

another common over-night stop en route to the goldfields. Some routes headed to the fordable creeks at Diggers Rest and then used a sighting line to Mt Macedon. Such a route beyond Keilor is shown in Map 3.6 of 1853 as a road reservation incidentally providing water-access lots on the right side of Maribyrnong River. The detail of these routes is beyond the scope of this book.

Route choice in this relatively flat country with its deep watercourse valleys was an easy process - stay near water but minimize creek crossings. Needs changed with the discovery of gold. John Sherer was in Keilor en route to the goldfields, when he wrote in October 1852:

The roads here branch off by fifty or more tracks, every man taking what he believed to be the best or shortest path (to the Mt Alexander goldfields).¹⁶⁹

The various Mt Macedon tracks that he had in mind could have ranged from routes MM4&5 via Bulla and Sunbury in the east, to the Gisborne - Melton Rd in the west. Gold diggers struggling with this destination dilemma had already faced an earlier similar dilemma at Bulla Rd, where they had had to decide whether to stay on this route and chance their luck at Ballarat or Bendigo, or take Bulla Rd. Austral's map of 1896 shows the main way to Bendigo proceeding via Bulla Road. The alternate route to Bulla was gazetted as a road in 1848 – a timing confirmed by the way the route cuts across and through all the 1850s subdivisions, never using a *section line*. It was initially known as Mt Macedon Rd and the portion east of the [3w] *line* was discussed above. Another popular alternative route to Bendigo left the Calder Hwy at Diggers Rest and followed Vineyard Rd (MR43) to Sunbury to pick up Bulla Rd to Gisborne.

Major route advocates at the time were the innkeepers who advertised in the Melbourne press, promoting the virtues of whichever route went past their inn.¹⁷⁰

(c) Formalities

The first Victorian Government established a Central Roads Board in 1853 (Sub-chapter 3.3). As a sop to the gold miners protesting over the cost of their mining licences,¹⁷¹ the Board immediately began the construction of Mt Alexander Rd between Holmes St and Keilor Rd. Nevertheless, in 1855 citizens presented the government with a 100 m long petition demanding improvements to the road.¹⁷² To help fund this work, a new tollgate was established at Flemington Bridge in 1855. There were nine other tollgates between Melbourne and Castlemaine. Between 1853 and 1857 the Central Roads Board formed the road between Melbourne and Castlemaine and constructed some 23 bridges. In 1853 a daily coach service was in operation between the two cities.¹⁷³ The vermilion coaches made a strong visual impact.

In 1926 the CRB placed 3 km of 50 mm asphalt between Matthews Ave and Gumms Corner, and a kilometre of spray and chip seal (Sub-chapter 7.3d) in Keilor. The work continued in later years.

The length of the route west of Tullamarine Freeway was called the North Western Hwy in 1925 and soon renamed the Calder Hwy in 1928, one year after the death of William Calder, the first Chairman of the CRB.¹⁷⁴ Before the opening of Tullamarine Freeway (route MM8), Calder Hwy included the full length of Keilor Rd.

A route comprising Mt Alexander Rd / Keilor Rd / Calder Hwy was shown in La Trobe's plan of 1841, was the sixth route in the 1929 Town Plan, the thirteenth route in the 1954 Plan and part of Route F4 in the 1969 Plan.

The route from Elizabeth St to Castlemaine was proclaimed a Main Road in 1854 and again in 1914 for the route north of Calder Park and Thompsons Rd [9n]. The route from Pascoe Vale Rd to Keilor Rd was declared a Main Road in 1960. The 1934 declaration through Essendon was rescinded in 1937 & 1944. Keilor Rd was declared a Main Road in 1990. With the opening of the Calder Freeway (route MM6), the 1941 and 1960 State Hwy declarations were rescinded from Keilor Rd to Tullamarine Freeway in 1974. In 1994 the route was declared a Main Road from Racecourse Rd to Baroda Rd, and in 1991 to Maribyrnong Rd.¹⁷⁵ Before the opening of the Calder and Tullamarine Freeways, it was in the National Route numbering system. In 1997 the route was declared a Road of National Importance.

MM5 to Sunbury via Bulla

As travellers to the north on Mt Alexander Rd (route MM4) approached Lincoln Rd [3w] they had two major route choices. They could stay on route MM4 turning northwest onto Keilor Rd or they could continue on the line of Mt Alexander Rd by using Bulla Rd (MR37) and the Mt Macedon sighting point. Bendigo lay beyond the mountain and this was the second of the two routes to the goldfields advocated by the Chief Gold Commissioner in 1852.¹⁷⁶ This formal alignment paralleled the earlier initial track but was a kilometre or so to the northeast. The shift was caused by the formal route utilising Mains Bridge and Mt Alexander Rd. The fact that Bulla Rd had a wide road reservation compared with the narrow width of Keilor Rd suggests that it was seen by planners as the more important of the two routes.

The route stayed to the west of Five Mile Creek and the remnants of it can still be seen in a linear park in Strathmore. By 1950 the next southern portion of the route had been severely disrupted. The Essendon Airport began as the Victorian Aero Club in 1919. The site was acquired in 1921 with flights the following year. The facility was taken over by the Commonwealth in 1935 when it acquired two 36 Ha paddocks, one of which had been used since 1919 by the Victorian Aero Club (see a further discussion in route MM5). In 1945-6, further westerly expansion of the airport to enable development of new and extended runways resumed Bulla Rd north of today's Tullamarine Freeway (route MM8). The resumption also took Lancefield Rd which was adjacent to the eastern side of Matthews Ave.¹⁷⁷ Access to Essendon airport was then by Keilor Rd and Matthews Avenue. Access to the airport via Tullamarine Freeway (route MM8) became available in 1979.

Beyond the then northwest corner of the airport near Webb Rd, the route to Sunbury was re-established in 1968 as Melrose Drive. To avoid early demolition of properties on the southern edge of airport the route was initially relocated to turn off Keilor Rd onto Treadwell Rd and thence to the Lancefield Rd mentioned above. At the same time, the CRB took the opportunity to widen the Melrose Drive road reservation, although the area had already been subdivided.¹⁷⁸

The route was again interrupted by airport development, this time by Tullamarine Airport built during the late 1960s and which opened for passenger traffic in 1970. The route now became Sunbury Rd (C743) and was diverted around the northeast corner of the airport. This portion of the original route had been able to use the adjacent Moonee Ponds Creek for stock water. There were then two demanding creek crossings; Deep Creek at Bulla and Jacksons Creek at Sunbury.

To reach Sunbury required, at Bulla, descending into a deep valley, crossing Deep Creek and then ascending the valley-side again. A causeway crossing of the creek was constructed in the 1840s. This was soon replaced by a bridge formed as a crib of logs. Tulip Wright established his notorious Bridge Inn there in 1843 and henceforth actively developed the crossing.¹⁷⁹ Hoddle laid out Bulla village reserve in 1847. An 1850 report by David Lennox notes a timber bridge with a 4.2 m span.¹⁸⁰ A tollgate was opened in 1854. In 1857 the government constructed a three-span timber bridge with a centre span of 18 m and two 12 m side spans. It was replaced in 1869 by a bridge designed by J Climie which has four 8 m span basaltic arches. Through Bulla, Sunbury Rd was originally called Deep Creek Rd and then Bulla Rd.

To pass beyond Bulla required using a ford to cross Jacksons Creek at the southern entrance to Sunbury. The ford was replaced by a timber bridge that was swept away in a flood in 1851¹⁸¹ and subsequently replaced by another timber bridge with a 27 m span in 1857 and by a basaltic arch with two 13.4 m spans¹⁸² in 1870.

Map 3.7 of 1849 only shows the route proceeding as far as Sunbury. Beyond Sunbury the route originally went by Riddells Ck, where the traveller heading north could decide between rejoining Calder Hwy (route MM4) at Gisborne and then head west of Mt Macedon to Taradale,¹⁸³ Bendigo and New South Wales, or east of Mt Macedon to Lancefield and/or Kilmore, Seymour and Albury. This latter route was probably that envisaged by the Ryrie brothers in their 1837 map of their suggested overland mail route between Yass and Melbourne.¹⁸⁴

Another early way of reaching the outer portions of this route at Tullamarine was via Pascoe Vale Rd (route KS5) and Johnstone St (route KS6). This might have been the first way to the area, as discussed under route KS6 and suggested in Arrowsmith's map of 1840. Its key was keeping on the left side of the Moonee Ponds Ck.

The Central Roads Board formed 10 km of the route and built bridges at Bulla and Sunbury between 1853 and 1857. The bridge over the railway line at Airport West near Sharps Rd [7n] was duplicated in 1978 using a steel beam bridge with three 11.3 m spans and a 10.4 m wide deck with a 1.9 m footpath.

The route was gazetted again in 1855¹⁸⁵ but only the section north of Sharps Rd [7n] is shown in 4.11 of 1866, and then as a faint diagonal line struggling against the rectangular subdivisions. This suggests that by 1856 the Calder Hwy of route MM4 was the dominant route. By this time the Keilor bridge was operational and offering far better gradients than the bridges at Bulla and Sunbury. On the other hand, Austral's map of 1896 still shows the road to Bendigo passing through Bulla. This is the seventh route in the 1929 Town Plan but is no longer a continuous route due to land lost to the two Airports.

The 1954 Plan had the southern end of the route as its Route 14. In 1960, Bulla Rd from Woodland St to First Ave - then part of Lancefield Rd tracking around the south-west corner of Essendon Airport - was renamed Calder Hwy and declared a State Hwy.¹⁸⁶ Recall that there was then no Tullamarine Freeway route available. Bulla Rd was declared a Main Road in 1960 and 1974, Melrose Drive in 1990, and Sunbury Rd in 1915 and 1973. The length from [4w] to Mickleham Rd was declared a Main Road in 1941. Other parts were proclaimed Main Roads again in 1960, 1974, 1991 & 1994.¹⁸⁷ (The 1960 proclamation was just prior to the opening of the Tullamarine Freeway).

The trip from the city to Bulla was the seventh of the twelve Melbourne excursions in Out's 1868 Guide.

MM6 Calder Freeway

The conversion of much of the Calder Hwy (route MM4) to the Calder Freeway is described in Sub-chapter 6.5.

MM7 along Moonee Ponds Creek

Pascoe Vale Rd (route KS5) was a major radial stock route to the north. Whereas at Pascoe Vale that route crossed and then left Moonee Ponds Creek and headed north, this route began as a subsidiary stock route that stayed on the right bank of the creek in Strathmore. The creek took the route in a northwesterly direction passing through unsubdivided land near the current line of Mascoma St to reach the south end of Melrose Drive, as shown in Wells' map of 1840 and Arrowsmith's map of 1840. However, there is no provision for the route in the 1850s subdivisions, indicating that by then the Sunbury road (route MM5), which provided a shorter but waterless journey, had gained in popularity.

There were a couple of alternative ways between Pascoe Vale and Melrose Drive.

MM7a&b. Hoddle's map of 1837b shows the route on the left bank of the creek and heading to Broadmeadows, where travellers could have joined Johnstone St (route KS6) to Bulla Rd. This option would have involved two extra creek crossings. The creek must have been easy to cross, for a second option is shown in Map 4.11 of 1866 which indicates a track along the creek, crossing it at two intermediate locations.

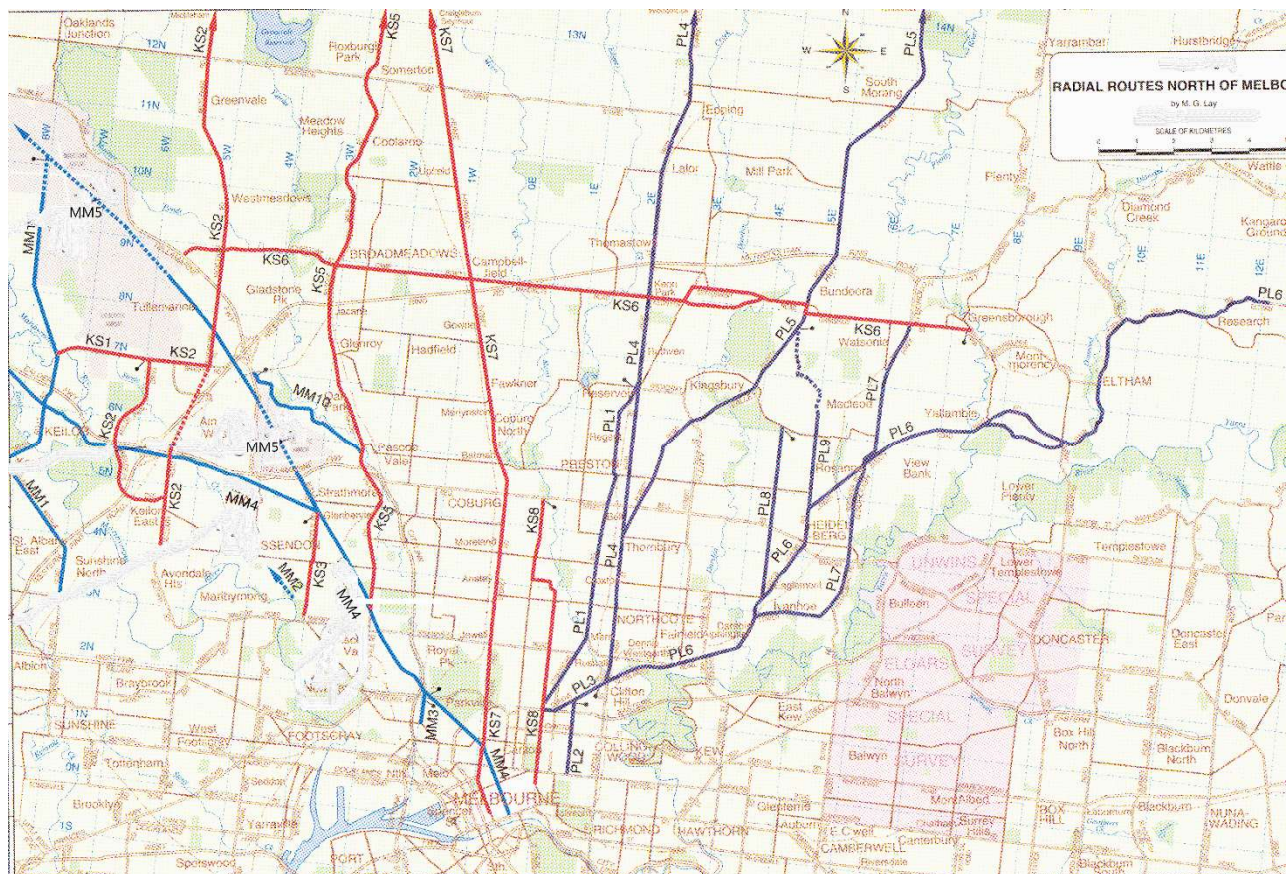
The route left the creek at the south end of Melrose Dr to join the road to Sunbury (route MM5) and together the two provided Melbourne's fourth route to Sydney.

MM8 & MM9 Tullamarine Freeway and Western Link

The Tullamarine Freeway (route MM8) and the Western Link (route MM9) provide a key motorway link in this zone. They are discussed in Sub-chapter 6.5.

4.5 Routes KS – the roads to Kilmore & Seymour

The routes to be discussed are shown below on Map 4.1n.



Map 4.1n Roads to Melbourne's north

KS1 to the east of Mt Macedon

As discussed in Sub-chapter 3.1, the overlanders bringing their cattle and sheep from the north soon came to realise that there were better routes from NSW to Melbourne than those to the west of Mt Macedon feeding routes from the Bendigo goldfields (routes MM4 and MM5). Attention turned to the alternative routes that headed to the east of Mt Macedon.

Travellers on this route left Melbourne via route WT2 and Solomons Ford and then utilised route MM1 to follow McIntyre Rd and Sunshine Rd along the right bank of Maribyrnong River and recross the river on Arundel Rd. They left route MM1 by using Sharps Rd [7n] to head east and reach Broadmeadows Rd [5w] and Mickleham Rd (route KS2) en route to Kilmore. This dry weather path provided Melbourne's fifth route to Sydney. Although the destination was well to the east of Mt Macedon, it could still be accessed from either of the original two Sydney routes heading west of Mt Macedon (routes MM1, MM4 and MM5). It lost its importance once improvements to route MM4 and then MM5 provided much better access to Mickleham Rd. This right bank route would also have predominantly served early travellers to and from Williamstown via route GL9 as it avoided crossing the Maribyrnong River and Steele Creek until near the [7n] section line.

The western end of the Sharps Rd component of the route is now lost within Melbourne Airport. This was the sixth route to Sydney.

KS2 on the left bank of Maribyrnong River

(i) The southern portion of the route

The southern portion of this was an earlier variant of the route on the right bank of the Maribyrnong River (route KS1). Travellers on this route from Melbourne used route WT2 to leave town but then kept on the left bank of

the Maribyrnong by turning northwest on the Mt Macedon track (route MM2) or north near Milleara Rd, although this last alternative did involve a potentially difficult crossing of Steele Creek, so most Melbourne travellers favoured route MM2.

North of Calder Hwy (MM2b), the route crossed a Steele Creek tributary, proceeded along a now-lost track to Barrie Rd and then to the southern end of Broadmeadows Rd [5w]. As a result of the Western Ring Rd (route RR), this portion of the route now connects Milleara Rd and Broadmeadows Rd using a diversion via Calder Hwy, Keilor Park Drive and Sharps Rd (MR39). Broadmeadows Rd becomes Mickleham Rd at Melrose Drive. A well-known travellers' hotel was located on this corner. Here travellers on the route separated from other travellers from Melbourne, such as the Brodie brothers George and Richard, heading to Bendigo and the like by turning northwest onto route MM5. The Brodies had used this route in 1836 when they took their 500 sheep from Williamstown to Bulla.¹⁸⁸

The southern end of the route using Mickleham Rd to reach Ardlie St and the Moonee Ponds Creek at Westmeadows remains on the [5w] *line*. Ardlie St terminates this first, southern portion of the route. The route's closeness to running water made it more attractive to stock than the cross-country alternative (Route MM4). Although it does not show in Hoddle's 4.15 Map of 1847, it was in-favour before the subdivisions of the 1850s and is shown as a road reservation in the subdivisional maps of the time.

The two portions were initially separated by the need to cross Moonee Ponds Creek at Westmeadows. There is no 1850s reservation shown for the 2 km length of the current route between Melrose Drive and Ardlie St. However, it was on the [5w] *line*, which was one of the boundaries of Broadmeadows village reserve, laid out by Henry Foot in 1842 in the *half-section* between [5w] and Lyons St [4w], Moonee Ponds Creek and Kenny St on the [9.5n] *line*.

Mickleham Rd first crossed Moonee Ponds Creek within the village reserve at the Fawkner St bridge. The creek crossing at Fawkner St may have been first established as a ford before 1840 by travellers from Melbourne to Sunbury via Pascoe Vale Rd and Broadmeadows (route KS6), but it was too little used to have influenced the subdividers. The first bridge was a timber structure built by the Central Roads Board in 1854. It was replaced in 1864 by an elaborately detailed 8.0 m span basaltic masonry arch designed by A. Duguid. The bridge remains in local service and is on the Victorian Heritage Register as H1455. A new bridge was built in 1982 on the [5w] *line* over Moonee Ponds Creek and upstream of Fawkner St. This allowed Mickleham Rd to be straightened. The CRB duplicated the realigned Mickleham Rd from Lackenheath Drive to Broadmeadows Rd Deviation (route KS6) in 1980.

The MMBW (1954) Town Plan advocated the development of a north-south route in this area as Route 3 serving Essendon Airport, but based on Ashley St [5w], Hoffmans Rd [4w] and Treadwell Rd (the old Lancefield Rd), rather than on this specific route. It remained in the 1969 Transportation Plan as Route F5 but was abandoned by the Hamer Government in 1973 (see Sub-chapter 3.5d).

(ii) The northern portion of the route

The northern portion of the route (north of Ardlie St) originally developed serving a different set of travellers from Melbourne who left via Pascoe Vale Rd (route KS5), Broadmeadows and Johnstone St (route KS6) to join this seventh route to Sydney at the Ardlie St / Mickleham Rd intersection.

After crossing Moonee Ponds Creek, Mickleham Rd heads slightly to the west until it reaches the [11n] *section line* at Providence Rd. Gellibrand Hill may have served as a sighting point. At Gellibrand Hill the road intercepted the route used by Hume and Hovell in 1824. North of Providence Rd the route is captured and contained by the surveyors, leading past a watering hole at Greenvale and following property boundaries until the [13.5n] *line*. For much of its length it is a ridge road and does not follow a *section line*. It is shown on Ham's Map 3.6 of 1853 as a road reservation that preceded *sectioning* and subdivision. The track then breaks loose from the lines of the surveyors and, searching for the waters of Deep Creek (a tributary of Maribyrnong River), heads again slightly to the west until the [16n] *line*. From there to the [26n] *section line* near the then boundary of the settled district, property boundaries again take over, but the route now has a more easterly heading as the property boundaries are those of water-access blocks adjoining Deep Creek. This tactic also allows the road to stay away from the incessant variations of the floor of the indented valley.

The road was sometimes favoured over the current Sydney Rd (route KS7), as it was higher and drier and avoided the swampy lands that Sydney Rd encountered north of Craigieburn. At the [17n] *line*, Mickleham Rd joins Old Sydney Rd at the Mickleham (Yuroke) watering hole near Mt Ridley Rd.

Old Sydney Rd followed a course within a couple of kilometres of Deep Creek, went past Wallan on the Hume Freeway, and joined the original Hume Hwy (now Northern Hwy) - initially at the foot of, and now north of, Pretty Sally Hill. The route then went across the Great Dividing Range to Kilmore, and down to Sunday Creek at Broadford. Its development had taken advantage of the growing expertise surrounding the use of stock route OL7 and the shorter route down Pretty Sally Hill. The Hill was named after Sally Smith who operated an illegal bar at the foot of the hill.

The route was the northern end of Route 14 in the 1954 Plan. North of Melrose Drive, it is Route 39 in the Metropolitan Route numbering system. The whole length of Mickleham Rd north of Moonee Ponds Creek was originally called Old Sydney Rd or Broadmeadows Rd. Today the first name only applies to the route north of Mickleham at Mt Ridley Rd and the second to the length south of Melrose Drive. The original route was first proclaimed on 13 August 1838. Keilor Park Drive was made a Main Road in 1989 and 1994. Mickleham Rd (#5820) had been declared a Main Road in 1990 from Melrose Drive to Tullamarine Freeway and in 1941 from there to Yuroke.¹⁸⁹

KS3 cutting corners

As confidence grew in heading further away from the tracks of the first explorers, but before the development of Mains Bridge over Moonee Ponds Creek at today's Flemington Bridge Railway Station (route MM4), one preferred (eighth) route to Sydney used route MM4 (or even MM2) to reach the [4w] *section line* at the Mt Alexander Rd / Keilor Rd intersection. It then headed directly north through Essendon on Carnavon Rd to join route KS5. The route was shorter than the southern portion of route KS2. It was lost to the development of Essendon Airport in the 1920s.

KS4 cutting more corners

The next (ninth) route to Sydney developed when Mains Bridge was built in 1839 (route MM4). Mt Alexander Rd then took over as the initial segment of the preferred way to Sydney, providing a direct route along Mt Alexander Rd to Bulla Rd (route MM7) and thence to Mickleham Rd (route KS2).

KS5 via Pascoe Vale

Stock-oriented alternatives to route KS4 parted company from Mt Alexander Rd (route MM4) at a much earlier stage in the journey. For example, Ham's Map 3.6 of 1853 shows an earlier track from Mains Bridge to Moreland Rd that kept close to the right bank of Moonee Ponds Creek.

Once Mt Alexander Rd was established, the deviation took advantage of its firm ground until it reached Ascot Vale Rd. It then followed the [2w] *line* north as Pascoe Vale Rd, avoiding running on the valley floor along the right bank of Moonee Ponds Creek by deviating to the west at the [4n] *line*. Map 3.6 shows a road reservation along the [2w] *line* from Mt Alexander Rd north to the creek. The deviations pre-date the 1850s subdivisions. In subdivisional terms the route originally finished at the right bank of Moonee Ponds Creek as Fitzgerald Rd. The subsequent kink between Buckley St and Glass St was once Ashurst St and between Glass St and Woodland St was Firebrace St. On the other hand, the route between Woodland St [5n] and Camp Rd [9n] is not reflected in the subdivisions of the 1850s, but it is shown - as the end of the route - in Sands and McDougall's map of 1882.

The route crossed Moonee Ponds Creek again near John Pascoe Fawcner's early village of Pascoeville in today's Pascoe Vale. Initially it used a ford that was on a circuitous path and was often blocked by subdivisional fences. In the 1840s, the pressure of increased usage as a Sydney link led to the replacement of the ford by a bridge¹⁹⁰ being high on the administration's list of priorities. The bridge was built in 1843, with both government funding and funding from local residents, particularly the licensee of the Young Queen hotel (located on the corner of Pascoe Vale Rd and Main St). A tollgate opened at the bridge in 1854, and a new 12 m span timber bridge was constructed by the government in 1858. Further bridge building was required in 1863.

Fawkner had established his Bell View farm at Pascoe Vale in his *section* bounded by the creek, Rhodes Pde [7n], Northumberland Rd [2w], and Gaffney St [6n]. He actively promoted the village site within the *section* and across the creek to the west. Not surprisingly, Pascoe Vale Rd for a time was called Pascoeville Rd.

Pascoe Vale Rd leaves the creek valley at about Winifred St where it uses an easy grade to reach the northern plateau. It continues north across the countryside as Pascoe Vale Rd and for the first five kilometres stays on the plateau but within a kilometre of the left bank of the creek, which turned west at about the [9n] *line*. By 1892 the route had almost disappeared to the north of Rhodes Pde and the [7n] *line*.

The route to the north beyond Johnstone St and Camp Rd on the [9n] *line* (route KS6) closely approximated the [3w] *section line*, until Somerton Rd [12n]. There it headed across to the Hume Hwy on a north-easterly route that now forms the northern end of Clifffords Rd.¹⁹¹ Prior to the establishment of the Hume Hwy, the northeast deviation provided a short route between the diminishing waters of Yuroke Creek and the Merri Creek.

In 1837, when Joseph Hawdon organised the first Sydney mail run he probably used this route between Melbourne and Kilmore. In 1843 the route was being used for the overland mail between Melbourne and Sydney and was then the tenth and prime route to Sydney. It is already shown as such in Wells' map of 1840 and Arrowsmith's map of 1840.

Between 1853 and 1857 the Central Roads Board formed 5 km of the route and built two small bridges. The Public Works Department provided funds for the road in 1884. In 1964 the CRB built the rail overpass at Strathmore near Talbot Rd under the auspices of the Level Crossings Fund (Sub-chapter 3.5) and in 1976 it built a rail overpass for the freight line at Jacana.

In the early 1860s a tollgate was erected where Pascoe Vale Rd left Mt Alexander Rd.¹⁹² As Sydney Rd (route KS7) took over as the main route to Sydney around 1850, from 1842 to at least 1848 this route was sometimes called Old Sydney Rd,¹⁹³ as a contiguous part of today's Old Sydney Rd to the north (route KS2) (Map 4.15).

The route was gazetted in 1848, in combination with the southern portion of route MM7 along Moonee Ponds Creek, and again in 1855. It was declared a Main Road in 1947 (Albion St to Camp Rd), 1960 (Camp Rd to Somerton Rd) and 1990 (Ormond Rd to Albion St).¹⁹⁴

The electric tram service between Puckle St and Fletcher St opened in 1906.

KS6 route transfer

KS6a. Many travellers to Seymour and Sydney would begin their journey from Melbourne by travelling through Pascoe Vale on route KS5 and then changing across to the better-watered Mickleham Rd (route KS2) some 3 km to the west.¹⁹⁵ Hoddle's map of 1847 shows this route to Sydney then leaving Pascoe Vale Rd near Nicholas St whereas today's route begins at Camp Rd [9n]. Basically, the route then used the [9n] *section line* of Johnstone St to head west to the left bank of Moonee Ponds Creek, which travellers followed to Mickleham Rd. This latter part of the route was later replaced by Raleigh St and Ardlie St and later still by the current Broadmeadows Rd Deviation. The initial route predates the 1850s subdivisions. Indeed, it also formed the basis of one of the first routes to Mt Macedon and points north, with travellers using Mickleham Rd to cross the creek near Fawkner St (route KS2) and then continuing west beyond Mickleham Rd to join Bulla Rd (route MM5) near Melbourne Airport. This route is indicated in Arrowsmith's map of 1840.

KS6b. An alternative route catered for a different set of travellers. It turned east off Pascoe Vale Rd (route KS5) at Camp Rd and headed towards Greensborough. The [9n] *line* of Camp Rd, Mahoneys Rd, Keon Pde, and Grimshaw St was created as the northern boundary to early land subdivisions (Sub-chapter 3.2). There are no road reservations shown in Ham's Map 3.6 of 1853, and only a road reservation between Plenty Rd (route PL5) and Greensborough is shown in de Gruchy's Map 4.4 of 1855. However, Grimshaw St was in practical use in the 1850s, serving a ford across Plenty River.¹⁹⁶ A road reservation as far east as Plenty Rd [5e] was created in 1860.¹⁹⁷ The route ends at Para Rd in Greensborough. A deviation between Keon Pde and Grimshaw St sees the route follow Settlement Rd, about 400 m north of the *section line*. To the north, it meets the Diamond Creek Rd to Diamond Creek.

The CRB opened the Camp Rd rail overpass and duplicated Mahoneys Rd between the Hume Hwy and High St (route PL4) in 1978. The rail overpass was built by the CRB under the auspices of Level Crossings Fund (Sub-chapter 3.5). The route from Pascoe Vale Rd at Broadmeadows to Plenty Rd at Bundoora was formally defined in 1852. The whole route was declared a Main Road in 1983.¹⁹⁸ It is now Route 48 in the Metropolitan Route numbering system.

KS7 the best-known route to Sydney

Despite its geographic and popular significance, travel to and from Sydney by road was quite rare. For many years, the ship was by far the preferred mode in terms of time, reliability and security.

As discussed elsewhere in the text,¹⁹⁹ such travel as there was out of Melbourne to the north generally, and to Sydney in particular, was initially catered for by routes such as Mickleham Rd (route KS2) and Pascoe Vale Rd (route KS5). Sydney Rd in Melbourne as the start of a route to Sydney had been generally surveyed²⁰⁰ in 1838 and the alignment from Coburg to Kalkallo (or Rocky Water Holes) was shown in Kemp's and Arrowsmith's maps of 1840 and was proclaimed later in that year. This first stage of the route was a track running between two creeks - Moonee Ponds and Merri - and its dominant virtues were that it had access to water but needed no creek crossings, whereas its alternatives required at least two. Kalkallo was a popular overnight stop on the route between Melbourne and Sydney, however its role largely disappeared once the railway was opened in 1880.

Despite the surveying advantages, the shocking condition of the highway south of Somerton and particularly south of Bell St meant that some time elapsed before the route took over from Pascoe Vale Rd (route KS5) as the prime (and eleventh and best-known) route to Sydney. Hoddle's map of 1840c shows three routes - Mickleham Rd (route KS2), Pascoe Vale Rd and this route marked as "present track from Sydney Rd." Fawkner's somewhat inaccurate 1841 map describes this route as New Sydney Rd and it is shown as the dominant road in Ham's Map 3.7 of 1849. More convincingly, the inner portion of Sydney Rd had been progressively improved during the 1840s and by 1853 the new Victorian government was committing major expenditure to the road between Bell St and Somerton. It is the only road shown heading north out of Melbourne in Proeschel's 1853b map of the roads to all the mines in Victoria. By 1855 it was clearly the Sydney Road.

(i) *City to Gaffney St*

The first informal track used by settlers to the north of the Melbourne village was less than straight, and somewhat to the east of today's route, leading from Swanston St rather than Elizabeth St and then passing through the current locations of the Melbourne Cemetery and Carlton Cricket Ground. As the land was subdivided, the track came to be located along the nearest convenient *section line*, which happened to be the town's north-south *datum line* [0ew] from Batmans Hill, through the signalling point on the high ground in Flagstaff Gardens (Sub-chapter 2.1).²⁰¹ The track is partly shown in Kemp's map of 1840 as "new line of road" (!) and remains in Hoddle's map of 1847.

The north - south datum thus became the *section line* of Royal Pde [0ew], which Hoddle later placed in a 3-chain reservation. At the top of Elizabeth St this route left the route to Bendigo and Ballarat (route MM4) and proceeded along the *section line*.

In formalising this portion of the route, the track became a straight line between the Elizabeth St / Victoria St [1n] corner and the Royal Pde / College Cres [2n] corner, as indicated in Howe's map of 1843; however Royal Pde is still shown on an easterly curve at its intersection with Elizabeth St in a later mid-1840s amendment of Hoddle's map of 1840d. Royal Parade reached its current linear westerly location under the influence of La Trobe's public parks policy in 1852 (Sub-chapter 2.3). In 1853 the new Central Roads Board began funding the macadam-based construction of Royal Pde. In 1913 there was much public dismay when Melbourne City Council began removing the row of pine trees that had graced the roadside, replacing them with the first of today's much-loved elms.

Hoddle's map of 1842d suggests that the first track through the red gum forest north of Brunswick Rd [3n] continued to the east of the current route, being near the line of Lygon St which is about halfway between today's Sydney Rd and Merri Creek. In 1839 Darke surveyed Sydney Rd beyond Royal Pde to cater for major land sales extending north to just past Bell St. These sales mainly created long, narrow, east-west farming lots facing Moonee Ponds Creek or Merri Creek. The track was ignored and there was no provision for north-south movement other than

at property boundaries. Sydney Rd was effectively the back fence of these water-access properties. Thus, the route was seen as providing local farm access and had only a one-chain road width from Brunswick Rd to Bell St. Furthermore, when wet the Brunswick clays quickly made the track impassable.

By the early-1840s the road was being well used by carriers bringing Brunswick bricks and basalt building blocks to the growing town. The extensive brickworks produced copious high-quality bricks, which even won international prizes. The street's first hotel was the Retreat Inn (later Hotel), opened in 1842 near Dawson St to service the carriers.²⁰² Its facilities included a weighbridge for carts bring stone for Melbourne building construction. With rare funding support from Sydney, the road in 1841-2 was formed to Albert St just past the hotel, primarily by removing tree stumps, shaping the cross-section and providing basic drainage. A few years later the work extended to Blyth St - much of it done by prisoners from the Collingwood Stockade.²⁰³

Hoddle had established a village reserve between Sydney Rd [0ew], Murray Rd [6n], Merri Creek and Bell St [c5.5n] in 1837 and it was first called Pentridge in 1840. The reserve was formally laid out by Clarke in 1849. The formed road reached Bell St and the Pentridge village reserve between Bell St and Murray Rd in 1847. In the preceding years the road had sometimes been called Brunswick St but after the 1847 work it was commonly known as Pentridge Rd. It is said²⁰⁴ that La Trobe chose the spot for Pentridge prison at least partly because there was ample "stone upon the spot, which it (was) proposed that the prisoners should break into metal, for the formation of main roads".²⁰⁵ Indeed, after the Pentridge Stockade (prison) was opened at the site in 1850 and was formally established in 1852, local prisoners were used to complete the road to the Stockade using broken stone from a quarry about a kilometre north of the prison and which is now Coburg Lake.²⁰⁶ The name "Coburg" did not become official until 1870. It was chosen as by then the prison had given the name Pentridge "unsavoury connotations". The Duke of Saxe-Coburg and Gotha was visiting the area at the time.

An early horse-drawn bus service operated between Moreland Rd and Gaffney St [6n], and serviced Pentridge prison. It then became one of Melbourne's few horse trams. From 1887 to 1937, cable trams operated on the route from the city to Moreland Rd. It came to be known as the Sloburg tram. The cable tram was extended to Bell St in 1917 and was later extended beyond Gaffney St towards Fawkner Cemetery. The route from the City to Moreland Rd was replaced by an electric tram in 1937.²⁰⁷

(ii) Bell St to Sydney

The alignment from Coburg to Kalkallo (or Rocky Water Holes) was shown in Kemp's map of 1840 and was proclaimed later in that year. Just north of Bell St, Merri Creek forced the road to deviate to the west. Except for a small kink prior to the [7n] *line* and another at Craigieburn between the [14n] and [16n] *lines*, the route tracks in a straight surveyor's line on a 15° angle, following the right bank of Merri Creek to just beyond the [16n] *line*, where it recovers its geometric composure and once again heads north on the [3w] *line* until Kalkallo at the [21n] *line*. Although the surveyors formed the route by these two straight lines, it is effectively the consequence of an early overland route along the right bank of Merri Creek. The reservation width becomes more generous as the road leaves the pre-1851 subdivisions north of Gaffney St. Land as far north as Kalkallo had been sold by 1840.

From Kalkallo the route heads north through Beveridge, Wallan, Pretty Sally Hill (or Big Hill) just north of Wallan near the [29n] *line*, and Kilmore. It runs very close to the [3w] *line* until Pretty Sally Hill is reached, where it is joined by Mickleham Rd (route KS2) for the journey north. In 1853 an English essayist wrote: *All the roads from Melbourne (to Albury) converge at the foot of the lofty and abrupt hill.*²⁰⁸ Not only was the hill extremely steep, but it was also topped by a deep bog of red loam.²⁰⁹

The route north to Avenel departed from Mitchell's 1836 route and had been established in 1838 by Glanville Stapylton at Hoddle's direction. Stapylton had been part of Mitchell's expedition and had also advised the Hawdon team of overlanders (Sub-chapter 3.1).²¹⁰

La Trobe's plan of 1841 showed the route as the favoured way to Sydney. In retrospect, it is interesting to note how the way north began with the Bendigo roads to the north-west (e.g. route MM1), following the precedents of explorers who had never had Melbourne as their primary destination. Gradually, as confidence increased and as the tracks and wayside facilities improved, the preferred route gradually moved towards the shorter northern route described above.

By 1850 there was considerable distress with the condition of the road north of Bell St. Initially, convict labour was used on the stretch between Bell St and Mahoneys Rd.²¹¹ The new Central Roads Board funded work on the road in 1853, particularly near Bell St and at Campbellfield, where the Inspector General of Roads officially noted that the road was “*as bad as roads can be.*”²¹² A contract in 1854 for work between Somerton and Kalkallo involved some 800 men. The Board also built a ford in Malcolm Creek in Craigieburn. By 1857 the route had been formed as far north as Kilmore.²¹³ The work was not of good quality and by 1860 extensive repairs were needed.

The CRB commenced working on the route in 1915. In 1926 it spray and chip sealed (Sub-chapter 7.3d) 5 km of the road from Coburg to Craigieburn. In 1935-6 it placed roller-compacted concrete between Bakers Rd in Coburg North and Boundary Rd [7n]. In 1951-2 it widened the 6 m wide road by 1.2 m between Boundary Rd and Camp Rd [9n]. It then duplicated this stretch of the highway in 1952-1960, to Somerton Rd [12n] in 1963, to Craigieburn in 1965, and to Kalkallo in 1967.

(iii) Formalities

A Sydney Road Trust was established in 1840 under the NSW Parish Roads Act. It was actively opposed by Fawcner who favoured his local route KS5. For this and other reasons, the Trust was totally ineffectual.

Locally and initially, the road came to be known as Brunswick St in the early 1840s, Pentridge Rd after Pentridge Stockade was established in 1852, and Sydney Rd after it was “made” to Wallan in 1859²¹⁴ and the route became the favoured way to Sydney. It kept this name until a further change to the North-Eastern Hwy in 1925 and then to the Hume Hwy in 1928. In that year, the newly-named highway was carrying 550 veh/day at Campbellfield, in 1930 the figure was 700, in 1946 it was 850, and in 1970 it was 16 400. The name Sydney Rd is now reserved for the length from Brunswick Rd to Craigieburn. Royal Pde as the name for the length from Flemington Rd to Brunswick Rd began being used as an alternative to Sydney Rd in maps of 1898.

The first tollgate was installed at Mt Ridley Rd at Mickleham in 1854. Tollgates were moved closer to the city in 1859 to pick up brick and stone carters and installed even closer to the city at Victoria St in 1861.²¹⁵ They were not successful and in 1869 were moved to outside the Sarah Sands Hotel at Brunswick Rd, and later to outside the Edinburgh Castle Hotel at the Albion St corner. The toll gate shelter still exists as a tool shed in Brunswick Park in Victoria St.²¹⁶ There were also tollgates established in 1869 at Moreland Rd²¹⁷ and Campbellfield.

The route’s southern redevelopment was planned as route 8 in the 1929 Town Plan, route 15 in the MMBW’s 1954 Town Plan and Route F2 in the 1969 Plan. The latter two Plans involved routes to the west and to the east, respectively, of the current highway and would have required the demolition of “*many properties that are old and near the end of their useful life.*”²¹⁸ Both proposals were later abandoned. The favoured eastern route, the F2, was deleted south of Bell St in 1977.

The route was Route 31 in the National Route numbering system and a component of the Federal National Highway system. Following the opening of the Hume Freeway it has become SR55. The road from Coburg to Kalkallo was first proclaimed on 14 November 1840. The route was gazetted as far as Kalkallo [21n] in 1850, again from Brunswick Rd [3n] to Kalkallo in 1854, and yet again from Brunswick Rd to Broadford in 1858. The road was redeclared a Main Road from Brunswick Rd to Moreland Rd in 1992, from Moreland Rd to Bell St in 1990, and north of Bell St in 1914. Royal Pde was declared a Main Road (#5979) in 1995. The route north of Bell St was proclaimed a State Hwy (#2550) in 1925. It was reproclaimed a State Hwy from Bell St to Bakers Rd in 1983 and north of Bakers Rd in 1946.²¹⁹ The section north of Craigieburn was declared a freeway in 1969.

The trip from the city to Craigieburn was the fifth of the twelve Melbourne excursions in Out’s 1868 Guide.

KS8 Nicholson St

Nicholson St was located on the [1e] *line* and was a potential favoured child of the *section* process. Initially, it started at Victoria St and then headed due north out of town, until stopped at Brunswick Rd [3n] by the long, thin water-access subdivisions between Sydney Rd and Merri Creek (Sub-chapter 2.1). Even when this hurdle was overcome after the Board of Land and Works acquired²²⁰ the necessary properties in 1857 - 1860, Merri Creek proved impassable near the [4n] *line*. At the southern end, the Bourke St to Victoria St link was added in 1849.

Initially, Nicholson St was heavily used by vehicles bringing stone from the basalt quarries north of the city (for example, there was a quarry at the corner of Lygon St and Park St). Although Nicholson St also functioned as an early part of the road to Heidelberg (route PL3), it failed its geometric inheritance and even its road width of 1.5 chain could not save it from the impediment of a small creek crossing. It also suffered from being a boundary road (Sub-chapter 3.3) between Melbourne and Fitzroy councils. Much of the abutting Melbourne land was crown land and so that council had little interest in funding the development of the road. The road was formed from Princes St to Brunswick St in 1863. Today, although extended via Holmes St to Bell St (route EW4) in the early 1900s, it still functions more as a local road than as a useful arterial.

Nicholson St was originally called West Rd, due to its role in the early Fitzroy land sales (Sub-chapter 2.2). In the 1850s it was named Nicholson St, after a City councillor.²²¹ The MMBW 1954 Town Plan had an upgrade of the route as part of its route 16, which took the road north along Merri Creek valley to link with the Hume Hwy (route KS7).

Nicholson St was declared a Main Road (#5736) in 1960, 1992 (north of Brunswick Rd) and 1995 (Victoria St to Brunswick Rd).²²² Cable trams were operated along Nicholson St to Park St from 1887 until 1940. The electric tram service was later extended to Blyth St. The Lygon St tram was extended to Bell St in 1917, using an extension of Nicholson St.²²³

4.6 Routes PL – the roads to the land of Plenty

The routes to Melbourne's northeast to be discussed below are shown in Map 4.1n.

PL1 the northern St Georges Rd

St Georges Rd begins at Nicholson St (route KS8) but its traffic is fed by both that street and Brunswick St, which provided it with convenient city-end connections. The commercial development of Brunswick St in the early 1850s was discussed in Sub-chapter 2.2. Some of the effort of the new Central Roads Board in 1853-4 was devoted to extending Brunswick St to make its northern connections to St Georges Rd and Queens Pde (route PL2).

St Georges Rd followed the route of the water transmission system from Yan Yean Reservoir on the Plenty River to Melbourne, using a water supply right-of-way acquired in 1853. The reservoir is about 40 km to the north-northeast and route chosen is a relatively direct straight line. It basically ignored any land sales *sectioning* although the 2 km north of the Merri Creek respected the orientation of the *section lines*. In contradistinction to High St (route PL4) some 600 m to its east, St Georges Rd avoids the steep slopes of Ruckers Hill. St Georges Rd extends as far north as Murray Rd [6n], although Spring St later completed its connection with High St.

The pipeline reservation was very wide but the water supply agency was quite parsimonious in the road use of their land, permitting the road to only use 0.5 chain on either edge of the reservation. The resulting wide median is still in evidence today and now accommodates at least four traffic lanes, two tram tracks, a tree plantation and wide bicycle path. Immediately north of Murray Rd [6n] the pipeline is closer to the railway easement whereas road traffic now uses Spring St. The pipeline services three large and prominent reservoirs at the [7n] *line* which, incidentally, gave their name to the surrounding suburb. The route ends at High St (route PL4) although the reservation continues as Cheddar St.

The Public Works Department funded the Merri Creek bridge in Northcote, which opened in 1886. Originally called the Merri Merri Bridge (Figure 4.8), a new three-span steel beam bridge was provided by the CRB in 1962. VicRoads completed a major reconstruction of the road in 1991. Work on the route north of the bridge began in 1886. Cable trams operated along the route to the Merri Creek from 1888 until 1940. The replacement electric tram service was extended north, until leaving St Georges Rd at Miller St [5n].

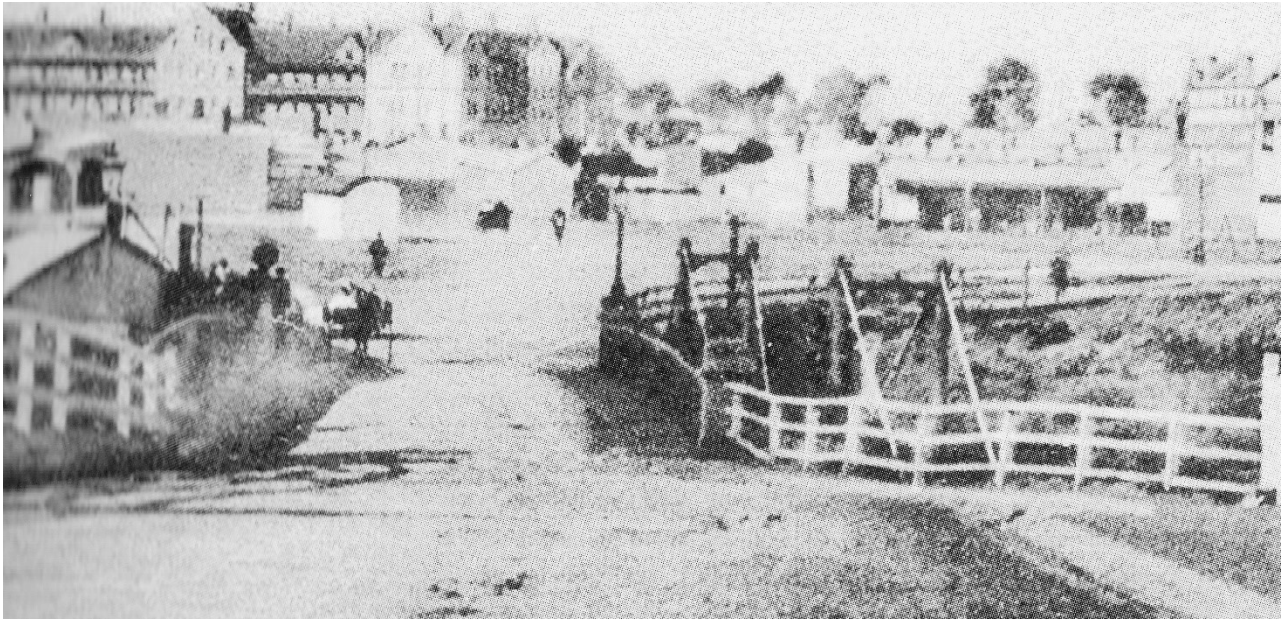


Figure 4.8 The first St Georges Rd bridge over the Merri Ck, looking north in 1906. The pipeline bridges can be seen on the right. *SLV LaTrobe Collection*

St Georges Rd is the eleventh route in the 1929 Town Plan. It was declared a Main Road in 1995 (Brunswick St to Merri Creek) and 1983 (Merri Creek to Murray Rd). It was proclaimed a State Hwy (#2130) from Merri Creek to Bell St in 1990.²²⁴ It is now MR45 until its end at High St (Route PL4) in Reservoir.

PL2-3 Melbourne to Merri Creek

Within a few years of settlement, there was a strong need for a road heading north-west from Melbourne through the lands on the right bank of the Yarra River. Not only was the land fertile and well-watered, but it could be reached without the major inconvenience of an unbridged river crossing.

In 1837 Hoddle had surveyed Bulleen and Templestowe and the adjacent river flats at Heidelberg. The Heidelberg land was offered for sale in Sydney in 1838 and Bulleen in 1841. Settlers and embryonic sheep stations were in place by the end of 1838. Land at Northcote was also subdivided and sold in 1839 subdivisions serviced by the route, prior to the development of High St (route PL4).

The first task in establishing a road to Heidelberg was to reach a suitable crossing of Merri Creek at Clifton Hill. There were two solutions – routes PL2 and PL3.

PL2 via Collingwood

PL2a. The inner portion of the road to Heidelberg originally began at the eastern end (or top) of Bourke St, tracked north across through the future Victoria Pde / Brunswick St and Johnston St / Smith St intersections, turned east near Alexandra Pde, passed through the Darling Gardens in Clifton Hill and continued on the line of Spensley St to cross Merri Creek at a ford discussed in route PL6. This route is shown in Hoddle's map of 1837b.

PL2b. Hoddle's map of 1837b also proposes an improved, post-subdivisional, route beginning from the eastern end of Collins St and leading to the southern end of Smith St (sometimes²²⁵ called Heidelberg Rd), following Smith St along the top of the Collingwood escarpment to its northern end at Alexandra Pde (see Sub-chapter 2.2).

Both routes had to manage a "troublesome" swamp surrounding the Reilly St Creek²²⁶ which began at Smiths Swamp near the corner of Alexandra Pde and Smith St, ran south along Wellington St, and then east along Gipps St to the Yarra. Between 1856 and 1925, it was converted into a malodorous drain that flowed down the centre of Alexandra Ave, under the current grassed median. Writing in 1922, Greig was still describing it as "*a swampy locality*"

marked by the stone-lined channel of the Reilly St drain.” As the surrounding suburbs developed, the Reilly St Creek became wider, the swamp and associated morass became even more troublesome and the journey even more difficult. Thus, as East Melbourne came to be subdivided in the 1850s (Sub-chapter 2.2), travellers tended increasingly to use Nicholson St in the manner of route PL3.

PL3 via Fitzroy

PL3a. In response to the problems that developed at the north end of Smith St (route PL2), in the 1840s a third set of routes developed based on either Nicholson St (route KS8) or Brunswick St. These streets were able to avoid the swampy parts of Reilly St described in route PL2 and to cross the Creek whilst it was still narrow with firm banks and yet to disgorge into the swamp.²²⁷ In addition, the routes could be fed from more points in the city. For example, travellers from Elizabeth St, near the Queen Victoria Market and other nearby markets, proceeded along Victoria Pde (route EW3) to Nicholson St or Brunswick St. Garryowen tells of a mad gallop by night from Batmans Hill to Heidelberg and back for a pair of duelling pistols.²²⁸ The gallop was a consequence of an argument at the Melbourne Club – then located at the corner of Collins and Market Sts – on New Years Day, 1840.

PL3b. To service the routes and to supply both Northcote (route PL4) and Heidelberg (route PL6), in 1851 Hoddle proposed a new direct route from the top of Elizabeth St to the Merri Creek ford, and Allan suggests²²⁹ that Barkly St in Carlton is one of the few remaining outcomes of that plan. Indeed, its intent is quite obvious in Hodgkinson’s subdivision map of 1857. It remained a plausible solution a decade later, however there are no remaining signs of its existence south of Grattan St.²³⁰ Neill St was probably another unsuccessful attempt by early planners to service the outer radial roads, however its main role was as a right-of-way for the Yan Yean water pipeline (see route PL1). It runs from Lygon St to Princes St in Byron Moore’s map of 1879. It is now only half that length.

More pragmatically, in 1852 the new Central Roads Board began developing Queens Pde, which was originally called Heidelberg Rd and then Plenty Rd. It was renamed after Queen Victoria at the end of her reign in 1901. Queens Pde began at Brunswick St²³¹ and had initially developed to service Northcote following an 1839 subdivision and Hoddle’s resurvey in 1842 (see discussion in route PL4), and then headed northeast to the Merri Creek ford. A fork in the road at Clifton Hill allows the initial route to service both High St (PL4) and Heidelberg Rd (PL6). When Heidelberg’s Merri Creek bridge was built in 1853, the new route was formalised by the common line of Queens Pde and Heidelberg Rd (#5812) in Clifton Hill.

PL3. The new Central Roads Board in 1853-4 constructed Queens Pde to better serve both the Heidelberg and Northcote routes.²³² From August 1887 until 1940, a cable tram operated from the city along Smith St and Queens Pde to the High St Merri Creek crossing on route PL4. The CRB built the overpass of the railway tracks at Clifton Hill, under the auspices of the Level Crossings Fund (Sub-chapter 3.5). It was opened in 1957.

Alexandra Pde from Nicholson St to Eastern Freeway became a State Hwy in 1977, in association with the opening of the Eastern Freeway (route TW13). Alexandra Pde had previously been part of the Heidelberg Rd (route PL6) “Main Road” declaration. It is Route 83 in the Metropolitan Route numbering system. Queens Pde (#5812) and Alexandra Pde (#5091) were declared Main Roads in 1960.²³³

PL4 The northern High St

(i) *Route selection*

The road to Northcote left the route to Heidelberg (route PL3) at Clifton Hill, following Queens Pde north to cross Merri Creek at a “natural crossing place”,²³⁴ which by sheer coincidence just happened to be where Hoddle’s [2e] *section line* passed through the creek. The line of the road was gazetted in 1848.

The ford is said by some to be the place where John Batman conducted most of his 1835 “treaty” with the aboriginal community, although the claim has been strongly challenged²³⁵ (Sub-chapter 1.1). Turner placed the location on the banks of the Plenty River at Greensborough.²³⁶ However, Harcourt argues strongly for the Merri Creek location.²³⁷ The ford certainly suggested a proper place for a village (Sub-chapter 3.2) and Sub-chapter 2.2 showed that a village reserve had been indeed established there in the 1839 subdivision of the land between Merri Creek and

Westgarth St [3n].²³⁸ By 1841 the ford had become unusable and was threatening “one of the principal thoroughfares of Melbourne.”²³⁹

Merri Creek was first bridged at this site in 1850, despite a strong Heidelberg lobby arguing for a bridge crossing closer to the downstream crossing used by their route (route PL6). Northcote village was nominated to be established there in 1853, although the spread of city settlement had advanced no further north than Alexandra Pde. The Central Roads Board replaced the first bridge in 1857 by a timber bridge with three 12 m spans. This bridge in turn was replaced by the current pair of high brick arches in 1875. These were later widened to accommodate trams. The bridge is now on the Victorian Heritage Register as H7822-0058.

The 3-chain road width to Westgarth St was an extension of the noble width of Queens Pde. It was introduced in association with residential land sales in 1853, but short-sighted priorities then took over and High St (originally Government Road) became a one-chain road for all its remaining length. The 1839 subdivision had not even provided for a property boundary, let alone a road, north from Westgarth St [3n] to Beavers Rd [4n]. The road resulted from a survey by Hoddle in 1842 using the [2e] *line* aligned with Hoddle St to the south (route NS1) - fortunately the economic depression had ensured that the eight thin water-access lots that he needed to split in two to create High St were still unoccupied. As with much of early Melbourne’s topologically insensitive road planning, Hoddle and Gipps’ straight line took the route needlessly up the steep slope of Ruckers Hill.²⁴⁰ Beyond Beavers Rd, High St was able to utilise existing property boundaries on the *section* line.

The various east-west roads such as Separation St, Arthurton Rd, and Bastings St in Northcote were created between 1851 and 1853 as narrow private roads to provide access to the long, thin water-access properties of the original subdivision.²⁴¹ Separation St, for instance, was established in July 1851, coinciding with Victoria’s separation from NSW. It was – and mostly still is – in a 0.5 chain reservation. Due to its continuity, this narrowest of main roads has continued to serve as a significant traffic artery.

The route continued to head due north along High St and was largely fixed in surveys in 1838-39. The road temporarily loses its compass heading at Lalor [11n], in order to reach the Epping Village Reserve on the banks of Darebin Creek. As part of Hoddle’s process, the village reserve had been established at Epping, 10 miles from the southern commencement of High St at Merri Ck. In 1852 Hoddle ordered surveyor Robert Mason to introduce the deviation. The route regains its northerly heading when it becomes Epping Rd at Epping - it had originally been called Epping Rd from Preston northwards and the name persisted into the 1940s. From Hoddle’s time, there was an easterly connection at Epping along McDonalds Rd to Plenty Rd (route PL5) and Plenty River. Route PL5 continued on a slightly more easterly route as Plenty Rd, as Hoddle had envisaged.

Once the way to Heidelberg beyond Queens Pde took on its own identity in the 1840s as Heidelberg Rd (route PL6), route PL4 became known as Plenty Rd and kept this name till at least 1884. The name High St then came into increasing use. The northern portion beyond Dundas St was originally called Wollert Rd or Upper Plenty Rd, and – after a westerly deviation eventually joined the Hume Highway (route KS7) at Heathcote Junction. In the process, past Wollert, it follows the left bank of Darebin Creek and then the left bank of Merri Creek. Thus, it was a key part of stock route OL4. In the 1840s and 1850s the route functioned as a wet weather alternative to the often-swampy Hume Hwy (route KS7), sometimes using Donnybrook Rd [19n] to connect to the route to Sydney.

(ii) Formalities

The Central Roads Board formed 7 km of the road, including the steep Ruckers Hill length, in 1854²⁴² and the Board of Land and Works undertook relatively major work in 1856-61, including construction north of Mill Park [11n]. The Ruckers Hill slope was eased in 1865 and the current embankment was built to further ease the grade for cable trams in the late 1880s.²⁴³ The CRB began work on High St in 1937, widening and reconstructing the kilometre north of Murray Rd [6n]. In 1938 the 800 m of road between Dundas St [5n] and Bell St was reconstructed from a very poor condition, partly using a rolled concrete base. By 1940 High St was considered “in good order” as far north as Reservoir Railway Station.

A government tollgate was established at the foot of Ruckers Hill in 1854 and remained in operation until 1878. A second tollgate was installed in Preston. The route was declared a Main Road from Alexandra Pde to Epping in 1854; there was a further part declaration in 1960. Epping Rd was declared a Main Road in 1914.²⁴⁴ The route is now MR29 to Epping, after which it comes C729. From 1890 until 1940, a cable tram operated along the southern part of the route, initially terminating at the base of Ruckers Hill but later extended to Dundas St [5n] in the 1890s. There

were financial difficulties and the Preston Council took over the service in 1901. When the operation closed in October 1940, it was Melbourne's last cable tram.²⁴⁵ Electric trams now operate along the route to Dundas St, where they then switch onto route PL5.

PL5 to the Upper Plenty

The fertile Upper Plenty region was a key source of food and water and a link to some of the overland routes (e. g. route OL4 & route OL7). Plenty Rd north of Darebin Creek in particular owes its origin to stock route OL4 following the waters of Plenty River south before skipping across at Bundoora/Janefield to Darebin Creek and a more direct route to Melbourne. (An earlier Plenty Rd is discussed in route PL6.)

Hence the original developmental plan for High St (route PL4) included the Plenty Rd deviation in Thornbury, beginning at the [5n] *section* line at Dundas St. Originally, Plenty Rd probably followed an earlier track which left High St to skirt a volcanic hill with its peak near the corner of Hotham St and Montague St and then utilised a low ridge leading in the general direction of Plenty. The subsequent line through Preston, particularly the diagonal between Tyler St and Summerhill Rd [7n], suggests a surveyor at some variance with a pre-existing track crossing Darebin Creek at a suitable ford. Whilst High St was a property boundary, the southern length of Plenty Rd passed through five large (c 500 Ha) properties sold in 1838-39. The route had clearly preceded the subdivision process as it was part of one of the OL4 stock routes from the north and was fixed by the 1838-39 surveys.

Near Grimshaw St [9n], the route was joined by now-lost route PL9 from Heidelberg and today at McDonalds Rd it links back to High St (route PL4). North at about the [10n] *line* in Bundoora, Plenty Rd finally reaches Plenty and Plenty River, and proceeds north along the river's right bank. It initially follows the surveyor's [5e] *section line*. Later, in South Morang, the road travels along the [6e] *line* to Yan Yean and Whittlesea. The route then leads northwest to Wallan and thus also provided Melbourne with yet another (twelfth) route north to Seymour and Sydney. All the route to the [26n] *line* is shown as a road reservation in Ham's map of 1853.

Some construction was undertaken on the road in 1852 but the main initial incentive for the development of the road was the construction of Yan Yean reservoir, which began in 1853. However, it was also used during this period as a route to the goldfields in the Plenty ranges and then in north-eastern Victoria.²⁴⁶ Tolls were applied on the route in Mill Park in 1854 at the Janefield tollgate adjacent to the Plough Inn near Childs Rd. The first Darebin Creek bridge was built in 1855 and major construction occurred at Janefield in 1857. Nevertheless, the road was so bad in 1859 that toll collection was suspended at the Darebin Creek and Janefield tollgates for some months.²⁴⁷ In 1866 a tollgate was opened on the road to Yan Yean reservoir.²⁴⁸ The CRB duplicated the Plenty Rd carriageway from Darebin Creek to Kingsbury Dr in 1984, to Grimshaw St in 1986, to McLeans Rd in 1987, and to McKimmies Rd in 1994.

Plenty Rd was originally gazetted in 1848. The northern portion of the route was declared a Main Road in 1914 and south of Tyler St in 1990.²⁴⁹ Between Albert St and the Metropolitan Ring Rd, it is now a State Hwy (#2140) known as the Plenty Valley Hwy. The route is Route 27, A51 and C727 in the Metropolitan and State Route numbering systems.

The trip from the city to Yan Yean was the eighth of the twelve Melbourne excursions in Out's 1868 Guide.

PL6 from Merri Creek to Heidelberg and beyond

Some developments around the early settlement of Heidelberg were discussed above (route PL2-3). The original route to Heidelberg was well established by 1839²⁵⁰ and was arguably the first major road out of the Melbourne. The Port Phillip Patriot described it as Melbourne's "*first attempt to form a road through the bush.*"²⁵¹ For many years it was certainly the best road out of Melbourne. The route was known initially as Great Heidelberg Rd or - to Merri Creek - as Plenty Rd. Both names told something of the unrealised expectations of the early settlers.

Heidelberg Rd was somewhat exceptional amongst Melbourne's roads in being far from arrow straight or compass correct, as a consequence of following a river and an existing track rather than a *section line*. It was not uncommon for these tracks to follow pre-existing aboriginal paths.²⁵² The Heidelberg Rd deviations had prompted Assistant Surveyor T S Townsend's Sydney superiors to require him to supply formal justification of the "great detour"

contained in his 1840 survey.²⁵³ At about this time Townsend had for a period replaced Hoddle as Melbourne's chief surveyor (Chapter 1.2).²⁵⁴

The route is shown with some clarity in Hoddle's 1837b map and is well marked Kemp's 1840 "Plan of the new line of road" but much less clearly marked in Arrowsmith's map of 1840. An alignment similar to today's Heidelberg Rd was popularised by merchant Richard Browne²⁵⁵ in 1840-41, surveyed through to Eltham by Townsend in 1840,²⁵⁶ and in place as a usable track in 1841. Local land-owners were far from happy with the route and Hoddle had to have existing fences across the route removed. However, by 1842 the road was being used as a model for other Melbourne roads.²⁵⁷ The route was sorely tested in January 1840 when, in order to allow Melbourne's fist duel to be fought, the duelling pistols had to be obtained from Heidelberg and brought to Batmans Hill in an overnight return-trip horse ride.²⁵⁸

(a) Merri Creek to Darebin Creek

The route was fed by the two alternative ways from Melbourne to a natural ford in the Merri Creek at the eastern end of Spensley St in Clifton Hill (routes PL2 and PL3) and near an aboriginal campsite some 300 m downstream of the current Heidelberg Rd bridge.²⁵⁹ The ford was described as a torrent of water passing through a bed of rough stones. It was replaced in 1848 by a metre high, eight metre wide causeway but this facility washed away in its first flood.²⁶⁰

Things eased a little in 1850 when the Northcote Merri Creek bridge on High St opened just a kilometre upstream (see route PL4), leading to an all-weather journey via High St and Westgarth St [3n]. Nevertheless, the citizens of Heidelberg were greatly aggrieved by the priority this gave to Northcote, whilst their route struggled with the dangerous ford. They had rather hoped the two routes would share the one bridge and that it would be on route PL6.²⁶¹ The pill became even more bitter when the causeway was yet again washed away by a flood soon after Northcote's bridge opened. This forced the Heidelberg route to divert temporarily to the new High St bridge. This alignment is shown as the route to Heidelberg in Ham's map of 1849.

The protests were loud and, after several people drowned at the causeway and the Coroner delivered an adverse report, Heidelberg Rd gained its Merri Creek crossing in 1853 when a government-funded three-span laminated "timber girder" bridge designed by Inspector of Works Thomas Rosson and built by Thomas Stephens was opened. It required travellers to descend into the creek valley on a twisted route. Thus, Blundell's map of early 1860s still shows the route using the old ford crossing. Cracks began appearing in the bridge in mid-1864 and it was declared unsafe later in the year. In 1867-8 it was replaced by the current bridge, built on today's alignment and at the level of the surrounding plateau. A key part of its justification to the ratepayers was that it would attract more of the traffic to the Woods Point and Jordan goldfields away from routes through Kew and Hawthorn. There must have been some strength in the argument as a speaker in Parliamentary debate in 1912 said: "*I think in Heidelberg the roads are scarcely used by local people.*"²⁶²

The elliptical brick arch bridge had a span of 24 m, a rise of 7.5 m and a width of 8.7 m, including footpaths (Figure 4.9). The span and the span to rise ratio were quite challenging for a bridge at that time and place; nevertheless the bridge has been in continuous service for over 150 years. It uses basalt spandrel sidewalls and abutments and the spandrel space above the arch was filled with rubble. The bridge was designed by George Francis and built by Reid Stewart. It was widened on the downstream side by the CRB in 1935-6, as part of a new metropolitan funding strategy (Chapter 3.5a), and again in 1947. These two widenings were designed to preserve the main features of the original Francis design, however they used a reinforced concrete, rather than a brick, arch. The original brick arch is still visible on the upstream side of the bridge.

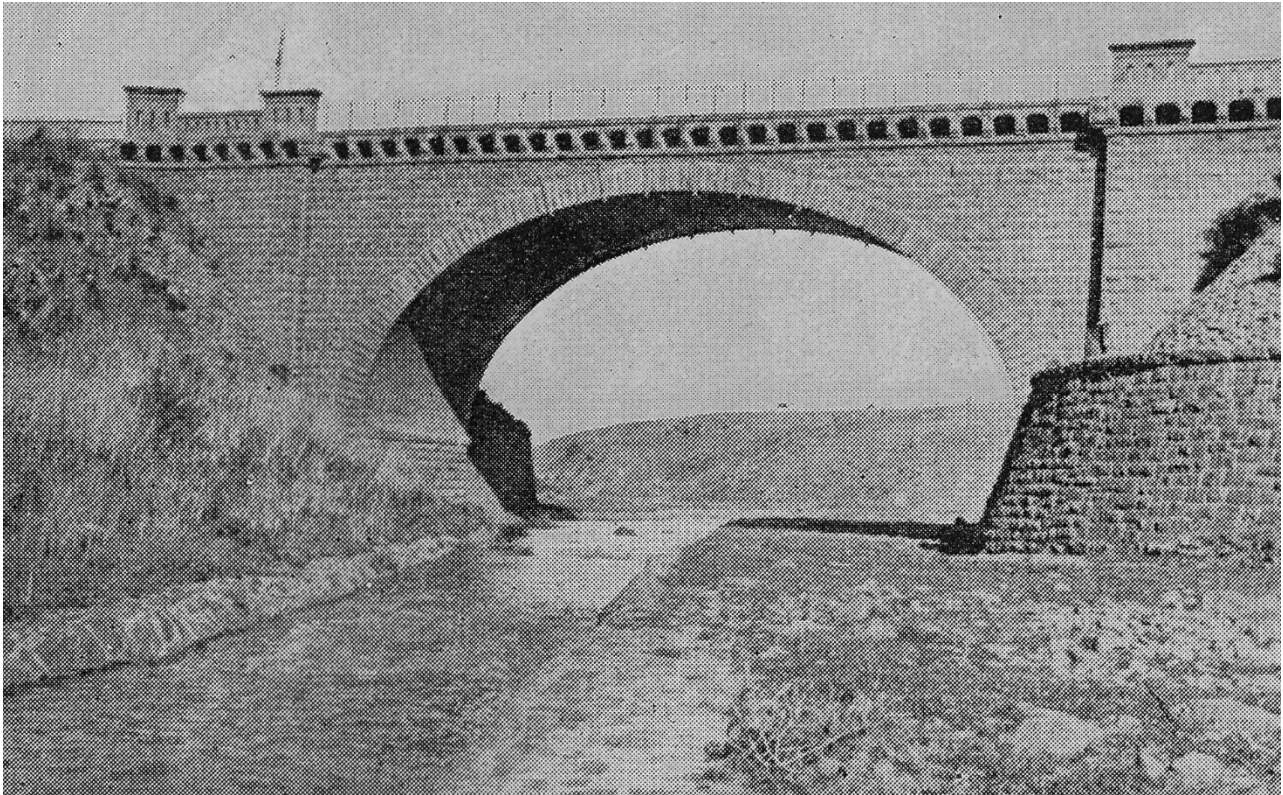


Figure 4.9 Merri Creek bridge on Heidelberg Rd, c1930

Melbourne's first central median strip separating oncoming traffic was installed on the bridge deck in 1937.

The alignment of the route from Merri Creek to Darebin Creek followed a straight line between the two original creek crossings, explaining the kinks that now exist at either end and ignoring any *section* precepts. Surveyor Townsend had been forced by Sydney to explain his deviation from a straight line to Heidelberg to use this “*good substantial bridge*” over the Darebin Creek.²⁶³ Early subdivisions provided Townsend's kinked alignment with only a one-chain width east of Holmes St and through Fairfield and Alphington, despite its origins as a key initial arterial road which had previously led to the 3-chain provision of Queens Pde being extended along Heidelberg Rd through Clifton Hill and across Merri Creek to Holmes St.

On 20 May 1842, the Port Phillip Herald acknowledged Heidelberg Rd as “*a very excellent road*”. It was described²⁶⁴ at the time as “*the first attempt at the formation of a road through the bush, since the establishment of the colony.*” It thus provided the locals with their first opportunity for a pleasant Sunday drive in their carriages and gigs.²⁶⁵ During this period, Thomas Wills' home at Lucerne, on Darebin Creek between the road crossing and its Yarra confluence, was a centre for the “*lavish entertainment of the social set of the young town,*”²⁶⁶ giving the road social as well as economic importance. As discussed in Sub-chapter 7.2, sometime between 1846 and 1848 a macadam²⁶⁷ surface was applied to the first kilometre or so east of the creek. It was probably the first macadam road in Melbourne. Much of the work was done by unemployed recent immigrants. William Westgarth described the results of their labour in the early 1850s: “*people used to go out of town, traversing the then dismal region of East Collingwood for the sake of a six penny drive along two kilometers of good metalled road.*” Much of the road metal used on the highway came from the quarry adjacent to (and just northeast of) Alphington Railway Station.²⁶⁸

The Darebin Creek crossing used by the original track was via a ford at the east end of Old Heidelberg Rd (originally Turnpike Rd), although Hoddle's map of 1837b suggests a creek crossing further downstream. Public subscription amongst wealthy early settlers at Heidelberg soon enabled a log bridge to be erected at the ford prior to Townsend's 1840 survey.²⁶⁹ It is described as a log bridge overlain with saplings and large pieces of bark. The alignment of Old Heidelberg Rd on the left bank of the creek initially serviced the direction of The Boulevard (see route PL7). The proposed alternative route north of the Creek resulted from the 1840 survey followed today's Heidelberg Rd alignment. It caused considerable local complaint as it went in the wrong direction (away from the Banksia St crossing of the Yarra) and was too steep (Figure 4.10).²⁷⁰ However, the new road was cleared and opened

for use in 1841. Initially, it still used the Old Heidelberg Rd alignment to cross Darebin Ck. A hotel licence had been issued in 1844 for service to be provided from small temporary buildings at the site.²⁷¹ A metre-high causeway was constructed in 1848 but was washed away within a few years. This bridge was replaced in 1856 with a more elaborate wooden structure, charitably known as a “bushman’s bridge”.²⁷² By 1862 it was considered insecure and in need of a replacement and its maintenance was proving increasingly impractical. It was sold in the 1860s and there is now a steel footbridge at the site, but servicing the Darebin Creek Trail and not Old Heidelberg Rd. The original bridge site is on the Victorian Heritage Register as H7922-0112.



Figure 4.10 Old Heidelberg Rd in 1914. Drawing by Victor Cobb, La Trobe Collection, SLV

(b) Darebin to Kangaroo Ground

Surveyor Townsend had proposed a new alignment for Heidelberg Rd’s crossing of Darebin Creek. In 1854 toll barriers were constructed on both sides of the creek with some of the revenue devoted to construction of a new bridge on the new alignment. The current two-storey “Zimble” building on the northwest side of the crossing had been constructed as the Darebin Bridge Hotel in 1850 and functioned as such until 1922.²⁷³

A masonry arch bridge over Darebin Creek on the new alignment was completed in 1863 and was then by far the largest work undertaken by a District Roads Board. Designed by J. Chinie, it used local stone to span 12 m with a rise of 13 m. The entire bridge was 36 m long and 9 m wide, providing two traffic lanes (Figure 4.11).²⁷⁴ The CRB widened the bridge to 15 m in 1938 by adding new longitudinal beams supported on cantilevers coming from the abutments. This provided a 12 m roadway and two 1.5 m footpaths. Unfortunately, the wide concrete deck hides most of the original structure. The bridge is now on the Victorian Heritage Register as H7922-0111. In 1865 a hotel was built in the angle between Old Heidelberg Rd and the new road across the new bridge. It became the landmark Tower Hotel in 1891.

North of the bridge, the route passed through Portion 1 of land that Thomas Walker had subdivided in 1839 (see Figure 4.13 below). Townsend kept out of local valleys and used local ridges and high ground to lead out of the creek valley via today’s alignment through Darebin²⁷⁵. However, between Fairy St and Rocke St, the route maintains its first alignment pointed at the original ford in Darebin Creek. Despite the route’s early birth, Map 4.11 of 1866 shows the *sections* on the left bank of Darebin Creek to be largely unsubdivided and this route and Lower Heidelberg Rd (route PL7) – possibly using Old Heidelberg Rd – are still shown more as tracks than as roads.



Figure 4.11 Heidelberg Rd bridge over the Darebin Creek, c1930

The road changes to Upper Heidelberg Rd north of the Heidelberg railway line and - as a ridge road - follows a generally straight ridge to the high ground near the current location of its intersection with Bell St. This occurs above Heidelberg (originally Warringal) village at the west boundary of the village reserve, which was also the [5e] *line*. As Upper Heidelberg Rd, the route between Bell St and Lower Plenty Rd also follows this property boundary.

To reach Eltham, the route then follows Lower Plenty Rd down a convenient slope. The first rather direct track dates from 1838 but the current easier alignment to the Plenty River was established by 1840.²⁷⁶ It was originally called Nillumbik Rd, after the Parish name.²⁷⁷ Seeking a crossing of the Plenty River, Lower Plenty Rd begins pointing east with a major kink the [7n] *line* and associated property boundary in Thomas Walker's 1839 subdivision of Portion 8 in Hoddle's 1837 survey. The portion had originally been bought by Thomas Wills and was an approximately square mile *section* between [7n] and [8n], and [6e] and the Plenty River. The Walker subdivision is shown later in Figure 4.13.²⁷⁸ The short east-west portion of the road utilised the next property boundary to the north.

The first Plenty River crossing was at a ford downstream of the current bridge. It was soon replaced by a log bridge covered with saplings and bark. A better bridge was built in 1842 and replaced in 1860 by an 11.6 m span lattice-truss bridge with two side masonry arches, each spanning 6 m. This bridge, which was nearer to Greensborough, was demolished in the 1960s. In 1867 a 22.8 m span, 3 m deep, rivetted wrought iron crossed (or "double") Warren truss bridge, funded by the government rather than the Trust (see below), was built near the current route (Figure 4.12). The 1867 bridge was designed by George Francis. The last bridge was restored in 2001 as a footbridge 100 m downstream from the current bridge. The bridge is now known as the "Old Plenty River Bridge" and is on the Victorian Heritage Register as H7922-6089. The only evidence for the existence of the 1860 bridge is its listing "*as erected*" in Table III of Brooke 1861. If it did exist it was presumably destroyed by a flood between 1860 and 1866. To avoid a similar fate, the 1867 bridge provided a 900 mm clearance over the worst recorded flood.²⁷⁹ The new bridge is a reinforced concrete I beam bridge built in 1965 and duplicated in 1985. It has three spans with a total length of 56 m.



Figure 4.12 Plenty River bridge built in 1867. Photo c1900. Note the right angle bend created by creating the short length for the bridge.

The Plenty bridge extended the route to Eltham by first using Old Eltham Rd which followed riverside contours using a ridge that kept it clear of the Yarra flood plain.²⁸⁰ Old Eltham Rd was replaced by the current route in 1869. Initially, this portion of the route linked to Templestowe via Bonds Lane (route TW8). Next, the route first crossed and then headed along the left bank of Diamond Creek as Main Road (Eltham). The first major crossing of Diamond Creek was a high-level timber structure built in the 1870s. It was severely damaged by a flood in 1923 and in 1927 was replaced by a six-span reinforced concrete bridge, including two 12 m spans.

The route then followed the left bank of Diamond Creek to Eltham. Howe laid out Eltham village reserve in 1850. Main Rd through and beyond Eltham was established prior to the subdivisions of 1850s (see Ham's map of 1853) and was proclaimed²⁸¹ through to the more fertile lands at Kangaroo Ground in 1852. It left Diamond Creek near the [10e] *line* and heads east through the convenient valley of Research Creek to join the [10n] *line*. At Kangaroo Ground it resuccumbs to surveyors, following the [10n] *line* and then the [13e] *line*.

(c) Formalities

The NSW Parish Roads Act was enacted in August 1840²⁸². Just two months later it was used to create the Heidelberg Road Trust²⁸³ although there is some dispute over these dates (see Sub-chapter 3.2). The decision was gazetted in November 1840. Thomas Wills (see (a) above) was one of the Trustees. This Trust was relatively unsuccessful. Joseph Hawdon (see stock route OL4) became a Trustee of a new Trust in 1845 and, from 1846, the new Trust was active and productive.

Tolls were introduced in 1847; they ranged from a farthing (0.25 p) for a sheep to 18 p for a vehicle drawn by four or more horses. The first tollgate was on the Fairfield side of Merri Creek near Yarra Bend Rd, with a later gate on the Ivanhoe side of Darebin Creek on Old Heidelberg Rd. Tolls were collected at the Plenty River bridge from 1858. The road became a "common toll road" (Sub-chapter 3.4) in 1867.²⁸⁴ The Heidelberg Rd Trust was replaced by a Heidelberg Rd District and its associated Board in 1860. The Board became a shire in 1871.

Between 1853 and 1857 the Central Roads Board funded the formation of 8 km of the road and the construction of three bridges, including major structures over Merri Creek and Darebin Creek. In its first year in 1914 the CRB was working on major portions of the road. In 1926 it applied a spray and chip seal surface to 9 km of the

road between Heidelberg and Eltham. In 1938 it applied a bituminous surface to the road from Clifton Hill railway gates to Yarra Bend Rd. It spray-sealed about 10 km of the road north of Heidelberg with bitumen and tar in 1925. Gold was discovered in the Eltham area in 1854 and gave further emphasis to the road link to Melbourne.²⁸⁵

Heidelberg Rd was a key route in La Trobe's plan of 1841, is the fourteenth route in the 1929 Town Plan and the seventeenth route in the 1954 Plan. It was downgraded to a "major divided arterial" in the 1969 Plan. Heidelberg Rd was declared a Main Road between Merri Creek and Darebin Creek in 1914. The whole route was declared a Main Road in 1960 and Upper Heidelberg Rd and Lower Plenty Rd were declared Main Roads in 1990. Main Road (Eltham) was proclaimed as a Main Road beyond the Plenty River bridge in 1867 and reaffirmed in 1914.²⁸⁶ The road as far as Rosanna is Route 46 in the Metropolitan Route numbering system. It then becomes Route 44.

The trip from the city to Eltham was the tenth of the twelve Melbourne excursions in Out's 1868 Guide.

PL7 via the Lower road

As mentioned in the discussion of Heidelberg Rd (route PL6) through Darebin, there was an alternative, slightly earlier,²⁸⁷ route between Heidelberg Rd's Darebin Creek crossing and Heidelberg and Rosanna. This alternative initially followed the edge of the river flats on a route near today's The Boulevard (route AY5). [Map 4.11 of 1866 somewhat implausibly suggests that the route began at the far less fordable confluence of the creek and the Yarra River.] The route can then be traced by extending the line of Old Heidelberg Rd through to the Lower Heidelberg Rd / McArthur Rd intersection, as indicated in Hoddle's 1837b map. With subdivision and the development of Upper Heidelberg Rd, this alignment was replaced by the current Lower Heidelberg Rd (originally Mt Eagle Rd) following the valley contours.

The alignment of Lower Heidelberg Rd from Upper Heidelberg Rd towards East Ivanhoe village was established by the property boundaries in Walker's 1839 subdivision²⁸⁸ of Portion 1 of his Glanville Estate – these had been based on a small local valley. From Rotherwood Rd at the [5e] *section line* this used the [4n] *line*. North of East Ivanhoe village to Banksia St [5n] was created in the following year by the land-owners, desperate for access,²⁸⁹ although the route was still being formalised in 1860²⁹⁰ and is still shown as a track in Map 4.11 of 1866. It passed to the east of "Mt Eagle", a then prominent hill marked today by Summit Drive.

Many views of the area, particularly looking east across the Yarra Valley – were painted by artists of the Heidelberg School late in the 19th century. Arthur Streeton's Golden Summer was the first Australian painting to win an international award. His house is preserved on Summit Drive.

The route avoided the steep grade into Heidelberg of the alternative PL6 route however it had some areas of poor pavement and a more difficult alignment including a modest climb north of Eaglemont. Beyond Banksia St, the route initially again followed the edge of the river flats along Beverley Rd and Buckingham Drive and then up Banyule Creek to the [6e], [7n] *section* corner at the Greensborough Rd / Lower Plenty Rd intersection.²⁹¹ With impending subdivision, the route was regularised in 1860 to continue on from Lower Heidelberg Rd as Rosanna Rd (originally Buckland St) to Lower Plenty Rd where it rejoined route PL6. A toll was placed on its southern end in 1865.²⁹²

Note that in 1914 it was this Lower route rather than the Upper Heidelberg Rd that was made the primary road from Merri Creek in Clifton Hill to Lower Plenty Rd / Greensborough Rd.²⁹³ The decision was controversial and was defended on the basis that there was no retail development along Lower Heidelberg Rd. In the 1860s the East Ivanhoe cutting north of East Ivanhoe village was constructed to reduce the steep grades on the side of Mt Eagle. Material from the cutting was used to improve Banksia St (route EW4). In the mid-1920s the cutting was further deepened and the material was used to build the approaches to the Yarra bridge on Burke Rd (route NS4). The route's link to Burke Rd is noted in the discussion of route NS4.

The full route to Eltham had been established in an 1840 survey and opened in the following year.²⁹⁴ The route used Greensborough Rd based on the [6e] *line*. Across Grimshaw St (route KS6, [9n]) the route followed Watsonia Rd and Macora St to stop at the [10n] *section line* and the potential problems associated with crossing the Plenty River to the immediate north. North of the [8e] *section line*, Greensborough Rd to Grimshaw St was constructed following the building of the railway between Watsonia and Greensborough. Duplication of Greensborough Hwy from Yallambie Rd to Grimshaw St in 1989 was then considered a "freeway" part of the Greensborough Bypass project (route PL10, Chapter 6.6).

Lower Heidelberg Rd was declared a Main Road in 1914 and 1939. Rosanna Rd became a Main Road in 1914 and a State Hwy (#2850) known as Greensborough Hwy in 1990.²⁹⁵ It is now Route 44 in the Metropolitan Route numbering system. However, at Greensborough Rd it becomes Route 46 (and Route 44 continues to Eltham).

PL8 Waterdale Rd

Waterdale Rd was created in the first land sales of 1838. It runs north in a straight line for 6 km from the banks of the Yarra in East Ivanhoe to the current site of Latrobe University in Heidelberg West. However, it is not on a *section line* and does not show on either Map 3.6 of 1853 or de Gruchy's Map 4.4 of 1855. The reason for the omission is worth pursuing as it should colour any interpretation of omissions from many early subdivisional maps. The key Heidelberg land between Darebin Creek and the Yarra River was sold as 8 portions in Sydney in September 1838.²⁹⁶ Portion 1 (1 260 acre) was bought by Thomas Walker who dubbed it the Glanville Estate. It proceeds north from the confluence of the two streams and is bounded by the two streams and the [5e] and [5n] *lines*. It is shown on the Ham and de Gruchy maps of the 1850s quoted above and in Figure 4.13. It was originally called Water Access Rd. As discussed in Sub-chapter 2.2, Walker could readily subdivide his land. This he did in 1839, cutting Portion 1 into some 20 allotments, creating a property boundary with Darebin Creek water access to twelve of them. It was subsequently renamed as the more marketable and less misleading *Waterdale Rd*.²⁹⁷ Much of the land was sold in 1839 for about £6/acre. One purchaser was Anthony Horden, founder of the Sydney emporium empire. His land embraced today's Darebin. It is salutary to realise that over a decade later, the map makers were unaware of this frenetic activity. This is because they relied on Survey Office plans, which did not show private subdivisions.

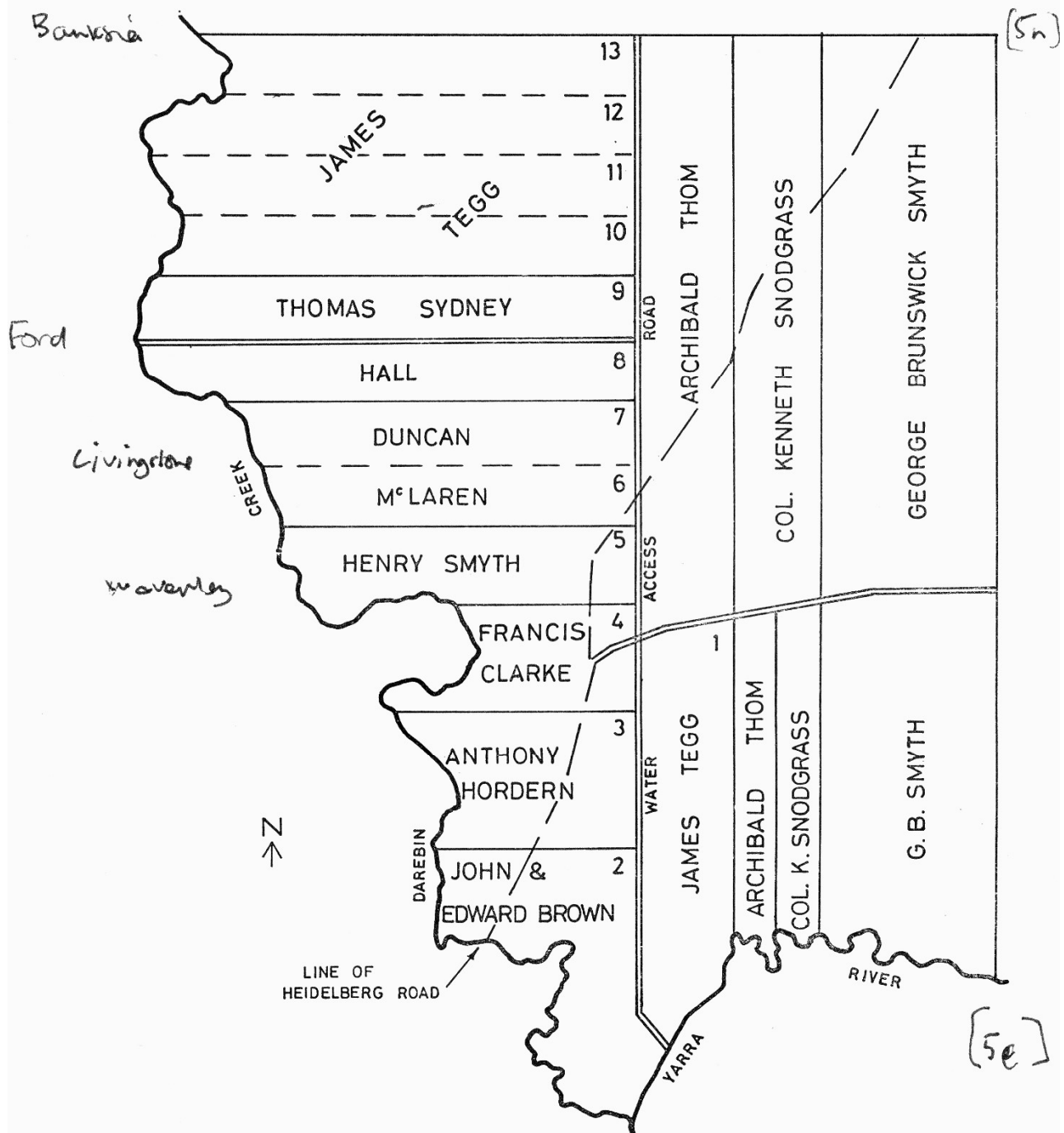


Figure 4.13 Waterdale Rd, Portion 1 of the Glanville Estate as subdivided by Thomas Walker (Garden 1972, p14)

Waterdale Rd was the thirteenth route in the 1929 Town Plan, however it does not appear in any subsequent Town Plan.

PL9 the other road to Yan Yean

There were two main roads to Yan Yean reservoir – this route and the current Plenty Rd (route PL5). Both were important as they accessed the works that commenced in 1853 to create a permanent water supply for the growing community. Route PL9 left Upper Heidelberg Rd (route PL6) at Rosanna and headed north to Yan Yean. It followed Waiora Rd [5e] and continued north along a now-lost link to Grimshaw St (route KS6) near Oxford Drive. It then joined Plenty Rd.

The combined routes are one of the selected routes in La Trobe’s plan of 1841 (Map 3.5). Waiora Rd was declared a Main Road in 1990.²⁹⁸

4.7 Routes TW – the roads to Templestowe and Warrandyte

The routes through Melbourne’s middle Yarra Valley to be discussed below are shown in Map 4.1e.



Map 4.1e The routes to Melbourne’s northeast and east

TW1 via Heidelberg

In 1837 John Wood established a substantial sheep station at Bulleen²⁹⁹ and good timber was being cut in a nearby “forest” now known as Templestowe. Sawmilling was soon to be the dominant local industry and produced most of the demand for roads. The area was first surveyed by Thomas Nutt in 1839 and two years later Unwin bought the land between the Yarra River, Koonung Creek, Church St and Foote St as a Special Survey (Sub-chapter 2.4) – he had originally wanted Heidelberg. The area was subdivided into farms between 40 and 80 Ha in area. The original Templestowe Village was proclaimed in 1852 in Finns Reserve at the [8e], [9n] section corner.

Initially, by far the most preferred way from Melbourne to this area was to take Heidelberg Rd (route PL6) to Ivanhoe, then Lower Heidelberg Rd (route PL7) to Heidelberg, the Banksia St ferry (route EW4) across the Yarra, and Templestowe Rd (route TW5) to Templestowe village.

TW2-5 ways to Kew Junction

After the first way via Heidelberg (route TW1), all the more easterly routes from early Melbourne to the Templestowe area passed through Kew Junction and then proceeded up the left bank of the Yarra. Travelling from

Melbourne to Kew Junction required a suitable crossing of the Yarra. The four options are discussed as routes TW2 – 5 below.

Kew Junction was located on [4e] *line* and close to the east-west quartering line of Cotham Rd within the [1n],[4e],[2n],[5e] *section*. The Junction would appear to have been pushed 100 m south by the persistence of Studley Park Rd's ridge alignment (see route TW3) which held sway as far east as Banool Ave, after which the ridge veers north along a line between Barry St and Princess St. On this rare occasion, the pre-existing path resisted the surveyors' orderliness. The track itself follows the ridge and heads north towards Willsmere farm (now Willsmere Park) and route TW6.³⁰⁰

The CRB widened the Junction in 1972.

TW2 via Dights Falls

In February 1803 Charles Grimes had encountered Dights Falls as an obstacle to progress when rowing his boat up the Yarra River. Travelling upstream, the perilous rocks and "shallows" of the Falls provided the first potentially feasible ford across the Yarra River. The adjacent riverbank was an aboriginal camping ground.³⁰¹ Later, the route through this river crossing was used by the first overlanders from the Murrumbidgee en route to Gardiner's farm at the current site of Scotch College (Sub-chapter 3.1). For a time, the feature was known as Gardiners Falls.

Today, the waters immediately below the Falls may appear deep and fast-running and do not suggest a safe place to ford. However, before the current weir was built, the ford was described as having a "*shallow, pebbly bed ... which even drays could use.*"³⁰² Across the ford, the route ran down the left bank of the river for a kilometre, turning away from the river and towards Kew Junction at the "natural cutting" in the steep silurian cliffs near the current route of Studley Park Rd (TW3).

The right bank was purchased by John Dight in 1839. He arrived from Sydney in 1841 and by 1843 he had established a water-powered flour mill there, utilising the rapid drop in river height at the Falls. It was the settlement's first flour mill, parts of which have recently been restored. From Melbourne, the mill and the ford were approached via Alexandra Pde (route PL3) or Johnston St (route TW3). The Alexandra Pde access was ensured in 1839 by a right-of-way in Lot 88.³⁰³ A weir constructed in 1860 further increased the effectiveness of the mill.

Major early users of this route were not Melburnians, but farmers from the east bringing grain to Dight's mill. Their routes to the Falls were from Templestowe (route TW6), Ringwood (route HV1) and Vermont (route CT3).³⁰⁴ In 1848 a group of local aborigines constructed and operated a nearby timber footbridge over the Merri Creek serving - for a toll - travellers from the north aiming to reach the Mill by crossing Merri Creek.

TW3 via Johnston St bridge

The position of Johnston St resulted from the 1837-1839 survey and subdivision of the Fitzroy-Collingwood *section* (Sub-chapter 2.2), which also explains its narrow subdivider-optimised width. However, it soon served wider travel needs. It thus had a key role in La Trobe's plan of 1841 (Map 3.5 and Sub-chapter 3.2) and was constructed by gangs of unemployed immigrants in 1842 (Sub-chapter 7.1). In 1851 it was named after a Melbourne City Councillor – soon afterwards a tollgate was installed on the road. After much debate, in 1855 Johnston St was a favoured option in plans for the northern segment of a ring road around Melbourne.³⁰⁵ One of the alternate proposals was Victoria St (route EW3). Cable trams operated along Elgin St and Johnston St from 1888 until 1939.

The desirability of a bridge over the Yarra at the eastern end of Johnston St was first seriously advocated in 1855 during the debate over which of the three bridges discussed under route TW4 should be funded as private ventures.³⁰⁶ As the debate raged, it became increasingly apparent that priority should be given to the Johnston St / Studley Park Rd connection. In the interim, the dominant initial route out of the city to Kew and Box Hill and beyond was route TW5 via Bridge Rd, Palmers Punt and its later replacement, and Church St and High St in Hawthorn.

Johnston St and Studley Park Rd were linked in 1858 by a laminated-timber bridge spanning 52 m. It was a relatively flat arch of brave proportions (Figure 4.14). It was then the longest bridge crossing in the colony, surpassing Princes Bridge's 46 m³⁰⁷ and represented a significant commitment of government funds, some of which was recovered

by a toll gate. A major component of the cost of the link was a cutting on the Kew side to allow traffic to access the bridge. The bridge had competition from the footbridge erected at the northern end of Church St³⁰⁸ (see route TW4). By 1863 the bridge had become unsafe due to its seriously rotting timber. The replacement bridge was an unusual amalgam of structural forms with an arch supported on multiple tall sloping piers with internal raked props (Figure 4.15).³⁰⁹

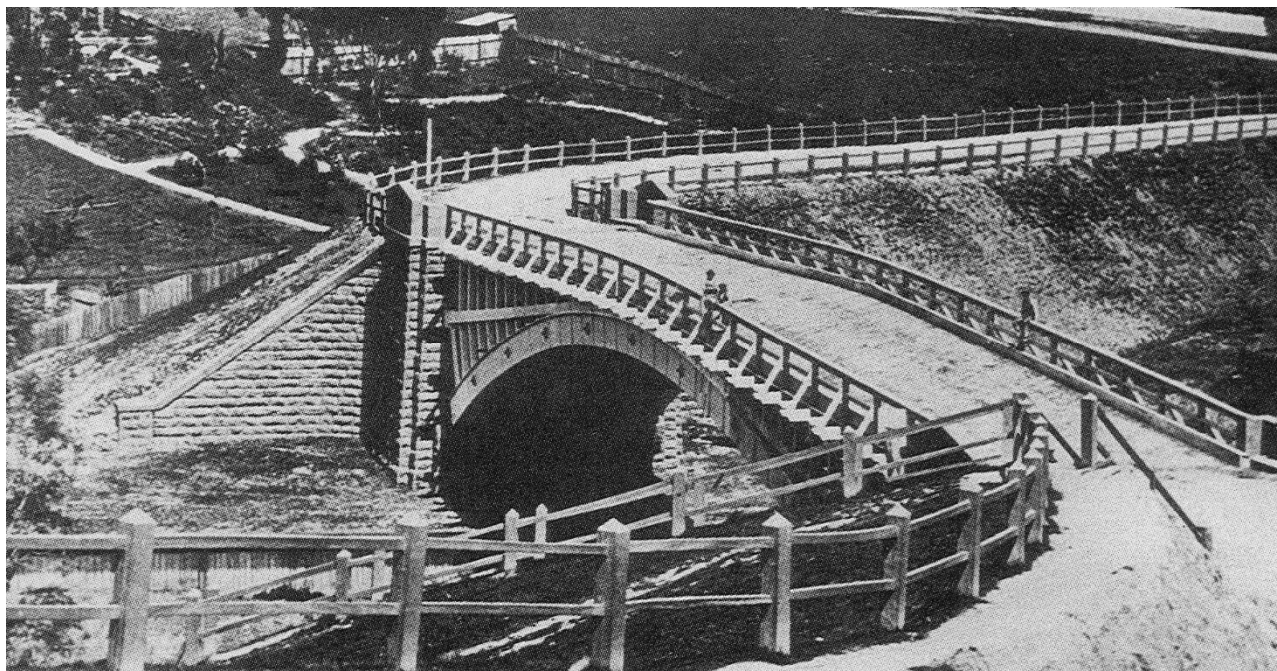


Figure 4.14 First Johnston St bridge, a laminated-timber bridge crossing built in 1858 and crossing 52 m. *National Trust*



Figure 4.15 Second Johnston St bridge, c1863-1876 *SLV Lib004*

The bridge was replaced in 1876 by an iron bridge with three 18 m spans. It was one of the first local bridges to use 600 mm diameter iron columns filled with concrete to provide slender piers and thus reduce the impedance to water flow.³¹⁰ In order to minimize the span of the bridge it was built at 45 degrees to the alignment of Johnston St (Figure 4.16). The current 3-span reinforced-concrete variable-depth (haunched) T-beam bridge was opened on a much-improved alignment in 1957 with spans of 22.5 m, 30 m and 22.5 m and two added 18 m end-spans using reinforced concrete I beams.



Figure 4.16 Third Johnstone St bridge, an iron girder bridge built in 1876 with three 18 m spans. *National Trust*

To the east of the bridge, the route to Kew Junction then followed the current course of Studley Park Rd. As indicated by the kinks and cross-gradients at its eastern end, this is a ridge road using a long and relatively gradual ridge rising up from the river valley. The line of the ridge near Kew Junction is discussed in routes TW2-5 and TW6.

John Hodgson had operated ferries at the future site of Princes Bridge (route SK2) and Clarke St (route TW4). In 1853 he purchased land which had been subdivided two years earlier near the corner of Hodgson St and Nolan Ave.³¹¹ His property “Studley Park” was named after his English hometown and his house, Studley House, is now part of Xavier College’s Burke Hall. For reasons that will become apparent from the discussion of route TW4, Nolan Ave was originally called Studley Park Bridge Rd. As discussed under route TW4a he also operated a ferry service across the Yarra.

There is a suggestion in early subdivision maps such as Map 4.4 that travellers from the east left Kew Junction closer to the line of Stawell St, rather than Studley Park Rd. At the bottom of Stawell St, they then followed the line of Milfar Ave up and over the ridge to the McEvoy St / Walmer St intersection. Certainly, Studley Park Rd is not shown on de Gruchy’s Map 4.4 of 1855. Nevertheless, the wisdom of using the Studley Park Rd ridge route would soon have become obvious. Studley Park Rd from the Junction to Walmer St is shown in Ham’s map of 1852. South of Walmer St, Ham shows a track to Dights Falls rather than to Johnston St. No mention at all of this route occurs in Kearney and Clarke’s usually reliable Map 2.5 of 1855.

The route was commonly marked as Studley Park Rd east of Hodgson St, and Johnston St Bridge Rd to the west. It was the prime eastern exit from the city in La Trobe’s plan of 1841, although it came to a quick, pessimistic end near Kew Junction. Studley Park Rd was declared a Main Road in 1960 & 1978.³¹² Johnston St (#5853) east of Smith St was declared a Main Road in 1960. Johnston St and Studley Park Rd form route 34 in the Metropolitan Route numbering system.

TW4 Partially developed downstream crossings

TW4a via Hodgsons ferry at Clarke St

From 1840, Hodgson (discussed in routes TW3 and SK2) had operated a ferry across the Yarra River a kilometre downstream and to the south of the current Johnston St bridge (route TW3) at a crossing at the southern end of Clarke St (extended) in Abbotsford and about 100 m upstream of the current Collins footbridge built in 1918 to join a path from Yarra Blvd to the eastern end of Gipps St. (A. Collins was the mayor of Collingwood in 1912/13). Before the Johnston St bridge was completed, the “penny” ferry was intended to provide a safer pedestrian route than route TW2 across Dights Falls and a competitive alternative to route TW5 served by Palmers Punt at the end of Bridge Rd. It also took advantage of a rare pair of gaps in the steep escarpments that border both banks of the river in this area. A drawing of the ferry is available.³¹³

Travellers from Kew Junction intending to use the ferry to take them to the northern or eastern extremities of early Melbourne, followed Studley Park Rd (route TW3), turned on to Nolan Ave, followed its line west of Walmer St to the current Yarra Blvd (route AY5), continued west to Hodgsons ferry, used it to cross the Yarra, and then mainly used Clarke St³¹⁴ - which is on the same half-*section line* as Church St - to reach Johnston St. The connection is strongly indicated in Green’s 1852 map. There are suggestions that it was also possible to reach Gipps St and its link to Hoddle St (route NS1), or Victoria Cres and Church St and their link to Victoria St (route EW3). The route via Nolan Ave servicing Clarke St, Gipps St and Church St via Hodgson’s ferry is clearly shown in Kearney and Clarke’s reliable Map 2.5 of 1855.

The intention of local investors led by Hodgson had been to connect Studley Park Rd to the northern end of Church St (route NS2) via a new toll crossing of the Yarra at Gipps St and Hodgsons ferry. Collingwood traders strongly advocated the Gipps St connection, seeing it as bringing customers to their businesses.³¹⁵ The scheme did not eventuate once the merits of the alternative route over the new Johnston St bridge became obvious. Hodgson diverted the investors’ interest to the Church St crossing discussed in (b).³¹⁶ Controversy dogged the two bridges. In 1858, the Argus in a leading article described Johnston St bridge as “useless and costly” and Church St bridge as “unsightly and costly”.³¹⁷

The various pre-Johnston St bridge (pre-1858) routes are shown in Map 4.13 which gives no recognition of the western end of today’s Studley Park Rd route – instead it shows many of the tracks mentioned above but its only river crossing is at the end of Church St. A Gipps St crossing is (wrongly) shown in Slater’s map of 1857 and the entire route using Gipps St is incorrectly shown as a “metalled road” on the 1922 Army inch to the mile Ringwood map. The crossing is now served by the Collins footbridge.

TW4b via the northern end of Church St

A “proposed bridge” over the Yarra at, and on the line of, Church St (Collingwood) is shown in Green’s 1852 map. An 1855 review showed that it would be the cheapest of the bridge sites between Gipps St and Victoria St.³¹⁸ Fawcner, who was critical of every aspect of the bridge, gives an alternate explanation based on a flawed selection process leading to its location at:³¹⁹

an out-of-way elbow of the Yarra, where few persons resided, a new road ending abruptly at the Yarra, and close to the house and grounds of the President of the Roads Board ... a job to increase the value of lands in the neighbourhood.

In June 1857, the Studley Park Bridge Company - headed by Hodgson - opened³²⁰ a timber footbridge across the river on a north-south orientation aligned with Church St. For the main span, the deck was hung from a set of three adjacent and parallel 38 m span timber arches. In 1862 main span arch was lowered so that there was a flat arch under, rather than above, the deck. The “arch” was also further supported by three within-span propped and strutted piers. Known formally as the Studley Park Bridge, it replaced Hodgson’s ferry and came to be better known by its toll as the “penny bridge.” It had been designed by Josiah Austin, an English immigrant, and built in 10 months by W. Grant,³²¹ who - it was said³²² - had previously built a bridge “across Niagara.”

In 1860 the Government gazetted³²³ the land required for the road between Nolan Ave and the bridge to Church St. The route was known as Studley Park Bridge Rd and would have provided as logical an access to Melbourne as Johnston St (Map 4.5). However, with Johnston St bridge operating free or at a low toll, it readily took traffic from the penny bridge.³²⁴ The bridge fell into disrepair when tolls on the adjacent government bridges were abolished in 1878. In 1884 it lost most of its remaining patronage when the Victoria St bridge opened (see route EW3). A few repairs were done in 1886, a flood rendered it unsafe in 1889,³²⁵ and all vestiges were removed in 1899. When the toll was finally removed, it was the last tolled facility in Victoria.

No sign of the crossing currently exists on either river-bank. It is curious that this potentially useful north - south connection was never fully developed.

TW4c via Walmer St

A Walmer St to Burnley St bridge is the only cross-river connection shown in Ham's map of 1852. However, there is no evidence of an early bridge at the site. A 139 m long by 2.3 m wide steel Pratt truss footbridge was provided there in 1891, primarily to support the 18 inch diameter wrought-iron pipe carrying Yarra River water from Dights Falls to the Royal Botanical Gardens. The bridge was swept away by a flood in July of that year and a replacement bridge was not opened until late 1892.³²⁶ The footbridge is a through truss with a span of about 38 m. It is still in use as part of the Main Yarra Trail and the out-of-service pipe remains suspended beneath the bridge. The route is erroneously shown as a "metalled road" in the Australian Army's 1922 (1935) map, although the bridge is noted as a footbridge.

TW5 to the Junction via Palmers Punt

At its western end, this core route left central Melbourne via Flinders St (Sub-chapter 1.1), passed through East Melbourne using Wellington Pde (Sub-chapter 3.2), crossed Hoddle St [2e] and went through Richmond via Bridge Rd. Bridge Rd has been partly discussed in Sub-chapter 2.2 as a subdivisional quartering of the early Richmond *section*. - it was initially called Richmond Rd and then Richmond Bridge Rd and Campbell Pde near the Richmond Town Hall. In its early days, it was an infamous quagmire and a journey along it was known as a "*fearful passage of horrors*."³²⁷ In 1852 it was the first metropolitan road to receive a construction grant from the new government. In 1853 prison gangs were working on macadamising the western end of the road,³²⁸ using funds provided by the new Central Roads Board. In 1854 a tollgate was installed at River St³²⁹ at the eastern end of Bridge Rd and the route between Hoddle St and the Yarra was gazetted.³³⁰ In the early 1920s, Noble Anderson constructed one of Australia's first jointed reinforced concrete pavements in Bridge Rd, also using the concrete as the running surface.³³¹

In 1840, Dr James (later Sir James) Palmer, began operating a punt-based ferry across the Yarra River at Denham St near the eastern end of Bridge Rd, Figure 4.17.³³² Palmer was a medico, politician including a term as Speaker of the Legislative Council, and local financier. He had successfully invested in the timber industry and the primary purpose of his ferry was to provide a link between Melbourne and the stringybark forests of the east, particularly in the Nunawading area and in the Stringybark Ranges - a line of high ground from Mt Waverley to Mitcham lying between Gardiners Creek and Dandenong Creek.³³³ It served that purpose well, but more importantly it greatly increased the popularity of the eastern routes. The ferry itself was a large flat pontoon with protruding ends that made it easy for carts and animal herds to board and disembark. It was moved by hauling on chains attached to tree stumps on each bank. The ferry tolls were high, but the demand was such that the venture was eminently successful.



Figure 4.17 Palmers Punt, c1845 *SLV, LaTrobe Collection*

The new Victorian government replaced Palmers Punt in 1851 with the first Hawthorn Bridge.³³⁴ The shaky wooden structure had ten 9 m spans and was Melbourne's second major bridge. It was located a little upstream of the current bridge on a line joining the intersection of Bridge Rd and River St on the Richmond side and with the intersection of Church St and Honour Ave on the Hawthorn side. An indication of the initial arrangement is shown in Green's 1852 map. Honour Ave is now defunct – it was a western extension of Lennox St that ran between Hawthorn West primary school and the Anglican Christ Church. In 1859 the Board of Land and Works constructed the road on each side of Hawthorn Bridge. It involved a significant cutting and, despite his position, Palmer - whose house was on the southeast (Coppin Grove) bank of the Yarra - took legal action for loss of access.³³⁵ The house still stands at Invergowrie in Coppin Grove.

The current three-span (21.3, 45.7, 21.3 m) steel-lattice deck-truss bridge³³⁶ dates from 1861 when it represented a major commitment of government finance. Construction was delayed when three trusses en route from England were lost when the ship on which they were loaded sunk in Port Phillip Bay. When completed, it was Australia's first significant metal truss bridge and was the longest span of its type in Australia for 10 years (Figure 4.18). It was a major structure by world standards³³⁷ and is registered with the Australian Heritage Commission. The bridge had Melbourne's longest steel span for 100 years until Kings Bridge (route SK4) was first opened. It was refurbished in 1890 and 1931. The latter work involved using the new method of electric arc welding and replacing the timber deck with one of concrete.

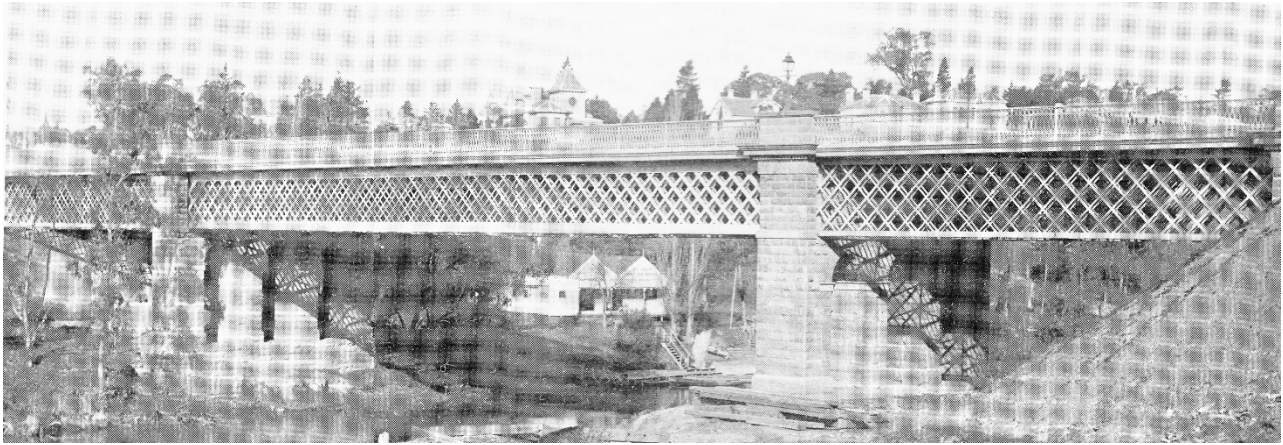


Figure 4.18 Hawthorn Bridge, early in its life. *SLV, LaTrobe Collection*

Melbourne's first cable tram operated on this route between Spencer St and Hawthorn Bridge. The cable trams were based on an American invention and had first been advocated late in the 1870s.³³⁸ The service began in November 1885 and closed in 1927 when it was replaced by electric trams.³³⁹

The next stage of the road to Kew Junction had its beginnings on the left bank of Hawthorn Bridge. The initial and logical route east of the Yarra had been via a track which subdivision in the 1850s formalised into today's non-cardinal direct route between the Bridge and Kew Junction. It had a number of names - Kew Rd, Bulleen Rd, Red Lion St and Government Rd (for High St South). Church St (Hawthorn) and High St South came into general use in the late-1920s. High St South met the line of Princess St / Denmark St at Kew Junction, a location determined largely by the Studley Park Rd ridge (see route TW3). Its existence as the initial sole route between the Bridge and Bulleen is shown in Arrowsmith's map of 1840.

Given its convenience, the route soon became the preferred first stage of the way to the eastern suburbs and the upper valleys of the Yarra. Indeed, in 1854 the whole route from Hoddle St to Bulleen was called Richmond Rd and the Central Roads Board's 1853 report refers to the road in three segments, viz. Richmond Rd (Richmond), Richmond Rd (Hawthorn) and Richmond Rd (Bulleen). At Barkers Rd [1n], Directory's map of 1892 indicates that the whole route became known as Bulleen Rd from there to Templestowe. Bridge Rd is a Main Road (#5103 from Lansdowne St to Punt Rd and #5285 from Punt Rd to the Yarra). Wellington Pde was declared a Main Road in 1995, Bridge Rd, Church St (Hawthorn) and High St South in 1990.³⁴⁰ In the Metropolitan route numbering system the route west of the Yarra is Route 30 and Route 36 east of the Yarra.

TW6 the riverside route from the Junction to Templestowe and beyond

(i) *Kew Junction to Burke Rd*

Routes to Kew Junction were described in Routes TW2-5. The original track from the Junction to Templestowe headed north from Kew Junction, and then travelled east along the left bank of the Yarra where it was based on stock route OL5. For example, the 1862 proponents of a bridge at Templestowe (see route TW8) advocated the bridge as it "connects with Gardiners Ck."³⁴¹ It was one of only five metropolitan routes shown in Arrowsmith's map of 1840 and appears in Map 3.7 of 1849.

By the 1850s the track began where the extension of the Studley Park Rd ridge left Studley Park Rd (route TW2-5), followed the Banool St ridge to Princess St [4e], and proceeded north.³⁴² The south end of Princess St ended at Eglinton St [2n] (Map 4.17). From there, the route utilised a cattle track near today's Willsmere Rd that took a gradual grade down the hill to the river flats, rather than the steep way the surveyors later introduced at the north end of Princess St. The track primarily served three riverside farm properties that had not been given separate road access - indeed, it passed through one of the properties.³⁴³ These properties had been the first feasible left bank farm sites upstream of Gardiner's farm near the future site of Scotch College (Sub-chapter 3.1).

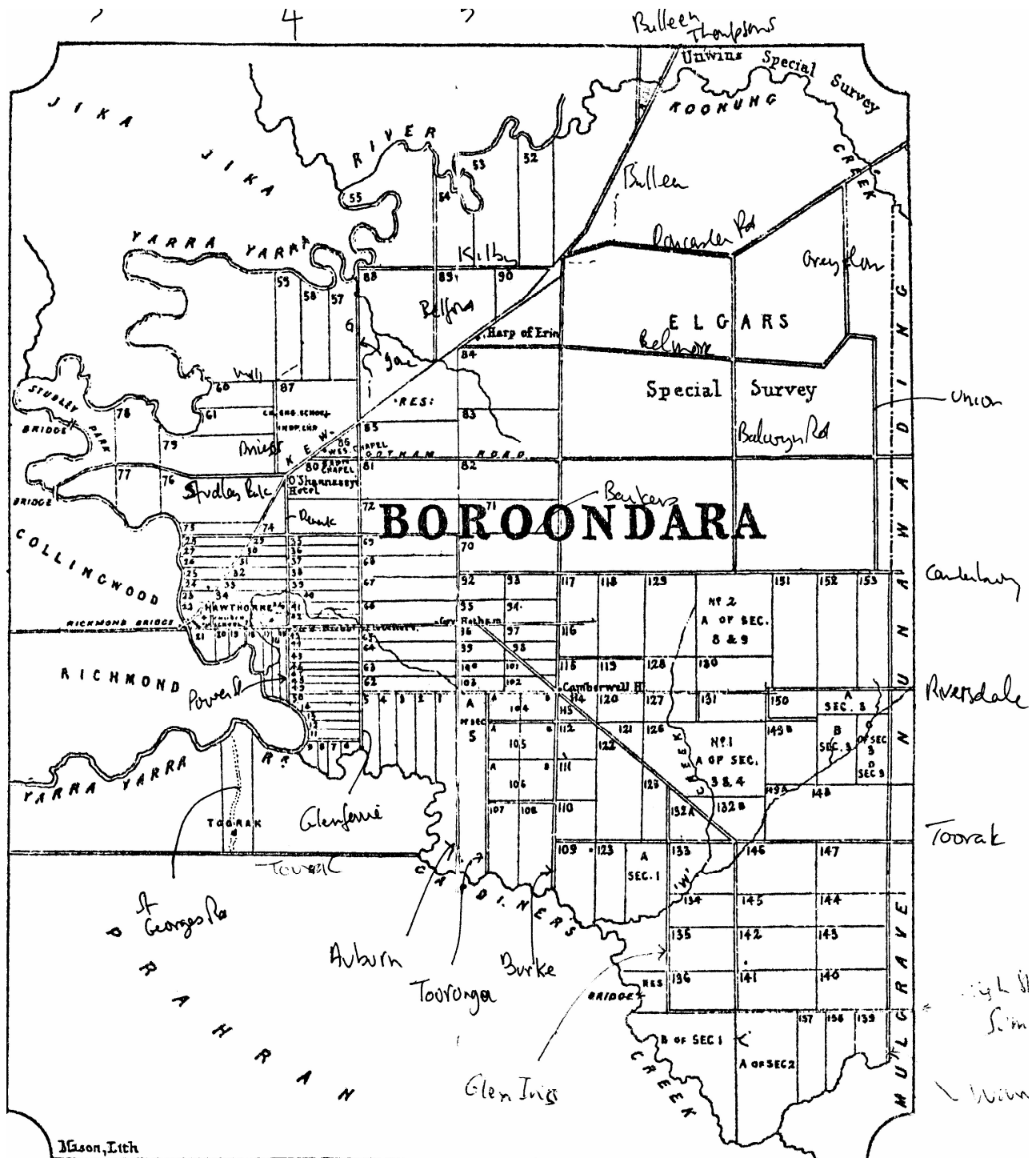
Map 4.17 Melbourne and its suburbs, shewing a district embracing 17 parishes Mason & Co. 1858. . SLN (M/2, 821.09M858M) http://search.slv.vic.gov.au/permalink/f/1c135st/SLV_VOYAGER787627

Willsmere Rd had been named after one of the three riverside farms. Willsmere Farm was in turn named after its original owners, Thomas and Horatio Wills, who were two of the best-known identities in early Melbourne. Horatio Wills' son Thomas Wentworth Wills co-founded Australian Rules Football and his daughter married Henry Harrison, the other co-founder. Thomas first visited the Melbourne area in 1836, brought cattle overland from NSW in 1838 and established himself in Collins St. He built Lucerne in Alphington in 1840 (see route PL6)³⁴⁴. The brothers purchased the land for the Willsmere farm across the Yarra from Lucerne in 1846.³⁴⁵

By the 1840s there was a bridge over the small creek at the corner of Willsmere Rd and Kilby Rd (originally Hillsburn Rd prior to 1907 or earlier). The original track then stayed close to the riverside as it headed to Bulleen (Map 3.6). However, as subdivisions took over, the route from Willsmere Rd was realigned to follow Kilby Rd, which ran due east from Willsmere farm to Burke Rd. Kilby Rd had arisen as the southern boundary of some Yarraside water-access allotments created in 1844.³⁴⁶ The area around its intersection with Burke Rd was subdivided in 1851 and Kilby Rd was shown as a road reservation in Map 3.6 of 1853, following property boundaries. It was a major part of the sixteenth route in the 1929 Town Plan. The crossing of Glass Creek near Hays Paddock was a frequent early traffic hazard and the entire way along Willsmere Rd and Kilby Rd was a “*notorious quagmire*”. Kilby Rd was initially constructed as part of a program to develop the Boulevard (route AY5) during the Depression in the 1930s, but the work was not completed until 1960. Hugh Glass was an early squatter in Boroondara.

(ii) Burke Rd to Templestowe

Leaving Kilby Rd, the route followed Doncaster Rd to Bulleen Rd, to Templestowe Rd, and thence to Templestowe. Map 4.18 of 1858 (and possibly Foot's map of 1853a) shows Bulleen Rd beginning in the south-east at the Burke Rd / Kilby Rd intersection – hence, Doncaster Rd between Burke Rd and the current southern end of Bulleen Rd may not have been an original part of the route. Hodgkinson's map of 1855 suggests that three route options for Bulleen Rd in North Balwyn were then being debated. In 1907 this section of Doncaster Rd was still called Bulleen Rd.

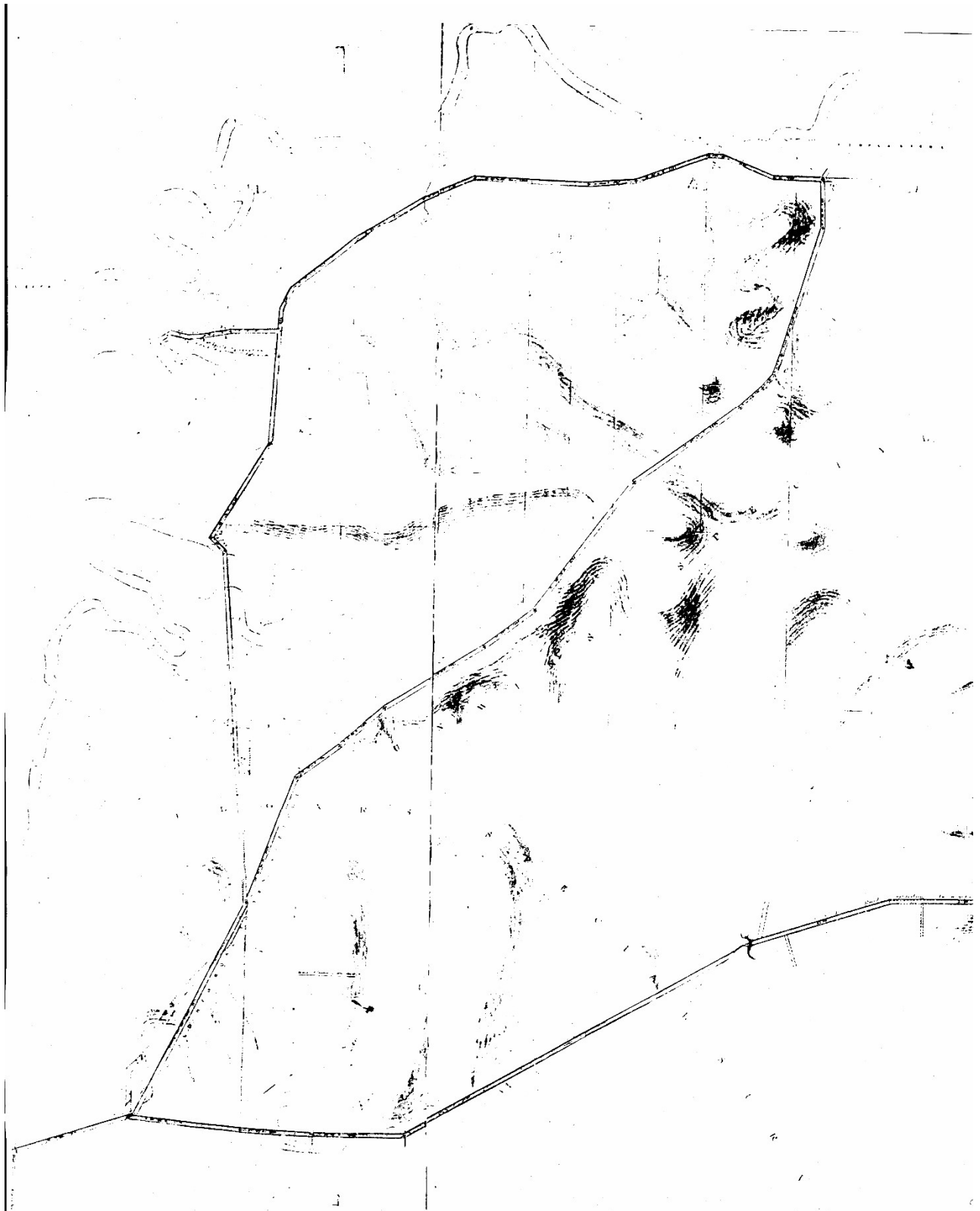


Map 4.18 Boroondara (from Bonwick, J. 1858)

The current Doncaster Rd / Bulleen Rd intersection was located on the [6e] line as a result of local subdivisions. The old and the current Bulleen Rd met near Bellevue Village where the current parking area suggests a remnant of the old route. By this time, the south end of Bulleen Rd had been brought to its current location, leaving the earlier direct route at the [3n] line near Riverside Ave and using a piece of north-south road along a property boundary whilst travelling along the [6e] line (Map 3.6 and Map 4.4). The citizens, however, took today's more direct route and the kink was eliminated by the current straight alignment between Doncaster Rd and Bellevue Village. This fluid situation is discussed further under route TW8.

Many of these fluctuations in the alignment of Bulleen Rd and Doncaster Rd can be readily explained in the context of Elgar's ongoing arguments over the location of Burke Rd (Sub-chapter 2.4). The current Bulleen Rd / Doncaster Rd intersection is on the [6e] *line*, where Burke Rd should have been. As Elgar dragged Burke Rd west in the early 1840s, so the associated road network was also forced to adjust.

Bulleen Rd's crossing of Koonung Creek was determined by its passage between two large flood pans in the creek (Map 4.19). In Bulleen it followed a typical riverside route, staying in the valley flat but as far from the river as possible. Thus, Bulleen Rd and Templestowe Rd were typical riverside roads seeking firm ground on the edge of the river flats, although Bulleen Rd did cross a neck of the Bolin Bolin billabong where it now passes the Trinity Grammar sports grounds. Ham's map of 1853 shows it as a track close to its current location.



Map 4.19 Hodgkinson 1855. Roads through Special surveys in Boroondara and Bulleen. Roll Plan 4. Dept Natural Resources & Environment, Land Information Victoria, http://search.slv.vic.gov.au/permalink/f/1cl35st/SLV_VOYAGER2574097. Original held at Public Record Office of Victoria (PROV) not digitised

The original end-of-the-road purpose of Bulleen Rd was to service the homesteads of the sheep stations established by the five Ruffey brothers near the intersection of Templestowe Rd and Rosemont Dr and by the two Wood brothers at Bolin Bolin billabong and Koonung Creek (see route TW1). Hoddle's maps of 1837b & 1842d show the Ruffeys' sheep station and John & William Wood's two sheep stations on the left bank of the Yarra at Banksia Park, Koonung Creek and Bolin Bolin billabong respectively. Leaney 1991 on p6 says both groups started in 1837 and implies that the Wood brothers were first. Her frontis map and Nutt's maps of 1841a&b presumably represent a situation after the Ruffeys left in 1839 as these three maps have the Woods nearer Birrarung Park.

Bulleen Rd was duplicated from Koonung Creek north in 1987-8.

(iii) Templestowe to Warrandyte

Settlers were living in the Templestowe area in the 1840s and Templestowe village was proclaimed in 1852. Thus, the route was soon extended from Ruffeys' Station at Bulleen Rd to the village. In 1855 the route was being promoted as potentially the best way to Eltham from the city, provided a bridge was built across the Yarra in Templestowe.³⁴⁷ A tollgate was installed on Templestowe Rd at Foote St in 1868.

By 1840 the route continued on to Warrandyte along the current Parker St, Anderson St, Porter St and Warrandyte Rd.³⁴⁸ The original route from Thompsons Rd to Anderson St was readjusted by early subdividers. Anderson St and Porter St are on the [9e] and [6n] *lines*, thus also explaining the current location of Templestowe village. They are both shown as road reservations in Ham's map of 1853. East of the [10e] *line*, Warrandyte Rd follows the firm ground adjacent to the river flats, whereas Nutt's map of 1841a shows that the original track used Fitzsimons Lane (route TW11) to take a course that was further north and close to the [7n] *line*. The route gained more prominence in 1851 when gold was discovered at Warrandyte and Hawthorn Bridge (route TW5) was completed. Land in Warrandyte was sold as one-mile-square-*sections* in the 1850s for about £1/acre.

Initially, before Maroondah Hwy (route HV1) was developed beyond Ringwood, this route was also the prime way to the Upper Yarra Valley, particularly to Lilydale and Yering. Leaving Warrandyte, the route probably followed the Warrandyte - Ringwood Rd (route HV2), Croydon Rd to Wonga Rd ridge road, Warranwood Rd and Plymouth Rd [5n] to join Maroondah Hwy near Birts Hill.³⁴⁹ Some maps refer to this route as the Gippsland Rd.³⁵⁰ Following the Yarra River and Andersons Ck, it had a more assured water supply than Maroondah Hwy via Box Hill. It was the route used by the first mailman to Yering and Lilydale.³⁵¹ In 1853a, however, Foot's map described Maroondah Hwy as the "best road to Upper Yarra."

Another spur from Warrandyte headed east to Wonga Park farm on Brushy Ck, and possibly Lilydale, via Jumping Creek Rd.³⁵²

The penny turned and in 1888 the preferred way from Warrandyte to the city was via Ringwood, with a coach connecting to the railway station at Ringwood.³⁵³ The Public Works Department had funded the development of this route in 1884 and in 1901. Nevertheless, the CRB's 1914 and 1915 maps still give some importance to the Warrandyte - Ringwood connection and it funded the road's development in 1930.

(iv) Formalities

The route was the subject of two major straightenings, resulting in diagonal High St (route TW7) and Thompsons Rd (route TW8). Although the route was shown in La Trobe's plan of 1841 and as far as Templestowe in the 1929 Town Plan, there was no subsequent direct planning scheme equivalent to the route. The MMBW 1954 Town Plan included a Route 18 that went up the right side of the Yarra River valley from Burke Rd to Plenty River, and then north to the southern end of Greensborough Rd (route PL7). Fortunately, it did not eventuate.

Princess St was declared a Main Road in 1960 and 1983. Bulleen Rd was declared a Main Road in 1960 (all) and in 1993 (Doncaster Rd to Eastern Freeway) and 1990 (to Manningham Rd). Other Main Road declarations were Templestowe Rd in 1914, Foote St in 1990, and Warrandyte Rd in 1914 and 1940. In 1999 Bulleen Rd became a State Hwy (#2320) from Thompsons Rd to Manningham Rd.³⁵⁴ The route is now a very disjointed long-distance trip – for instance along its outwards journey it now embraces the following numbers in the Metropolitan Route numbering system: 21, 36, 42, 52, 42 & 9

The Public Works Department funded major construction of the Templestowe end of the road in 1882. The CRB worked on the Templestowe to Warrandyte portion of the road in 1915-7. For its initial surfacing, in 1926 the CRB applied a spray and chip seal surface to 800 m of this route.

The trip from the city to Warrandyte, and returning via Heidelberg and route PL6, was the twelfth of the twelve Melbourne excursions in Out's 1868 Guide.

TW7 from Kew Junction to Burke Rd via the diagonal High St

Kew Junction was a notorious location for unacceptable traffic congestion, with concerns raised as early as 1915. To provide some relief, the road from the Junction to Cotham Rd (route HV1) was widened by a program that began in 1934 but was not completed by the MMBW until 1960.³⁵⁵

The introduction of High St as a direct diagonal route from Kew Junction to the Kilby Rd / Burke Rd intersection was an early change to the original road to Templestowe (route TW6), and it shortened the route by almost a kilometre. This new route was originally known as Bulleen Rd, a name that was still preferred in the 1892 Directory maps. At the eastern end of the route, this "new" road was originally on a straight alignment. This would have taken the route to an intersection with Bulleen Rd at the [6e] *line*. However, Elgar's arguments (Sub-chapter 2.4) pushed Burke Rd west from this *section line* to its current location. High St thus entered the new Burke Rd closer to Maud St and an adjusting kink was needed at the Harp of Erin Hotel.

The Central Roads Board had metalled 5 km of the road by 1857. The work was not particularly effective and High St up the hill from the Junction (to join a ridge near Cotham Rd) was a persistent quagmire that captured many bullock teams. From 1887 to 1914, one of Melbourne's few horse tram routes began at the Victoria St bridge, travelled along route EW3 and route TW5 to the Junction, and then along this route to Kew Cemetery.³⁵⁶

High St is part of route 36 in the Metropolitan route numbering system. It was proclaimed a Main Road in 1957 and 1990.³⁵⁷

TW8 from Koonung Creek to Templestowe via the diagonal Thompsons Rd

In a similar way to the diagonal High St (route TW7), Thompsons Rd soon provided a more direct route through Bulleen to Templestowe than did Bulleen Rd and Templestowe Rd. Thompsons Rd (originally Templestowe Rd until as late as 1946) and Templestowe Rd (originally Bulleen Rd) were laid out by Hodgkinson in 1855 and formed between 1858 and 1866.

The discussion in route TW6 indicated that the first line of road came from the Kilby Rd / Burke Rd intersection and Foot's map of 1853a shows it heading towards a Koonung Creek crossing near today's Balwyn Rd [7e]. This "plan" was not pursued and in reality Thompsons Rd would have continued the southern line of Bulleen Rd north of Hillview Rd and met today's Thompsons Rd near Balwyn Rd [7e]. It then climbed up a hillside ridge towards Manningham Rd (route EW4) (Map 4.19). Indeed, in maps from the 1850s Bulleen Rd and Thompsons Rd can be seen as *section diagonals* between the corners [6e], [3n] & [7e], [4n] and [8e], [5n] & [9e], [6n], taking it straight to Templestowe Village. Instead, east of the [8e] *section line* past Feathertop Ave the road followed easier grades but a less direct route to Templestowe Village. This part of Thompsons Rd appears to have been aligned to a since-forgotten [8e] *line*. Initially, an even stronger diagonalisation had been at work, as it is possible to see in Mason's map of 1858 an alignment between the Maud St / Burke Rd original end of High St and the section corner at Templestowe Village (see route TW1 discussion), and not to the Templestowe Rd / Union St intersection. However, any other suggestions of the straight alignment are not visible in maps of 1892. The current roads near the Bulleen / North Balwyn boundary result partly from the construction of the Eastern Freeway (route TW13).

TW6a. In the 1850s the northern end of Thompsons Rd was extended north via Union St and Wood St. The extension provided access to the first bridge over the Yarra River between Eltham and Templestowe.³⁵⁸ The 43 m span arch bridge opened in 1855,³⁵⁹ five years before the Banksia St bridge on route EW4. It linked Wood St on the right bank of the river to the south end of Bonds Lane [8e]. Charles Swanston, of Swanston St (Sub-chapter 1.3), built a large house - now called Odyssey House - on the right bank at the south end of Bonds Lane which linked in the north

to Old Eltham Rd (route PL6). The original track was a little to the east of Bonds Lane, joining Old Eltham Rd near the Araluen Centre.³⁶⁰ The bridge was destroyed by a flood in 1863 and not replaced as the poor state of the roads in Bulleen had already persuaded Eltham residents to travel to the City via Heidelberg. Indeed, in 1862 the owners had tried to sell the toll bridge to the government as the rate revenue was too low.³⁶¹ A rickety timber bridge existed at the site in the 1920s and 30s. The crossing is now marked by a footbridge built in 1955.

In 1865 a tollgate was installed at the intersection of Thompsons Rd and Manningham Rd. Thompsons Rd was the fifteenth route in the 1929 Town Plan. It was declared a Main Road in 1990 and 1993.³⁶² It is route 42 in the Metropolitan route numbering system

TW9 the spur from Fairfield to Box Hill

This route opened as a road in 1930. At its northern end it began at Heidelberg Rd (route PL6) in Fairfield at the Grange Rd intersection or, more specifically, at the Outer Circle Railway Level crossing. Most of the Outer Circle railway had ceased operating in 1926 but the length between Fairfield and the Yarra was still being used by Australian Paper Mills. Hence this portion of the route stayed on the west side of the rail tracks. In 2019 the length of the route was widened and subsumed the old railway reservation.

Heading south, the route crossed the Yarra using an 1890 lattice truss bridge - then known as the Fairfield Railway Bridge - and the associated right-of-way from the abandoned Outer Circle railway line. The through-truss bridge has spans of 35.2, 33.5, 33.5 & 35.2 m and was refurbished - with an emphasis on its deck structure - in 1955-56 (Figure 4.19). In 2019 the road was moved east onto a new concrete bridge and the old bridge is now used for foot and cycle traffic. The route is known as Chandler Hwy as far as Princes St [5e] in Kew where this route connects to the way to Templestowe (route TW6) at the Princess St / Willsmere Rd corner in Kew. This portion of the route was advocated as part of the sixteenth route in the 1929 Town Plan. It is now part of Route 21 in the Metropolitan Route numbering system.



Figure 4.19 Outer Circle railway bridge over the Yarra River, converted to use as a road bridge in 1930 *The Author*

To the southeast of Princess St, the rail reservation as far as High St (route TW7) at the [5e] *line* was converted to Earl St, Asquith St and Valerie St. This part of the route was to be part of the abandoned route F6 in the 1954 and 1969 Plans, and provisions for its connection to the Eastern Freeway can still be detected at the Chandler Hwy interchange. This latter short length, known as Route E6, was listed by the CRB in its 1976 plan³⁶³ of proposed roads.

To the east of High St, the route continues as Harp Rd and then Belmore Rd. The Harp of Erin Hotel at the corner of Harp Rd and High St was opened in 1851. Harp Rd and Belmore Rd were probably intended by inaccurate surveyors to be on the [2n] *line*. There are suggestions³⁶⁴ that Belmore Rd east of Balwyn Rd may have followed an earlier route from Melbourne via Barkers Track (see route HV1) to both Doncaster and Nunawading and various goldfields in the adjacent hinterland. This would explain the kinks in the eastern end of Belmore Rd and how they came to dominate the subdividers' location of Greythorne Rd and then of Union Rd – offset from its proper position as the [8e] *line*. Belmore Rd dates from 1841 and in the east follows a convenient hillside ridge down to the waters the Bushy and Koonung Creeks at Elgar Rd, suggesting an initial role as a stock route.

It must be emphasised that the changes in the form of Elgar's survey (Sub-chapter 2.4) also contributed to the incoherent nature of the entire road system in this area. For instance, the intersecting Balwyn Rd and Union Rd both were moved west of their *section line*. The portion of the route to the east of Winfield Rd [c8e] was originally called Ewarts Rd and then Belmont Rd. The name was changed from Belmont Rd to Belmore Rd in 1931.

East of Elgar Rd a track then went up Bushy Creek where it serviced the home of Arundel Wright the district's first settler.³⁶⁵ The track then continued up Bushy Creek to near today's Springfield Rd and then followed a ridge to Springvale Rd and beyond, where it joined the original road to Ringwood (route HV1). Other tracks led up the left bank of Koonung Creek, joining various paths to Warrandyte and its gold diggings. One of these was Rossiters Track which joined the eastern segment of Woodhouse Gv and then headed to the north-east at Middleborough Rd [10e] to Rossiter's cattle run in Doncaster East.³⁶⁶ Nevertheless, this route quickly lost its eminence as by 1851 Doncaster Rd had taken over as the main route from Melbourne to Doncaster³⁶⁷ and Maroondah Hwy was becoming the main route to Ringwood.

Chandler Hwy became a CRB responsibility in 1954 and was declared a Main Road in 1960, Harp Rd in 1990, and Belmore Rd in 1991 (east of Winfield Rd) and 1993 (west of Winfield Rd).³⁶⁸

TW10 Doncaster Rd

Doncaster Rd was an early addition to the ways to Templestowe (route TW5-6), with the major incentive for its development being the 1850s gold diggings at Warrandyte. Access to the goldfields from this route is discussed in route TW12.

The initial intent had been that Doncaster Rd would leave the original Bulleen Rd from Richmond (route TW6) at the [6e] *line*. This was upset by the aftermath of Elgar's Special Survey in the early 1840s (Sub-chapter 2.4), leading to the present arrangement where Doncaster Rd begins at Burke Rd and kinks at the originally-intended junction with today's Bulleen Rd.

A little to the east Doncaster Rd leaves the surveyors control at Balwyn Rd on a shakily-surveyed [7e] *line* and kinks to the northeast. These first two kinks were needed as the initial pre-subdivisional route was a ridge road from Burke Rd to Walnut Ave where it dropped into a valley to cross Koonung Creek by a ford (this part of the Creek was undergrounded during construction of the Eastern Freeway). Next, the road climbed the long ridge to the hilltop at Wilsons Slip-rail on the [9e] *line* (later Whites Corner and now Westfield Shoppingtown corner) (Map 4.19). Robert Bagot surveyed this length in 1855 and, later in the year when he was appointed selling agent for the adjacent land, he replaced the ford with a timber bridge.³⁶⁹ In 1865 a tollgate was established at the top of the hill at the Elgar Rd corner.³⁷⁰ It averaged about 30 tolled vehicles a day. In 1876 it was operating at a loss and was moved to the Koonung Creek bridge which had replaced the original ford.³⁷¹

East of Whites Corner the road tracks through Doncaster. It is not on a *section line* but adopts a surveyor-straightened east-west alignment, from the point where it leaves the confines of Unwin's Special Survey (see route TW1) at Church St to its end at Old Warrandyte Rd. Nevertheless, this road segment is a true ridge road,³⁷² passing

over hilltops at the Manningham Municipal Offices and near Blackburn Rd (route NS8). It is shown as a road reservation through subdivided land in Ham's map of 1853.

Doncaster Rd gained its name from a John Wilson who built a hotel at the corner of Doncaster Rd and Victoria St [10e] in 1854. He called the hotel the Doncaster Arms after his hometown in England. A hotel still operates at the site.³⁷³ The route was formed to Church Rd between 1858 and 1866. Parts of the road had previously been known as Bulleen Rd, Andersons Creek Rd and Templestowe Rd.

A track to Mitcham Rd (originally McGhees Rd) clearly existed prior to the subdivisions of the 1850s and the surveyor's linear hand is evident in the extension of Doncaster Rd to Mitcham Rd in the late 1860s³⁷⁴ and then in the location of Mitcham Rd. Its alignment was determined solely by its role as a ridge road heading towards high ground at the Mitcham Rd / Maroondah Hwy (route HV1) intersection and following the ridge fully explains the continuing atypical non-cardinal alignment of Mitcham Rd to its termination at Canterbury Rd (route CT1). At the eastern end of the road, Blainey writes of the "web of tracks that spun out to the goldfields of Warrandyte."³⁷⁵

The Public Works Department funded some construction of Doncaster Rd in 1883. The CRB began taking some responsibility for the eastern portion of the road in 1936, applying a spray and chip seal to the section between Agnes St and Koonung Creek and building a new bridge over the creek. The Burke Rd / Doncaster Rd intersection was improved in 1937. The CRB widened the road east of the Koonung Creek in 1954, through Whites Corner in 1970, to Darcy St in 1972, to Dehnert St in 1973, to Blackburn Rd in 1976, to Old Warrandyte Rd in 1987, and to Springvale Rd in 1986.

Doncaster Rd was declared a Main Road in 1914 and was a State Hwy between 1983 and 1999. The route from Manningham Rd to Springvale Rd was declared a State Hwy in 1983. Mitcham Rd was declared a Main Road north of Maroondah Hwy in 1960 and in total in 1983.³⁷⁶ It is route 36 in the Metropolitan route numbering system

The trip from the city along routes TW5 and TW7 to Doncaster Rd and the Doncaster Hotel (or Inn), and returning via routes EW4, PL6 and PL3 was the first of the twelve Melbourne excursions in Out's 1868 Guide.

TW11 Williamsons Rd and its extension

This Templestowe route is based on Williamsons Rd and Fitzsimmons Lane. It uses a crossing of the Yarra River adjacent to Westerfolds Park to connect the road to Eltham (route PL6) with the roads to Warrandyte (route TW6), Doncaster (route TW10) and Box Hill (route EW4).

The route begins at its northern end at the intersection of Main Road (route PL6), Old Eltham Rd and Fitzsimons Lane near Eltham Lower Park (Map 4.4). The Lane utilised Bolton St- the west side of the Eltham Village Reserve - on the [9e] *section line* but modified the alignment for traffic engineering reasons when the Fitzsimons Lane bridge over the Yarra was built in 1961. The three-span steel bridge has a total length of 83 m and a width of 7.2 m plus two 2 m paths. The bridge was duplicated in 1991.

Fitzsimmons Lane is shown as a road reservation in Foot's map of 1854. John Fitzsimon was a settler who bought the property on the current north-eastern corner of Porter St (route TW6, [6n]) and the future Fitzsimons Lane in the 1860s.³⁷⁷ Although Fitzsimons Lane is not based on the [9e] *section line*, it follows a pre-existing track leading to a Yarraside property at the Diamond Creek confluence about 500 m upstream,³⁷⁸ and is formally based on the adjacent 1850s allotment boundary, as the Yarraside properties on the left bank were divided into typical, narrow, water-access allotments. Furthermore, it took advantage of an obvious route between two hills. Thus, there was a road reservation for the Lane and but no similar provision on other property boundaries. The original track to Warrandyte also utilised the Lane to approach the Yarra (see discussion in route TW6).

Fitzsimons Lane leads south to Williamsons Rd. The southern end of Williamsons Rd (originally the Doncaster Cross Rd) is a classic ridge road and ends at Doncaster Rd (route TW10). Bagot surveyed the road in 1855, and it was named after a local land-owner, Robert Williamson, who donated land to the Church of Christ in 1864.³⁷⁹ A more southerly route back along the [9e] *line* was subverted by the manoeuvrings over Elgar's Special Survey (Subchapter 2.4).

Williamsons Rd from Manningham Rd to Doncaster Rd was declared a Main Road in 1960. The remainder was declared in 1983.³⁸⁰ The route is part of Route 47 in the Metropolitan Route numbering system.

TW12 to the Goldfields

The Andersons Creek gold discovery³⁸¹ near Warrandyte was made in June 1851 – it was Victoria’s first gold find. Andersons Creek was the original name for Warrandyte and there was a Warrandyte railway station in Croydon. At this time, the outer portions of the routes to Warrandyte (routes TW1,5-8,&10) were no more than bush tracks and so gold provided a major impetus for the development of routes in this area.

In particular, Doncaster Rd (route TW10) split into a variety of tracks east of the [11e] *line* at Blackburn Rd (route NS8). One appears to have headed northeast and used the southern end of today’s Anderson Creek Rd to cross Mullum Mullum Creek near Reynolds Rd and the [12e] *line* and head on to route WT6 and Warrandyte. Another route to the goldfields left Doncaster Rd on a route approximating today’s Old Warrandyte Rd and crossed Mullum Mullum Creek closer to the Tindalls Rd crossing. It then proceeded near the line of Stintons Rd and Falconer Rd to Andersons Creek and route HV2 to Warrandyte. Indeed, an early name for Doncaster Rd was Andersons Creek Rd.³⁸² This route was also part of a stock route from the city to Wonga Park Station on another Brushy Creek. From the eastern end of Falconer Rd the stock route would have continued east on the lines of Brysons Rd and Homestead Rd.³⁸³

Falconer Rd could also be reached using Park Rd. Park Rd east of Mitcham Rd had previously existed as a stock track and goldfields route through to Park Orchards. This road and Old Warrandyte Rd are clearly shown in Hull’s map of 1854.

TW13 the Eastern Freeway

See Sub-chapter 6.7.

4.8 Routes HV – the roads to Healesville and beyond

The routes to Healesville and Melbourne’s upper Yarra Valley to be discussed below are shown in Map 4.1e.

HV1 Maroondah Hwy (to Gippsland?)

The road to Lilydale and Healesville began life as an overland stock route to and from the rich riverside land in the Yarra River valley near Lilydale and Coldstream. This fertile area had attracted attention as early as 1837. As will be discussed in (b) below, it was also the first land route between Melbourne and Gippsland.

(i) Kew to Box Hill

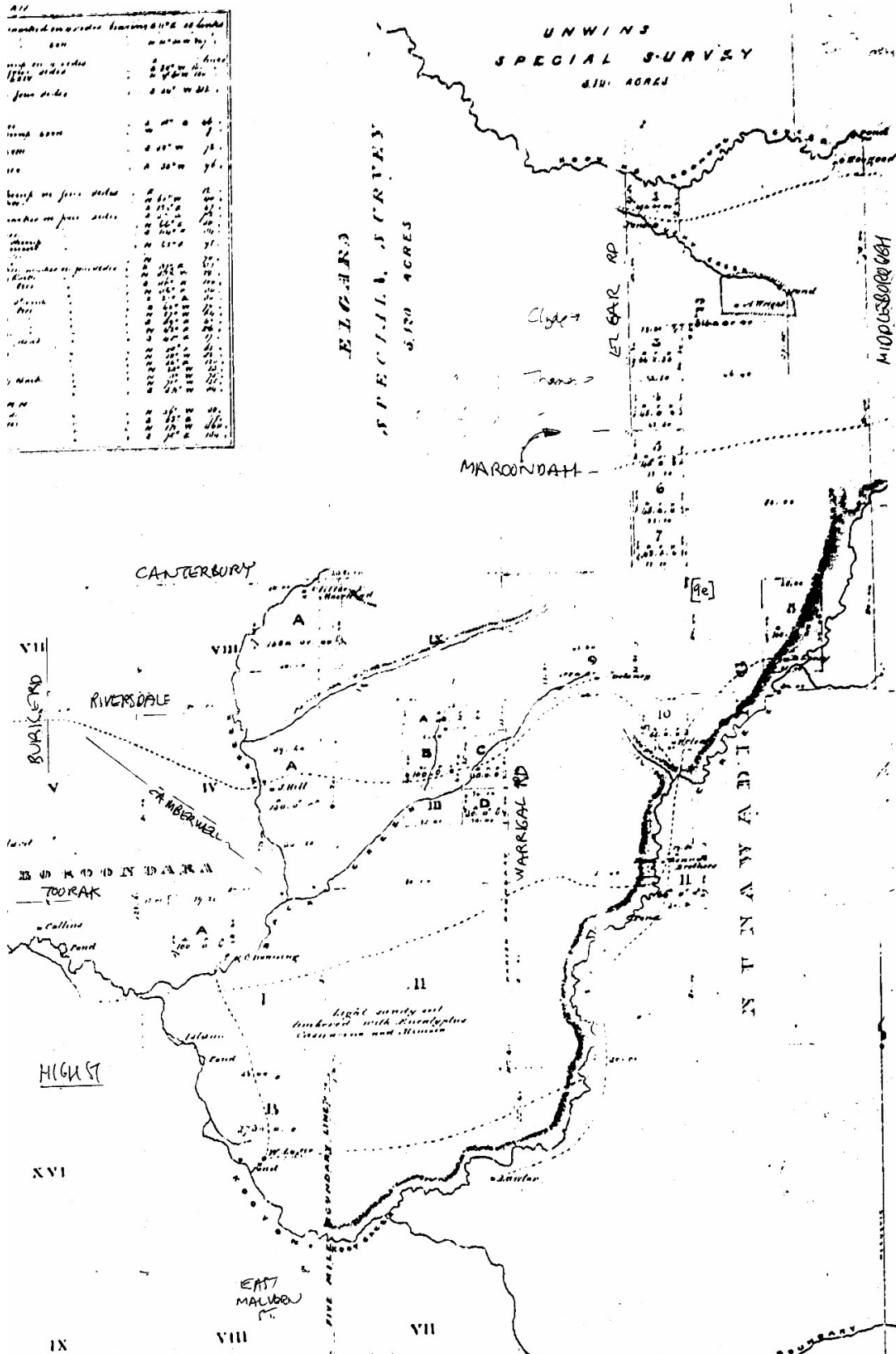
HV1a across new country

Originally, the route was known as Barkers Track, or “Barkers Track to Yering and Upper Yarra”, “Upper Yarra Rd” or merely as “the old bush track”. Vineyards were established at Yering in 1837. The Barker was Dr Edward Barker who owned land that it traversed in Hawthorn.³⁸⁴ Barkers Track would have had its origins in stock route OL6 heading down the Yarra to Gardiners Creek. Later it would cross the Yarra taking advantage of Palmers Punt that began operating in 1840 and then Hawthorn Bridge when it opened in 1851 (route TW5). These river crossings greatly increased the popularity of the route.

To head east from Palmers Punt on route TW5, the stock track would have utilised the small south-flowing creeks that fed into Gardiners Creek. Topographically, this resulted in a track along Barkers Rd (route EW3), staying

to the south of the Cotham Rd ridge and watershed, then heading east-northeast near Burke Rd to avoid the high ground on Canterbury Rd at Surrey Hills, and crossing the associated north-south ridge marked by Union Rd at one of its narrow points. Thus, the track crossed Elgar Rd near Carrington St. Between Elgar Rd and Middleborough Rd, the original track was some 600 m to the south of Maroondah Hwy, passing Box Hill near Carrington Rd (Map 3.6 and Map 4.20). The track passed close to today's Box Hill Railway Station, as it headed to the intersection of Maroondah Hwy and Middleborough Rd.

UNWINS SPECIAL SURVEY	
SECTION	ACRES
1	100
2	100
3	100
4	100
5	100
6	100
7	100
8	100
9	100
10	100
11	100
12	100
13	100
14	100
15	100
16	100
17	100
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35	100
36	100
37	100
38	100
39	100
40	100
41	100
42	100
43	100
44	100
45	100
46	100
47	100
48	100
49	100
50	100



Map 4.20 Clarke (?) 1850a?. Roads in Boroondara and Nunawading. Sydney Map B/35. Dept Natural Resources & Environment, Land Information Victoria. Original held at Public Record Office of Victoria (PROV). <https://bit.ly/3gRevUr> not digitised. Current street names have been added by the author.

HV1 Surveyors take over

Subdivision in Hawthorn West in around 1850 forced the city end of the track to use Church St and then turn east near the Church St / Barkers Rd intersection. The way led from there to the northeast corner of the current Xavier College grounds and then to near today's Glenferrie Rd / Cotham Rd corner. Here the surveyor and subdivider took control and the track was replaced by the straight road. The formal route then adopted an easterly alignment along Cotham Rd, beginning at Kew Junction (route TW3). The location of Cotham Rd stems directly from a quartering of the mile square *section* bounded by the [4e], [2n], [5e] & [1n] *lines*. By good fortune, the *section line* initially follows a ridge, providing eastern Cotham Rd with relatively good road conditions, whereas both the western end and the "alternative" valleyside way along Willsmere Rd and Kilby Rd (route TW6) were "notorious quagmires". There is a human story³⁸⁵ about the naming of Cotham Rd. The sub-divided land on the northside at the western end of the street was bought in 1851+ by four successful goldminers who had come from Cotham in England. They named their southern boundary Cotham Rd, but had an ongoing fight with a neighbour who wanted it called Great Gippsland Rd (for geographic reasons given below). For some time on a daily basis they destroyed each other's road signs.

The quartering *line* established by Cotham Rd continues straight to Middleborough Rd, unflustered by either the surveying discrepancies of Burke Rd (route NS4) and Mont Albert Rd caused by Elgar's Special Survey (Sub-Chapter 2.4), or the engineering difficulties of the poorly drained alignment. In 1841 the demands of Elgar process and the fact that the road was not on a *section line*, led to the route being surveyed and pegged from Burke Rd to Elgar Rd, to prevent the loss of a continuous line of road. The dip in the route between Burke Rd and Balwyn Rd was popularly known as the Bay of Biscay, for the number of "*bullock teams, drays and coaches that foundered or sank*" there. In 1862 a man with a wooden leg had to be rescued from the mud and subsequently proclaimed that if he had not been rescued his wooden leg might well have taken root and sprouted there.³⁸⁶

The Whitehorse Hotel was built by Patrick Trainor in 1853 at the southeast corner of the intersection of Elgar Rd with the route, and Trainor left a vivid description of the state of the road:

"I've known wheel ruts so deep that the carts came to rest on their axles.... There were 20 mile of track between here and Lilydale without a pebble on it."

The hotel was named after a horse ridden by Police Captain Robert Leach that Trainor had seen passing by his new hotel. He had previously intended to call his hotel "Corduroy", presumably after the condition of the road.³⁸⁷ The hotel was the second coach stop for travel out of the city to the new goldfields beyond Healesville at places like Woods Point and Gaffneys Creek. The first coach stop was at the Harp of Erin Hotel on the corner of High St and Harp Rd in Kew and the next was the Coach and Horses Hotel in Ringwood. In 1857 Trainor became one of founding members of the Box Hill District Roads Board. A full-scale facsimile of the white horse first appeared in the nearby median in 1895 and a modern version is opposite the Town Hall.

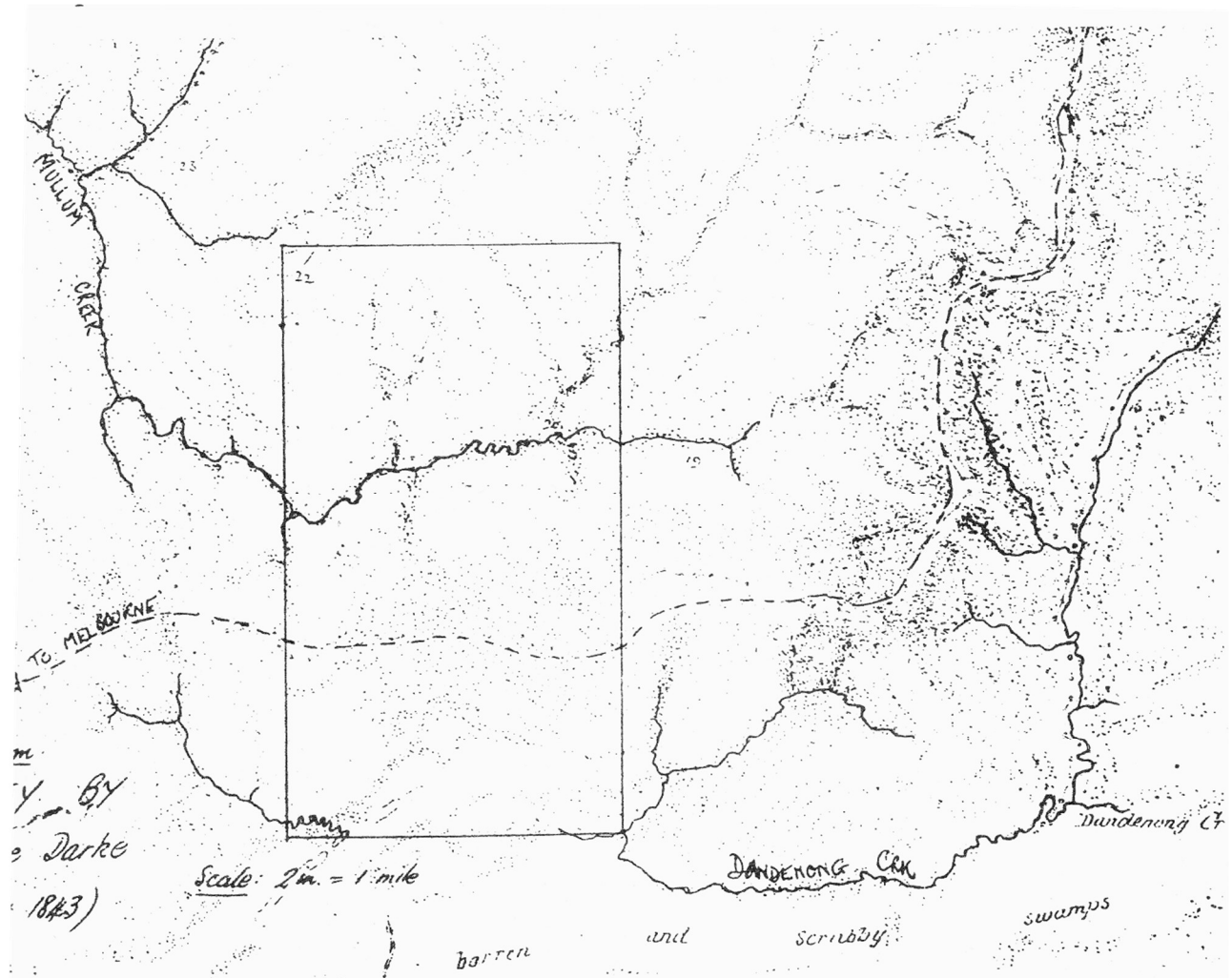
The first subdivision east of Elgar Rd and Elgar's Survey extended to the [9e] *line* of Nelson Rd, and ran from Canterbury Rd to Clyde St [2n], providing 5 lots. The route then ran in a 1 chain reservation along the property boundary between two of these lots.

The trip from the city along route TW3 and then this route to Box Hill and returning via route EW3 was the sixth of the twelve Melbourne excursions in Out's 1868 Guide. By 1913 the Richmond and Malvern Tramways Trust was running an electric tram along Cotham Rd to Burke Rd and by 1922 the service had reached Union Rd.

(ii) Box Hill to Ringwood

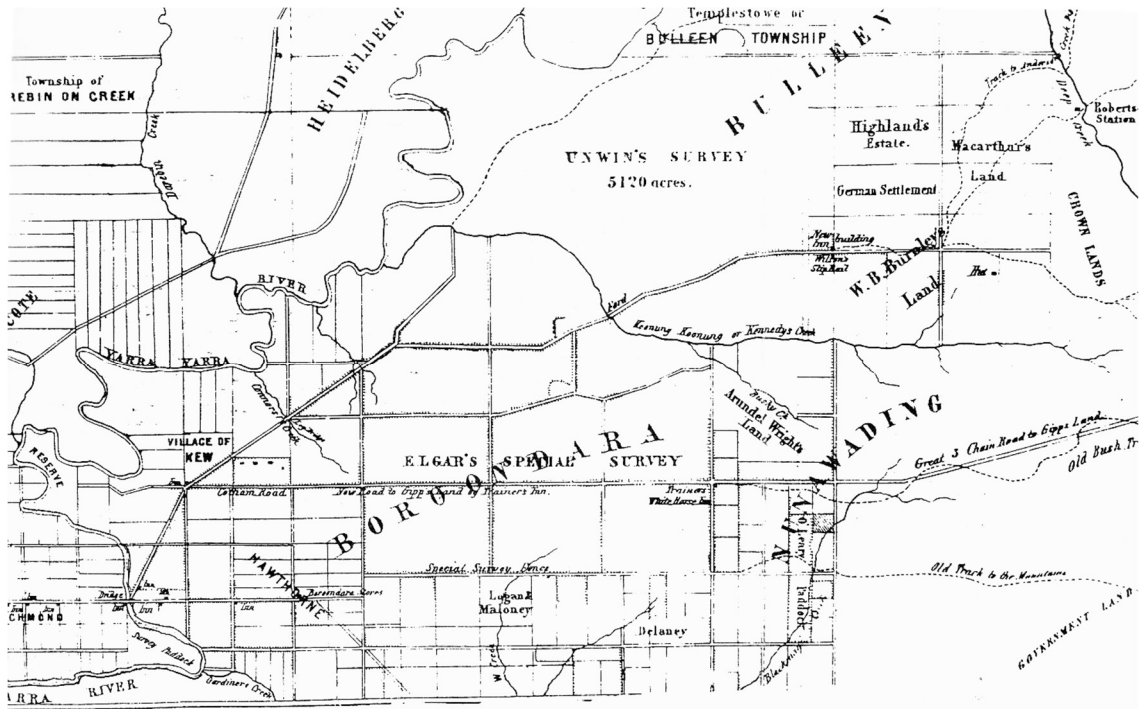
Beyond Box Hill there are signs that in the 1850s the planned route based on the alignment of Barkers Track was finally in advance of subdivision. For example, a wide main road reservation was provided east of Nelson Rd [9e] – commonly a generous 3 chains – indicating a fine faith in the route to Gippsland, in the gold in the hills, and in the wine from the Yering vineyards. Specifically, the road width was due to the 1852 recommendations of Miller's parliamentary Select Committee (Sub-chapter 3.3). The route is shown in a straight road reservation as far as Dorking St in Ham's map of 1853 and Purchas' map of 1854. Map 4.20 of 1850 shows the original track south of the current highway, crossing today's alignment near Middleborough Rd, and heading east on an alignment not unlike the current alignment. Nevertheless, as far east as Middleborough Rd [10e], the surveyors managed to force the old track into a straight line parallel to the *section lines*.

The land east of Middleborough Rd was first broadly surveyed by William Darke in 1843 (Map 4.21) and which shows the surveyors' view of "the best line of road from Melbourne".³⁸⁸ Every member of his survey party was an ex-convict. The route appears to be somewhat south of the line that finally evolved, as shown in Ham's map of 1855 (Map 2.6).

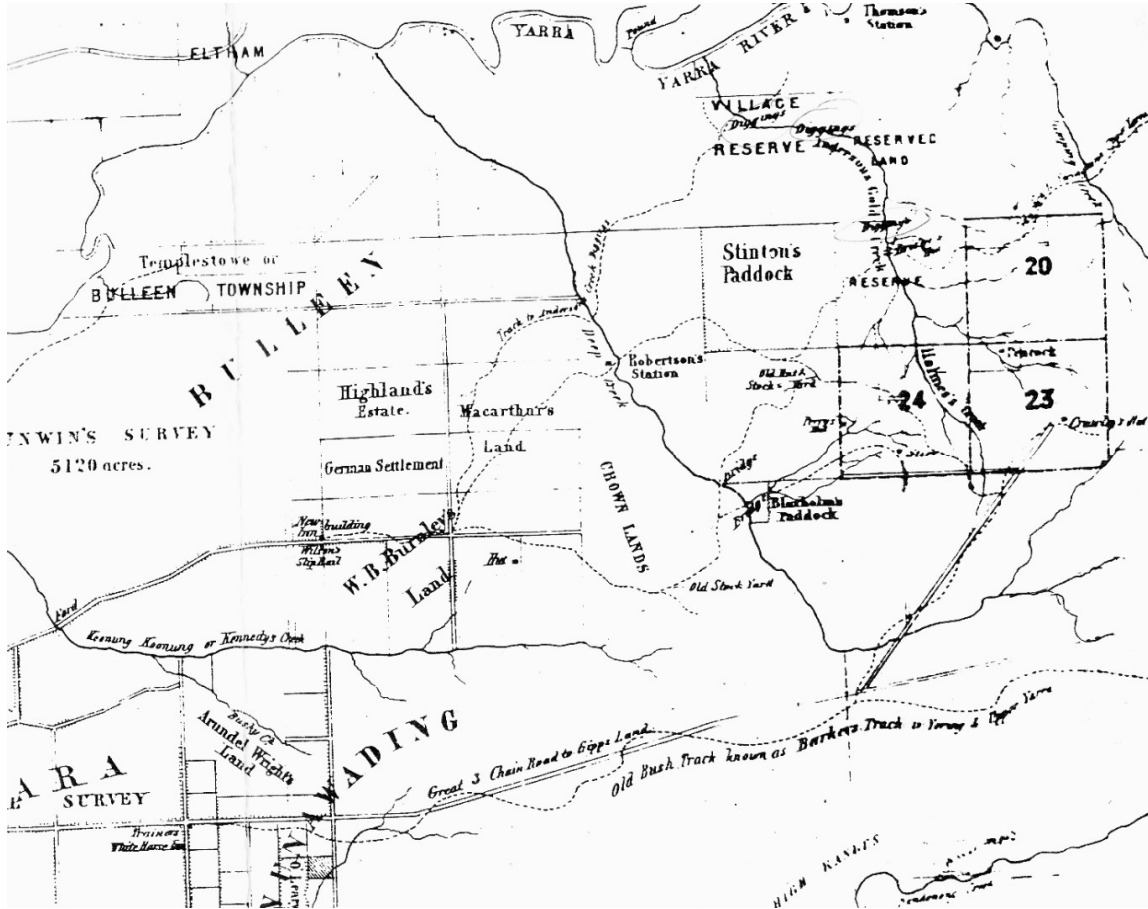


Map 4.21 William Darke's 1843 sketch map of the road to Gippsland. Sourced in Anderson 1988³⁸⁹. http://search.slv.vic.gov.au/permalink/f/1c135st/SLV_VOYAGER193216. This might be the plan referred to at PROV (not digitised) <https://bit.ly/3vKcTBI>

In 1853 the Victorian Government offered a £300 reward for the discovery of a new road to Gippsland³⁹⁰ that avoided the swamps and impenetrable bush beyond Dandenong (see discussion in route DN8).³⁹¹ The selected survey was undertaken with some considerable difficulty by government surveyor William Hull, who produced his plan for the Gipps-Land Road in 1854. The alignment was based on a line that his boss Clement Hodgkinson had established whilst riding a horse through thick timber, aided by a small hand compass and an assistant marking trees with an axe.³⁹² Hodgkinson had closely followed a pre-existing foot track between Middleborough Rd [10e] and Birts Hill [17e]. Map 4.22 calls the southern part of the track "Old Bush Track known as Barkers Track to Yering and Upper Yarra". Hull's 1854 map calls Birts Hill *Batts Hill*.



western half shown below



Map 4.22 Hull's 1855 adaption of Hodgkinson's 1854 map *Vale collection*, vol 2, p105. Original held at Public Record Office of Victoria (PROV) not digitised, <https://bit.ly/3wMEy5Z>. Today's Shoppingtown is located at "Williams Slip Rail".

The significance of Birts Hill was that it was both a prominent sighting point for travellers on route HV1, and also marked their departure from the steep valleys and relatively infertile land of Ringwood-Warrandyte and into the fertile and gentle slopes of the middle Yarra valley. In general, most of the route that Hull selected became today's Maroondah Highway, uninfluenced by *sectioning*.³⁹³

The route was thenceforth often called Gippsland Rd. For instance, in Map 4.22 it is shown as Cotham Rd from Kew Junction to Burke Rd, as "New Road to Gipp's Land by Trainors Inn" from Burke Rd to Middleborough Rd [10e], and as the "Great three chain road to Gipps Land" east of Middleborough Rd. In the 1860s and early 1870s it was called Main Gippsland Rd. When gold was discovered in the distant hills in 1860, the highway became a major route to the Woods Point and Jordan goldfields in the Great Dividing Range. It was accessed by the Yarra Track heading north from Warburton. However, in 1863 some were advocating that the best way to the Jordan goldfields was via Eltham and route TW6.³⁹⁴ Nevertheless, the prime access was usually via the current Sydney Rd to Broadford, and thence to Mansfield.

East of Middleborough Rd [10e], Barkers Track and the original road maintained an east-west alignment until between today's Blackburn Rd (route NS8) and the [11e] *line* (Map 2.6 and Map 4.22). The road and the rail alignments now both have a prominent kink to the northeast after Middleborough Rd. Topographically, it would appear that they both decided to delay crossing a deep part of the valley of the (now-undergrounded) Gardiners Creek tributary - then called Blackburn Creek - that ran north-south just east of Laburnum Railway Station. In 1892 the Public Works Department part-funded the construction of the culvert that took the creek under the highway. The track and today's alignment rejoined near Railway Rd. From its intersection with Railway Rd to Birts Hill (see (c) below), today's road closely follows the line of Barkers Track, keeping just south of the major east-west ridge until Ringwood Map 4.11 and Map 4.22).

Another original track joining Barkers Track followed a ridge of high ground forming an east-west watershed between the Yarra River and both Gardiners and Dandenong Creeks. The ridge is approximated by Springfield Rd (route TW9, [2n]) until almost Springvale Rd [12e]. Barkers Track deviated from its previous strict easterly alignment to follow a lesser ridge beginning near the route's intersection with Railway Rd. The two ridges join near Springvale Rd and the route's subsequent intersection with Mitcham Rd (route TW10) is on one ridge hilltop - known as Whipstick Hill - and with Warnes Rd in Mitcham is on the next.

More generally, the original alignment west of Springvale Rd was directed at Mt Dandenong as a sighting point. East of Springvale Rd, a knowledge of what lay ahead saw the alignment keep to the left of the mountain. From Mitcham to Ringwood, the current route follows another ridge between the Mullum Mullum and Dandenong Creeks. Ringwood is situated in a convenient saddle in the ridge at a height above sea level of ASL 125 m.

The "generous 3 chain" width referred to above often did not survive the rapacious glances of the property developers. For example, it was lost in Blackburn from Middleborough Rd to Ceylon St when, in the 1880s, Thomas Morton (see route NS8) convinced Nunawading Council - of which he was an elected member - to sell him the 1.5 chain southern portion of the reservation at a nominal price because he would be relieving the Council of the cost of maintaining the land.³⁹⁵ Duplication east of Middleborough Rd did not begin until the 1960s.

From the mid-1850s most maps show the road in its current alignment and the 1850s subdivisions were forced to accommodate the requirements of the original track. Subdivision had reached as far as Springvale Rd by 1856,³⁹⁶ by 1864 it had reached Heatherdale Rd [14e], and it had passed Ringwood by 1866 (Map 4.11). Nevertheless, a detailed survey of the road between Mitcham and Ringwood was not completed until Michael Callanan's map of 1867.

(iii) Ringwood to Melba

Warnes Rd, rather than Ringwood, was the next key decision point. Coming down the Mitcham Hill, surveyors seeking Gippsland could optimistically continue east with Mt Dandenong in the distance and Bloods Hill at Howard Ave in the foreground, by climbing back to a ridge of high ground, perhaps along the current line of Bedford Rd (route HV6) and then Sherwood Ave (Map 4.23). Nutt in his initial 1842 survey seeking a way to Gippsland stayed on such a route and was some 600 m south of modern Ringwood. He then passed north of Bloods Hill, crossed into the Dandenong Creek watershed and turned north to reach Wicklow Hill and then Birts Hill at the north end of Croydon Rd by a track close to Bayswater Rd and Croydon Rd (route NS11), staying on the right bank of the Croydon Main Drain (then Taralla Creek). Some³⁹⁷ suggest that this was also the route taken by the original "Barkers Track to Yering

and Upper Yarra” discussed in (b) above. However, Hull’s map of 1854 clearly has Barkers Track at a location closer to the current highway.



Map 4.23 Key hills in the Ringwood area. Map based on Australian Army (Imperial General Staff) 1922 (1935). Ringwood, Victoria, 1:63360. Map 849, zone 7. The hills marked on the upper part of this map are typically about 30 m above the surrounding plane, are conical in shape and mainly consist of fine-grained sandstones.³⁹⁸ For the full unmarked map see http://search.slv.vic.gov.au/permalink/f/1c135st/SLV_VOYAGER1862465, http://search.slv.vic.gov.au/permalink/f/1c135st/SLV_VOYAGER710865

This variation on Nutt’s route is shown in Hull’s map of 1854 and Bibbs’ of 1856. The variation took an easterly ridge on Sherwood Ave / Shasta Ave on the north side of Bloods Hill, and then followed the ridge as it turned north-east near the line of Wenwood St and then headed north-east to Birchs Hill, via Nelsons Hill at Velma Grove and Wicklow Hill at Kenmare Ave. Today, no trace of a road today follows this ridge. The closest is a route implied by the line of Mt Dandenong Rd and Woodlands Ave. Another variation suggested in Map 4.11 of 1866 has a track that picks up the line of Old Lilydale Rd (route HV3) rather than Woodlands Ave.

By 1854 the search for a shorter route to desired destinations led to the current route that, at the foot of Mitcham Hill, stays on a minor ridge beside the left bank of the Mullum Mullum Creek. The route continues along the left bank as the Creek valley turns gradually northeast, and passes over a further hilltop at Braeside Ave, on a sighting alignment set by Birchs Hill. There was a common stopping place at Burnt Bridge near Oban Rd. The bridge would have been over a small east-to-west tributary of the Creek. A major deviation over this length in the 1870s is discussed under route HV3.

The alignment changes at Murray Rd to take advantage of a kilometre of flat land before the Wicklow Hill / Birchs Hill saddle. The two hills have an elevation of about 200 m and the saddle is at 160 m. Map 4.22 of 1855 shows an alignment at Birchs Hill close to the current alignment except that it suggests that the road passed over the top of Birchs Hill. At the same time, it would appear that an alternative “lower track” – labelled HV1b – had formalised into one based primarily on Mt Dandenong Rd and Croydon Rd.

It is worth noting that none of the routes tried for the link between Warnes Rd and Birchs Hill avoided climbing to a saddle at an elevation above sea level (ASL) of about 150 m: Bedford Rd reaches ASL 150 m at its junction with Canterbury Rd (route CT2), Mt Dandenong Rd reaches ASL 150 m near the intersection with Velma Grove, and Maroondah Hwy reaches ASL 160 m at the Wicklow Hill / Birchs Hill saddle. The shortest route eventually prevailed.

Thus, the three routes from Warnes Rd (routes HV1 upper and lower, and HV2) met again to cross the Croydon Hills near today’s Croydon Rd. However, it appears³⁹⁹ that in the 1860s and 1870s the formal road then continued on its southern alignment beyond Murray Rd, with a small kink to the northwest to accommodate the saddle

and avoid a quarry near the end of Ann St. It then met today's alignment near Exeter Rd at the [18e], [6n] *section* corner. In 1860 Hardy conducted a detailed survey of the shortest route between Ringwood and Brushy Creek. Gradually, the current large but sensible kink to the southeast developed, although it just failed to find the Dorset Rd (originally McGiverns Rd) [18e] *section line*.

The route then crossed Brushy Creek heading for the [19e], [7n] *section* corner and encountered another watershed ridge at Chirnside Park, before entering the plains of the "middle" Yarra Valley. The route from Brushy Creek to Black Springs Rd was formally surveyed in 1872. Before the survey, the route followed the steeper route now marked by Old Melbourne Rd in Chirnside Park.

Eventually, surveying rectitude returned. The piece of the road beside Chirnside Park follows the [7n] *line*. The Warburton Hwy / Maroondah Hwy junction is at the [22e], [7n] *section* corner, the Melba Hwy / Maroondah Hwy junction is at the [22e], [9n] *section* corner and through Coldstream the road follows the [22e] *line*. The Melba Hwy provides the city's thirteenth route to Sydney.

(iv) Formalities

For reasons discussed in (a) above, by 1863 the route was popularly known as Whitehorse Rd. This new name was gazetted in 1865. In 1913 the road was known as Healesville Rd from Union Rd to Box Hill, and as Main Healesville Rd beyond Box Hill⁴⁰⁰ and sometimes as the Lilydale Track beyond Braeside Ave. In 1948 the CRB named the road east of Union Rd Maroondah Hwy after the Maroondah Dam at Healesville.⁴⁰¹

The route was cleared of timber to Springvale Rd [12e] in 1860. A further Government grant for the road was made in 1863.⁴⁰² In 1857 the government funded four log bridges in the 15 km between Blackburn and Brushy Creek near Dorset Rd. A more substantial bridge at Brushy Creek opened in 1868. In 1929 the CRB replaced it with a 9 m span reinforced concrete beam structure designed to act monolithically with its abutments.

In 1865 – and after the traffic to the goldfields beyond Healesville had peaked – tollgates were established on the route to pay for road improvements. In 1874 there were three tollgates: at Kew, at the Whitehorse Hotel (since 1853) but on the west side of Elgar Rd, and at Brushy Creek bridge.⁴⁰³

The road from Ringwood to Birts Hill was first constructed in 1867 and through Chirnside Park on [7n] in 1862.⁴⁰⁴ The CRB spray sealed about 6 km of the road in Nunawading with bitumen in 1925, at the beginning of a major surfacing program. In 1926 the CRB applied a spray and chip seal to the road between Birts Hill and Lilydale and to 3 km of the road in Ringwood. This work continued in later years. The CRB began taking more direct responsibility for the road in 1936 and applied roller-compacted concrete to a kilometre of the road in Box Hill. In 1937 the kink in the alignment at Middleborough Rd was turned into a smoother curve for drivers. In 1938 three kilometre of the road through Blackburn was reconstructed and widened to 9 m.

Duplication from Box Hill Town Hall to Middleborough Rd occurred in 1963, to Surrey Rd⁴⁰⁵ in 1961, to Springvale Rd in 1962, a major upgrading of the Springvale Rd intersection 1963, to Heatherdale Rd in 1964, through Ringwood in 1959 - 1964, to Stirling Rd in 1968, to north of Croydon in 1970, to Brushy Creek in 1970, to Lilydale in 1971, and to the Warburton Hwy in 1983. The Ringwood Clock Tower was built in 1928 as a belated War memorial. It was constructed in the highway median at the Warrandyte Rd intersection (Figure 4.20). To ease traffic conditions, it was moved in 1967 to the side of the highway at the Wantirna Rd intersection.⁴⁰⁶ Wantirna Rd was originally called West Prussia Rd however its name was changed during the First World War. It was extended after that war to link new housing estates to Ringwood Railway Station and was declared a Main Road in 1920.⁴⁰⁷



Figure 4.20 Ringwood Clocktower in 1930 *Ringwood Historical Society*

The route is not mentioned in either the 1929 or 1954 Plans, which both favour Canterbury Rd (route CT1) as the arterial road for the sector. It was proclaimed a Main Road in 1865. Cotham Rd was declared a Main Road in 1990 and Whitehorse Rd from Burke Rd to Union Rd in 1993. The route was declared a State Hwy through Box Hill in 1934 and in 1948 all of the portion east of Box Hill became a State Hwy (#2720).⁴⁰⁸ It is Route 34 in the Metropolitan Route numbering system.

HV2 down Mullum Mullum Creek

Before Maroondah Hwy (route HV1) was developed through and beyond Ringwood in the 1850s, some travellers to Lilydale and Yering left Barkers Track near Ringwood and travelled north towards Warrandyte or - seeking an alternative to Barkers Track - to Lilydale and Yering.

Hull's map of 1854 indicates that at that time a route left Maroondah Hwy at Ringwood via the gentler grades of Warrandyte Rd [15e]. Travellers then used a ridge road that became today's Wonga Rd, to reach Oban Rd and then a track near Plymouth Rd [5n] that led to today's Maroondah Hwy near Birts Hill in the Croydon area. The Plymouth Rd track was on relatively flat ground above the headwaters of Mullum Mullum Ck. The southern end of Yarra Rd was constructed in 1872 to aid this connection.

The development of the Andersons Creek goldfields was partly also serviced by route TW12 from Doncaster but the rush also gave emphasis to the part of this HV2 route that became the Warrandyte - Ringwood Rd. It left Wonga Rd on the [15e] *line* where there was a convenient bifurcation in the ridge being followed by Wonga Rd. The road leaves the [15e] *line* after about a kilometre, indicating that it then preceded the influence of the surveyors. It was soon serving many local farms and Map 2.6 and the CRB maps of 1914-15 gave significant metropolitan priority to this link to Warrandyte. The discussion in route TW6 described the importance of the Warrandyte - Ringwood link in the second half of the 19th century. For example, some travellers to Lilydale and Yering came via Warrandyte and route TW6 to join the western end of the Plymouth Rd track to Birts Hill along the [5n] *section line*.