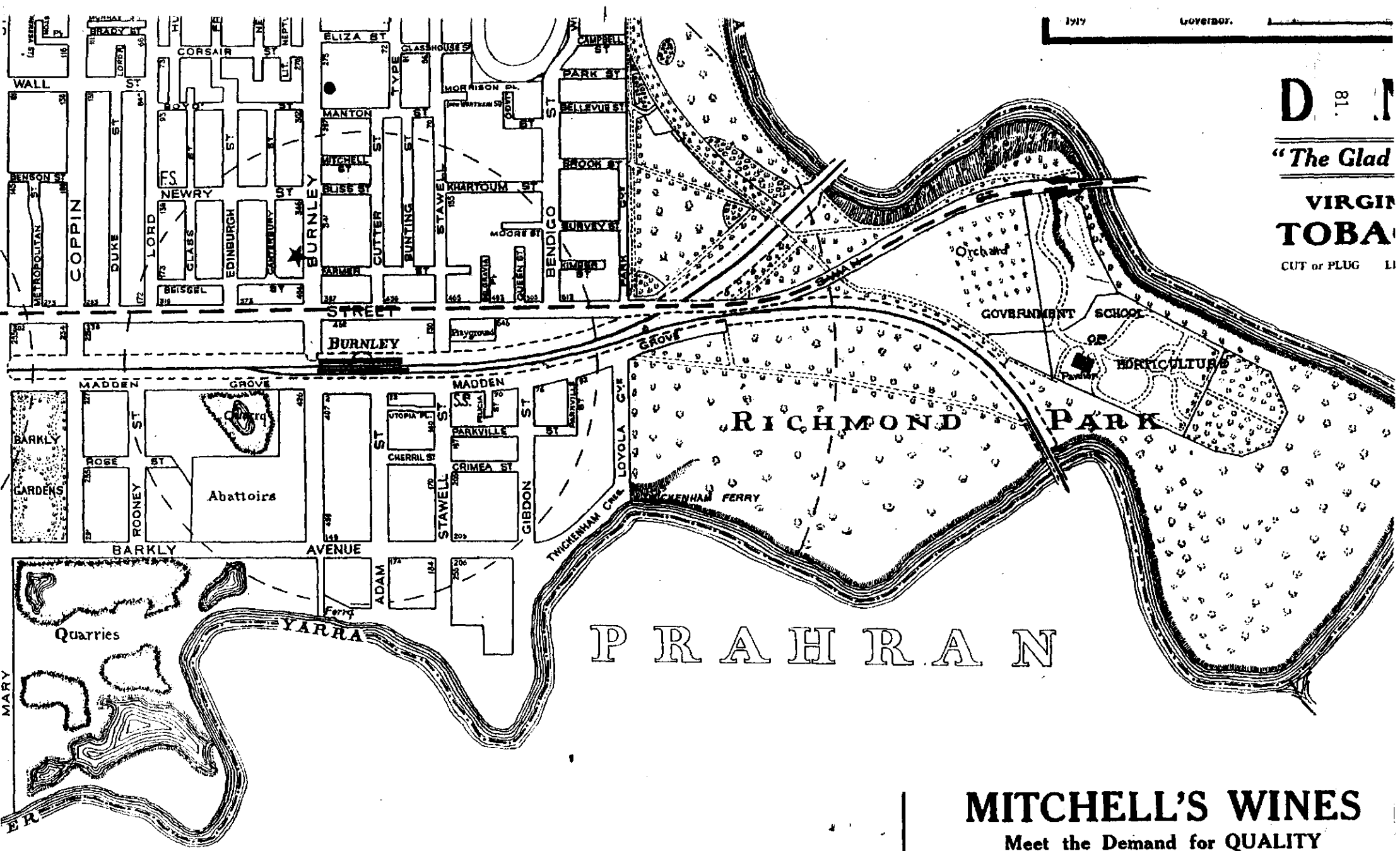
Fig. 6.89 Walkway between Bridge Road and Park Grove, 1984.

D 18

"The Glad"

VIRGIN TOBACCO

CUT or PLUG LI



PRAHRAN

MITCHELL'S WINES

Meet the Demand for QUALITY

NOT

The Competition of mere PRICE.

'Phone - Hawthorn 336.

PH and A

Fig. 690 Richmond Park, 1921

P.F.W.F.F.

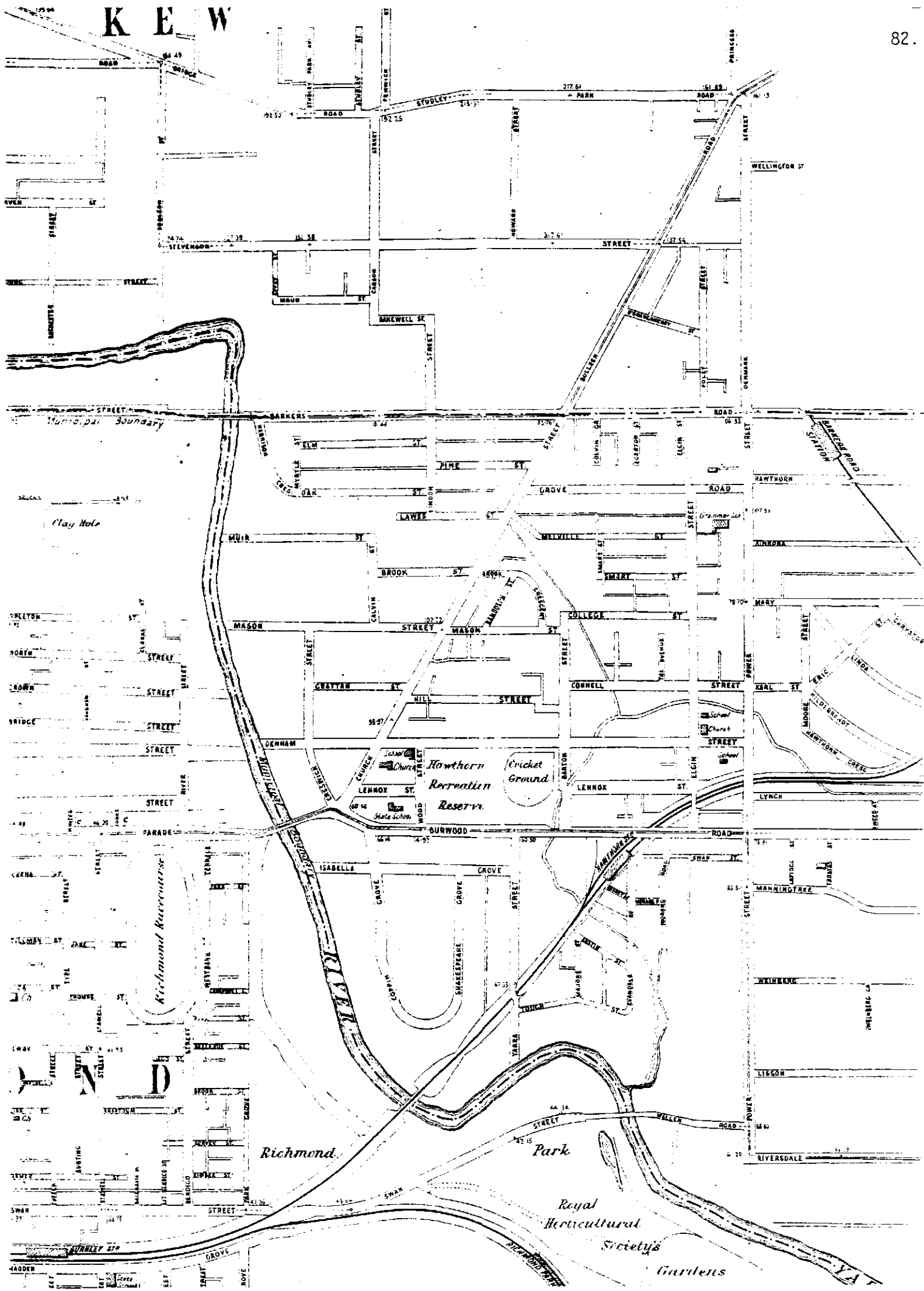


Fig. 6.91 Richmond Park, 1896

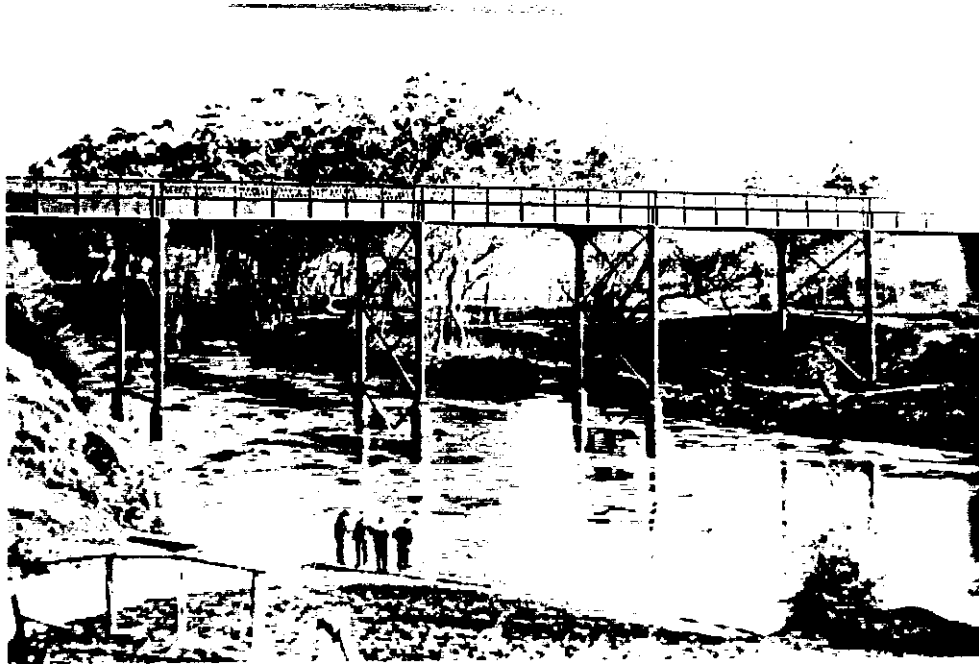


Fig. 6.92 Swan Street bridge, 1890's



Fig. 6.93 'Sustenance' workers constructing the Yarra Boulevard, c. 1932



Fig. 6.94 Basalt quarries, Burnley, looking north along Mary Street with Barkly Square in background, and St. Ignatius on the hill before its spire was completed in 1928



Fig. 6.95 Twickenham ferry, Loyola Grove, undated (demolished)

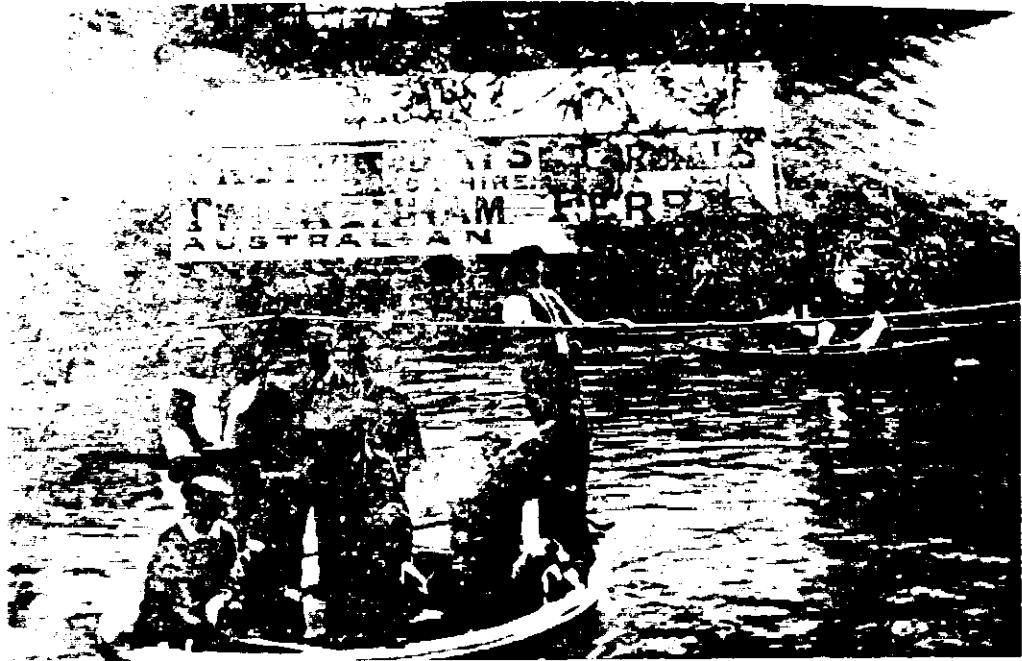


Fig. 6.96 Twickenham ferry, Loyola Grove, undated (demolished)

6.10 GRAPHIC DOCUMENTATION SOURCES

- 6.1 Lands Department, Central Plan Office
- 6.2 LaTrobe Library map collection
- 6.3 Magee map 1855, Lands Department
- 6.4 Mrs Kitty Gahan, great grand-daughter of Alexander McCrae, Kew.
- 6.5 Ibid
- 6.6 Ibid
- 6.7 Ibid
- 6.8 White, J.U. after the original in the LaTrobe Library
- 6.9 LaTrobe Library map collection
- 6.10 Ibid
- 6.11 LaTrobe Library picture collection
- 6.12 LaTrobe Library map collection
- 6.13 Richmond Historical Society
- 6.14 Ibid
- 6.15 M.M.B.W. maps, 1986
- 6.16 LaTrobe Library picture collection
- 6.17 Casey, Maie et. al., ed. Early Melbourne Architecture 1840-88, Melb. 1953
- 6.18 LaTrobe Library picture collection
- 6.19 Richmond Historical Society
- 6.20 LaTrobe Library picture collection
- 6.21 M.M.B.W. map, 1898
- 6.22 LaTrobe Library picture collection
- 6.23 Magee map 1855, Lands Department
- 6.24 LaTrobe Library map collection
- 6.25 LaTrobe Library
- 6.26 Ibid
- 6.27 Ibid

- 6.28 Ibid
- 6.29 Ibid
- 6.30 Salvation Army archives, Drill Street, Hawthorn
- 6.31 Ibid
- 6.32 Magee map 1855, Lands Department
- 6.33 LaTrobe Library map collection
- 6.34 Richmond Historical Society
- 6.35 Ibid
- 6.36 Ibid
- 6.37 Ibid
- 6.38 LaTrobe Library picture collection
- 6.39 Ibid
- 6.40 Ibid
- 6.41 Ibid
- 6.42 Ibid
- 6.43 Ibid
- 6.44 Ibid
- 6.45 Ibid
- 6.46 Ibid
- 6.47 Ibid
- 6.48 Magee map 1855, Lands Department
- 6.49 LaTrobe Library picture collection
- 6.50 LaTrobe Library map collection
- 6.51 Richmond Historical Society
- 6.52 LaTrobe Library picture collection
- 6.53 Ibid
- 6.54 The Australian Sketcher, 1889
- 6.55 LaTrobe Library picture collection
- 6.56 Ibid

- 6.57 Ibid
- 6.58 Ibid
- 6.59 Ibid
- 6.60 Magee map, 1855, Lands Department
- 6.61 Richmond Historical Society
- 6.62 M.M.B.W. map, 1898
- 6.63 'Messenger' October 1957, pp.622-23
- 6.64 LaTrobe Library map collection
- 6.65 Magee map 1855, Lands Department
- 6.66 Ibid
- 6.67 Lands Department
- 6.68 LaTrobe Library map collection
- 6.69 Richmond Historical Society
- 6.70 Ibid
- 6.71 Parish map, Richmond City Council
- 6.72 M.M.B.W. map, 1898
- 6.73 Richmond Historical Society
- 6.74 Parish map, Richmond City Council
- 6.75 Magee map 1855, Lands Department
- 6.76 LaTrobe Library picture collection
- 6.77 Richmond Historical Society, sketch by J.U. White
- 6.78 LaTrobe Library picture collection
- 6.79 Richmond Historical Society
- 6.80 Victoria Street bridge centenary brochure prepared by L. Moon of the Road Construction Authority, 1984
- 6.81 Authors
- 6.82 Newnham, W., ed. Victorian Illustrated 1857 to 1862, Melbourne, 1971
- 6.83 LaTrobe Library map collection
- 6.84 Burnley School of Horticulture library

- 6.85 LaTrobe Library map collection
- 6.86 Burnley School of Horticulture library
- 6.87 Ibid
- 6.88 Authors
- 6.89 Ibid
- 6.90 LaTrobe Library map collection
- 6.91 Ibid
- 6.92 LaTrobe Library picture collection
- 6.93 Caroll, Brian. Melbourne an Illustrated History, Melbourne, 1976
- 6.94 Richmond Historical Society, oil painting by Buckmaster, 1924
- 6.95 LaTrobe Library picture collection
- 6.96 Ibid

7.0 A BUILDINGS

BUILDING IDENTIFICATION FORM

RICHMOND CONSERVATION STUDY

BUILDING ADDRESS 1 Bridge Road

BUILDING TITLE

TYPE Former Cable Tram Engine House
If not residence

EXISTING DESIGNATION HBR **NER** **NTC** F.3892

GRADING A B C D E F

STREETSCAPE 1 2 3 **CONSERVATION AREA**

SURVEY DATE 15.7.84 **NEG. FILE** 26-11

PERIOD

Early Victorian Edwardian
Victorian
Late Victorian

CONSTRUCTION DATE **Source**

MATERIALS

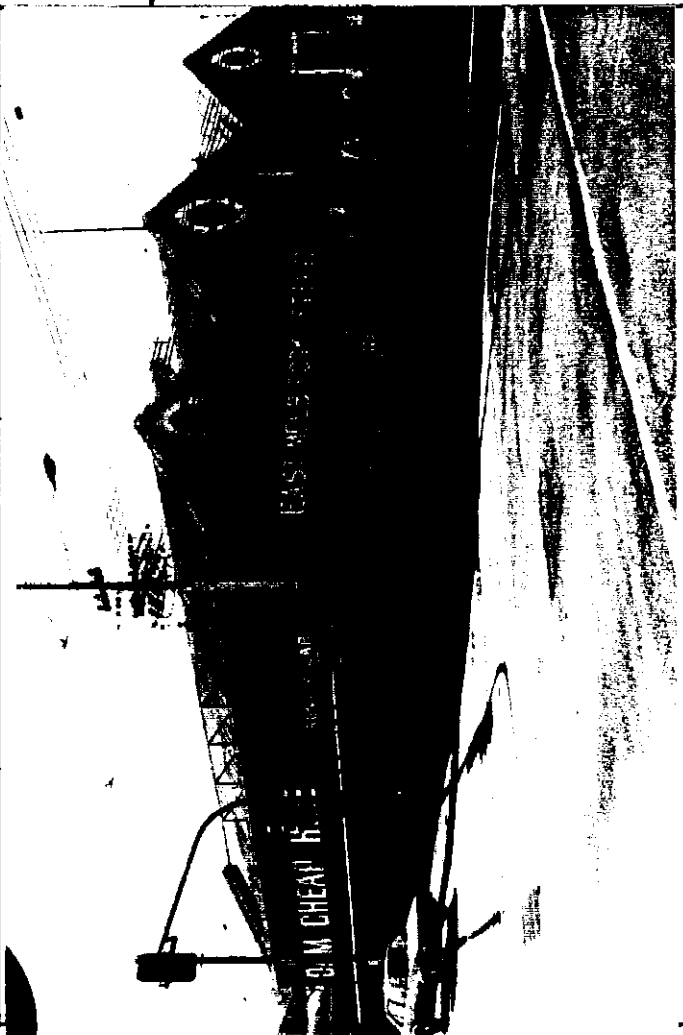
Walls Polychromatic Brick Roof Iron

FORM

Attached Detached

SIGNIFICANT FEATURES

early paint colour scheme <input type="checkbox"/>	eaves, roof or gable decoration <input type="checkbox"/>
original unpainted wall finish <input type="checkbox"/>	intact verandah decoration <input type="checkbox"/>
ornamental wall detailing <input checked="" type="checkbox"/>	early fence <input type="checkbox"/>
original doors/windows <input checked="" type="checkbox"/>	early garden <input type="checkbox"/>
intact verandah structure <input type="checkbox"/>	other prominent contrib. elevations <input checked="" type="checkbox"/>
original parapet <input checked="" type="checkbox"/>	
original roof form & finish <input checked="" type="checkbox"/>	
original chimneys <input type="checkbox"/>	



INTEGRITY RATING excellent good fair poor

ALTERATIONS & SPECIFIC GUIDELINES

No.	Sympathetic	S.G.	Inappropriate	S.G.	Extremely Inappropriate	S.G.
			Shopfront Window	O		
			Signs	R		

O = reinstate original designs S = reinstate sympathetic alternative R = remove RAM = Remove by approved method

COMMENTS Significant internal structure.
Chimney stack missing.

FORMER CABLE TRAM ENGINE HOUSE **1 Bridge Road**

History and Description

This building was the first of 11 tram engine houses erected between 1885 and 1891 to operate the Melbourne cable trams. It was built by the Melbourne Tramways Trust and leased to the Melbourne Tramway & Omnibus Co. Ltd. which owned and operated the system. The system was the world's largest single cable tram network. Prior to 1885 the company operated an extensive service of horse drawn omnibuses and the cable tram network was virtually a copy of the omnibus routes.

The Richmond engine house was closed in 1927 and has since been used as a garage, factory and warehouse. The cable winding machinery and chimney stack have been removed.

The building is still owned by the Melbourne Tramways Board, is an important element at one of the main entry points to Richmond, and complements the cable tram depot at the other end of Bridge Road.

Statement of Significance

1 Bridge Road is significant as the first cable tram engine house in Melbourne. The building is substantially intact.

References

National Trust file no. 3142.
Correspondence from Tramways Museum Society of Vic. to Government Buildings Advisory Council, June 1983.

BUILDING IDENTIFICATION FORM

RICHMOND CONSERVATION STUDY

BUILDING ADDRESS 649 Bridge Road

BUILDING TITLE

TYPE Former Cable Tram Depot
 If not residence

EXISTING DESIGNATION HBR **NER** **NTC** F.4138

GRADING A B C D E F

STREETSCAPE 1 2 3 **CONSERVATION AREA**

SURVEY DATE 13.8.84 **NEG. FILE** 68-21

PERIOD

Early Victorian Edwardian
 Victorian
 Late Victorian

CONSTRUCTION DATE **Source**

MATERIALS

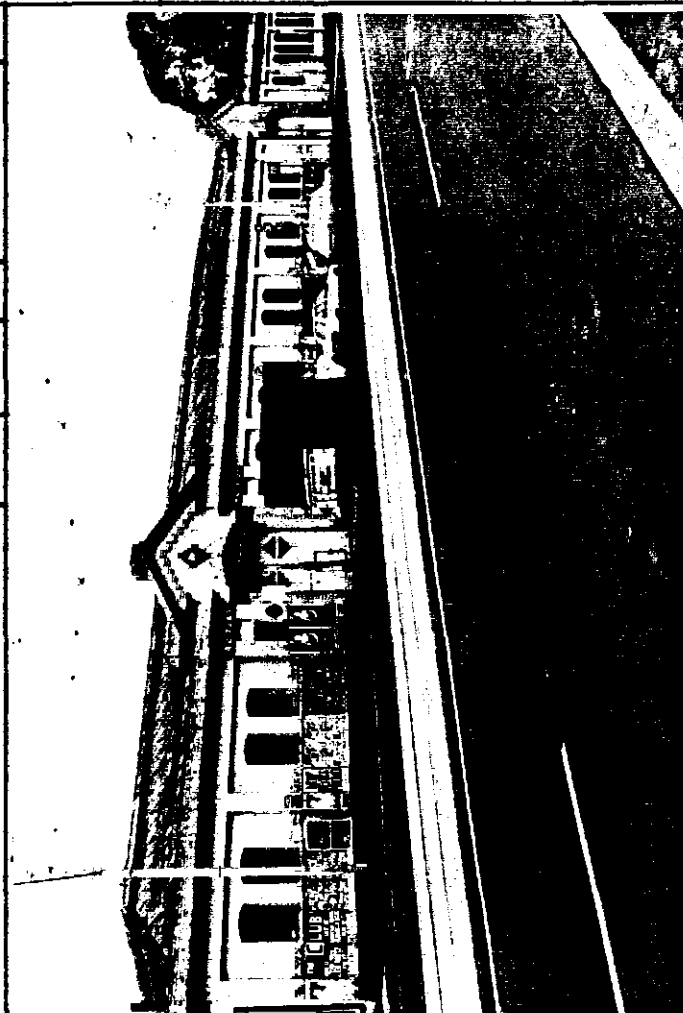
Walls Brick/Iron Roof Iron

FORM

Attached Detached

SIGNIFICANT FEATURES

early paint colour scheme <input type="checkbox"/>	eaves, roof or gable decoration <input type="checkbox"/>
original unpainted wall finish <input type="checkbox"/>	intact verandah decoration <input type="checkbox"/>
ornamental wall detailing <input checked="" type="checkbox"/>	early fence <input type="checkbox"/>
original doors/windows <input checked="" type="checkbox"/>	early garden <input type="checkbox"/>
intact verandah structure <input type="checkbox"/>	other prominent contrib. elevations <input checked="" type="checkbox"/>
original parapet <input checked="" type="checkbox"/>	<input type="checkbox"/>
original roof form & finish <input checked="" type="checkbox"/>	<input type="checkbox"/>
original chimneys <input type="checkbox"/>	<input type="checkbox"/>



INTEGRITY RATING excellent good fair poor

ALTERATIONS & SPECIFIC GUIDELINES

No.	Sympathetic	S.G.	Inappropriate	S.G.	Extremely Inappropriate	S.G.
			Painted Brickwork	RAM		
			Signs	R		

O = reinstate original designs S = reinstate sympathetic alternative R = remove RAM = Remove by approved method

COMMENTS

FORMER CABLE TRAM DEPOT
649 Bridge Road

History and Description

This building was the first of 15 tram depots built between 1885 and 1891 to house the Melbourne cable trams. The depots were built by the Melbourne Tramway & Omnibus Co. Ltd. which owned and operated the service. The tracks and eleven cable winding engine houses were built by the Melbourne Tramways Trust and leased to the company until 1916. Thereafter, the system was vested in a Tramways Board. Prior to 1885 the company operated an extensive service of horse drawn omnibuses and the cable tram network was virtually a copy of the omnibus routes.

The Richmond depot was closed in 1927 and it is the only one which remains relatively intact. A collection of cable trams is held at Northcote and Bylands (near Kilmore).

The depot is now owned by the Crown and is an important element at one of the main entry points to Richmond.

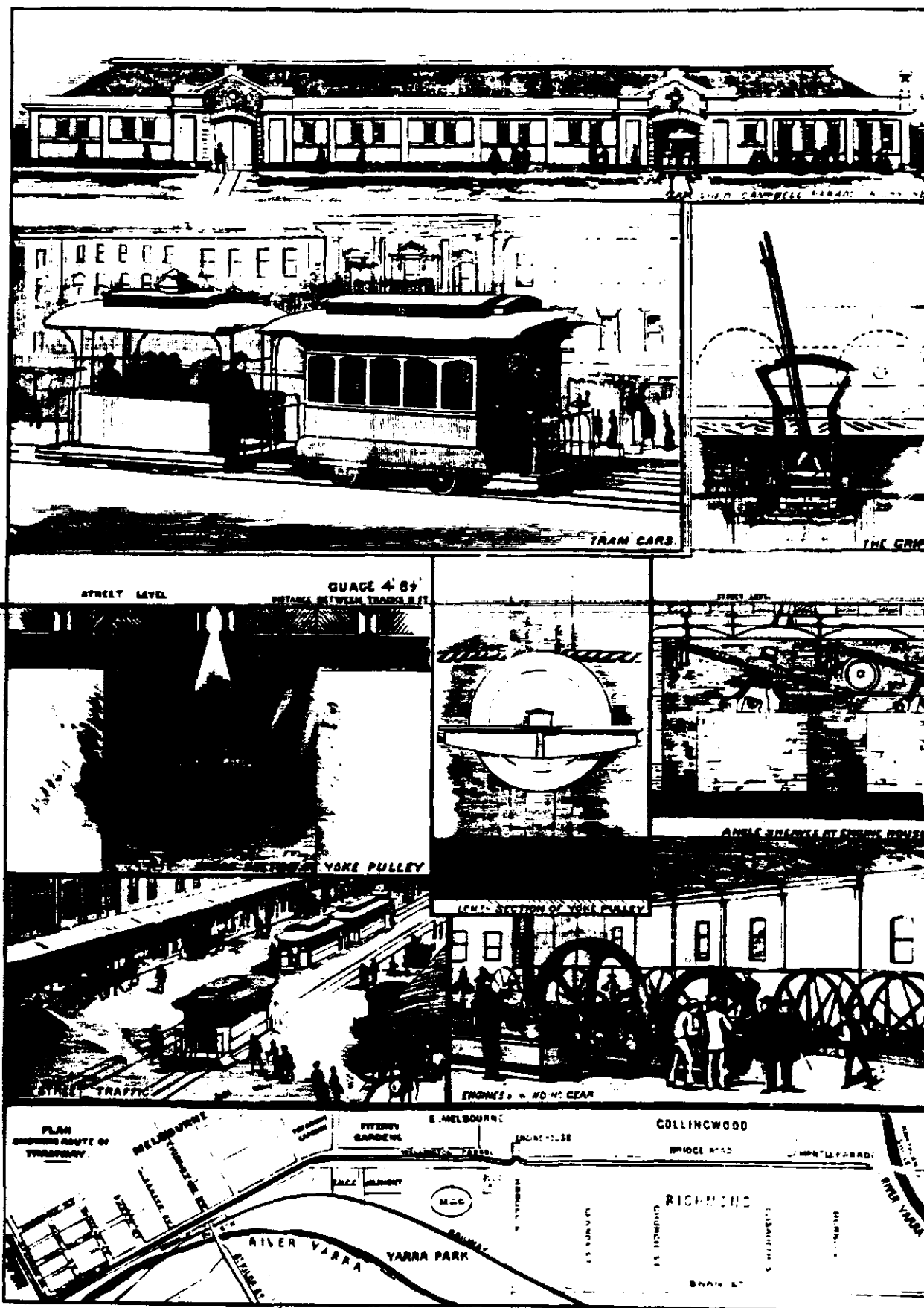
Statement of Significance

649 Bridge Road is significant as the first and the most intact cable tram depot in Melbourne.

References

National Trust file no. 4138.

Correspondence from Tramways Museum Society of Vic. to G.B.A.C., June 1983.



THE RICHMOND CABLE RAILWAY
 Details of Bridge Road cable trams, c. 1885.
 Cable tram shed is shown at the top. (LaTrobe Library H36280 SPF).