

TRAMWAY SIGNAL CABIN, WAITING SHELTER AND CONVENIENCES



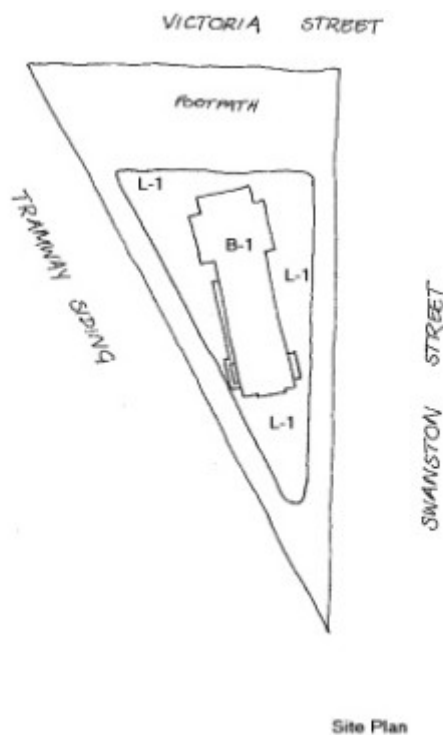
TRAMWAY SIGNAL CABIN,
WAITING SHELTER AND
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waiting shelter & coveniences swanston
street malbourne stair view
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Swanston Street Tramway
Signal Cabin February 2002



tramway signal cabin waiting shelter plan

Location

SWANSTON STREET AND VICTORIA STREET MELBOURNE, MELBOURNE CITY

Municipality

MELBOURNE CITY

Level of significance

Registered

Victorian Heritage Register (VHR) Number

H1686

Heritage Overlay Numbers

HO911

VHR Registration

May 21, 1998

Heritage Listing

Victorian Heritage Register

Statement of Significance

Last updated on - January 13, 2000

What is significant?

The Tramway Signal Cabin, Waiting Shelter and Conveniences were built in 1928 to the design of the Melbourne and Metropolitan Tramways Board architect Alan G Monsborough. . It was built soon after the electrification of the Swanston Street and St Kilda Road cable tramways and controlled the shunting and dispatch of the increasing volume of electric trams arriving from the southern suburbs. The complex originally comprised female public toilets at the north end, a roofed passenger waiting area, a small store and toilet for staff at the south end, and a first storey enclosed signal cabin with balconies, reached by rung ladder. Construction is of concrete, rendered brick and a hipped roof of terra cotta tiles. The side awning roofs and the steel staircase are later additions. The interlocking signal system was supplied by the General Railway Signal Company of Rochester, New York. The signal cabin became redundant in 1991.

How is it significant?

The Tramway Signal Cabin, Waiting Shelter and Conveniences complex is of historical significance to the State of Victoria.

Why is it significant?

The Tramway Signal Cabin, Waiting Shelter and Conveniences complex is historically significant as the only surviving elevated signal cabin associated with an operating tramway system in Australia. It is significant for its ability to demonstrate the development of Melbourne's electric tramway system.

Permit Exemptions

General Exemptions:

General exemptions apply to all places and objects included in the Victorian Heritage Register (VHR). General exemptions have been designed to allow everyday activities, maintenance and changes to your property, which don't harm its cultural heritage significance, to proceed without the need to obtain approvals under the Heritage

Act 2017.

Places of worship: In some circumstances, you can alter a place of worship to accommodate religious practices without a permit, but you must [notify](#) the Executive Director of Heritage Victoria before you start the works or activities at least 20 business days before the works or activities are to commence.

Subdivision/consolidation: Permit exemptions exist for some subdivisions and consolidations. If the subdivision or consolidation is in accordance with a planning permit granted under Part 4 of the *Planning and Environment Act 1987* and the application for the planning permit was referred to the Executive Director of Heritage Victoria as a determining referral authority, a permit is not required.

Specific exemptions may also apply to your registered place or object. If applicable, these are listed below. Specific exemptions are tailored to the conservation and management needs of an individual registered place or object and set out works and activities that are exempt from the requirements of a permit. Specific exemptions prevail if they conflict with general exemptions.

Find out more about heritage permit exemptions [here](#).

Specific Exemptions:

Nil

Construction dates	1928,
Architect/Designer	Monsborough, Alan G,
Heritage Act Categories	Registered place,
Hermes Number	5324
Property Number	

History

History of Place:

The tramway track outside the City Baths was first used by the South Carlton horse trams operated by the Melbourne Tramway and Omnibus Company, c.1888. The Swanston Street line was intended for cable trams, but an uncompleted section was opened for horse trams in order to transport people to the 1888 Centennial Exhibition. The line was later converted to cable trams, then in May 1926 to electric trams. The company operating the trams was called the Melbourne and Metropolitan Tramways Board. In February 1929 the electric tramway was opened in Victoria Street west of Swanston Street, to create a link to the north west suburbs and to the M&MTB's central tramway workshops at Preston.

The M&MTB decided to erect a signal cabin and shelter at the junction. Tenders closed in July 1928. The successful tender was for 1,274 pounds by B F Vorweg. Vorweg was the builder of extensions to tram sheds at Coburg, Kew and Preston. (from notes on file, no author or date given)

Plaque Citation

This complex was built in 1928, soon after the electrification of existing cable tram lines in Swanston Street. The signal cabin controlled the shunting and dispatch of increasing volumes of trams arriving from the southern

suburbs.

Extent of Registration

NOTICE OF REGISTRATION

As Executive Director for the purpose of the Heritage Act, I give notice under section 46 that the Victorian Heritage Register is amended by including the Heritage Register Number 1686 in the category described as a Heritage place:

Tramway signal cabin, waiting shelter and conveniences, Swanston Street and Victoria Street, Melbourne, Melbourne City Council.

EXTENT

1. All of the buildings marked B-1 on diagram 608145 and all of the land marked L-1 on diagram 608145 held by the Executive

Director.

Dated 7 May 1998
RAY TONKIN
Executive Director

[Victoria Government Gazette No. G20 21 May 1998 p.1135]

This place/object may be included in the Victorian Heritage Register pursuant to the Heritage Act 2017. Check the Victorian Heritage Database, selecting 'Heritage Victoria' as the place source.

For further details about Heritage Overlay places, contact the relevant local council or go to Planning Schemes Online <http://planningschemes.dpcd.vic.gov.au/>