



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.

Mullum Mullum Creek was originally called Deep Creek. The current Deep Creek Rd and Loughnan Rd route, which was presumably seen as a short cut to Wonga Rd, is shown in Map 2.6 of 1855. It leaves Maroondah Hwy just prior to the hilltop at Warnes Rd. Then, as Loughnan Rd, it passes to the south of Loughnans Hill.

Other early maps give various alternatives, some suggesting that the original track began over the hilltop at the Maroondah Hwy / Heatherdale Rd [14e] intersection. Either way and on either [14e] route, travellers at the Deep Creek Rd / Maroondah Hwy intersection were about to lose hard-won altitude as they dropped quickly into the valleys of Mullum Mullum Creek and Dandenong Creek respectively. Soon after leaving Maroondah Hwy the various alternate routes head up and down steep valley sides, suggesting that their travellers had a certain desperation to pursue a more northerly path than that which was being provided by the east-heading ridge used by Maroondah Hwy via Ringwood.

Wonga Rd was declared a Main Road in 1990.⁴⁰⁹ Part of the route is Route 9 in the Metropolitan Route numbering system. Plymouth Rd is part of Route 7.

HV3 a mining deviation

Old Lilydale Rd in Ringwood East was not the original course of the track to Lilydale (route HV1), but was a deviation created in the 1870s when mining for antimony near the Lilydale track made the original (and current) route impassable.⁴¹⁰ During this period, traffic travelling northeast detoured along Mt Dandenong Rd (route HV5) as far as Eastfield Rd [3n] and then took Old Lilydale Rd back to route HV1.⁴¹¹ An earlier easterly alternative to the original Lilydale track that might also have used this alignment is discussed under route HV1.

Interestingly, the 1896 map in Schwaebisch's book shows an alternative to route HV1 between Ringwood and Lilydale using Mt Dandenong Rd, Hull Rd and Mooroolbark Rd. The route is strongly suggested in Bibbs' maps of 1856 and 1866 (Map 4.11), although McGivern's book does not support the route.

HV4 seriously to Gippsland again

Recall the discussion in route HV1 about the plans for Maroondah Hwy to be the road to Gippsland. At Lilydale, this theory had to be turned into reality by turning hard right and taking the Warburton Hwy to Yarra Junction and then heading over the ranges to Noojee. In Lilydale, Old Gippsland Rd marks a direct route from Anderson St [21e] that follows the [7n] *line* until the current Warburton Hwy is encountered in Wandin North at the [24e] *line*. A length of the highway in Seville also follows the [7n] *line*.

Brennan notes that the Old Gippsland Rd was surveyed in 1854 as part of "the absurd notion of pushing a road to Gippsland through Launching Place", as a consequence of some explorers managing to travel south down the Macalister River - almost 100 km further east of Warburton.⁴¹²

HV5 Mt Dandenong Rd

This route was probably initially based on the 1854 "Lower" track discussed under route HV1 as an alternative to the main Gippsland track. It began formal life in 1857 when it was surveyed by N. Bickford to Nelsons Hill at Velma Grove in Ringwood East. It was named Sawmill Rd, leaving no doubt as to its initial purpose.⁴¹³ The sawmill was probably at Olinda Creek in Montrose.⁴¹⁴ The route's name changed to White Flats Rd, Oxford Rd, Nelsons Hill Rd and Ipswich Rd, and it is now called Mt Dandenong Rd.

Upon leaving Maroondah Hwy, the route tended to the north, using the saddle (elevation ASL 150 m) between Nelsons Hill (ASL 190 m) and Wicklow Hill (ASL 200 m). Recall that route HV1 crossed the next saddle to the north. The Lilydale Railway passes through the next saddle to the south between Nelsons Hill and Bloods Hill. At Croydon, the route avoided any crossing of Croydon Main and Kilysth Drains, which became large lakes after heavy rain. The stretch of Mt Dandenong Rd from Main St, Croydon, to Liverpool Rd follows the [4n] *line* and in 1866 was the southern limit of local subdivision. At Montrose, the route met a track constructed down the mountain by the Jeeves family. The route begins its climb up Mt Dandenong east of Liverpool Rd. The Liverpool Rd to Canterbury Rd (route CT2) stretch was surveyed in 1922. The track east of Canterbury Rd is now called the Mt Dandenong Tourist Rd.

The story of the remainder of the route up Mt Dandenong and then south to Ferntree Gully is beyond the scope of this book.

The CRB began major expenditure on the road in 1920-25. It bitumen spray-sealed about 10 km of the road east of Kilsyth in 1925. The RCA duplicated the road from Bayswater Rd to Main St in 1985. Mt Dandenong Rd was declared a Main Road in 1913. Mt Dandenong Tourist Rd was declared a Main Road in 1960 and a State Hwy in the early 1960s.⁴¹⁵ The route is Route 62 and C415 in the Metropolitan and State Route numbering system.

HV6 to the timber

The Dandenong Ranges were highly regarded as a source of stringy-bark timber and of logs suitable for ships' spars. For instance, one of the original routes of Barkers Track left Maroondah Hwy (route HV1) at Ringwood, branched to the Dandenong Ranges by heading south of Bloods Hill and generally southeast to the sources of good timber. This route HV6 also served overlanders and drovers travelling north-south to the east of Melbourne (route OL7). The story of the region's graziers and timber cutters is nicely told in Priestley 1979.

The route originally left Maroondah Hwy at Wantirna Rd, but this initial line was interrupted when Ringwood Railway Station was built in 1880. The route is now based on today's Bedford Rd, which leaves Maroondah Hwy via an exit opposite Warrandyte Rd [15e]. Bedford Rd is not shown on Bibbs' map of 1856 but it is in his 1866 Map 4.11 as far east as Dublin Rd [16e], with strong indicators of its later easterly extension. However, the route was extended further to the southeast to join the outer reaches of Canterbury Rd (route CT2) at a useful saddle south of Bloods Hill]]Error! Bookmark not defined. near Aringa Ct. Southeast of the junction, the route drops rapidly into the Dandenong Creek valley. This extension provided a link to both Mountain Hwy (route CT4) to the east and Scoresby Rd (route NS11) to the south.

4.9 Routes CT – the roads to cattle and timber

The routes through Melbourne's east to be discussed below are shown in Map 4.1e.

CT1 Canterbury Rd to Boronia

Canterbury Rd developed at about the same time as Maroondah Hwy (route HV1). It provided an alternative east-west stock route that also linked to the main north-south stock route (OL7) and serviced both the farms that developed along Dandenong Creek and the timber cutters in the Dandenongs. It was known as the "*old track to the mountains*" and was in high demand in the 1850s, when as many as 60 drays of timber a day plied between Vermont and Richmond.⁴¹⁶ One reason for its relative popularity was that travellers were uncertain as to the reception they would get on the alternative Maroondah Hwy where they had to pass through the sometimes-disputed private lands of Elgar's Special Survey (Sub-chapter 2.4).

In 1865, local publican Denis Delaney described the route as "*a track which wandered out of grazing country on the Dandenong Creek.*"⁴¹⁷ At its western end, Canterbury Rd does not begin from inner Melbourne or even via some indirect connection. Instead, it begins some 9 km east of the centre of town, rather indeterminately between Burke Rd (route NS4) & Glenferrie Rd (route NS3). From the high ground at Burke Rd, the early town would have been clearly visible directly to the west. Perhaps at Burke Rd the initial track had wandered south on stock route OL5, which it would have met east of Auburn Rd [5e],⁴¹⁸ to join stock route OL4 and, later, Camberwell Rd and Burwood Rd (route CT3)?

The core problem arose in 1843. As noted in Sub-chapter 2.4, the western end of Canterbury Rd had then been defined in survey terms as the southern boundary of Elgar's purchase under the Special Survey regulations.⁴¹⁹ In particular, the 8 square mile rule and the interpretation of the 5 mile separation rule – rather than the *section* rule - determined its precise location. If Elgar had not moved his subdivision, Barkers Rd might have developed as the east-west through road. After the move, Canterbury Rd became Elgar's southern boundary road and was thus the obvious way past his land. But, as Canterbury Rd does not coincide with a *section line* it had no automatic inner suburban match.

Whatever the easterly track, it did not survive the subdivision of Hawthorn in the late 1840s and early 1850s (Sub-chapter 2.3) that had adhered to the *section* rules. Most maps (Map 4.4 and Map 4.11 and Map 4.18) show no trace of Canterbury Rd west of Auburn Rd [5e] and Map 3.6 of 1853 only shows a road reservation east of Stanhope Gv [6e]. Foot's map of 1853a shows no road west of Burke Rd. Canterbury Rd's de facto westerly extensions as Rathmines Rd and then Liddiard St are quarterings associated with subdivisions made in 1853 and 1850 respectively. Henry Liddiard initially owned the property immediately south of Liddiard St and a road along that property boundary to Glenferrie Rd was first shown in 1876.⁴²⁰ The way west of Glenferrie Rd was even then blocked by narrow subdivisions made in 1846.⁴²¹

Returning to consider the route east of Burke Rd, both Maroondah Hwy and Canterbury Rd encountered a frustrating vertical alignment as their east-west course crossed a long sequence of gentle north-south hill crests and ancient creek valleys. Whereas Maroondah Hwy (route HV1) eventually found a ridge to follow, a different eastern fate awaited Canterbury Rd.

The road follows the surveyors' east-west line except that there is the kink in Canterbury Rd near Stanhope Gv that was introduced during the construction of the Outer Circle railway in the 1890s. The work included a steel plate girder bridge with a span of about 9 m. The first stage of the road was only developed as far east as the original eastern edge of Elgar's survey at the [9e] *line*, between Station St and Elgar Rd. The development of this stage of the route was strongly opposed in 1863 by Kew Council for fear that it would divert goldfields custom then travelling on Maroondah Hwy away from Kew.⁴²² The route was then known as Delaneys Rd, in deference to Denis Delaney, proprietor of the Royal Hotel at the Broughton Rd corner in Surrey Hills – a popular watering hole for drovers⁴²³ and the location of a tollgate in 1865.⁴²⁴ The tollgate later moved to a location west of Warrigal Rd. The subdividers' surveyors had initially led the road builders, resulting in a narrow reservation until Middleborough Rd [10e]. The Public Works Department funded the nearby bridge over Gardiners Creek in 1884. The road extends beyond Middleborough Rd to Terrara Rd [13e] in Map 4.11 of 1866, continuing to follow the surveyor's ruler-straight east-west line.

By 1857 the route east of Terrara Rd was too well established to be influenced by the surveyors. As it turned south-eastwards at the Farmers Common at the southwest corner of the intersection, it became Boronia Rd and reached Dandenong Creek by – as an extension of the Mitcham Rd ridge road (route TW10) – following the same ridge down to a suitable crossing of the creek. The final surveyed alignment of Boronia Rd was determined by the need to give three properties facing Canterbury Rd in the subdivision (lots 122, 123 & 132) equal water frontage to Dandenong Creek. A bridge was built over Dandenong Ck⁴²⁵ in 1868 and reconstructed by the Public Works Department in 1901. Note that today's Canterbury Rd east of Mitcham Rd is a later addition discussed under route CT2.

Across the creek the route used another ridge to rise out of the valley on the high ground between Dandenong Creek and Blind Creek. It then followed a direct non-cardinal heading for the final two kilometres that led to Boronia. This segment was surveyed in 1861 and was originally called L. L. Vale Rd after Dr. L. L. Smith, a doctor and Member of Parliament who owned land on the right bank of the creek. The name was changed to Boronia Rd in 1939. Map 4.11 of 1866 shows the route as far east as Dorset Rd [18e]. East of Dorset Rd the route begins its rise into the foothills of the Dandenong Ranges. Hence Forest Rd follows the land contours rather than the compass as it takes the route to its end at The Basin.

The Public Works Department funded some construction of the road in 1883. The CRB developed the intersections with Blackburn Rd (route NS8) and Springvale Rd in 1964. The road was duplicated near Forest Hill in 1963, near Springvale Rd in 1967, to Mitcham Rd in 1968, from Holyrood Dve to Wantirna Rd in 1998. The Heathmont rail underpass was completed in 1958 and the Boronia rail crossing at Dorset Rd was completed in 1999. The Basin had been surveyed by Henry Foot and then impermanently settled in 1851. Land sales and permanent settlement occurred in 1867. The rail underpass at Canterbury Railway Station was built by the Victorian Railways and opened in 1970. It was funded under the auspices of the Level Crossings Fund (Sub-chapter 3.5).

Canterbury Rd was the seventeenth route in the 1929 Town Plan and the twentieth route in the 1954 Plan. This latter plan suggested a new route through closely-settled Hawthorn, meeting up with a widened Bridge Rd (route TW5). The route was ill-defined, but continued Canterbury Rd west on its current alignment through to Power St (Thomas Power was an early squatter in the area). It then cut through Hawthorn West to the east end of Bridge Rd.

The current route was declared a Main Road through Box Hill in 1947 and for the remainder of the route in 1960. Auburn Rd, Rathmines Rd and Boronia Rd east of Stud Rd were declared Main Roads in 1990.⁴²⁶ The route east of Burke Rd is Route 32 to Mitcham Rd and then Route 36, in the Metropolitan Route numbering system.

CT2 Canterbury Rd to Montrose

The discussion of route CT1 indicated how, at Mitcham Rd, the original track had forked and route CT1 followed the Boronia Rd alignment at its eastern end.⁴²⁷ The other, northern, fork formed this route, which is today's Canterbury Rd beyond Mitcham Rd. It was not shown on Bibbs' map of 1856, but his 1866 Map 4.11 shows that by then it had reached as far east as Heathmont Rd. By 1878 the current Canterbury Rd from Mitcham Rd to Montrose had been established.⁴²⁸

The route follows an east-northeast alignment until the [14e] *line* at Heatherdale Rd. The alignment then heads map east and so deviates from the compass east of most of the Melbourne road system (Sub-chapter 2.1). The route has a very distorted northern bulge in its alignment between Mountain View Rd and Bayswater Rd [17e], suggesting that this length of the route was following a well-used pre-existing track that resisted the efforts of the surveyors. In fact, the track had run into an unusual formation of knobby hills and travels from hilltop to hilltop, presumably in search of firm ground (Map 4.23). At Mountain View Rd it crosses one hilltop and the next kink at Pump St is also a hilltop. The route is then joined by Bedford Rd (route HV6) and passes over a key saddle (elevation 150 m) between Bloods Hill (elevation 170 m) and a hill at Aringa Ct (elevation 160 m). The road then follows a hillside valley down to the flats beside Dandenong Ck. This length was once called Norwich Rd. The alignment between Mountain View Rd and Bayswater Rd is a puzzle, as an alignment near the rail track would have been much shorter and never risen above 120 m. From Bayswater Rd the route follows a straight alignment to Montrose and Mt Dandenong Rd (route HV5) at the foot of Mt Dandenong.

The length from Mitcham Rd to Heatherdale Rd was duplicated in 1974, to Wantirna Rd in 1982, from Sunset Drive to Dickasons Rd in 1979, and from Colchester Rd to Liverpool Rd in 1987. The route is Route 32 in the Metropolitan Route numbering system.

CT3 Burwood roads

The Melbourne settlement's need to reach the relatively fertile east and northeast was served by four main competitive routes, each with its own geographic inconvenience:

- * Princes Bridge over the Yarra, and then keeping on the left of the muddy Gardiners Creek until Oakleigh (e.g. routes CT9 and CT11),
- * Hawthorn or Johnston St bridges to Kew Junction, and then the long steep hills of Kew (e. g. route HV1),
- * Heidelberg Rd (route PL6), with its flat grades and good surfaces, leading to the Banksia St crossing of the Yarra River into Bulleen. These factors often countered the geographic inconvenience of route TW1.
- * Hawthorn Bridge over the Yarra between Bridge Rd (route TW5) and Burwood Rd and then this route (Burwood Hwy) through the morasses of Hawthorn and Camberwell.

The route began as a stock route between Melbourne and the Vermont / Bayswater area, providing the last stage⁴²⁹ of the journey for many overland herds, particularly from stock route OL7 and from Stud Rd (route NS10). The track later served the travel demands of the woodcutters, gold diggers and - subsequently - market gardeners of Burwood and beyond. It was sometimes known as "the track to the Dandenong Ranges" and later as Burwood Rd.

(i) *Burwood Rd*

The western end of the route extends the *quartering section line* of Bridge Rd discussed under route TW5. It begins at the crossing of the Yarra River and was particularly influenced in 1851 when Palmers Punt was replaced by the first bridge at the site (see discussion in route TW5). Thus, the initial enhancement of this route began in 1850 as an easterly extension of Bridge Rd through to Burke Rd. It was originally called Main Road indicating its dominant role in the road network of early Melbourne, and then Hawthorn Rd to the west of Power St [4e] and Upper Hawthorn Rd to its east.⁴³⁰ The road was then named after Dr Palmer's house – Burwood – on Coppin Grove on the southeast

bank of the Yarra at the beginning of the route. The house is still standing as Invergowrie in Coppin Grove. The road was often called the Burwood - Richmond Rd, rather than Burwood Rd.

There had been a proposal in the 1850s and 60s to extend Lennox St in Hawthorn to Honour Ave, rather than the chosen Burwood Rd route.⁴³¹ One of the reasons for this proposal was that the two Yarra bridges (described in route TW5) had been built to produce the shortest spanned crossing of the Yarra and thus pointed towards Lennox St and not Burwood Rd. The current kink between Yarra Blvd and Coppin Grove attests to the persistence of the bridge builders' process of sub-optimisation, building bridges on the shortest crossing span rather than on the alignment most suited for traffic flow.

Proceeding east along Burwood Rd, between Power St [4e] and Glenferrie Rd, an early (1855) bridge carried travellers over the now-undergrounded Hawthorn Creek.⁴³² Parts of the creek remain in Grace Park as the Hawthorn Main Drain. Burwood Rd finishes abruptly at Burke Rd, as a consequence of post-Elgar subdivisions (Sub-Chapter 2.4). This route then turns southeast along Camberwell Rd.

An early horse-drawn tram operated along the route from the bridge to Power St and along Riversdale Rd to Auburn Rd.

(ii) Camberwell Rd & Toorak Rd

Map 4.3 of 1852 shows that at that time subdivision had reached as far east as Albert St in Hawthorn East. A track then leaves from there to the southeast following a natural, gradual incline and rising easily up the Camberwell ridge which had dictated the line of the road (Map 4.10). The eastern end of the track is shown in Map 4.10 and in the western end in Map 4.3. At the west end, another track headed in a southeast direction to Gardiners Creek at Great Valley Rd.⁴³³ To the east, the track passed some 500 m south of Camberwell Junction, and probably met an earlier more southerly stock route using a convenient small valley south of the Camberwell Sports Ground. The track then probably followed Nettleton Ave and Aroha Cres, to pick up a track near Hartwell Railway Station leading to Lynden Park and Back Creek. From there to Wattle Park, Gardiners Creek near Stott St and further east, the track served many woodcutters and farmers. The stringybark forests in Melbourne's east were a fruitful source of freight.⁴³⁴

From the 1850s, this initial route was then pushed around by the subdivisional surveyors - to the undoubted inconvenience of stockmen and wagoners - in order to cross Burke Rd neatly at the [0n] *line*. This obvious choice forced the western end of the track to become the formal diagonal juxtaposition of Camberwell Rd relative to the north-south grid of the subdividers. Foot's map of 1853c is one of the first to show a straightened, diagonal Camberwell Rd.

After subdivision west of Burke Rd removed the associated natural southern track, the track to Back Creek left Camberwell Junction on a straight line to Willison Park and West Creek.⁴³⁵ A mid-1850s subdivisional Map 4.4 only shows Camberwell Rd from Burke Rd through to Summerhill Rd [7e] and only a track along Toorak Rd. The Summerhill Rd link would have served the farms in the fertile large loop of Gardiners Creek covered by today's Ashburton. The full length of Camberwell Rd from Burwood Rd to Toorak Rd is shown in Map 4.18 of 1858.

Camberwell Rd thus joined the eastern end of Toorak Rd, which had been functioning as a stock route from the early 1840s and, until at least 1917, was known as Miller St or Norwood Rd.⁴³⁶ Norwood Rd is indicated in Map 4.5 of 1876 and Tuxens' 1904 map. Norwood was the name of the village where the route crossed Warrigal Rd. For many years there was no direct link between Toorak Rd east and Toorak Rd west of Gardiners Creek (route CT6) and so the diagonal Camberwell Rd was a key route between Melbourne and the productive land to its east.

Indeed, in wet weather Gardiners Creek as far as Oakleigh was practically impassable. Travellers from the east and south-east on the stock route heading west to Melbourne could therefore enter Melbourne by only two ways, which were via either:

- * St Kilda Rd (Princes Bridge on route SK2 opened in 1850); by taking a track that left the current alignment of route CT3 near Gilmour St and - maintaining the direction of the road between Gilmour St and Elgar Rd - heading across country on a track to the confluence of Gardiners Creek and Back Creek, and then east on High St (route CT9). This track is also discussed in route CT6. or
- * Bridge Rd (Hawthorn Bridge on route TW5 opened in 1851), by taking Toorak Rd, Camberwell Rd, and Burwood Rd - the eastern part of this route - over the Yarra.⁴³⁷ It was thus a relatively popular route.

(iii) Burwood Hwy

Returning to the trip east to Burwood and the Dandenongs, as subdivision spread, travellers had left the end of Camberwell Rd at the [7e] *line* and were now using Toorak Rd on the [1s] *line* at Warrigal Rd. A significant change soon occurred at Warrigal Rd on the [8e] *line*. Across Warrigal Rd, the road changed its name to Ballyshanassy Rd, which was the original name for the surrounding Burwood Village. John Shanassy was a successful local Irish-born businessman and “Ballyshanassy” meant “Shanassy Village” and was an early name for the first settlement in Nunawading.⁴³⁸

Ballyshanassy Rd later became Burwood Rd and, subsequently, Burwood Hwy. The first challenge was to cross Gardiners Creek, initially by a pre-existing ford, which took the route about 200 m north of the [1s] *line*. A timber bridge was built across the creek in the 1860s. A replica of this bridge has been constructed some 300 m downstream from today’s structure. The CRB replaced the highway bridge with a concrete culvert in 1957. Australia’s first drive-in movie facility was operated at this location between 1954 and 1983.

A reason why the bridge – and thus the eastern part of the route was not on the *section line* – is discussed under route CT8 and relates to the need to placate some troublesome local land-owners. Rather than force Burwood Hwy through their property, it may well have been administratively simpler to give them Highbury Rd and push Burwood Hwy to the north to accommodate their stockyards.

East of the creek, the road surveyors had finally passed the subdividers in their easterly march. As a result, Burwood Hwy gained a three-chain reservation and the route adjusted itself to the line of an early east - west stock route servicing the ford without losing its easterly heading. This stock route followed the natural ridge from Station St to Middleborough Rd [10e]. A toll gate was opened in 1867 just west of the Elgar Rd corner.⁴³⁹

The northerly alignment adjustment east of Middleborough Rd was originally surveyed and operated as a crank, with two right angle turns from Middleborough Rd and utilising Old Burwood Rd. The current diagonal route is a more recent adjustment. Thus, although Burwood Hwy begins nominally on the [1s] *section line* at Warrigal Rd, it progressively moves further north of that *line*.

The route only extends as far as Dandenong Creek in Map 4.11 of 1866. Dandenong Creek was readily bridged and the first bridge – Scotts bridge⁴⁴⁰ – was a timber bridge dating from the early 1840s. From 1840 Mrs Madeleine Scott and her family occupied a large farm on the left bank of the creek. The crossing was frequently closed by flood waters and so the CRB constructed a new higher and wider bridge in 1938. It was one of the first reinforced concrete flat slab bridges built in Victoria and had a roadway width of 9 m and a length of 30 m.

Once across the creek, the heading changes towards the south and points to the village of Upper Ferntree Gully. However, east of Dorset Rd [18e], the road is shown following the northern limits of subdivision in Bibbs’ map of 1866. Bibbs also suggests that east of Dorset Rd the original route followed Glenfern Rd rather than the current Burwood Hwy. It probably did this to service the first building in the area, Clows’ outstation on the corner of Glenfern Rd and Lysterfield Rd.⁴⁴¹ Jason Clows was a local clergyman and land-owner who had grazed cattle in the area on the east of Dandenong Creek between 1838 and 1850. A good review of his life is available.⁴⁴²

Beyond the village, the road led to Emerald to service an 1858 gold find. The link from Dandenong Creek to Emerald was surveyed⁴⁴³ in 1861 and declared a highway in 1895. It was constructed through Upper Ferntree Gully township in 1878. The further story of the road east of Upper Ferntree Gully to such towns as Emerald is beyond the scope of this book. However, Map 4.11 of 1866 suggests that at that time the main access to Emerald was via Wellington Rd (route DN5) rather than by this route.

(iv) Formalities

The Public Works Department funded some construction of the route in 1883. In 1926 the CRB applied a spray and chip seal surface to 8 km of the route between Glenfern Rd and Belgrave Railway Station. It began redeveloping the road in 1936, reconstructing the length between Warrigal Rd and Elgar Rd, in part using unemployment relief funds. In the next year the reconstruction and widening to 9 m was continued on to Middleborough Rd. When the road west of Ferntree Gully was widened to 6 m and surfaced with a bitumen seal in

1938, there was finally a sealed road between Melbourne and Ferntree Gully. In 1954 the pavement was widened from Elgar Rd to Middleborough Rd.

The road was duplicated from Somers St to Elgar Rd in 1960, to Middleborough Rd in 1957, to Blackburn Rd in 1966, immediately east of Blackburn Rd in 1967, to Morack Rd in 1968, to Stud Rd in 1970, to Tyner Rd in 1971, to Mossfield Ave in 1972, to Austin St in 1963, to Acacia Rd in 1973, to the railway bridge at Upper Ferntree Gully in 1969, and at Mt Dandenong Tourist Rd in 1973.

Route 21 in the 1954 Plan had proposed a Healesville Freeway beginning at Box Hill South and running east between Maroondah Hwy and Burwood Hwy, before turning north towards Lilydale. For many years its presence on planning schemes hindered the development of Maroondah Hwy.⁴⁴⁴ The Eastern Freeway (route TW13) was subsequently developed, partly as an alternate solution.

Burwood Rd was declared a Main Road in 1990 and Camberwell Rd in 1990 and 1993 (Riversdale Rd to Toorak Rd). Burwood Hwy was proclaimed a Main Road from Warrigal Rd to Middleborough Rd in 1869. In 1960 it was proclaimed a State Hwy from Warrigal Rd to beyond Ferntree Gully and its name east of Warrigal Rd was changed from Burwood Rd to Burwood Hwy. In 1993 the route was proclaimed a State Hwy from Camberwell Rd to Warrigal Rd. From 1990, the State Hwy classification (#2750) and the name Burwood Hwy applied to the portion of the route between the east end of Camberwell Rd and Monbulk Rd.⁴⁴⁵ Burwood Rd and Camberwell Rd are Route 30 and Toorak Rd and Burwood Hwy are Route 26 in the Metropolitan Route numbering system.

CT4 to the Mountains

Soon after Scotts Bridge over Dandenong Creek opened on Burwood Rd (route CT3) in the early 1840s, the track that is now Mountain Hwy to the east of Dandenong Creek was created by the settlers to the east and northeast. Canterbury Rd route (route CT1) did not become a competitive route until its Dandenong Creek bridge was opened in 1868.

More formally, the fork from Burwood Hwy near the [14e] *line* came into in operation⁴⁴⁶ in 1854, servicing Bayswater and the timber industry. It was originally called Rourkes Rd, after two Irishmen - Hugh and Henry Rourke - who had established a property at Bayswater in 1843. It then became Bayswater Rd and the current name - Mountain Hwy - was adopted in 1933.

Alignment kinks occur at each of the three intervening *section lines*. The first is at the route's intersection with Boronia Rd (route CT1, [15e]). The next kink is at Stud Rd (route NS10, [16e]). It would appear that this kink and one at Highmoor Ave were not originally intended but result from a deviation to accommodate the railway crossing at Bayswater [17e]. A major kink did occur at Bayswater Rd (route NS11, [17e]). The route then originally ran to Dorset Rd [18e], but - with some further kinks, now continues on to meet Forest Rd (route CT1 again) at The Basin.

Overall, the arc-like alignment of the road from Wantirna to The Basin is a consequence of the road following the left edge of the Dandenong Creek valley as it runs east to west between Wantirna and Bayswater but comes out of the Dandenong Ranges heading northwest. As the route approaches The Basin on this southeast line, the adjacent hills become steeper and closer.

The route has important historical links to Bayswater Rd (route NS11) and Bedford Rd (route HV6) to the north and to Stud Rd (route NS10) to the south. Mountain Hwy was declared a Main Road in 1941.⁴⁴⁷ It is Route 28 in the Metropolitan Route numbering system.

CT5 Swan St and Riversdale Rd

Swan St is nominally on the [0ns] *line*. Initially it had a minor role and it ran only from Punt Rd [2e] to Bendigo St - with a "Government Paddock" and Goschs Paddock on the west side of Punt Rd and a "Survey Paddock" to the east side of Bendigo St.⁴⁴⁸ The Government Paddock was preserved by La Trobe as open space - this was relatively easy to do as much of the land was low-lying and swampy. There are indications of tracks heading northwest from Punt Rd towards the eastern end of the city, but these were subsumed by the construction and operation of the

railway to Richmond and beyond from the 1860s onwards. Instead, the tracks serviced the construction and operation of the railways. Furthermore, there was no outlet at the St Kilda Rd end as the Melbourne Morgue had developed in the space between the Yarra, St Kilda Rd and the railway yards. The surrounding area became very unattractive and when the new Princes Bridge (route SK2) was being built late in the 1880s the opportunity was taken to create a more appropriate gateway to the city. As part of this process the morgue was relocated and a road was built along the right bank of the Yarra from Punt Rd to St Kilda Rd. This was initially called Yarra Bank Rd but in 1913 its name was changed to Batman Ave. During this period Swan St was extended east to join Batman Ave. The Swan St trams ran along Batman Ave to a terminus at St Kilda Rd, before being moved to its present route during the construction of City Link in the 1990s. At the same time, Swan St east of Punt Rd was renamed Olympic Boulevard.

Swan St west created during the early land sales (Sub-Chapter 2.2). It was extended across the Yarra River to Alexandra Ave (route AY5) when, following approval in 1938, the 5-span Swan St Bridge was built very slowly by the CRB between 1946 and 1952. The bridge uses reinforced concrete T beams, with three centre spans of 27 m and two end spans of 21 m. The roadway is 12 m wide with two 2.4 m footpaths. It was widened in 2020.

Swan St is shown as a minor street petering out near Coppin St in Map 2.5 of 1855. Richmond Council extended it east to the Yarra in 1860, in the face of strong opposition to the loss of parkland. However, Gipps' watercourse dictum (Sub-chapter 2.1) had resulted in the Richmond *section* - [2e], [1n], [3e], [0ns] - being extended south to the Yarra, well south of the [0ns] *line*. Apparently in a desire to increase the area of the narrow water-access blocks between Swan St and the river, the initial Swan St between [2e] and [3e] had been moved north. For instance, the original twelve blocks between Swan St and Bridge Rd [1n] were only $12 \times 25 = 300$ acre, rather than the 320 acre of a true mile *half section*, implying a $20/640 \rightarrow 50$ m transverse discrepancy in Swan St's east - west location. This meant that when Swan St and Riversdale Rd were later linked, it was apparent that there was a locational discrepancy (Map 4.3). Even if an allowance had been made for a one-chain road on all four sides of the *section*, the discrepancy would still be 1.5 chain, and the two reservations would still not even overlap. Thus, Swan St was located near the [0ns] datum *section line*.

The route east continued to develop slowly. In 1881 the steel beam and tubular pier Wallen St (or Richmond Park) Bridge was built by the Board of Land and Works with Public Works Department funding to link Swan St to Riversdale Rd. The bridge was designed by Tapperley, Edwards and J S Jenkins. It consisted of five 12.8 m spans. The piers were cast iron cylinders and the beams were 800x350 mm wrought-iron box girders. The location was chosen to minimize the bridge length rather than to match the road alignment. The bridge was widened and strengthened in 1916 to carry trams and 1938 to accommodate the alignment of the Boulevard (route AY5).

On the east side of the Yarra, the route became Riversdale Rd (originally Moloneys Rd at the western end and Chapel Rd at the eastern end) and was located on the [0ns] *line*. It was a key component of Camberwell Junction and the chaos created there is discussed under Burke Rd (route NS4). A pre-existing track some 500 m south of the current road and running in local creek valleys between Burke Rd and Gardiners Creek is indicated in Map 4.10. The formal post-subdivision Riversdale Rd stayed on the [0ns] *line* and now continued east to Box Hill, where it was brought to rest by Gardiners Creek. A surveyed road is shown in de Gruchy's mid-1850s subdivisional Map 4.4 based on the [0ns] *line* from Power St [4e] to Station St at Gardiners Creek. Initially, the land along Gardiners Creek at the east end of Riversdale Rd was good farming land and so a track to the markets at Melbourne town was essential. As discussed in route CT3 and indicated in Map 4.10, there were two possible routes to the markets, depending on whether Melbourne was to be entered via Princes Bridge or Hawthorn Bridge. The completion of Wallen St bridge in 1881 provided an important third alternative. Neither the route nor the [0ns] *section line* appear east of Gardiners Creek.

In 1867 a tollgate was in operation on Riversdale Rd. In this same period, one of Melbourne's few horse trams ran along the route from the Yarra bridge to Auburn Rd [5e].⁴⁴⁹ By 1922 the Hawthorn Tramways Trust was running an electric tram along the entire route from the City to Elgar Rd and Wattle Park, promoting Wattle Park as a destination for family picnics.

Swan St was declared a Main Road (#5287) in 1983 west of Hoddle St and in 1990 east of Hoddle St.⁴⁵⁰ Riversdale Rd was declared a Main Road in 1990 from the Yarra to Burke Rd, in 1993 to Warrigal Rd and in 1991 to Station St.⁴⁵¹ In the Metropolitan Route numbering system Route CT5 is Route 20 between Alexandra Ave and Punt Rd, Route 21 between Madden Grove and Power St and Route 20 again between Power St and its termination at Station St.

CT6 Toorak Rd

Stock route OL4 indicates that in the 1830s, before subdivision, there was a track in the general area of Toorak Rd, providing part of a route along the left bank of the valleys of the Yarra River and Gardiners Creek. Hoddle's 1837 Map 2.2 shows a proposed road from the city falls on the Yarra (Queens Bridge) to the western end of Toorak Rd. This link was never built.

However, another route to Toorak soon came into being, heading from St Kilda Rd (route SK2) to Gardiners Creek and the eastern stock routes and farmlands. It was known initially as Gardiners Creek Rd and still held this name in 1898. It began as a bifurcation of St Kilda Rd, leaving it at a more gradual curve than implied by the current intersection. It then followed the approximate current course of Toorak Rd and [1s] *line* to near Kooyong Rd. The 1840 land subdivision formally established the location of the road between Punt Rd [2e] and Kooyong Rd [4e] as lying along the [1s] *line*. A road reservation from St Kilda Rd to Gardiners Creek is shown in Ham's Map 3.6 of 1853. When Government House was established on St Georges Rd (see discussion under route CT7) in 1854, there was an immediate increase in the usage of the road between Princes Bridge and St Georges Rd. The aboriginal name for Gardiners Creek was Kooyong Koot, and the northern end of Kooyong Rd is where the creek enters the Yarra.

Creek crossings in the area normally involved negotiating gluepots of mud. In this respect the Toorak Rd ford across Gardiners Creek was notoriously bad and the surrounding creek valley was frequently swampy.⁴⁵² The situation was worsened by the unfortunate fact that a length of Gardiners Ck near the [5e] *line* then ran along the [1s] *section line*. In the early 1850s pedestrians were able to cross the creek on a log acting as a bridge. In 1856 this was replaced by what the Central Roads Board euphemistically called a "timber crossing place" constructed by filling the creek bed with logs. The result was that not even pedestrians could use the crossing.⁴⁵³ In 1860 the government funded a primitive timber bridge with three spans of 8 m to allow Toorak Rd to be extended east over Gardiners Creek to Tooronga Rd. Tooronga Rd was originally called Khulls Rd. Edward Khull was the first Government Printer. After he resigned, he became a rich gold-broker. Tooronga was the name of his home. He had actively campaigned for the extension of the road.

Major work was undertaken on the Gardiners Creek bridge in 1866 and it came to be known as "The Old Bridge".⁴⁵⁴ In February 1890 it was in such bad repair that Malvern Council closed it to traffic. In 1915 a reinforced concrete bridge was erected at the site. This new bridge was washed away in a major flood in 1934.⁴⁵⁵ The crossing is now subsumed in the road's interchange with Monash Freeway (route DN11).

Across the creek, the provision of an eastern extension of Toorak Rd initially lost out to the need to provide a Gardiners Creek water frontage to properties subdivided in the *sub-section* bounded by Tooronga Rd, Anderson Rd, Burke Rd and the creek. Tooronga Rd was declared a Main Road in 1990.⁴⁵⁶ Subdivision maps from the 1850s show the two western properties with no east - west access provision, and only a property boundary along the *section line* from these properties to Warrigal Rd [8e]. The 1892 Directory of Maps still shows no east - west road link between Tooronga Rd and Burke Rd.⁴⁵⁷ Until the link was completed, travellers to the east followed the creek south-east (route CT11) to near Burke Rd, where a fork then crossed the creek near its confluence with Back Ck, and then headed up the approximate line of Back Ck to near today's Toorak Rd - Camberwell Rd intersection [7e]. This route is shown as a track in Ham's Map 3.6 of 1853 and further discussed in route CT3.

Map 4.20 of 1850 shows a link well to the south of Toorak Rd and only rejoining the [1s] *line* near Warrigal Rd. The direct link of Toorak Rd to Burwood Hwy (route CT3) in the region of Camberwell Rd was a later addition that first shows in Maxwell's map of 1872. However, it is not indicated in the map in Schwaebesch's 1896 book nor in MMBW's map of 1898, but it is suggested in Tuxens' map of 1904 and clearly shown in Wise's map of 1907. This situation probably explains the 80 m north-south survey mismatch between the alignment of Toorak Rd east of Tooronga Rd and west of Burke Rd.

The decision to use Toorak House as the first Government House (see above) led to Toorak Rd between St Kilda Rd and St Georges Rd being metalled with broken stone in 1854. Toorak Rd was gazetted as a Main Road in 1857. At that time, the Central Roads Board formed the entire length to Gardiners Creek. From Punt Rd to Gardiners Ck was reproclaimed a Main Road in 1994, from there to Warrigal Rd was declared a Main Road in 1983 and a State Hwy in 1993.⁴⁵⁸

The trip from the city along Toorak Rd to Malvern Hill (near Glenferrie Rd), then returning via Toorak Rd was the second of the twelve Melbourne excursions in Out's 1868 Guide. Between 1889 and 1926, a cable tram operated along Toorak Rd to Kooyong Rd. It is Route 26 in the Metropolitan Route numbering system.

CT7 the southern St Georges Rd

St Georges Rd was the first track north from Toorak Rd to the Yarra River, where it later connected with some ferries and, later still, with MacRobertson Bridge. The southern location of the road was fixed by its role as the entrance driveway to Toorak House, built in 1849 on one of the original 1839-40 farm subdivisions that extended from Toorak Rd to the Yarra River (Section 2.3). In 1854 Toorak House became Victoria's first Government House. It is now the Swedish Church in Tahara Rd.

The route is shown on Mason's pre-1858 map⁴⁵⁹ but is not shown on either Malone's reconstruction map⁴⁶⁰ of 1856 or on de Gruchy's mid-1850s subdivision Map 4.4. Ham's Map 3.6 of 1853 only shows the Orrong Rd reservation running down to the river.

From 1884, the Twickenham cable-ferry⁴⁶¹ (or "penny" ferry) operated on the site of the current MacRobertson Bridge linking St Georges Rd and Grange Rd on the left bank and Twickenham Cres on the right bank. Twickenham Cres fed, via Burnley St [3e], into Swan St (route CT5). After 1905, another competitive ferry crossed from Williams Rd [3e] to Burnley St. The MacRobertson Bridge is a three-span steel truss, with an arched bottom chord.⁴⁶² There were also two beam end-spans. The original span lengths in metres were 6.5, 21.8, 43.6, 21.8, 6.5. It opened in 1934 as part of the State's centenary celebrations. The bridge was named after chocolate maker MacPherson Robertson, who had privately funded its construction. In 2000, the northern end-span and small truss span were amalgamated into a single 35.2 m truss span to accommodate the widening of Monash Freeway (route DN11) for the City Link Project.

The portion of Grange Rd north of Alexandra Ave was declared a Main Road in 1994. Burnley St was declared a Main Road in 1990.⁴⁶³ The river crossing is now part of Route 21 in the Metropolitan Route numbering system.

CT8 Highbury Rd

Highbury Rd provided an eastern alternative to Burwood Hwy (route CT3), indeed early maps suggest that it preceded Burwood Highway. It was originally called either Harkaway Rd after a hotel on its Blackburn Rd (route NS8) corner,⁴⁶⁴ South Boundary Rd in deference to its position in the Shire of Nunawading,⁴⁶⁵ or North Boundary Rd in deference to its position in the Parish of Mulgrave.⁴⁶⁶ In 1935, it was called Boundary Rd on official maps. Highbury is a small town near Bath, in England.

Although Highbury Rd runs directly east - west, it is some 300 m south of a *section line*. However, the fact that two jurisdictions used it as a common boundary suggests that the 300 m might have been a survey error. This is most noticeable at its western end at Warrigal Rd (route NS5 & [8e]) where the road does not match the earlier subdivisions to its west. Subdivision maps of the mid-1850s such as Map 3.6 show the road in its current position and offer no clues as to its origin. Its eastern end is determined by Dandenong Creek.

Lemon⁴⁶⁷ suggests that the Highbury Rd / Warrigal Rd area was a relatively forgotten southern portion of the Parish of Nunawading. George and William Bennett were a pair of argumentative brothers who in 1853 purchased 9 Ha of land east of Gardiners Creek and from Highbury Rd north, crossing Burwood Hwy (Route CT3). The property can be seen in Map 3.6. It operated as a stockyard and was well served by a track that came up Gardiners Creek from Oakleigh and Dandenong Rd (route DN4). Rather than force Burwood Hwy through their property, it may well have been administratively simpler to give them Highbury Rd and push Burwood Hwy to the north to straddle the stockyards.

A reinforced concrete bridge with three 7.4 m spans was built over Gardiners Ck in 1966. It had a 13 m wide pavement and two 2 m footpaths. A tollgate operated at the Warrigal Rd / Highbury Rd corner. The first Government grant for the road was made in 1863. It was proclaimed a Main Road in 1990.⁴⁶⁸

CT9 the southern High St

High St and High Street Rd formed an important early route, linking farms from Glen Iris to Glen Waverley to the city markets. Its inner, western end (originally called High Holborn Rd) began at St Kilda Rd (route SK3). It had been established in the subdivisions of the early 1850s, although it did not meet any of the simple *sub-section* spacings, being 150 m too far north. This is possibly a survey error or it could have been done to avoid Majors Gully near Avondale Rd in Armadale.⁴⁶⁹ Its line, nevertheless, is shown as a road reservation in Map 3.6 of 1853. That line took it as far east as Gardiners Creek.

The entire length of the initial route from St Kilda Rd to and including route CT11 as Malvern Rd, then ran along the creek to Burke Rd, and was once called Middle Dandenong Rd and/or Malvern Hill Rd.⁴⁷⁰ However, for our purposes route CT9 continues as High St immediately across Gardiners Creek on the [2s] *line* and thus 150 m out of line with the western side. Clearly the subdividers were in control however the discrepancy was not immediately noticeable as in 1852 there was no formal link between the western High St and eastern High St – other than a frequently impassable ford a little downstream from the current bridge. The ford was replaced by a bridge of sorts built near the site of current bridge in 1861. Frequent flooding of the creek often destroyed this and subsequent bridges. In 1865, the route was considerably improved when the road was formally made in this gap and a new bridge of some substance erected. A tollgate was in operation at the new bridge from day one, although it was later moved east to the Warrigal Rd intersection. The bridge was replaced in 1891.

To be on another local view of the [2s] *line*, High St made a further surveying “adjustment” to the south as it passed east of Warrigal Rd and the [8e] *line* and was called High Street Rd. There were two good, topographically-linked, reasons for this adjustment. First, the resulting intersection between High Street Rd and Warrigal Rd is at the top of a high point in the surrounding countryside and was thus an obvious sighting point. Second, moving the *section* line south avoided locating the road in the bed of Damper Creek between Teck St and the creek’s confluence with Gardiners Creek. At the time Damper Creek appears⁴⁷¹ to have been further south than its current location. Its upstream course meant that it would not have qualified as a section boundary (Sub-chapter 2.1). A toll gate operated just east of Warrigal Rd at the bridge over Gardiners Creek.

A continuous road reservation is indicated between Warrigal Rd and Dandenong Creek in Ham’s map of 1853. The road certainly continued on its [2s] *line* until Dandenong Ck where it then realigned itself to map east, rather than magnetic east (Sub-chapter 2.1). This heading was then carried through almost to Burwood Hwy (route CT3) at the [16e] *line* where a final northeast kink avoided complicating the Scoresby Rd intersection. Dandenong Creek was crossed⁴⁷² in 1874 by Drummies Bridge. In 1960, this was replaced by a reinforced concrete structure. Early travellers from the east, after using the bridge, often travelled north along the left bank of the creek to well-aligned Burwood Hwy, in preference to the hillier High Street Rd.⁴⁷³ Alternatively, travelling south down the creek led to the earlier track to the city via Scotchmans Creek (stock route OL6).

Kerbing and drainage were provided between Punt Rd and Williams Rd in 1858. At the other end of the route, VicRoads duplicated the road between Cathies Lane and Mowbray St in 1999. Melbourne’s first motor bus operated High St and Chapel St (route NS2) in 1905. It was extended to St Kilda Rd in 1912. The Prahran and Malvern Tramways Trust began operating an electric tramway along High St between Charles St and Tooronga Rd in 1910.

The eighteenth route in the 1929 Town Plan paralleled this route. High Street Rd was proclaimed a Main Road in 1960 and High St in 1991.⁴⁷⁴ The route is Route 24 in the Metropolitan Route numbering system.

CT10 Ferntree Gully Rd

Ferntree Gully Rd (originally Drews Rd, Heads Gully Rd, Ashleys Rd and Break-neck Rd) was a partial replacement for stock route OL6 from Dandenong Creek west down Scotchmans Creek to Dandenong Rd (route DN3) at Oakleigh, as shown in Thomas’ 1840 map of Western Port. It is present in its current location in subdivisions of the 1850s – for instance Map 3.6 of 1853 shows a road reservation from Warrigal Rd to Dandenong Creek and in 1855 a log bridge was provided over the creek. In 1884 the Public Works Department provided funds to upgrade this bridge. After it was surveyed in 1861, the road became straightened and civilised and was formally located along the [4s] *line*. The eastern extension of the route from Dandenong Creek to Burwood Hwy - and thence to Ferntree Gully via route

CT3 - was operating⁴⁷⁵ in 1855 but is not shown in Bibbs' maps of 1856 and 1866 (Map 4.11). East of the Creek it initially tracks northeast up the valley of an unnamed creek. It then broadly follows the right banks of the Corhanwarrabul and Ferny Creeks to Burwood Hwy (route CT3).

A "Half-Way House" hotel near Forster Rd signalled the role of the road in linking Ferntree Gully to the centre of Melbourne - a journey of some 30 or so kilometres.

The Public Works Department funded major work on the road at Wheelers Hill in 1880. The CRB bitumen spray-sealed about 6 km of the road in 1925-6, including all of the road through Mulgrave. This work continued in later years. In 1963 the CRB duplicated the road from Dandenong Rd to Huntingdale Rd, in 1968 east of Huntingdale Rd, in 1982 from Cootamundra Dr to Dandenong Ck, in 1987 from Borg Cres to Stud Rd, in 1979 from Kathryn Rd to Scoresby Rd, and in 1987 to Burwood Hwy. It was originally called Bay View Rd, Nelsons Rd and Box Hill Rd. It was declared a Main Road in 1990 (VGG, p1730).

It was progressively declared a Main Road in 1913, 1914, 1940 and 1990.⁴⁷⁶ Ferntree Gully Rd is Route 22 in the Metropolitan Route numbering system.

CT11 Waverley Rd

By 1851 a track extended from the then eastern end of Toorak Rd (route CT6) at Gardiners Creek and proceeded further southeast along Gardiners Creek to High St, Glen Iris (route CT9 [2s]), following the current line of the Monash Freeway (route DN11). However, by the late 1850s intense subdivision had prevented the west end of the route developing west of Toorak Rd. The combination of route CT9 and this route was once called Middle Dandenong Rd. Land between Toorak Rd and Tooronga Rd was largely unsubdivided in the early 1850s but by the mid-1850s only the land to the south of the creek remained unsubdivided (Map 4.4). The track therefore developed along the unsubdivided left bank of Gardiners Creek to Oakleigh. As discussed under route DN3, it then became part of the first route from Melbourne to Dandenong. It is probable that it is this route CT11 that is depicted as the original stock route to Dandenong in Thomas' 1840 map of Western Port.

However, soon travellers from the city were reaching Gardiners Creek via the flatter, smoother grades of St Kilda Rd (route SK2), Dandenong Rd (route DN3), and Wattletree Rd (route DN4). By the mid-1850s, many such travellers were using the east-west portion of Malvern Rd rather than Dandenong Rd and Wattletree Rd (Map 3.6). Indeed, some early maps refer to Wattletree Rd as Main Dandenong Rd. Malvern Rd east of Burke Rd then headed southeast and developed as a major road along the left bank of Gardiners Creek to Oakleigh. The alignment along the creek was initially governed by the need to provide water-access blocks. To the east of Burke Rd, subdivisions and difficult⁴⁷⁷ road conditions in the Gardiners Creek valley meant that the route never developed as a viable alternative way to Dandenong.⁴⁷⁸

The route via the Gardiners Creek valley was shorter than alternatives, but very susceptible to poor conditions. Indeed, such valley routes were often plagued by areas of deep, sticky mud (or "gluepots") and thus were rarely favoured. As discussed below, another version of the route stayed on Dandenong Rd until later on Malvern Rd [3s]. Both versions are clearly shown in the western portion of de Gruchy's Map 4.4 from the mid-1850s, whereas Dandenong Rd is not yet indicated. The routes re-join Dandenong Rd near Oakleigh, in the manner described in route CT11.

The east-west portion of Malvern Rd that fed into the route at Burke Rd was once called Malvern Hill Rd, after the hill near its Glenferrie Rd intersection, although its western end was initially quite swampy. It was then called Lower Dandenong Rd, presumably in recognition of its role between Dandenong Rd (route DN3&4) to the south and roads such as Burwood Hwy (route CT3) to the north. Malvern Hill would have been a good local sighting point for travellers from the west, however by 1854 subdivider Charles Skinner was using the name Malvern Hill Rd for the nearby Hopetoun Rd (Malvern Hills are a beautiful part of western England). The Lower Dandenong Rd name applied from its beginnings as Commercial Rd at St Kilda Rd, to the stretch that ran along Gardiners Creek west of Burke Rd.⁴⁷⁹ Some maps of the 1850s show the name Commercial Rd extending as far west at Orrong Rd. Others from the same era call the entire length Middle Dandenong Rd. It was also sometimes called Government Rd or simply Dandenong Rd.

Later in the nineteenth and early twentieth centuries, outbound travellers along the route continued east along Malvern Rd until they were able to join Dandenong Rd by moving south near Bruce St, or south-east at Bruce St on the line of Dandenong Rd west of Atkinson St,⁴⁸⁰ or by continuing along the left bank of Gardiners Creek and then following Scotchmans Creek until it left the creek valley to head southeast at Atkinson St. The route usually crossed Scotchmans Creek at a site about where Monash Freeway now crosses Waverley Rd. A bridge was built there in 1860 and a toll gate was established on the road in 1864. The portion of the road in Mt Waverley was once called Breakneck Rd, presumably due to crashes associated with its steep local gradients. Another version of this route continued to follow Scotchmans Creek east and then northeast until it joined Waverley Rd [3s] near Anthony Drive.

At times Waverley Rd was also called Smiths Ford Rd, Bates Ford Rd and Break Neck Rd.⁴⁸¹ The fords were through Scotchmans Creek and that part of Waverley Rd near East Malvern Station Malvern Station was once called Scotchmans Creek Rd.⁴⁸² Waverley Rd [3s] initially functioned as an important feeder route from the eastern farms to Melbourne Town. It terminated at Dandenong Creek. The road took its name from James Silverman's subdivision of today's Mt Waverley. Waverley was the name of one of his favourite novels by Walter Scott.

Malvern Rd was declared a Main Road in 1991.⁴⁸³ Wattletree Rd was declared a Main Road in 1995.⁴⁸⁴

4.10 Routes DN – the roads to Dandenong and beyond

The routes through Melbourne's southeast to be discussed below are shown in Maps 4.1e and 4.1s.



Map 4.1s Roads to Melbourne's south

DN1 via Bass Strait

Initially western Gippsland was far too swampy for a road to be made east of Dandenong (now the Princes Hwy East and route DN8) to be contemplated. The sea was the preferred route, although occasional overlanders travelled by Maroondah Hwy (route HV1) and Warburton Hwy (route HV4).

DN2 using Scotchmans Ck

A number of long-lost early routes followed parts of Scotchmans Ck east of East Malvern Station [7e] running further east to near Stephensons Rd [10s].

DN3 St Kilda to Oakleigh via Dandenong Rd

The route began in the west as an east-west line in a one-chain reservation along today's Wellington St from Punt Rd (route NS1) to Chapel St (route NS2). The street was not a *section line* but was then⁴⁸⁵ the southern limit to subdivision in the area (Map 3.6). This initial portion of the route was not widened to three chains until MMBW reconstructed St Kilda Junction in the 1960s.

When the route was formalised, suburbia and its subdivisions had just begun⁴⁸⁶ to spread east of Chapel St. The Central Roads Board constructed the first 3 km to Denbigh St in the mid-1850s. Subdivision immediately south of Dandenong Rd was limited by springs and associated soft ground in the area. Nevertheless, a form of road had reached Kooyong Rd [4e] by 1853 and Hawthorn Rd by 1854 (Map 4.10). The then-recent recommendations of Miller's Committee (Sub-chapter 3.3) and the route's heavy usage by stock and by drays ensured that Hoddle's three-chain reservation was achieved and then preserved east of Chapel St, although some land (e. g. between Malvern and Caulfield Railway Stations) was later taken for the provision of the Gippsland railway in the late 1870s. This particular action left an increasing traffic mess between Tooronga Rd and Waverley Rd that was not resolved until the Road Construction Authority duplicated the piece of road in 1984.

A primary purpose of Henry Foot's 1852 survey was to eliminate the Wattletree Rd / Gardiners Ck "corner" in the early stock route (see discussions of route OL6 and route CT11). Thus, a couple of kilometres after this new route passed Chapel St it left its easterly alignment near Denbigh St in Armadale, at a point where the land finally rises above the flat coastal plane and headed along a ridge in an east-south-easterly direction into unsubdivided land. A straight line was drawn connecting this corner to the Atkinson St corner in the village of Oakleigh (surveyed by E. Bellairs in 1853), ten miles from Melbourne. Atkinson St was the east boundary of the village. Unfortunately, only the route length between Bruce St and Castlebar Rd in Chadstone could fit this 'straight line' alignment. The other portions of the route bounced around, including utilising portions of Waverley Rd at the route's western end and Neerim Rd at its eastern end. Nevertheless, it does appear that – if ground conditions permitted - the original stock route, OL6, followed the straight line connection between Malvern and Oakleigh.

The alignment changes were predominantly caused by continual poor ground from Denbigh St to Chadstone, with five major swamps just south of the highway.⁴⁸⁷ Not surprisingly, the road in this area was notorious for its "gluepots". The rail reservation did not exist in Foot's time but it does mark the northern border of a large area of low-lying swampy ground called Paddys Swamp – now indicated mainly by the height of the railway embankment and the open spaces of Caulfield Park – an area that Foot wisely avoided. As the suburb developed, the swamp became known as Caulfield Common. The Black Swamp at the current location of East Caulfield Reserve at the southern end of Burke Rd (route NS6) explains the northwards kink of the road alignment in that area. Late in the 19th century the Swamp was drained and replaced by a water reservoir. A series of articles and letters in the Argus in the first half of 1913 describe the road in this area as effectively impassable.

The next northwards kink at Bruce St avoided a complex drainage basin⁴⁸⁸ in the Murrumbeena area. Cuttings and small-hill levellings were made in this area in 1888 to reduce road gradients and the material was used to fill swampy areas closer to Caulfield.⁴⁸⁹ Likewise, despite intense subdivisions as far as Dandenong, the land in the swampy triangle formed by Gardiners Ck / Scotchmans Ck, Kambrook Rd and Glenhuntly Rd / Neerim Rd had still not been subdivided in the mid-1850s.

A suggested early link from Caulfield to the Brighton - Dandenong road (route DN7) is discussed under that route.⁴⁹⁰

A cable tram ran from St Kilda junction to Chapel St from 1891 to 1925. An electric tram was running along Dandenong Rd near Glenferrie Rd from 1911 and there was full coverage from Chapel St to Glenferrie Rd by 1922. It was operated by the Prahran and Malvern Tramways Trust. At Christmas 1954 the route carrying a relatively high 77 000 vehicles per week in Oakleigh. In 1959 the route was the most heavily trafficked highway in the State.

The name Princes Hwy had been given to the entire national “coastal” route in 1920 to mark the visit of Edward, Prince of Wales. The portion of the road west of Chapel St is now also known as Queens Way and the route east of Chapel St is jointly called Dandenong Rd and Princes Hwy East, although the use of Dandenong Rd stops east of Clayton Rd.

DN4 Dandenong Rd from Oakleigh to Dandenong

Dandenong Rd to Oakleigh is discussed under route DN3 above. Oakleigh was an early village on the route, developing around the Warrigal Rd [8e] intersection – indeed Warrigal Rd at Oakleigh was originally called West Boundary Rd, indicating its role in the subdivision process. East of Atkinson St the new road coincidentally gained more high ground on an alignment that was a straight line from the Springvale Rd [12e] corner to the centre of early Melbourne. It was not a coincidence that this was also the line of the original Malvern Rd (route CT11) extension to Atkinson St. The line was obviously strongly influenced by a sighting line based on smoke plumes from the Melbourne and Dandenong townships.

Dandenong is located on Dandenong Creek. Joseph Hawdon, an overlander sometimes called John, had brought stock to the area in 1834-36⁴⁹¹ and returned in 1837 with another overlander, Alfred Langhorne. They had noted the site from the Dandenong Ranges - it was well-watered and fertile, the bend in the creek and the parallel Eumemmerring Creek provided natural walls for a cattle stockade,⁴⁹² and it was a convenient stopping place en route to Western Port. It was also just north of the Carrum (or Little) Swamp and the eastern edge of the Great Gippsland Swamp (or Koo-wee-rup swamp).⁴⁹³ This triangular swamp ran down the Bay for some 17 km from Mordialloc Creek to Kananook Creek, and inland to the east of Frankston – Dandenong Rd (route NS10).

Another member of the overlander team, John Bourke, established a track from Dandenong to Melbourne in 1837.⁴⁹⁴ The site soon developed as a service point for the early stock movements on route OL7. The Dandenong venture preceded subdivision and so the overall road alignment was much less influenced by *section* boundaries than was Nepean Hwy (route SK3). Under Hoddle’s instruction, Henry Foot surveyed the right-of-way in 1851-2 and clearly heeded the view of Miller’s Parliamentary Select Committee (Sub-chapter 3.3) that all major roads should be 3 chain wide.

Initially, Dandenong township was relatively unimportant and contained only 193 people in 1861. However, by the 1870s it had become a regional agricultural centre with its own agricultural show.⁴⁹⁵

More generally, east of Oakleigh, the initial track was south of the current route of Princes Hwy East⁴⁹⁶ and closer to the later alignment of the railway to Dandenong. There were no major watercourses to serve the thirsty travellers. East of Clayton Rd [10e] the original route between the current road and the Dandenong railway⁴⁹⁷ apparently followed a series of natural springs⁴⁹⁸ but kept to the north of extensive swampy areas near Springvale Rd. The damp ground led to the frequent use of corduroy construction (Sub-chapter 7.2).

A major alignment influence is the kink centred on the [12e], [6s] *section* corner at Springvale Rd. The route was directed to this corner from either direction, as it was the site of a watering stop established by John Bourke in 1837. In 1840 it was chosen by Captain Christian de Villiers of the Native Police Corps as the site for an hotel which soon gloried in the name “No good damper Inn” after some poor damper that had been made at the spot in the 1840s⁴⁹⁹ (some doubts have been expressed about this story⁵⁰⁰). The hotel later became “Squatters Rest” and then “Springvale Hotel”.⁵⁰¹ The 1892 County of Bourke map (Map 3.3) shows a major survey misalignment at this intersection. The road is a straight line between this corner and Dandenong.

The next kink occurred at the [9s] *line* at Clow St, as the route was about to enter Dandenong village. In the village, the route followed Lonsdale St through the town, which had been based around the Lonsdale St / Walker St intersection. The original survey had intended the road to continue the line from the No good damper Inn, and hence had provided McCrae St for this purpose. However, parochial pressures based on Lonsdale St introduced the various Lonsdale St kinks and corners.⁵⁰² By 1858, Lonsdale St had a 3-chain reservation to match the rest of the Gippsland Rd, and McCrae St a mere one chain reservation. Lonsdale St was named after Captain William Lonsdale, the colony’s first magistrate and a local Dandenong land-owner.

By 1856, the road from St Kilda Junction was known as Great Dandenong Rd. Earlier names had included Western Port Rd and Main Gippsland Rd. Tollgates⁵⁰³ were installed on the road in 1864. They were at Warrigal Rd [8e], Ferntree Gully Rd [4s], Wellington Rd [5s], Heatherton Rd⁵⁰⁴[8s] and Dandenong. Heatherton Rd was proclaimed a Main Road in 1984.

In 1853 there were complaints that insufficient tree stumps had been removed from the carriageway in the Malvern area and in 1857 that the carriageway contained three large saw pits.⁵⁰⁵ The Central Roads Board began funding the eastern end of the road in the mid-1850s and the Board of Land and Works supplied major funding in 1856-1861. A culvert was built near Malvern Railway Station in 1861. In 1863 it was reported that the 8 km of the road through Caulfield was only half-formed. The route was formed as far as the Springvale Rd corner by 1859 and some corduroy construction was used east of Springvale Rd. The bridge over the creek on the west side of Springvale Rd was widened in 1930.

The CRB bitumen spray sealed about 6 km of the road in 1925. In 1926 it placed 26 mm of asphalt over a 6 km length from Huntingdale Rd to Springvale Rd. In 1929 the highway was sealed between Springvale Rd and Dandenong. Between 1937 and 1983, the CRB was actively involved in widening and duplicating the road – usually within an existing reservation - between Malvern and Dandenong. Duplication in the form of two lanes in each direction separated by a painted median was completed between Oakleigh and Springvale Rd in 1957. The road was fully duplicated around Caulfield Railway Station in 1968, to Chadstone in 1971, to Oakleigh in 1963 (although the Huntingdale Rd intersection was completed in 1960), to Ferntree Gully Rd in 1964, to Clayton Rd in 1957, to Evelyn St in 1964, to Springvale Rd in 1963, west to Corrigan Rd in 1964, and through Dandenong in 1955. The overpass to Sandown Park racecourse was built in 1965. St Kilda Junction underpass and Queens Way to Chapel St were constructed by the MMBW and completed in 1971. The road increased in importance and by 1984 the CRB/RCA had widened it to eight lanes through Caulfield between Hawthorn Rd and Waverley Rd and redesigned the major intersection at Springvale Rd.

In 1857 Dandenong Rd was gazetted as a Main Road from Windsor to Bunyip and in 1860 and 1914 it was reproclaimed a Main Road from St Kilda Junction to Dandenong.⁵⁰⁶ In 1946 it was proclaimed a Main Road from Dandenong to Warrigal Rd and in 1960 between Waverley Rd and Warrigal Rd.⁵⁰⁷ State Hwy proclamations were made for the portion from St Kilda Junction to Chapel St in 1947, to Glendearg Grove in 1978, from Waverley Rd to Poath Rd in 1960, to Queens Ave in 1969, the portion to the east of Warrigal Rd (#2511) in 1925, and in Dandenong town in 1944.⁵⁰⁸ The whole route is now a State Hwy (#2510). Queens Way was proclaimed a State Hwy in 1970.⁵⁰⁹ The Proclamation referred to the Junction Hotel, rather than St Kilda Junction. The trip from the city to Dandenong was the fourth of the twelve Melbourne excursions in Out's 1868 Guide.

The road to Dandenong was shown in La Trobe's plan of 1841 (Map 3.5), is the nineteenth route in the 1929 Town Plan and, linked to Queens Rd, the twenty-third route in the 1954 Plan. It is part of State Route Alternative 1 in the State and National Route numbering system.

DN5 Wellington Rd & North Rd

Jason Clows was a local Dandenong clergyman and land-owner who had grazed cattle in the area on the east of Dandenong Creek between 1838 and 1850. For example, by 1840 there was bridge called Clows Bridge over Dandenong Creek about 200 m downstream from the current Wellington Rd crossing⁵¹⁰. In 1864 tenders were called "to put tea tree not less than three inches thick" on Clows Bridge⁵¹¹. A tollgate was established on this section of the route in 1865.⁵¹² In 1888 the Public Works Department funded the reconstruction of the bridge. Neither *section line* nor the route is shown east of the Dandenong Ck in Ham's Map 3.6 of 1853 but it is shown as a track heading east to near the current Stud Rd (route NS 10) [16e] in Map 4.11 of 1866. Gold was discovered at Emerald in 1858 and this pushed the easterly extension of Wellington Rd beyond Stud Rd to the new goldfields. The connection is shown, straightened and kinked by the subdivision surveyors, in Map 4.11. There appears to have been a survey "adjustment" east of Stud Rd and the road then kinks to the north at the [18e] *line* to reach Kellets Rd (see route DN6). The route then continues generally east, following the hilly terrain to Clematis, although this length is outside the scope of this Book.

At Dandenong Creek, an early stock route close to today's Wellington Rd. It was originally called Warrein Rd or Narre Woran Rd or Clows⁵¹³ Rd and it was named Wellington Rd in 1875 after the original name of the

Mulgrave Village. To reach Melbourne Town it headed west from the Clows property near or along the [5s] *line* to join Dandenong Rd (route DN4) at Clayton.⁵¹⁴ The track soon became more than a stock route and would have assisted the movement of farm produce to Melbourne. Jason Clows is discussed under route CT3.

In Foot's map of 1852a Wellington Rd is shown formalised as a road reservation on the [5s] *line*. Wellington Rd's western extension across Dandenong Rd and still along the [5s] *line* became North Rd and continued west to the shores of Port Phillip Bay. It was called North Rd as its western end marked the northern boundary of Dendy's selection under the 1841 Special Survey which required such boundaries to be at least 5 mile from Melbourne (Sub-chapter 2.4) and if the southern extremity of the city was given by the [0ns] *line*. The North Rd part of the route is shown as a road reservation in de Gruchy's mid-1850s subdivisional Map 4.4. It was originally called Henderson St and Warren Rd.

In 1926 the CRB spray and chip sealed 10 km of the route. In 1970 Wellington Rd was duplicated from Princes Hwy East to Blackburn Rd, and to Nantilla Rd in 1972. The duplication to Stud Rd was completed in 1996 with the opening of the section from Jacksons Rd to Stud Rd. The CRB duplicated the North Rd carriageway between Asling St and Nepean Hwy in 1970, to Hawthorn Rd in 1984, to Bambra Rd in 1972, to Booran Rd in 1973, from Grange Rd to Tyrone St in 1964, to East Boundary Rd in 1966, from Best St to Huntingdale Rd in 1960, and to Princes Hwy East in 1965. Bambra is the local indigenous word for *mushroom* and Booran for *ant*. The Huntingdale rail overpass was completed in 1972. The steel-beam bridge was built by the CRB under the auspices of the Level Crossings Fund (Sub-chapter 3.5).

The route was route 24 in the 1954 Plan. For a while in the 1990s, the route was also called Monash Hwy. Wellington Rd was declared a Main Road in 1947 and 1948 and was declared a State Hwy (#2290) west of Stud Rd in 1960. North Rd was a State Hwy in 1882 and was declared a Main Road from St Kilda St to Princes Hwy East in 1960. It was proclaimed a State Hwy (#2060) from Nepean Hwy to Stud Rd in 1990.⁵¹⁵ West of Stud Rd, it is now Route 18 in the Metropolitan Route numbering system and east of Stud Rd it is Route C413 in the State Route numbering system.

DN6 to Ferntree Gully

In the early 1840s this route to Ferntree Gully left Wellington Rd (route DN5) at Kellets Rd and headed directly north, approximately along the line of Napoleon Rd (originally Muddy Bridge Rd) to Glenfern Rd and into Ferntree Gully, specifically to the Glenfern farm, owned by Jason Clows.⁵¹⁶ Kellets Rd (originally McRaes Rd) and Glenfern Rd appear in surveys⁵¹⁷ of 1855. Napoleon Rd follows property boundaries shown on Bibbs' Map 4.11 of 1866.

Today, the route leaves Stud Rd (route NS10) as Kellets Rd and follows the [4s] *line* to Napoleon Rd (route DN5). The routes stay south of major creeks in the area. Kellets Rd and Napoleon Rd were declared Main Roads in 1990.⁵¹⁸

DN7 Brighton to Dandenong

This route to Dandenong left Nepean Hwy (route SK3) at Brighton - initially at Brown's Hotel - and headed to Dandenong on a path close to, or up to 300 m to the north of, the current [6s] location of Centre Rd (route EW2). Brennan⁵¹⁹ suggests that there may also have been a (now lost) track that came from Dandenong Rd (route DN4) near Kambrook Rd [5e] to reach Centre Rd.⁵²⁰

Near East Boundary Rd [7e] the track left Centre Rd and the control of the surveyors, deviating to the south to pick up the line of Old Dandenong Rd and then Centre Dandenong Rd as travellers found away through the extensive swamps in the Heatherton / Dingley area to provide an inland route, not only to Dandenong, but also to the Mornington Peninsula and Western Port. The road between Warrigal Rd [8e] and Kingston Rd [8s] was a pre-subdivision route in the 1850s as at that time, the land to the east of Warrigal Rd and south of Kingston Rd had not yet been subdivided. By the 1920s the portion of Old Dandenong Rd west of Warrigal Rd had ceased to exist, and the land was subdivided and used in the development of the Yarra Yarra Golf Club in 1927. The route is now fed by South Rd [7e]. The "old" in Old Dandenong Rd is a more modern misnomer as it was an alternative to, rather than a predecessor of, Dandenong Rd. The adjacent Dingley Bypass now services a very similar route.

Beginning at the [10s], [12e] *section* corner at Springvale Rd, Cheltenham Rd on the [10s] *line* then provided a surveyor-endorsed cross-country link to Dandenong. Much of the land to the south of the route and east of the [12e] *line* comprised the extensive Carrum swamp and so the original Western Port route commonly headed south near the line of Springvale Rd (route NS9). At the [14e] *line* at Chandler Rd, Cheltenham Rd kinked northeast to reach Dandenong. Cheltenham Rd was originally called Brighton Rd – a name that sometimes applied to the entire Brighton - Dandenong route. The portion of Cheltenham Rd nearer Dandenong was known as Lower Brighton Rd.

Initially, the route was the favoured route from Melbourne to Dandenong. For example, it was the way recommended in the Select Committee's 1852 report on Victoria's roads (Sub-chapter 3.3) and it is the only route to Dandenong shown in Proeschel's 1853b map of the roads to all the mines of Victoria. Travellers went from Melbourne village to a "semi-terminus"⁵²¹ at Brighton, then to Cheltenham, "Kingston,"⁵²² Dingley Village, and the Damper flats (around Springvale Rd⁵²³) to arrive at Foster St in Dandenong. In 1849 the Melbourne-Dandenong coach was still using this route.⁵²⁴ The entire route was called variously the Western Port Rd, and the Damper Rd, and in 1852 it was officially described as "the Melbourne – Gippsland Rd via Brighton". "Damper" referred to the swamp south of the No Good Damper Inn (see route DN4). The route was still given some priority in the CRB's 1914-15 maps. The CRB spray sealed about 8 km of the road with bitumen in 1925. This work continued in later years.

Tollgates were installed⁵²⁵ on Cheltenham Rd in 1864, coinciding with some effort being devoted to improving the road. Cheltenham Rd was duplicated between Springvale Rd and Corrigan Rd and at the Mile Ck bridge in 1973.

An up-graded Old Dandenong Rd was route 26 in the 1954 Plan and an up-graded Cheltenham Rd providing a southern bypass of Dandenong was route 25 in the 1954 Plan. Both remained on the planning books as the Dingley Freeway, which was Route F2 in the 1969 Plan. Old Dandenong Rd was declared a Main Road in 1990. Cheltenham Rd was declared a Main Road in 1914, 1934 & 1990. In 1990 it was made a State Hwy (#2050).⁵²⁶ It is part of Route 10 in the Metropolitan route numbering system.

DN8 Princes Hwy East beyond Dandenong

In 1845 La Trobe initiated formal efforts to find an easterly route into Gippsland. Such a direct route heading east from the Dandenong Creek crossing to central Gippsland was established by Charles Tyers in 1847.⁵²⁷ It was immediately surveyed and a cleared track to Rosedale was opened for public use in the next year.⁵²⁸ The route later provided Melbourne's fourteenth route to Sydney.

When travelling east of Dandenong, the trip began on Lonsdale St. The first problem was to cross Dandenong Creek. Initially a ford from Pultney St was used, about 200 m upstream from the current bridge⁵²⁹ followed in the early 1840s by a "chock and log" timber bridge in which the logs were stacked in layers at right angles and kept in place with chocks. The approaches to the bridge were through a long "glue pot". To enable travellers to reach the bridge, timber piles were driven into the mud and planks placed on them, spanning from pile to pile.⁵³⁰ An extended form of this system was still in operation in the 1870s.

The chock and log bridge was washed away in a flood in 1849 and replaced in the following year by a new timber structure,⁵³¹ which had to be strengthened in 1854 by C. Roberts. It was irretrievably damaged in an 1864 flood. These bridges were about 20 m closer to the town centre than the current bridge. A two-span granite masonry arch bridge designed by a lighthouse architect in conjunction with the Dandenong Council engineer. It was built by the Council in 1867, using loan funds. The bridge suffered foundation problems soon after it was opened, was undermined by floods in 1919. It was replaced in that year by a bridge using steel beams from a disused railway bridge. The work was supervised by Council engineer Robert Woodstock and the bridge was named the Peace Bridge as a First World War memorial. It in turn was replaced in 1930 by a concrete bridge with a 6.6 m roadway. This bridge was widened in 1938 to add an extra lane and bring the roadway width to 7.2 m, together with a 1.2 m footpath. There was more work in 1960 with a three-span steel beam bridge built on the northern carriageway in 1967.⁵³²

The crossing operated as a toll bridge from 1858 to the 1870s.⁵³³ Soon after leaving this bridge, the bridge over the Eumemmerring Creek is encountered. In 1940 the CRB replaced the Creek's timber bridge which was suffering from foundation scour with a timber and steel beam bridge. It also had a road width of 7.2 m. The bridge was widened in 1981.

Leaving the earlier South Gippsland Hwy (route DN9), the surveyed route to the east initially followed the [10s] *line* to a kink towards the south at the [19e] *line* at Hallam North Rd, then to a further southerly kink at the [20e] *line* at Tinks Rd, then to a kink at the [21e] *line* back to the subdividers' [11s] *line* at Narre Warren North Rd to the [23e] *line* at Clyde Rd, Berwick. Berwick was the next major coach "stage" after Dandenong.

Roulston describes⁵³⁴ the early road near Hallam:

It was an atrocious quagmire in winter, and an appalling gridiron in summer. The countless droves of bullocks from Gippsland had made ridges across the track, and these in time had become so deep that the cattle had to step high in negotiating them. Vehicular traffic, represented by bullock drays, could not travel over it but had to make other tracks through the adjacent bush.

In 1849 Bishop Charles Perry was able to travel for 30 km along the road before abandoning his cart,⁵³⁵ and five years later the route remained little more than a bridle track. Cardinia Creek in Beaconsfield was bridged with a timber structure in 1856. Government construction of the road began in 1858. By 1865 there was a regular Melbourne-Berwick coach service and, in good conditions, a coach could travel between Melbourne and Sale.⁵³⁶ The CRB spray sealed about 5 km of the road with bitumen in 1925. Considerable work was devoted to the road in the 1950s and 1960s.

The route was proclaimed a Main Road in 1860.⁵³⁷ It was named Princes Hwy in 1922 and was declared a State Hwy (#2510) in 1925. Princes Hwy was declared a National Commerce Road in 1980 under the Commonwealth States Grants (Roads) Act of 1977.⁵³⁸ The Highway to the M1 Freeway is now Alternative Route 1 in the National system. East of the freeway it is Route C101 in the State Numbering System.

DN9 to South Gippsland

The attractions of Western Port and Pawel Strzelecki's 1840 coastal route to Gippsland's rich countryside led to the early development of a route known as the South Gippsland Hwy from Dandenong to Tooradin. Even at that time, the route closely followed its current shortest path route to Cranbourne.⁵³⁹ By 1844 it was serving southern Gippsland as far as Alberton.⁵⁴⁰ It clearly long preceded subdivision. The discussion of route DN13 describes how the South Gippsland Freeway was later to also serve these needs.

It was proclaimed a Main Road in 1860⁵⁴¹ and made a State Hwy (#2580) prior to 1960. West of the South Gippsland Freeway [18e], it is Route 12 in the Metropolitan Route numbering system.

DN10, DN11, DN12 & DN13 the Monash Freeway corridor

See Sub-chapter 6.8

4.11 Routes SK – the road to St Kilda and beyond

SK1 down the Bay

As with Geelong (route GL1), Ballarat (route BT1) and Gippsland (route DN1), in the early days the most favoured route to Sorrento and Portsea was by steamer from Port Melbourne. By 1858 the steamer Geelong left Queens Wharf every Saturday bound for Schnapper Point (Mornington).⁵⁴²

The paddle steamers Ozone (1886), Hygeia (1890) and Weeroona (1910) were well known parts of the Melbourne scene between 1886 and 1939. The Ozone could carry up to 1600 passengers. She was finally sunk (scuttled) to make a breakwater at Indented Heads. The Hygeia operated until 1931. It was the scuttled off Barwon Heads. The Weeroona was built in Scotland in 1910. It was mainly used for excursions. It went into war service in the Philippines in 1943 and was scrapped in 1951.

SK2 to St Kilda via the lagoon

To reach St Kilda, the initial task was to cross the Yarra. The first regular crossings were provided by Paddy Byrne and his daughter Polly who used a small row-boat as a ferry. In 1838, Thomas Watts and John Hodgson provided rope-drawn ferries capable of carrying drays and cattle as well as people.⁵⁴³ Hodgson had been a local merchant. From ferrying, he later progressed to become mayor of the city of Melbourne. Hoddle's Map 2.3 of 1839 suggests one ferry working on the line of Swanston St and the other about 120 m upstream. The first in service was Watts' ferry which was called "The Melbourne" and operated from the upstream location. The ferry landings on the left bank of the Yarra provided Melburnians with the first point of easy access to the lands south of the Yarra.

A simple stone and clay dam was constructed by convicts at the instigation of Hoddle and Lonsdale in 1838. Its main purpose was to prevent salt-water tainting the fresh water that was the town's main drinking supply. However, it also became a pedestrian crossing, but was unsuitable for anything more, and occasionally caused drowning of its users.⁵⁴⁴ In 1839 a crude bridge was built across the falls at Queen St, but it lasted only a few months before being washed away in a flood.⁵⁴⁵ Hoddle favoured a replacement bridge slightly upstream on the line of the well-used City Rd (route AY3).⁵⁴⁶ There was an increasing demand to travel to the south and in 1840 the Melbourne Bridge Company was formed to construct a permanent bridge. There were a number of proposals from the Company, including an iron suspension bridge nearer to the line of Elizabeth St. Iron suspension bridges were then being successfully built in Britain⁵⁴⁷. The proposals were withdrawn when the government refused to grant a 21-year monopoly concession. In addition, the Company found operating two ferries at the site to be so profitable that it was commercially reluctant to begin bridge building.

The need for a Yarra bridge was the highest item on the town's infrastructure agenda and a major source of local frustration. Soon after he arrived in Melbourne, David Lennox (Sub-chapter 3.3) nominated an arch bridge as the most suitable solution, although he estimated that it would cost about treble the earlier estimates.⁵⁴⁸ This forced the Melbourne Bridge Company to reduce their plans and to commission Alexander Sutherland to build a temporary bridge near the ferries in 1845. It was located at a spot where a reef of rock significantly narrowed the river channel. The four-span timber structure was 5 m wide and 36 m long and used timber from northeast Box Hill. It was described⁵⁴⁹ as being of arch construction, but this probably referred to propped corbels rather than to a true arch. It initially struggled for patronage as it was consistently undercut for price by the adjacent "crazy punt" operated by Robert Balbirnie. Once the Bridge Company gave the bridge toll concession to Balbirnie, he turned it into a most profitable venture and it became known as Balbirnie's Bridge. Balbirnie also gave his name to Balmerino Av in Toorak. He was the first purchaser of the land in Glenferrie Rd on which Stonnington now stands⁵⁵⁰.

During this time, a more substantial permanent toll bridge across the Yarra continued to be advocated. For instance, the Bridge was partially submerged in a major flood in 1849. There was much debate over the location of the new bridge somewhere between Russell St and Queen St. However, in the Elizabeth St area, the river was deep, the right bank included the mouth of the Elizabeth St creek (Sub-chapter 1.4) and the left bank was swampy. La Trobe intervened in favour of a site just downstream of Swanston St, noting that foundations were also poor at the ferry crossing whereas good gravel foundations existed at the chosen site.

The Council ran a competition for the design of the bridge, which was won by its first surveyor, William Howe with an elliptical arch design. Tenders for construction were accepted late in 1845.⁵⁵¹ The arch used basalt from the Tullamarine and Corio Bay areas. In 1846, Thomas Main won a sub-tender to supply stone blocks for the bridge.⁵⁵² The bridge was built by David Lennox, who dramatically adapted Howe's arch design, increasing the span from 35 m to 46 m. It was Melbourne's first non-timber bridge and was then the longest masonry arch bridge in Australia and, internationally, second only to the centre span of the then-current London Bridge. The rise was 8 m and the total bridge length was 95 m (Figure 4.21). Thus, Balbirnie's Bridge was replaced by the new Lennox bridge in November 1850.⁵⁵³ The London Times described it as "*a noble stone bridge which would do credit to any city, young or old.*"⁵⁵⁴ It was popularly known as the Stone Bridge but was formally named Princes Bridge after the Prince of Wales, who later became Edward VII.

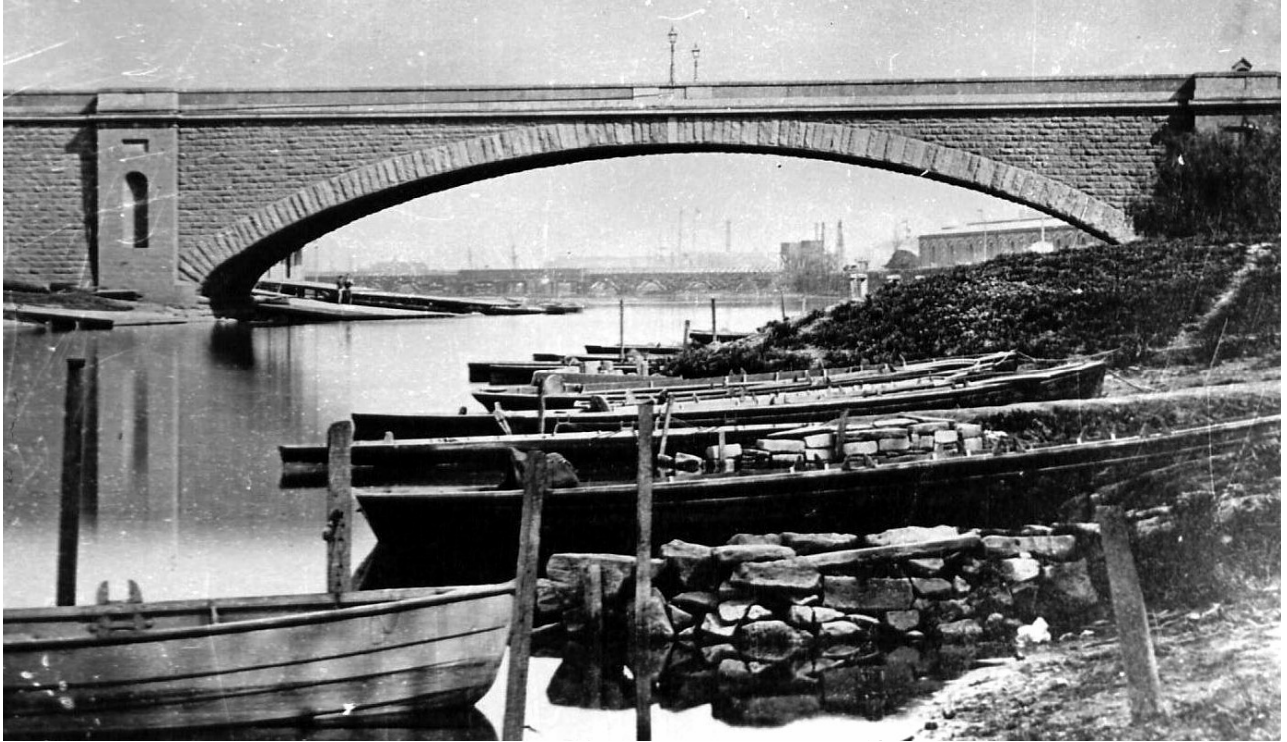


Figure 4.21 David Lennox' 1850 Princes Bridge, looking downstream *VSL LaTrobe collection*

The bridge was a great boon to Melbourne suburbs south of the Yarra and, as a toll bridge, was regarded as a revenue “goldmine”.⁵⁵⁵ The left bank of the river was also raised in an attempt to reduce flooding in South Melbourne. Nevertheless, in 1866 the left bank suffered major flood damage and had to be significantly widened. Despite this widening, the bridge proved a major impediment to river flows and was replaced in 1888. There had been a number of large floods in the Yarra in the 1840s, so Lennox had had some warning of the hydraulic needs of the lower Yarra.

The current bridge (Figure 4.22) was designed by local engineers Charles d'Ebro and John Grainger using proportions reminiscent of Blackfriars (masonry) Bridge in London. Grainger was composer Percy Grainger's father. The bridge was built by David Munro with engineering help from George Higgins and John Monash.⁵⁵⁶ It has three spans of 30.5 m carried on masonry piers, doubling the available waterway. The stone in its piers came from the Footscray / Yarraville quarries (route WT8), with the largest single piece placed weighing 17 t. Kyneton / Malmsbury granite was used for the finishes. The arches are formed by iron lattice trusses. The structure used 1 000 t of wrought iron and 300 t of cast iron, with the material rolled in a specially-built mill in South Melbourne.⁵⁵⁷ The bridge opened in 1888 and is still in full service. It is on the Victorian Heritage Register as H1447 and is registered with the Australian Heritage Commission.



Figure 4.22 d’Ebro and Grainger’s 1888 Princes Bridge, looking upstream *The Author*

(i) St Kilda Rd

St Kilda Rd, perhaps Melbourne’s best-loved road, commenced as a track from the landings of the ferries described in (a) above. It was sometimes called New Rd, in distinction to City Rd (route AY3), which was the original southerly route out of Melbourne.⁵⁵⁸ To keep it flood-free, New Rd leading south from the Yarra was soon raised on a substantial embankment.

The track further south was located between a low ridge and an associated line of trees to the east and the South Melbourne swamp to the west.⁵⁵⁹ It probably follows a much earlier Port Phillip Bay shoreline. By 1842 maps were showing it as a formal road geometrically aligned with Swanston St.⁵⁶⁰ This heading continued for some 5 km to Carlisle St [3s], which is south of St Kilda Junction. It was somewhat fortuitous that this heading based on Swanston St did not fall foul of the swamps that lined the western side of the road from Southbank to St Kilda Junction.⁵⁶¹ The swamps and marshes produced heavy fogs which were said to have led to drownings as people stumbled into the water. A formal deviation between Government House Drive and Bromby St was introduced in 1927 in order to accommodate the new Shrine of Remembrance.

Hoddle had planned to subdivide the land two blocks to the east (i. e. the Kings Domain parkland) and one block to the west of an extended New Rd. In his subdivision, St Kilda Rd from New Rd to near the Shrine, was called Buckland St. Fortunately, as noted in Sub-chapter 2.1, Hoddle’s subdivision plans south of the Yarra were opposed by his Sydney superiors and subsequently La Trobe and others ensured that most of the land was reserved for public purposes. In the interim, many of the high outcrops to the east became quarries and then garbage disposal sites. The later lack of residential housing along the route from the town to Albert Rd arose from both this circumstance and from the swampy nature of the land to the west. Hoddle describes it as a “marshy plain” in Map 2.3 of 1840. Furthermore, after the Victoria Military Barracks were built on the Coventry St corner in 1854, “for sanitary reasons” there was a ban on housing anywhere near the Barracks.⁵⁶² The Barracks are shown in Figure 4.23 and discussed further in Route SK4.



Figure 4.23 St Kilda Rd in 1865. Princes Bridge and City Rd are at top left and the Victoria Barracks is in the foreground. *SLV*

After Balbirnie Bridge opened in 1845, it was a great disappointment to citizens to find that the road beyond the bridge was in a poor and “truly deplorable” condition and impassable after even a slight shower.⁵⁶³ Things had worsened rather than improved by the time the first Princes Bridge opened in 1850. The new Central Roads Board began funding work on the northern end of the road in 1853.⁵⁶⁴ The stone for the paving came from a sandstone quarry adjacent to The Esplanade and explains the rapid change in levels in that area.⁵⁶⁵ A painting of the location in 1857 is shown in Figure 4.24. A tollgate was established in 1856 near the Victoria Barracks (Figure 4.25) and in 1859 at Albert Rd. They remained in place until 1877. Initially, large amounts of filling were required to eliminate dips in the vicinity of the Domain Rd intersection.



Figure 4.24 Ludwig Becker's 1857 of the northern end of St Kilda Rd at the Princes Bridge / Swanston St / Flinders St intersection. *SLV*

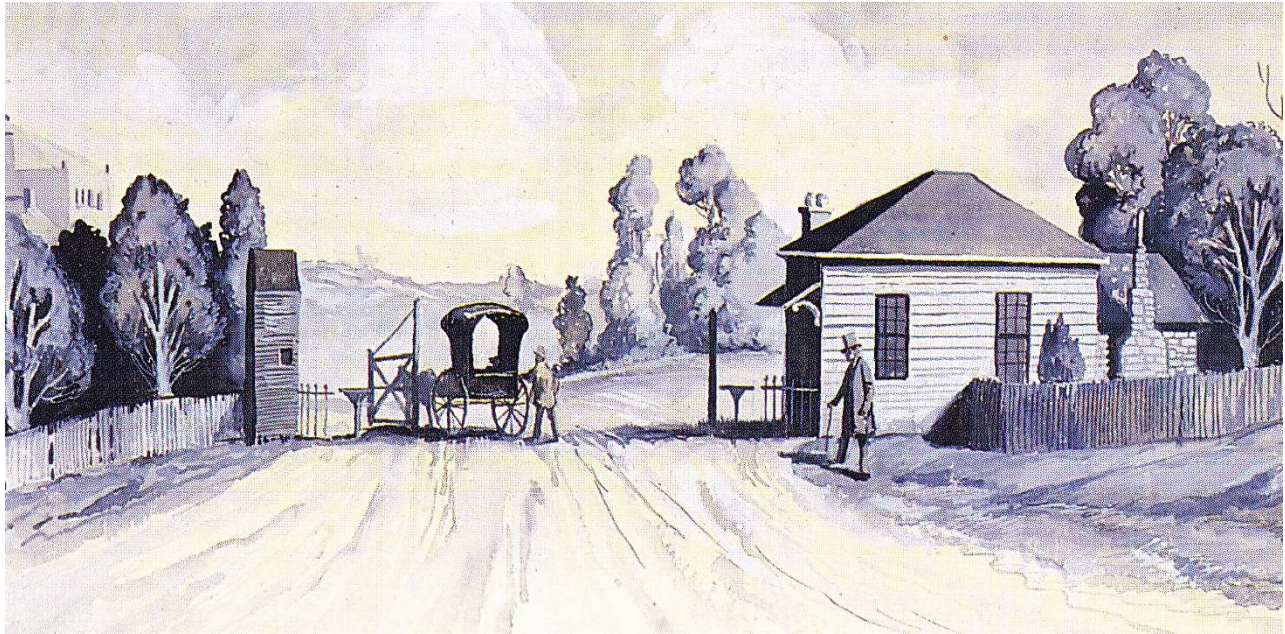


Figure 4.25 Raymond Lindsay's 1863 painting of the St Kilda Rd toll booth near the Victoria barracks *La Trobe Picture Collection SLV*

By 1838 the route had extended beyond Albert Rd and now also served the seaside resort at St Kilda, which was perched on a small hill above the surrounding swamps. In 1839 Captain Benjamin Baxter, Melbourne's first Postmaster, bought land there and constructed a stockyard near the corner of Robe St and Acland St, facing the open country to the south. He also had a pasture and grazing lease from the left bank of the Yarra to Point Ormond and Oakleigh. Sub-chapter 2.2 indicated that Baxter had created Gertrude St and Brunswick St in Fitzroy at about the same time. He had been a captain in Britain's 50th Regiment and was appointed Clerk of Petty Sessions as well as Post Master. He retired as Post Master in 1839 and became an active and a large land-owner. In addition to Fitzroy and St Kilda, he also owned a large parcel of land at Frankston and the town of Baxter near Frankston is named after him.

The first house in St Kilda was erected in 1840 and the village was formalised in 1842. Hoddle's map of 1842b shows both the village and a route labelled "dray track to Melbourne" to the east of Albert Park Lake on the current course of St Kilda Rd until it curved near St Kilda to the corner of Loch St and Fitzroy St (originally Beach Rd and then Melbourne Tce). Indeed, the route became known as Baxter's Track and was mainly a stock route serving his stockyard.⁵⁶⁶

There is an unsubstantiated suggestion in Cooper 1931a&b⁵⁶⁷ that, south of Albert Rd, in contrast to the current route described above, the original route might have taken a more south-westerly alignment through Albert Park (then called South Park), initially following the current course of Albert Rd, then west of the current Albert Park but north of a lagoon in the current Middle Park area, and then on towards the same corner of Fitzroy St mentioned above. Cooper 1931b notes seeing the track "in a plan drawn by Hoddle's assistant surveyor Foot in December 1842".⁵⁶⁸ This author cannot locate that map, but Hoddle's map of 1842b (dated November 1842) clearly shows the track heading to the east of the lake and no track to the west - this is consistent with his map of 1839a. In addition, the western Cooper route is not shown on later maps such as Ham's of 1853 or de Gruchy's Map 4.4 of 1855, although by this time it would have been lost beneath the route of the new St Kilda railway line (which went between the Albert Park lagoon and the Middle Park lagoon). Cooper 1931a suggests it was replaced by the eastern route in 1841 or soon thereafter, mainly as a result of traffic demands created by Dendy's Special Survey (Sub-chapter 2.4). In a similar vein, Allan suggests that prior to 1853 the main track was closer to the Albert Park lagoon.⁵⁶⁹

Nevertheless, the route to St Kilda was obviously a track of little substance, for many maps of the 1850s such as Map 4.24, suggest that - south of Park St - Albert Rd rather than St Kilda Rd was the major road to the St Kilda area. In addition, one of the first initiatives of the new Emerald Hill Council in 1856 was to lobby the government to proclaim a road though Albert Park to St Kilda. There was much debate into the 1860s as to whether the route should be an extension of Cecil St or Clarendon St. The latter won and Clarendon St was much later declared a Main Road in 1990.⁵⁷⁰ Aughtie Drive approximates the southern part of this route and is shown as a tree-lined wide path in

Maxwell's map of 1872 and a dotted possibility in Tuxens' map of 1904. Albert Park was formally reserved as a park in 1861, bounded by St Kilda Rd, Fitzroy St, the railway and Albert Rd. In a flood in 1863 water over 3 m deep flowed over St Kilda Rd and down Albert Rd to the sea.⁵⁷¹ The Albert Park lagoon was turned into a lake in 1873. The Canterbury Rd end of Aughtie Drive was not constructed until 1876.

Map 4.24 South Melbourne streets in 1858. The two separate settlements of Sandridge and Emerald Hill are clearly marked. *Fairfax / Blackburn 1858*. Map of Melbourne and suburbs. Published by W. Fairfax [This was a part of Bradshaw's Guide.] SLV 821.09 A1858
http://search.slv.vic.gov.au/permalink/f/1c135st/SLV_VOYAGER787004

The subdivision of St Kilda and Prahran in the 1840s to the south and east of the Albert Park lowlands led to the surveyors establishing St Kilda Junction as the intersection of three streets: 1. Fitzroy St up from St Kilda beach, 2. Punt Rd [2e], and 3. Wellington St created by a subdivider's quartering of the northwest quarter of the [2s], [3e], [3s], [2e] section.

As the population of St Kilda and then Brighton greatly increased during this same period, (following Dendy's Special Survey in 1841, Sub-chapter 2.4), St Kilda Rd developed on the straight alignment discussed above. Even in the mid-1850s, this portion of the track still passed through open, unsubdivided countryside (e. g. Map 4.4 of 1855). Perhaps for this reason, Hoddle's vision of major roads having a wide reservation width (Sub-chapter 3.3a) was splendidly achieved.

As discussed under route SK3, in the summer of 1843-4 Melbourne's first public transport services began operating between Brighton and the ferry landing on the left bank of the Yarra. From 1888 until 1926 a cable tram operated along the route.

(ii) Formalities

St Kilda Rd is now one of the world's most attractive urban roads. This outcome stems largely from a deliberate plan to beautify the road and its surroundings, led by Melbourne City engineer Adrien Mountain between about 1890 and 1914.

St Kilda Rd (#5882) was declared a Main Road from the City to High St (Prahran) and Albert Rd (#5128) was declared a Main Road in 1995.⁵⁷² South of Toorak Rd, St Kilda Rd is Route 3 in the Metropolitan route numbering system.

SK3 St Kilda Rd and Nepean Hwy

(i) St Kilda to Mordialloc

The demand for a route taking St Kilda Rd (route SK2) south of St Kilda came, not so much from the Mornington Peninsula, but from the vegetable farmers and timber cutters in the bayside area and from the growing community at Brighton. From the 1840s Brighton was being advocated as a waterside suburb offering escape from the enervating heat of a typical Melbourne summer.⁵⁷³ Indeed, by 1846 Brighton had overtaken Portland as the third largest town in the Port Phillip District.

Hoddle's map of 1842d suggests that the first track south from St Kilda left the village on the line of Acland St and Mitford St, rather than St Kilda Junction and Brighton Rd. Possibly it began at Baxter's stockyard (see route SK2 discussion). These tracks were soon subsumed by the greater number of travellers to the south coming down Baxters Track (route SK2) to St Kilda Junction and thus bypassing St Kilda village. To provide the shortest route for those heading well down the Bay, route SK3 then tracked from St Kilda Junction on a fairly direct overland alignment to the coast at Mordialloc, passing en route through Dendy's Brighton. The way in which the route south of St Kilda Junction today rents the otherwise neat orthogonal fabric of streets from Caulfield to Cheltenham – nowhere more so than between Barkly St and Carlisle St - is graphic evidence that it existed before the arrival of the surveyors and subdividers. It was certainly already a strong presence on the ground when Dendy's Special Survey was undertaken in

1841. Foot's map of 1852b indicates that the original track deviated from the current line by up to 400 m. A few less reliable maps⁵⁷⁴ also show a bayside route similar to Beach Rd (route AY4).

Although St Kilda had received its name in 1842, the main alternative name for the Baxters Track extension prior to 1860 was Brighton Rd (a name that still applies to the stretch of the highway between Carlisle St [3s] and Glenhuntly Rd [4s]). In 1852 there were colloquial references to "the St Kilda Rd" and in the following year it was named on a map as "the St Kilda, Brighton and Great Arthur's Seat Rd." In the 1850s, some maps showed it as Arthurs Seat Rd north of South Rd [7s], and as Schnapper Point Rd south of South Rd. Schnapper Point is at Mornington and Arthurs Seat at Dromana. The road was also sometimes called "the three-chain road" (after Hoddle's road width dictum) or Moorooduc Rd. In 1907 the route beyond Brighton Rd was still shown on maps⁵⁷⁵ as Arthurs Seat Rd to South Rd and as Point Nepean Rd beyond South Rd. In 1915 Parliamentary Papers were referring to Point Nepean Rd and eventually the route became Nepean Hwy. The Brighton township was gradually replacing Heidelberg as the desirable site for an out-of-town residence and 1846 was the third largest town in the Port Phillip District, after Melbourne and Geelong.

The first surveyor-induced kink in the current series of straight alignments occurs where the road crosses the [3s] *line* at Carlisle St and the next at the [4s] *line* at Glenhuntly Rd. The kink at Carlisle St was necessary to later avoid some "level wet land"⁵⁷⁶ near today's Elsternwick Oval and associated with Elster Creek / Elwood Canal. Elster Creek and the original track had caused a non-linear alignment to South Rd, with the route crossing the creek at Glenhuntly Rd. Glenhuntly was named after a ship that arrived from Scotland in 1840.⁵⁷⁷

The final route stayed on high ground just to the east of the associated coastal flats and on the right bank of the creek, crossing the creek near Gardenvale Rd. A sequence of further minor kinks takes the road on a straight line to the coast at Mordialloc, avoiding the more westerly coastline around Ricketts Point. A major easterly deviation between Lower Dandenong Rd [8s] and Mordialloc accommodates a natural drainage channel, with the highway staying on a miniscule ridge of high ground to the north of the channel.

A traveller in 1848 described this stretch of the road as a:

*deep sandy road, full of tree stumps.....there is no road to any place but several running in all manner of circumbendibus amongst the trees, just so as to avoid this stump or that rut.*⁵⁷⁸

Properly perceiving its strategic importance, the Central Roads Board discussed the road at its first meeting in 1853 and in that same year had surveyed, cleared and levelled the track as a 3 chain road. The stone for the new pavement came from a red-sandstone quarry that incidentally created the split-levels of St Kilda's Esplanade.⁵⁷⁹ In 1856 the entire road was still regarded as "generally boggy." By 1858 the Central Roads Board had paved the road to Brighton with broken stone and formed it as far as Cheltenham. The paving had reached South Rd by 1862. However, in 1870 the road south of Brighton was in "terrible" condition.⁵⁸⁰ Trees were planted along the road in 1873.⁵⁸¹

The widening between Fitzroy St and Carlisle St was begun in 1973 by the MMBW and completed in 1975 by the CRB. It linked to the original 3-chain reservation of Brighton Rd to Glenhuntly Rd. The major widening from there to South Rd involved 7 km of the route. Work began in 1979 and was completed in 1984. The CRB widened the road between South Rd and Centre Dandenong Rd in 1926. The Moorabbin railway overpass near South Rd was built in 1958. Duplication from South Rd to Wickham Rd occurred in 1966, around Wickham Rd in 1971, from Wickham Rd to Bay Rd in 1970, from Bay Rd to Centre Dandenong Rd in 1969, from Oak Ave to Warrigal Rd in 1961, from Warrigal Rd to White St in 1963. The CRB completed duplicating the carriageway between Elsternwick (Cochrane St) and Moorabbin (Redholme St) in 1983. This meant that the highway now had dual carriageways from the City to Mordialloc.

St Kilda Junction was improved with a roundabout in 1957 and the current underpass was constructed by the MMBW and completed in 1971.⁵⁸² In 1958 the rail crossing at South Rd was eliminated, placing the rail track below the roadways. The work was funded under the auspices of the Level Crossings Fund (Sub-chapter 3.5). In 1953 the CRB began major improvement works at the busy and complex Moorabbin intersection.

In 1858 tollgates were installed at the 9 mile post between Patterson Rd and South Rd [7s] and on 1865 on the Brighton Rd "at or near the place known as the Gluepot."⁵⁸³ Between 1888 and 1925 a cable tram operated as far south as Dickens St in Elwood.

Melbourne's (and possibly Australia's⁵⁸⁴) first public transport services began operating on the route in the summer of 1843-4 when an 8 seater horse bus ran between Brighton and the ferry landing on the left bank of the Yarra on route SK2.⁵⁸⁵ The daily service was operated by Brighton publicans T. Crosbie and S. Winter.

(ii) *Mordialloc to Portsea*

In 1913 the new Chairman of the new CRB, William Calder, made a four-day trip by car from Melbourne to Portsea. His report to his Board had said "*In all probability, Point Nepean Rd will be the main road from Melbourne to Mordialloc.*" It was not the only route to Frankston and beyond. Those who considered the Carrum swamp too treacherous travelled to Dandenong on route DN4 and then south to Frankston on route NS10.⁵⁸⁶ Others took route DN7 as an intermediate route from Brighton through the lesser swamps of Heatherton and Dingley. Nevertheless, in late January 1938 the highway at Edithvale set a new CRB traffic flow record, carrying 2 400 vehicles per hour for some hours during the evening peak.

The first bridge over Mordialloc Creek was nearer to Beach Rd in Mordialloc than today's bridge. This timber bridge was built by the Central Roads Board in 1855 and operated as a toll bridge in the 1860s and 70s.⁵⁸⁷ The tollgate became infamous in the 1860s as drays diverted to the beach or the bay shallows to avoid paying the toll.⁵⁸⁸ The bridge was replaced in 1918 by a reinforced concrete bridge with a 5.7 m roadway and two 1.5 m footpaths, and substantially widened in 1934 to provide a 12 m roadway and two 1.8 m footpaths. The 1934 widening was undertaken to eliminate major traffic jams at the narrow bridge.

The portion of the route between Mordialloc and Frankston was travelled by Hovell⁵⁸⁹ in 1827. In 1863 the Mt Eliza District Roads Board announced that one of its main projects would be to construct the road from the Mordialloc bridge to Schnapper Point (Mornington).⁵⁹⁰ Physical improvements came but slowly and in 1902 Russell Grimwade was to write⁵⁹¹ "*the tortuous sandy track that was called the main road to Frankston was undertaken with pioneering intrepidity*". The swamps in the Carrum area provided a related major transport challenge. There was a small coastal strip known as Long Island between Port Phillip Bay and Kananook Creek and then the swamp. The road ran on the coastal strip, which also influenced the location of Stud Rd (route NS10, 16s).⁵⁹²

In 1879 a severe storm caused a reverse flood in Patterson River at Carrum and widened the span of the required river crossing by 24 m.⁵⁹³ A pontoon bridge was put into service in 1880. A 4.5 m wide timber bridge then built at this location only permitted one-way traffic and had badly decayed by the mid-1920s. Thus, a new reinforced concrete bridge over the river was constructed by the CRB in 1926-8. The roadway was 6.6 m wide, plus two 1.5 m footpaths, and was carried by seven 11 m spans. The traffic on the route increased so rapidly that by 1937 the CRB was forced to widen the still-new bridge by adding a new 3m lane.

The Kananook Ck bridge was first built by the Central Roads Board as a timber bridge in 1855 and replaced with another timber bridge in 1896. This bridge was on a poor alignment relative to the highway. It was replaced by the CRB in 1936 with a reinforced concrete beam bridge spanning 14 m and supporting a 12 m wide roadway and two 1.2 m footpaths on a much-improved alignment.

In 1937 the CRB widened the roadway from Mordialloc to Frankston to 9 m. In holiday seasons the road was then carrying more traffic than any other road under the control of the CRB. This pattern continued, the road was declared a State Highway in 1947 and renamed Nepean Hwy and in late January 1954 it carried a record 25 000 vehicles per day.

Frankston was subdivided in 1854, formalising the route of the highway in that region. Given the topography of the bayside, Olivers Hill just south of Frankston was the first hill encountered in over 40 km of travel after leaving Melbourne (with the exception of the small rise just after St Kilda Junction). The Olivers Hill grade was 1 in 6, which was too steep for many vehicles, and many had to detour via a route closer to the current Moorooduc Hwy.⁵⁹⁴ A new flatter route over Olivers Hill was opened in 1913. A major land-slip occurred at the Hill in 1950, closing the road for a considerable period. During the repairs, the CRB also widened the road.

Beyond Olivers Hill, the route headed inland at Kackeraboite Creek at Daveys Bay and Old Mornington Rd and Wooralla Drive, seeking easier grades than those presented nearer the coastline. The route proceeded up the left bank of the creek near today's Nepean Hwy to Mt Eliza, keeping to the west of the actual "mountain". The first option followed the left bank of Balcombe Creek on the line of the current Moorooduc Hwy. In 1856 the government built

four log bridges on this stretch of the route. Where Balcombe Creek turns west to the Bay, Old Moorooduc Rd continues south and keeps well to the east of Mt Martha. However, the original route followed the creek east and turned south on the Nepean Hwy alignment.

The later and more direct Nepean Hwy route ignored the search for Balcombe Creek and headed directly for Mornington. For much of its length it provided an inland property boundary for property *sections* aligned to the coastline, and so was formally in place by the early 1850s.⁵⁹⁵ Its initial location in Mornington was determined by John Stratton's station on Tanti Creek (at the Tanti Ave intersection) and William Thomas's⁵⁹⁶ station at Balcombe Creek (Uralla Rd intersection) nearer Mt Martha.⁵⁹⁷ A 4.5 m span timber bridge was built by the government over the creek in 1856. The road then heads inland to stay east of Mt Martha. At Safety Beach it rejoins the other route option discussed in the previous paragraph.

The highway stayed west of Arthurs Seat, between the hill and the sea. The cutting approaching the creek and the two kilometre east of Dromana were reconstructed in 1951. The road from Frankston to Dromana was fully sealed by 1937. It then continued along the bayside to Jetty Rd at Rosebud.⁵⁹⁸

The track then headed southwest to keep on the coastal side of Arthurs Seat. At Jetty Rd the route could be followed south to Old Cape Schanck Rd⁵⁹⁹ near Rosebud or Nepean Hwy to Police Point at Portsea. The Cape Schanck road serviced (Maurice) Meyrick's hut at Boneo and Willowby's at Cape Schanck. Indeed, Charles Campbell had begun a cattle-run at Cape Schanck in 1838.⁶⁰⁰ The 8 km Mornington Peninsula Freeway between Rosebud and Dromana was built between 1972 and 1973. The extension of the freeway north to Moorooduc was completed in 1987.

A tollgate was established near Arthurs Seat at McCrae in 1861.⁶⁰¹ Nepean Hwy was always an important road for Melbourne, giving access to settlements along Port Phillip Bay, to the lime kilns that had been producing at Portsea since 1840,⁶⁰² to grazing runs such as Cape Schank, and to the ocean outside the Bay where the Cape provided a beaching point, thus avoiding the treacherous waters of The Rip at the entrance to the Bay.

The whole route from Melbourne to the Cape is shown close to its current route in Thomas' 1840 map of Western Port. It was initially known as the Squatters Track to Arthurs Seat and Cape Schank. Point Nepean is at the eastern side of The Rip and was named after a Secretary of the Admiralty. With the addition of a branch to the Point, the route also came to be known as the road to Point Nepean.

(iii) Formalities

For much of its early life Nepean Hwy was a difficult road to use when wet, and writers describe its surface as "slush grasping at axles".⁶⁰³ Following savage newspaper comments in 1913, the entire road was reconstructed to a passable all-weather standard in 1914, with the new CRB focusing on the length between Mordialloc and Olivers Hill.⁶⁰⁴ In 1915, the CRB annual report referred to the route as "now the finest length of newly-constructed road within reach of the city." In 1915-17, it reconstructed the length between Brighton and Mordialloc. The CRB spent heavily on the road in Mornington Shire from 1918 to 1923. Vales Hill at Mt Martha was treated in 1924-5. Further major work was undertaken from Moorabbin to Sorrento in the early 1920s and south of Frankston in 1922. By 1925 the CRB was able to write in its Annual Report (p6) that "the road had been practically reconstructed throughout." The CRB spray-sealed with bitumen about 19 km of the road between Moorabbin and Carrum and about 37 km in the Mornington Peninsula in 1925-6. Further work continued in later years.

Initially, the 3-chain provision for road width provided for St Kilda Rd (route SK2) only extended as far as St Kilda Junction. There was then a one-chain reservation between Carlisle St (this length was originally called High St) and Chapel St, a 3-chain one from there to Glenhuntly Rd, and then a one-chain reservation to South Rd. Sensible planning had then provided a 3-chain reservation to Mordialloc. The remainder of the road to Frankston was in a one-chain reservation. However, as a result of progressive land resumptions and widenings initiated by the CRB in 1937, and particularly in the 1950s, 60s and 70s, a wide highway was created as far as Mordialloc and beyond Overton Rd in Frankston.

The CRB duplicated the highway from Overton Rd to Frankston township in 1967, from Davey St to Warringa Rd in 1963, the road up Olivers Hill in 1964, from Ithaca Rd to Old Mornington Rd in 1966, to Woralla Dve in 1967, to Kunyung Rd in 1969, to Dava Drive in 1972, to Indura St in 1984, its junction with the Moorooduc Rd at

9Mt Martha in 1964, a 2 km length at its junction with Mornington Peninsula Freeway at Dromana in 1980, through Rosebud from Adams Ave to Third Ave in 1981, and to Boneo Rd in 1980.

Perhaps deterred by the coastal swamps, La Trobe's plan of 1841 (Map 3.5) envisaged the Peninsula being reached via Dandenong Rd (route DN3&4) and Springvale Rd (route NS9), rather than by the current route. Nevertheless, the road was gazetted as a Main Road, known as Brighton Rd, from Princes Bridge to Mordialloc in 1854 and from Mordialloc to Schnapper Point in 1863. The Main Roads classification south of Mordialloc was confirmed in 1914. A further new Main Road declaration was made in 1938. The route was declared a State Hwy to Sorrento in 1947, although the Brighton Rd portion through St Kilda was not declared until 1960. It was made a Tourist Route from Dromana to Portsea in 1991. Glenhuntly Rd was declared a Main Road in 1990. The portion from the city to High St (Prahran) was declared a Main Road in 1995 and to the Junction in 1983. It was a State Hwy (#2660) from south of St Kilda Junction until it met Mornington Peninsula Freeway (route SK6) at Dromana.⁶⁰⁵ Nepean Hwy to Mornington is now Route 3 in the Metropolitan Route numbering system. South of Mornington it is Route B110 in the State system until it terminates at the Mornington Peninsula Freeway (M11).

An early horse-drawn tram route ran along Glenhuntly Rd and serviced Elsternwick railway station. St Kilda Rd / Nepean Hwy is the twentieth route in the 1929 Town Plan and route 27 in the 1954 Plan. The 1969 Plan had provided route F2 as a freeway alternative. A plan to widen the road was announced in the CRB's 1974 "plan of intentions." The trip from the city to Frankston was the eleventh of the twelve Melbourne excursions in Out's 1868 Guide.

SK4 Kings Way

West of St Kilda Rd (route SK2) and southwest of City Rd (route AY3), a major swamp existed between the Yarra and Albert Park Lake, along the current length of Kings Way. It critically separated South Melbourne from St Kilda Rd, particularly after wet weather. Park St and Albert Rd were built as deliberate early attempts to cross the swamp and provide an all-weather connection to the centre of the township. The swamp also initially prevented any southern routes out of the city between St Kilda Rd and Moray St.

By 1860 the original Victoria Barracks (route SK2) stretched from high-ground at St Kilda Rd into the swamp at a now-defunct road called Hanna St, on the line of today's Kings Way. Initially, Hanna St appears to have been constructed from City Rd south to York St, although much of the area was still a swamp in 1876. A ditch was created along Hanna St to drain the north-eastern half of the swamp. This allowed the Victoria Barracks site to be subdivided. As a consequence, Sturt St was mostly created in 1881 to allow the portion west of Sturt St to be sold.⁶⁰⁶ Hanna St was gradually extended on the line of the drain from York St to Park St.

The 1929 Town Plan observed (p113) that there had been many previous proposals to improve the Hanna St approach to the city. It noted that the completion of the Spencer St bridge over the Yarra in 1930 (Sub-chapter 2.3) would increase the pressure for such an improvement. Earlier in the 1920s the Commission behind the 1929 Plan had recommended that Hanna St be linked to Clarendon St in preparation for the new bridge. The Plan properly saw this route as the essential southwestern bypass of the city.

Kings Way later consumed Hanna St and Roy St. It was largely a culmination of the city end of Route 23 in the 1954 MMBW Town Plan (Sub-chapter 3.5). However, that route finished short of the city at a planned ring road along Grant St (Grant St west of Clarendon St disappeared when the Westgate Freeway, DN 10, was built). The route was also pointed more at Spencer St than at King St, but in this left bank vacuum the planners saw King St as the better route through the city, although it has no effective northern outlet. The more pragmatic reason is that the 1954 Plan had also discussed the need for three more river crossings in the city area. "*Following preliminary enquiries*", King St was given first priority - other new crossings would come in the fullness of time.⁶⁰⁷

The 1929 Town Plan had also foreseen a second crossing at King St. The bridge project was initially conceived as a structure spanning from river bank to river bank. It grew to be an overpass from Flinders St to Grant St as a result of a CRB study in 1955. The resulting bridge at the northern end of Kings Way was called Kings Bridge. It was constructed by Utah Constructions (Australia) on a design and construct basis although there was strong CRB involvement in the entire process.⁶⁰⁸

The bridge consists of two parallel structures each with an 8.0 m wide pavement. It has a total length of 697 m, with 16 spans of four welded high-strength steel I beams (per structure). Most of the spans are suspended spans with a maximum total span of about 70 m over City Rd. It crosses both the Yarra and 500 m of its left bank to return to land south of City Rd. The bridge was built by the CRB and opened in 1961. It had an immediate traffic impact as it provided both new city access and a viable north - south route through the city. The bridge failed⁶⁰⁹ by brittle fracture in 1962 associated with the use of high strength steel. The repairs were supervised by the MMBW and included post-tensioning of the bridge (Figure 4.26). The bridge reopened in 1965.

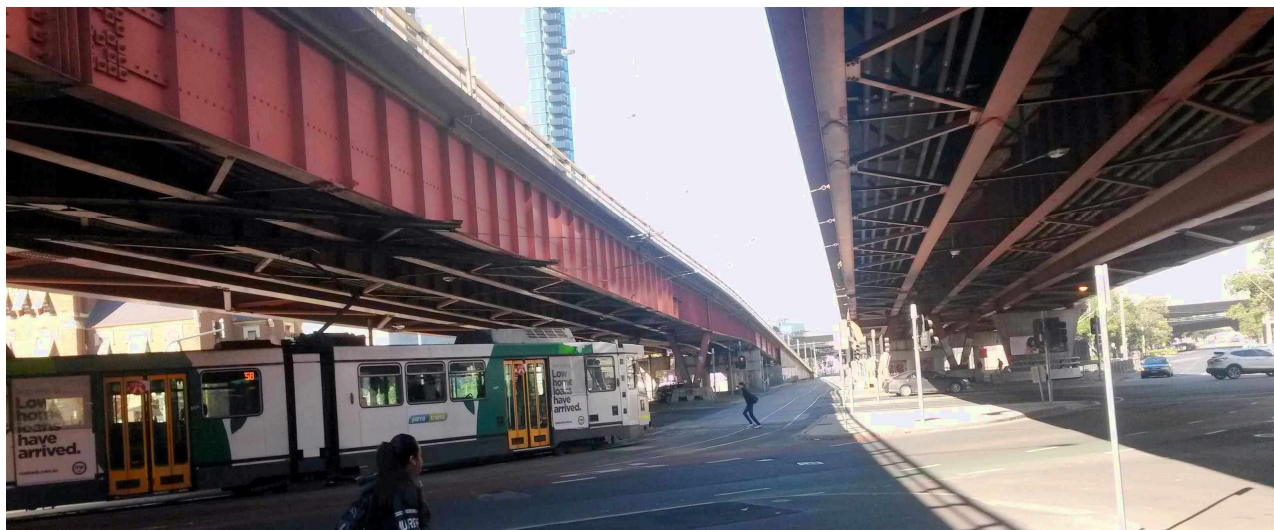


Figure 4.26 Kings Bridge after repairs. The post-tensioning cables can be seen between the longitudinal beams. The ground level street is City Rd. *The Author*

On the northside of the Yarra, an overpass that had been constructed in 1955 to carry Flinders St over Kings St was demolished in 2005. The route immediately south of the Yarra bridge was built from 1957 to 1961 by the MMBW. The interchange with the Westgate Freeway about 300 m south of City Rd was built in the 1980 as part of the Freeway construction (route GL8).

Much of the further southern extension of Kings Way was already in place. Queens Rd (originally Queens Tce) was created in 1875 when the government sold the St Kilda Rd properties adjoining the Albert Park Reserve. However, maps from the 1850s⁶¹⁰ show St Kilda Rd and a track following the eastern edge of the Albert Park swamp close to today's Queens Rd. At its southern end it curved into Grey St rather than today's finish at Princes St. In fine weather the track, rather than St Kilda Rd, was the preferred way to St Kilda village.

Kings Way is part of Route ALT/1 in the National Route numbering system. Kings Bridge was proclaimed a State Hwy in 1961 and Kings Way in 1975 (#2510).⁶¹¹ North of the Westgate Freeway it is Route 60 in the metropolitan route numbering system.

SK5 New St, the Brighton spur

Dendy's Special Survey is discussed in general in Sub-chapter 2.4. His actions in purchasing and developing land outside the local processes created a major debate with Superintendent La Trobe and his administration.⁶¹² Of all the Special Surveys, only Henry Dendy bought his land in England⁶¹³ and his purchase had been concluded (9/1840) before Governor Gipps knew of the existence of the enabling regulation (2/1841). Dendy's purchase was confirmed in March 1841.

The consequent local administrative decisions that Dendy's land should:

- * be at least 5 mile from Melbourne, fixed the location of the north boundary at North Rd on the [5s] *line*;
- * have no more than two miles of shoreline, fixed the south boundary at South Rd on the [7s] *line*; and

* have no more than 8 square mile of land, fixed the east boundary of his land at East Boundary Rd, 4 mile from the coast.

North Rd's location was measured from the [0e] *section line*, which was then on the edge of town and so gave Dendy no chance to advance the sort of arguments Elgar and Unwin had raised (Sub-chapter 2.4). Being about four miles from Brighton high water meant that East Boundary Rd bore no link to the *section* system. However, it did generate its own one-mile grid in Jasper Rd and Bambra Rd. Nepean Hwy with its pre-existing south-eastern course, was the one road imposed on Dendy's survey by the local administrators.

The township of Brighton⁶¹⁴ (then called Waterville) was announced by Dendy in April 1841 and was independently served by New St branching off Nepean Hwy (route SK3) and following the [3e] *line*, deflecting only when within 300 m of Port Phillip Bay. To the north, the line was perpetuated by Walmer St in Kew. The "oddly" oriented block of streets served by New St and bounded by St Andrews St, Durant St, Halifax St and Wells St was a result of surveyor Henry Foot's attempt to create a new and attractive town. A unique feature of the layout was that the streets, particularly the two crescents, took maximum heed of the local topography.

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

SK6 Mornington Peninsula Freeway corridor

See Sub-chapter 6.8.

4.12 Routes AY – the waterside roads

AY1 the old tow path

This route was a track along the left bank of the Yarra from Melbourne to Hobsons Bay following the earlier tow path discussed in Sub-chapter 1.2. It is approximated by today's Lorimer St but would have followed the original course of the Yarra (see route WT7). It was in operation in 1838, enhanced by surveyor Darke in 1839 and shown in his map of 1841. Its condition in 1898 is briefly described in Champion.⁶¹⁵

AY2 to the mouth of the Yarra

This route began as part of a tow track (route AY1) on the left bank of the Yarra River, beginning at the city falls (Sub-chapter 1.1). It led downstream and, near today's Polly Woodside berth, it headed for firmer ground along the approximate course of Normandy Rd and then Williamstown Rd (originally Williamstown Short Rd or New Williamstown Rd). Normandy Rd was not constructed until the late 1870s and is shown on Sands and McDougall's 1881 map. Williamstown Rd led directly to Cannings Point near the river mouth. This alignment is shown as a principal route in both Darke's Map 3.2 and La Trobe's Map 3.5 of 1841, although perhaps a little north of the current position of Williamstown Rd. The ferry position was largely dictated by the need to be on the Williamstown side of the (then) large Stony Creek estuary. From Cannings Point travellers could sometimes catch a ferry across the Yarra River in the manner described in route WT1

Williamstown Rd passed through difficult, sandy conditions that were exacerbated by the many pits in the area used for supplying the city with building sand. Thus, it often became impassable. The road was first constructed using the Telford method for the most difficult 400 m of its length (Sub-chapter 7.2).⁶¹⁶ It was believed that windblown sand would not accumulate on the smooth Telford surface. The remainder of the road was macadam. (Telford and macadam pavements are discussed elsewhere⁶¹⁷). The work received funding support from the Public

Works Department and was completed in 1896. Between 1925 and 1926 the CRB replaced this pavement with a reinforced concrete one.⁶¹⁸ This work was undertaken as unemployment relief. As a consequence of the work, the CRB reported⁶¹⁹ that:

“the present ferry, which is now showing a handsome profit after many years of unprofitable working, is hopelessly inadequate to carry existing peak loading.”

When the first permanent Yarra bridge was built at Swanston St / St Kilda Rd (route SK2) in 1845, the favoured eastern end of this route was then provided by City Rd (route AY3) or Normandy Rd. However, Broadbent’s 1911 map shows the route using City Rd and Ingles St. A proposal⁶²⁰ by Lennox in 1850 (repeated in Ham’s Map 4.3 of 1852) has the route beginning at Queens Bridge and then following the left bank of the river until Salmon St. When a wooden Queens Bridge was opened in 1861 (see route AY3) the route could also be accessed via Queensbridge St. Finally, a further access was provided when the riverside road was extended east from Normandy Rd to Yarra Bank Rd (now part of the Casino site) to Queens Bridge. Normandy Rd was the site of major industrial development in 1915.⁶²¹

Tollgates were established on Yarra Bank Rd in 1858 and were not removed until 1878. The entire route from Queens Bridge to Williamstown was declared a Main Road (#5839) in 1872 and redefined in 1960. Williamstown Rd was declared a Main Road in 1983. Normandy Rd between Lorimer St and Clarendon St was declared a Main Road in 1990.⁶²²

AY3 City Rd

This route was initially known as “the road to the beach” and was the first significant road out of Melbourne. After a year it was still one of just two tracks leaving Melbourne, as identified in Map 1.1 produced by Robert Russell in 1837. The other track is discussed in routes WT2 and GL9. The Yarra could only take ships with a draft of less than about 2.5 m, and so City Rd served the larger ships that beached their cargo and passengers on the Hobsons Bay foreshore and the travellers who found it quicker to be rowed ashore at Port Melbourne and travel on land rather than to take the slow trip up the as yet un-straightened Yarra. Hoddle’s map of 1839 (Map 2.2) labels it “Recent track from the beach where goods and passengers are landed.” It also became the terminal for a ferry service from Williamstown (route WT1).

The route was thus a key to the town’s early survival and operation. It was first established by surveyor Darke who had operated gardens on the left bank of the Yarra just downstream of the falls (Map 1.1) and had also established “caravan” on the beach at the end of today’s Bay St at Port Melbourne - a place which he had called Sandridge (Fig 4.25). He then linked his two sites by blazing a track through the tea trees.⁶²³



Figure 4.27 Liardet’s ship and ferry terminal. The keg was a landmark for people walking from Melbourne. The two men are using smoke signals to summon the ferry from Williamstown. The surveyor drawn outside a

“caravan” is William Darke who had established the site. It is thought that the artist was Liardet.⁶²⁴ *La Trobe Library, SLV*

From 1839 the route was privately developed by an early settler, Wilbraham Liardet. In swampy lengths of the route, he used local trees to provide a corduroy surface. Liardet operated a ferry between ships and his private jetty (Figure 4.27) at the end of Bay St at a site now occupied by the Port Melbourne Yacht Club. In 1840 he built his own Brighton Pier Hotel on the north-east corner of Bay and Beach Streets. In the same year Hoddle advocated subdividing the land along the route and creating a new town of Port Melbourne, however Sydney told him that the plan was impractical and that he should concentrate on the simpler subdivision of land to Melbourne’s immediate north. La Trobe had similar plans for the area in 1842 but withdrew them when it was argued that the land might be better used for docks and canals.

The route was close to today’s City Rd (originally called Beach Rd and Sandridge Rd). In 1842 unemployed recent migrants were employed to help construct the road. Prior to 1845, it began at the ferry wharf on the left bank of the Yarra at St Kilda Rd (route SK2) and headed south-west on a relatively good but low ridge of ground south of the swampy left bank of the Yarra and north of the South Melbourne swamp (Map 2.2). The overall locality in 1858 is shown in Map 4.24. The land south of City Rd was still a swamp in 1876. It then proceeded across large sand dunes to Port Melbourne (Sandridge) where, as Crockford St, it deviated to the west around the Sandridge lagoon which then occupied all the area between Esplanade East and Esplanade West. It is possible that in some earlier time the lagoon had been the mouth of the Yarra. By the 1880s the lagoon had become infamously malodorous and was gradually filled in. The “reclaimed” location is now marked by Lagoon Reserve.⁶²⁵ The route then followed the current Bay St to the Bay. Bay St’s 1.5-chain reservation indicates the early importance placed on this route. The Crockfords were some of areas earliest settlers. They began as pig farmers and later owned a number of local hotels.

The discussion of St Kilda Rd (route SK2) noted that a crude bridge across the Yarra had operated at the northern end of City Rd for a few months in 1839 before quickly being washed away in a flood.⁶²⁶ Charles le Souef began operating a ferry there in 1840. The overall access situation improved when the first St Kilda Rd bridge over the Yarra opened in 1850 (route SK2).

In order to speed the development of Melbourne south of the Yarra, in 1861 the government built a wooden toll bridge built at today’s Queens Bridge site to connect both Queen St and Market St directly to City Rd. The bridge had twelve 8 m spans carrying a 9 m wide roadway and two 1.2 m footpaths. It was often called “Falls Bridge”, in recognition of those first determining falls (Sub-chapter 1.1).

The Bridge was the cause of some dissension as it was seen to favour the development of South Melbourne rather than Port Melbourne, whose citizens would have preferred a bridge at Spencer St (which was not built until 1930). Another problem, reflected in the subsequent strange and inappropriate pattern of feeder roads (Queensbridge St & Southbank Blvd) on the left bank of the river, is that the Port Melbourne railway also ran along the left bank of the river and through the approaches to the bridge. When asked somewhat late in the construction of the bridge, the owners of the railway refused to give permission for the South Melbourne feeder roads to cross the rail track at grade.⁶²⁷ The owners had operated in a similar way when their railway blocked access to major parts of South Melbourne.⁶²⁸ When the bridge opened in 1861 the southern approach road was forced to follow the riverbank downstream to a spot where it was permitted pass under the railway embankment in order to connect to City Rd. Note that the blocking railway no longer exists east of Clarendon St and its river crossing is now a footbridge.

Queens Bridge was extensively repaired in 1882 and replaced by the current rivetted steel girder bridge in 1889. It was designed by E. Checchi and C. Catani of the Public Works Departments and built by David Munro, who also built the current Princes Bridge. William Pitt, a leading Melbourne architect, also had a role in the design of the bridge.⁶²⁹ Queens Bridge has a maximum span of 20.9 m. Initially there were very steep ramped approaches to the bridge that greatly slowed the horse-drawn traffic. Before the defect was remedied in 1912, the bridge was described as “the most congested spot in the city” carrying about 7 000 vehicles per day.⁶³⁰ The bridge is now on the Victorian Heritage Register as H1448 and is registered with the Australian Heritage Commission.

When unemployment was rife in 1842, the colonial administration used improvements to the road to provide relief work for the unemployed. In 1843, Alfred Joyce wrote⁶³¹ of his use of this road “*we took the sandy road from (Port Melbourne) and crossed the Yarra at the falls in a punt or ferry boat.*” Robert Russell had commenced this ferry operation in 1839. For a time in the late 1840s the road was one of the main Australian applications of the “plank road” concept⁶³² (see Sub-chapter 7.3), although there is a possibility that the references were referring to the

footbridges described below. In the mid-1850s the Central Roads Board formed 3 km of the route and constructed one small bridge. By the late 1850s City Rd was the main road to both Port Melbourne and the new village at South Melbourne.

Pedestrians picked their way through the swamp using a disjointed series of timber planks. Two more footpaths through the swamp are shown in Gill's 1855 lithograph (Figure 4.28). In 1864 pedestrian access to the city was enhanced by building two timber foot bridges from the City Rd ends of Clarendon St and Moray St across the swamp between City Rd and the Yarra River.⁶³³ At the Yarra they connected to a path running along the left bank of the Yarra to the new Queens Bridge discussed above.



Figure 4.28 Two foot paths through the South Melbourne swamp. City Rd is in the foreground and the Yarra in the middle distance (crossed by Princes Bridge on the right). Based on an 1855 T S Gill lithograph. *La Trobe Library, SLV*

Tolls were collected for a time at Cecil St and in the Port Melbourne area but were removed in 1860. From 1888 until 1937 cable trams operated on the route south of Queensbridge St.

The first route of the 1929 Town Plan paralleled this route. The route was gazetted a Main Road in 1854 and the gazettal removed in 1855. City Rd east of Power St is now a State Hwy called Yarra Bank Hwy (#2240); west of Power St it is a Main Road (#5325). Bay St was declared a Main Road (#5738) in 1990.⁶³⁴ In the Metropolitan Route numbering system it is Route 20 north of Montague St and Route 30 to the south.

AY4 Bayside

A popular Melbourne route runs along the bayside from the West Gate Freeway (route GL8) in Port Melbourne, via Todd Rd, The Boulevard, Beach St, Beaconsfield Pde, Jacka Blvd, Marine Pde, Ormond Esplanade, St Kilda St, the Esplanade (Brighton) and Beach Rd to join Nepean Hwy (route SK3) at Mordialloc Creek in Mordialloc.

The city end of the route arose in circumstances unique in Melbourne's history. In the 1850s and 1860s the gold-rich colony feared that it would be invaded, probably by the Russians. Military gun batteries were established on the waterfront at Port Melbourne, at the south end of Kerferd Rd, and at St Kilda (Map 4.24). A "military" road linked the three sites during the 1860s. Its development also took advantage of a long debate over the Canterbury Rd connection between South Melbourne and St Kilda (see route SK2). Between 1878 and 1888 the waterside road was turned into Beaconsfield Pde. In 1890 the Public Works Department part-funded further work on Beaconsfield Pde and new work on Marine Pde.

Beach St was the natural western extension of Beaconsfield Pde which was later linked via The Boulevard and Todd Rd to Williamstown Rd (route AY2).⁶³⁵ The Port Melbourne Railway line originally headed onto Station Pier and from 1933 to 1990 an overpass carried Beach Road over the railway. Urban redesign in the 1990s saw the railway replaced by a light rail system that stopped just before Beach Rd. Urban redesign then also led to the elimination of the overpass and a relocation of the adjacent portion of Beach Rd.

Further around the Bay, the route reservation would have originated “naturally” as, by the time subdivision was first occurring along the beachside, it was policy to leave the subdivision well short of the high tide line. This portion of the route does not show on many maps of the 1850s⁶³⁶ although a few less reliable ones, such as Ham’s map of 1849, suggest that, from St Kilda to Mordialloc, the route might have been the precursor to Nepean Hwy (route SK3).

In 1934 the CRB, in reconstructing the bridge over Mordialloc Ck, also improved the intersection with Beach Rd. It then used a new funding source for metropolitan roads (Sub-chapter 3.5) to reconstruct the first 5 km of the road as far north as Charman Rd. The roadway was also widened to 9 m. By 1938 the work had been extended as far north as Royal Ave and the road was now at least 9 m wide from South Rd to Mordialloc. Further improvements were made in Sandringham in 1939-40. In 1972 the CRB duplicated Beach St between Bay St and Pickles St. In 1986 VicRoads widened Beaconsfield Pde, added wide pedestrian and cycle paths, and extended the line of palm trees from St Kilda. The CRB duplicated Jacka Blvd in 1982, Marine Pde to Shakespeare Grove in 1972 and to Shelley St in 1969.

In the 1880s, a popular horse tram operated along the route between Sandringham and Beaumaris.⁶³⁷ In 1906 an electric tram began operating on St Kilda St, as part of a link between St Kilda Railway Station and Brighton.⁶³⁸ The route has been the scene of a long public struggle between its role as a pleasant local road and the demands of commuter traffic (both cars and bicycles).

Beach Rd was proclaimed a Main Road from Brighton to Mordialloc in 1869.⁶³⁹ Beach St, Beaconsfield Pde, St Kilda St and The Esplanade were declared Main Roads in 1960. Beach Rd was route 22 in the 1929 Town Plan and route 28 in the 1954 Plan. It is Route 33 south of Bay St in the Metropolitan Route numbering system.

AY5 Boulevards beside the Yarra

The Yarra-side routes downstream from Princes Bridge (route SK2) could scarcely be called Boulevards. Their components are described under routes AY1 and AY2 above. However, the Yarra-side Boulevards upstream of the bridge were largely a creation of a park-conscious Melbourne during the motorcar age and were consistent with the ‘parkways’ envisaged by the 1929 Melbourne Metropolitan Town Planning Commission Report (Section 3.5). They begin as the western end of Alexandra Ave just upstream of St Kilda Rd in an area of parkland between the Yarra and Linlithgow Ave and which had been levelled - indeed, reduced to a series of water-filled pits - by the brickworks that operated there in early Melbourne.⁶⁴⁰

Alexandra Ave from St Kilda Rd to Punt Rd (route NS1) was created in the late 1890s as a result of Yarra improvement works between Princes Bridge and Chapel/Church Sts (route NS3). The Avenue was built as a causeway and then the river was truncated, leaving the former southern bend in the river as the Ornamental Lake within the Royal Botanical Gardens.⁶⁴¹ Alexandra Ave was extended to the Cremorne railway bridge by 1914, and to Chapel St by 1918. The length near the bridge was upgraded in 1946. Work on the Cremorne railway bridge over the Yarra in 1946-7 allowed the removal of a severe dog leg in Alexandra Ave as it passed under the bridge.

Work upstream of Chapel St continued in the 1930s as Alexandra Ave to Grange Rd (route CT7) and – crossing the Yarra on MacRobertson Bridge – as Yarra Blvd along the right bank to Bridge Rd (route TW5). There is then a gap until Yarra Boulevard begins again – now on the left bank – at Walmer St (route TW4) [3e] in Kew and continues upstream to Chandler Hwy (route TW9). After another gap, The Boulevard begins again on the right bank at Heidelberg Rd in Ivanhoe (route PL6) and continues via Burke Rd North in East Ivanhoe (route NS4) to Banksia St (route EW4).

The links added following the 1929 Town Plan were Alexandra Ave from Chapel St to Grange Rd, Yarra Blvd from Loyola Gve to Bridge Rd, and Yarra Blvd from Walmer St to Chandler Hwy. Earlier use of the Boulevard

in East Ivanhoe is discussed in route PL7. However, initially it was only an access track and formal construction did not begin until 1913. Work on the portion from Heidelberg Rd to Burke Rd was then delayed by legal dispute with land-owners⁶⁴² and was only completed during the Depression in association with the upgrading of Burke Rd North (route NS6).

The plans for the lengths in Kew and East Ivanhoe became a reality when much of the road building work was conducted as unemployment relief during the Depression in 1931-1933. Formally, the project was part of a “Metropolitan Sustenance Scheme”; informally it was known as “Susso Drive.” The work mainly involved construction of the road formation in the sides of the river valley. The work was largely done by hand and was completed in 1936 (Figure 4.29). One major piece of construction was a reinforced concrete arch bridge with a 15 m span. Built between 1935 and 1938, the bridge takes the Boulevard beneath Studley Park Rd (route TW3). It was the longest bridge of its type in Victoria.



Figure 4.29 The Yarra Boulevard being hand-constructed by sustenance workers in 1934. *Melbourne Herald*

There were obviously some grander plans as part of Kilby Rd (route TW6) was also constructed by the Scheme at that time. The length from Burke Rd to Banksia St remains unformed, largely due to the strenuous efforts by abutting land-owners to keep the length unattractive to through traffic.

In 1989 a major land slip into the Yarra River occurred in Alexandra Ave just upstream from Chapel St. The Kew portion of the Boulevard was declared a Tourist Rd in 1991.⁶⁴³ Alexandra Ave west of Swan St Bridge is now a State Hwy (#2240) known as Yarra Bank Hwy. Upstream of Grange Rd, the route is part of Route 2 in the Metropolitan Route numbering system.

Notes for Chapter 4

¹ Jones, C.1981, p10

² Strahan 1994, p20

³ Maps from Mason’s map of 1858 to Moulton’s map of 1912.

⁴ The best accounts are in Elsum 1938 and Evan 1969.

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- ⁵ Lack 1991, p23-4
⁶ loc cit, p38
⁷ Mattingley 1916
⁸ See Maxwell & Phillips map of 1872.
⁹ The course of the Moonee Ponds Creek below Arden St is part of the drain.
¹⁰ Howe's map of 1843
¹¹ See also Slater's map of 1857.
¹² See Howe's map of 1843.
¹³ See Anon's map of 1874.
¹⁴ Wells' map of 1840, Arrowsmith's map of 1840 and Howe's map of 1843.
¹⁵ Mason's map of 1858
¹⁶ Arrowsmith's map of 1840 and the Jika map of 1844.
¹⁷ Stephen's map of 1867
¹⁸ Mattingley 1916
¹⁹ Lack 1991 p1 and p11
²⁰ Popp 1979 p21, Jones 1983 p33, Bonwick 1856 p74
²¹ Jennison 1997, p82, Jones 1983
²² Frost 1996, p12
²³ See Sub-chapter 2.2.
²⁴ Anderson 1984, p54
²⁵ Jones 1983, p17-23
²⁶ See, for instance, Moulton's map of 1912.
²⁷ VGG, p315
²⁸ Anderson 1984, p54
²⁹ See the Jika map of 1844.
³⁰ Elsum 1938
³¹ SN6112
³² VGG, p2414; p1804 & p1343; p1803 & p1974
³³ Blainey 1984, p24
³⁴ O'Callaghan 1927, p190
³⁵ May & Mayne, Lack 1991, p24-25.
³⁶ Lack 1991, p24
³⁷ loc cit, p27 and Port Phillip Herald, 15 Feb 1841
³⁸ Port Phillip Herald, August 1840
³⁹ Port Phillip Herald, 23 Dec 1845, p3 & 2 Feb 1846, p3.
⁴⁰ Lack 1991, p38
⁴¹ Lack 1991, p30&40. See also Map 3.2, Map 4.2, Map 4.3, Map 4.7 and Clarke's map of 1849c.
⁴² Also Mason's map of 1858, Fawkner's map of 1841, Hoddle's map of 1844a, and Ham's maps of 1852 & 1853.
⁴³ Lack 1991, p58
⁴⁴ Argus, 2 October 1867, p6
⁴⁵ VGG, p1797, p2412 & p1802
⁴⁶ Lack 1991, p67
⁴⁷ See Howe's map of 1843.
⁴⁸ Barrett 1979, p35
⁴⁹ Anderson 1984, p66
⁵⁰ Lack 1991, p90
⁵¹ VGG, p1768
⁵² VGG, p1768 & p2413
⁵³ Smith, D. 1974, p69
⁵⁴ Serle 1963, p113 & Anderson 1934, p359
⁵⁵ Argus, 20 June 1895. "A costly blunder."
⁵⁶ Lack 1991, p366
⁵⁷ VGG, p2412
⁵⁸ Lack 1991, p74
⁵⁹ Argus, 27 Jan 1869, p6
⁶⁰ VGG, p1974-83
⁶¹ Lack 1991, p26
⁶² Princes 1971

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- ⁶³ May & Mayne 1990
- ⁶⁴ e. g. see Snell 1988, p322-6.
- ⁶⁵ Cannon 1993, p49 and Arnold, p232
- ⁶⁶ VGG, p1028
- ⁶⁷ See Priestly 1981, p52
- ⁶⁸ Bonwick 1856, pp54 & 74, Werribee 1974, p10
- ⁶⁹ Surveyors' Board Handbook 1989, p55. Brennan 1971, p38
- ⁷⁰ Priestley 1981, p63
- ⁷¹ VGG, p1801
- ⁷² e. g. Map 3.6, Map 4.3 and Map 4.10
- ⁷³ Lack 1991, p43
- ⁷⁴ Lack 1991, p47
- ⁷⁵ loc cit, p67
- ⁷⁶ VGG, p1674, 11 Jan, p213, p1977 & p1977
- ⁷⁷ CRB AR 1935, p25
- ⁷⁸ Route 11 in the 1954 Plan.
- ⁷⁹ Lack 1991, p58
- ⁸⁰ Argus, 9 Nov 1911, p11
- ⁸¹ Lay 2009, Chapter 19.
- ⁸² Priestly 1981, p65
- ⁸³ James 1985, p17
- ⁸⁴ James 1985, p15
- ⁸⁵ Murray 1975
- ⁸⁶ By W. Malcolm
- ⁸⁷ Murray 1974, p30
- ⁸⁸ Lay 1984, p5
- ⁸⁹ See also various interpretations in Map 2.2, Map 4.3 and Map 4.11
- ⁹⁰ Shown in Foot's map of 1850b.
- ⁹¹ Darwin 1950, p13
- ⁹² Snell 1988, p327
- ⁹³ Anderson 1994, p155
- ⁹⁴ CRB 1971
- ⁹⁵ Argus, 9 Nov 1911, p11
- ⁹⁶ CRB Annual Report 1914, p27
- ⁹⁷ MTC 1969, p26
- ⁹⁸ Princes 1971
- ⁹⁹ VGG, p2142, (p320 & p2908), p2371, p1342, p1506, p909, & p2743
- ¹⁰⁰ May & Mayne; Boys 1959, p63; Sub-chapter 1.3
- ¹⁰¹ Jones, V 1983, p23
- ¹⁰² Lewis 1988, p95
- ¹⁰³ VGG, p1803
- ¹⁰⁴ As noted in Russell's map of 1841.
- ¹⁰⁵ Newell 1938, p98
- ¹⁰⁶ McCreadie 1856
- ¹⁰⁷ Nowles, W. Argus, 15.11.11, p10
- ¹⁰⁸ Western 1970
- ¹⁰⁹ e.g. Argus, 5 Jan 1861, p5
- ¹¹⁰ Clarke 1995, p5
- ¹¹¹ See Map 4.11.
- ¹¹² Map 3.7 and Map 4.11.
- ¹¹³ It is shown in Darke's map of 1840, a note from the mid-1850s (McCreadie 1856, p14), Anon's map of 1858 and Bibbs' Map 4.11 of 1866
- ¹¹⁴ Starr 1986
- ¹¹⁵ Cannon 1993, p155
- ¹¹⁶ VGG, p430, p1506, p1267, p838-40, p2371, p5163, p2747, p3221 & p737
- ¹¹⁷ loc cit, p1977
- ¹¹⁸ Lack 1991, p39
- ¹¹⁹ Lack 1991, p46

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- ¹²⁰ See also loc cit, p58; Map 4.3 and Map 4.4.
- ¹²¹ Lack 1991, p73
- ¹²² loc cit p74
- ¹²³ Princes 1971
- ¹²⁴ VGG, 13 April, 13 April, p2747, p146, p2413
- ¹²⁵ See Clarke's map of 1849b
- ¹²⁶ See Clarke's map of 1849b.
- ¹²⁷ Blainey 1984, p41
- ¹²⁸ Serle 1963, p70
- ¹²⁹ Lang 1846
- ¹³⁰ Jennison 1997, p8
- ¹³¹ Starr 1986, p13
- ¹³² Starr 1986, p15-6
- ¹³³ VGG, p1916 & p365
- ¹³⁴ VGG, p226, p3057 & p3791
- ¹³⁵ Jennison 1997, p50
- ¹³⁶ VGG, p1803 & p1973
- ¹³⁷ See Ryrie 1837
- ¹³⁸ VGG, p2414
- ¹³⁹ Barrett 1979, p87
- ¹⁴⁰ VGG, p392
- ¹⁴¹ Aldous 1988, p60
- ¹⁴² Frost 1995, p10
- ¹⁴³ James 1969, p31
- ¹⁴⁴ Argus, 15 October 1849, p2
- ¹⁴⁵ See Urquhart's map of 1851a.
- ¹⁴⁶ Reproduced in p156-7 of Cannon 1993. His caption "The first timber bridge ..." is presumably incorrect.
- ¹⁴⁷ Argus, 16 July 1868, p5
- ¹⁴⁸ Aldous 1988, p10
- ¹⁴⁹ Aldous 1988, p17
- ¹⁵⁰ McCreadie 1856, p15
- ¹⁵¹ Moloney, D. 2005
- ¹⁵² Richardson, E. 1855, p149
- ¹⁵³ From Brees' book "How to farm and settle in Australia." NLA
- ¹⁵⁴ Frost 1995
- ¹⁵⁵ Gov Gazette, 13.4.1848
- ¹⁵⁶ See Chauncy's map of 1852.
- ¹⁵⁷ Cannon 1993, p159
- ¹⁵⁸ Richardson, E. 1855. Keilor bridge, *Trans Vic Inst for Advancement of Science*. Paper XVII:149-53
- ¹⁵⁹ possibly VGG 1865, p33
- ¹⁶⁰ St Albans 1991, p14
- ¹⁶¹ Anderson 1984, p46
- ¹⁶² Argus, 5 Jan 1849, p2
- ¹⁶³ Lay 1992, p281
- ¹⁶⁴ NGV
- ¹⁶⁵ Reproduced in Cannon 1993, p160-1.
- ¹⁶⁶ Evans 1994, p17, Richardson 1855 & The Argus, 23 Nov 1868, p6.
- ¹⁶⁷ See Chauncey's map of 1852. The other was route MM5.
- ¹⁶⁸ Symonds 1985, p76
- ¹⁶⁹ Sherer 1973, p171. The variety of routes is well shown in Urquhart's map of 1851b.
- ¹⁷⁰ e. g. Argus, 15 July 1852, p4.
- ¹⁷¹ Serle 1963
- ¹⁷² Argus, 17-8-1855, p5
- ¹⁷³ James 1969, p159
- ¹⁷⁴ Southern 1977
- ¹⁷⁵ VGG, p1988, p5287, p2978, p1506, p2852, p1796, p1803, p1982, p157, p2414 & p1344
- ¹⁷⁶ Chauncey's map of 1852. The other was route MM4.
- ¹⁷⁷ Darwin 1950, p14

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- ¹⁷⁸ Darwin 1950, p15
- ¹⁷⁹ Cannon 1991, p138
- ¹⁸⁰ La Trobe, C. J. 1850. *Return of public works carried out under Superintendent of Bridges* [D. Lennox] (Jan 1846 Nov 1850), Port Phillip Government Gazette, pp984-6
- ¹⁸¹ Argus, 26 June 1951, p4
- ¹⁸² Classified by the Historic Buildings Council.
- ¹⁸³ Symonds 1985, p64
- ¹⁸⁴ Cannon & McFarlane 1985, p550-1
- ¹⁸⁵ loc cit, p388
- ¹⁸⁶ CRB AR1959-60, p8
- ¹⁸⁷ VGG, p2977, p157, p1798, p3122, p2297, p911, p2977, p157, p1344 & p2414
- ¹⁸⁸ Symonds 1986, p27
- ¹⁸⁹ VGG, p3060, p974, p1798 & p911
- ¹⁹⁰ Cannon 1991, p10 & 407
- ¹⁹¹ Symonds 1985, p71
- ¹⁹² Aldous 1988, p48
- ¹⁹³ e. g. Hoddle's map of 1842e.
- ¹⁹⁴ VGG, p388, p5298, p2977 & p1804
- ¹⁹⁵ Lemon 1982, p2
- ¹⁹⁶ Edwards 1979, p110
- ¹⁹⁷ Proclaimed Road 85, see SLV maps OPR85
- ¹⁹⁸ VGG, p348, p1969-75
- ¹⁹⁹ See index entry, "route to Sydney".
- ²⁰⁰ Cannon & McFarlane 1988, p233+
- ²⁰¹ Folk-Scolaro 1999, p10 & Cannon & McFarlane 1988, p392-3
- ²⁰² Cunningham 1999, p40
- ²⁰³ Cannon & McFarlane 1988, p392-3
- ²⁰⁴ Carroll 1983, p170
- ²⁰⁵ Use of broken stone for roadmaking is discussed in Chapter 7.2b.
- ²⁰⁶ Burchell 1999, p13
- ²⁰⁷ Burchell 1999, p16-24
- ²⁰⁸ William Howitt, quoted in Carroll 1980, p169
- ²⁰⁹ Payne 1981, p14
- ²¹⁰ loc cit, p12
- ²¹¹ Payne 1975, p18
- ²¹² Lemon 1982, p34
- ²¹³ Barrett 1979, p87
- ²¹⁴ Folk-Scolaro 1999, p10
- ²¹⁵ Burchell 1999, p10 for 1854. Argus, 29 March 1859, p5.
- ²¹⁶ Barnes 1987, p24
- ²¹⁷ Allan 1939, p82
- ²¹⁸ MMBW 1954, p99
- ²¹⁹ Port Phillip Government Gazette, p986; VGG, p1988, p1950, p921, p1807 + p5287, p5528, p1979, p1970 & p2471
- ²²⁰ 1857 VGG, p518
- ²²¹ Barrett 1971, p68
- ²²² VGG p2977, p921 & p2150
- ²²³ Burchell 1999, p24
- ²²⁴ VGG p2150, p1978 & p3785
- ²²⁵ As in Hoddle's 1842c map.
- ²²⁶ Kenyon 1934, p120
- ²²⁷ Allan 1939, p79
- ²²⁸ Finn 1888, p766
- ²²⁹ Allan 1939, p80
- ²³⁰ See put-away map M344, which is unnamed and unattributed.
- ²³¹ See Kemp's map of 1840b.
- ²³² Greig 1913.
- ²³³ VGG, p2977
- ²³⁴ Finn, 1888, p79

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- ²³⁵ loc cit, p4
²³⁶ Turner 1904
²³⁷ Harcourt 2001, Chapter 6,
²³⁸ Lemon 1983, p7
²³⁹ Port Phillip Herald, 14 September 1841, p3
²⁴⁰ Lemon 1983, p36
²⁴¹ loc cit, p39
²⁴² loc cit, p47
²⁴³ loc cit, p47 & p99
²⁴⁴ VGG, p1988, p2822 & p5288
²⁴⁵ Forster 1968, p56. The author and his mother rode on the last cable tram.
²⁴⁶ Jones, M., 1997, p15
²⁴⁷ Richards 1984, p1-2
²⁴⁸ Payne 1975, p22
²⁴⁹ VGG, p5288 & 1808
²⁵⁰ Garden 1972, p53
²⁵¹ Greig 1913
²⁵² Lay 1984, p1; Anderson 1994, p2-3
²⁵³ Lemon 1983, p35
²⁵⁴ Port Phillip Herald, 17 Jan and 10 June 1840
²⁵⁵ Richard Browne was a major early land-owner in Heidelberg and the Browne saga is told in Garden 1972, p18-19
²⁵⁶ Garden 1972, p54; Lemon 1983, p35
²⁵⁷ Port Phillip Herald, 20 May 1842.
²⁵⁸ Garryowen 1888, p776
²⁵⁹ See Howe's map of 1843
²⁶⁰ Allan 1939, p80
²⁶¹ Kenyon 1934, p120
²⁶² Victorian Parliamentary Debates, Vol 131, p1729
²⁶³ Lemon 1983, p35
²⁶⁴ Greig 1913
²⁶⁵ Blainey 1984, p25
²⁶⁶ Rogers 1973, p4; Lemon 1983, p8
²⁶⁷ Garden 1972, pp77-81 and Kenyon 1934, p75
²⁶⁸ Greig 1913
²⁶⁹ Lemon 1983, p36 and Garden 1972, p53
²⁷⁰ Garden 1972, p54
²⁷¹ Edge 2004
²⁷² Cummins 1971, p56
²⁷³ Cummins 1971, p96
²⁷⁴ Argus, 12 Feb 1863, p5
²⁷⁵ Garden 1972, p54
²⁷⁶ Edwards 1979, p14
²⁷⁷ loc cit, p22
²⁷⁸ Garden 1972, p12 & Figure 4
²⁷⁹ Argus, 5 & 8 Mar 1867, p5
²⁸⁰ See Kemp's map of 1840b.
²⁸¹ VGG
²⁸² Greig 1922
²⁸³ Cummins 1971, p57
²⁸⁴ VGG, p2784
²⁸⁵ Edwards 1979, p40
²⁸⁶ loc cit, p2977, p1809 & p4536
²⁸⁷ Garden 1972, p53 and Hoddle's 1839b map.
²⁸⁸ loc cit, p14
²⁸⁹ loc cit, p53
²⁹⁰ VGG, p1768
²⁹¹ See Hoddle's map of 1837b.
²⁹² VGG, p2374 & p34

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- ²⁹³ loc cit, p1349. Argus, 22/1/1914, p11
²⁹⁴ Garden 1972, p54
²⁹⁵ loc cit, p1349, p3294, p1349 & p3784.
²⁹⁶ Garden 1972, p9
²⁹⁷ loc cit, p12
²⁹⁸ VGG, p1809
²⁹⁹ Poulter 1985, p1; Keogh 1975, p2
³⁰⁰ Nutt's map of 1843
³⁰¹ Poulter 1985, p46
³⁰² Hibbins 1997, p8
³⁰³ See Hoddle's map of 1843
³⁰⁴ Hibbins 1997, pxiv
³⁰⁵ loc cit, p41
³⁰⁶ Argus, 24-8-1855, p5
³⁰⁷ Bonwick 1858
³⁰⁸ Rogers 1973, p39
³⁰⁹ Tipping 1977, p26 (RHSV collection)
³¹⁰ Kernot 1906, p8
³¹¹ Rogers 1973, p84
³¹² VGG, p2977-81 & p3771
³¹³ Cannon, M. & McFarlane, I. 1984. p206
³¹⁴ Hibbins 1997, p15
³¹⁵ Argus, 26-7-1855, p6
³¹⁶ loc cit, 30 July 1856, p5
³¹⁷ loc cit, 26 Nov 1858, p4
³¹⁸ loc cit, 21 Sept 1855, p4
³¹⁹ loc cit, 8 June 1857, p6
³²⁰ Port Phillip Herald, 2 June 1857, p8
³²¹ Rogers 1973, p39 & Argus, 24 Sept 1865
³²² Bonwick 1858
³²³ VGG, p160
³²⁴ Argus, 18 Feb 1859, p5 & 13 Oct 1865, p2
³²⁵ Rogers 1973, p39-40
³²⁶ Lamb 1996, p77
³²⁷ Peel et al 1993, p15
³²⁸ Barrett 1979, p85
³²⁹ Peel et al 1993, p16
³³⁰ VGG, p1988
³³¹ Anderson 1923, p21
³³² Rogers 1973, pxiii
³³³ Cannon 1991, p104 & Priestley 1979, p23
³³⁴ Argus, 19 Nov 1850, p1
³³⁵ Argus 6 June 1860, p4
³³⁶ VicRoads SN6340
³³⁷ O'Connor 1997, p8
³³⁸ Davison 2004, p195-8
³³⁹ Cranston 1988, p12
³⁴⁰ VGG, p2150 & p3139
³⁴¹ Argus, 26 Mar 1862, p5
³⁴² See Nutt's map of 1843 & Ham's map of 1852.
³⁴³ See Hoddle's map of 1844b.
³⁴⁴ Garden 1972, p11
³⁴⁵ Rogers 1973, p3-4
³⁴⁶ See Hoddle's map of 1844b.
³⁴⁷ Argus, 20-8-1855, p5
³⁴⁸ See Thomas' map of 1840.
³⁴⁹ McGivern 1968, frontis
³⁵⁰ loc cit, p20

³⁵¹ loc cit, p22
³⁵² da Costa and McGivern 1968, frontis.
³⁵³ Vagabond's country sketch, Age, 28 April 1888.
³⁵⁴ VGG, p2979-81, p1979, p2903, p1732, p1545, p1732, p1545, p4072 & p2341
³⁵⁵ Vaughan 1960
³⁵⁶ Carroll 1980, p35
³⁵⁷ VGG, p1595 & p3140
³⁵⁸ Keogh 1975, p7; Poulter 1985, p103
³⁵⁹ e.g. Argus, 13-3-1855, p6; 15-8-1855, p5; 20-8-1855, p5 (bridge data); 22-9-1855, p5
³⁶⁰ See Mason's map of 1858
³⁶¹ Argus, 26 Mar 1862, p5
³⁶² VGG, p1732 & 2903
³⁶³ CRB 1976
³⁶⁴ Keogh 1975, p3
³⁶⁵ Lemon 1978, p5
³⁶⁶ loc cit, p7
³⁶⁷ loc cit, p15
³⁶⁸ VGG, p2977-81, p3140, p1139 & p2903
³⁶⁹ Collyer 1994, p8
³⁷⁰ VGG, p2631
³⁷¹ Poulter 1985, p24
³⁷² Lay 1992, p9
³⁷³ Keogh 1975, p10
³⁷⁴ See Rawlinson's map of 1867
³⁷⁵ Blainey 1980, p41.
³⁷⁶ VGG, p1544, p2342, p1969, p2977-81 & p1969 + p1980
³⁷⁷ Poulter 1985, p60
³⁷⁸ See Clarke's map of 1850b.
³⁷⁹ Collyer 1994, p27; Poulter 1985, p2
³⁸⁰ VGG, p1984
³⁸¹ Keogh 1975, p16
³⁸² Blainey 1980, p40
³⁸³ McGivern 1968, frontis
³⁸⁴ Rogers 1973, p27
³⁸⁵ Rogers 1973, p20
³⁸⁶ Blainey 1980, p42
³⁸⁷ Maroondah 1970
³⁸⁸ Anderson 1988, p8
³⁸⁹ Anderson 1988, p9
³⁹⁰ Lemon 1978, p16
³⁹¹ Brennan 1973, p32, Brennan 1972, p43-45 & Anderson 1988, p9-10.
³⁹² Anderson 1988, p10
³⁹³ See Hull's 1854 map.
³⁹⁴ Argus, 29 Oct 1863, p7
³⁹⁵ Lemon 1978, p93
³⁹⁶ See Bibbs' map of 1856
³⁹⁷ McGivern 1968
³⁹⁸ Anderson 1988, p3
³⁹⁹ See (New) Road Plan 230, SLV, of 1860 with 1871 mineral licence data added.
⁴⁰⁰ Maroondah 1970
⁴⁰¹ Williams 1985
⁴⁰² Lemon 1978, p45
⁴⁰³ McGivern 1961, p16
⁴⁰⁴ McGivern 1968, p23
⁴⁰⁵ Declared a Main Road in 1990, VGG, p1731
⁴⁰⁶ Anderson 1988, p161-3
⁴⁰⁷ VGG, p715
⁴⁰⁸ VGG, p628, p3516 & p2903, p1506 & p360

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- 409 VGG, p1733
410 McGivern 1961, p8
411 See (New) Road Plan 230, SLV, of 1860 with 1871 mineral licence data added.
412 Brennan 1973, p33
413 McGivern 1961, p7
414 McGivern 1968, p20
415 VGG, p4812 & p282
416 Brennan 1972
417 Sydenham 1990, p26
418 See Foot's map of 1850a.
419 Blainey 1980, p4
420 See Anon's map of 1876.
421 Peel et al 1993, p21
422 Argus, 2 May 1863, p4
423 Brennan 1972, p7
424 VGG, p2558
425 Coulson 1959, p95
426 VGG, p3628-9, p2973, p3139, p3139 & p1732
427 loc cit, p3139
428 Anderson 1988, p17
429 Brennan 1972, p7
430 McWilliam 1978
431 Peel et al 1993, p25, 31. See also Green's 1852 map.
432 loc cit, p19
433 Foot's map of 1853b
434 McWilliam 1978
435 See Ham's map of 1853.
436 Lemon 1978, p23
437 Argus, 7 May 1856, p5
438 Brennan 1972, p87
439 VGG, p1731
440 Coulson 1959, p94
441 loc cit, p148
442 Jones, M 1983
443 loc cit, p95
444 CRB 1970, Maroondah Hwy supplement
445 VGG, p3139, p3139, p2903, p403, p2747, p2903, p1867
446 Coulson 1959, p94
447 VGG, p975
448 e. g. de Gruchy's subdivisional maps of the 1850s and Ham's map of 1852.
449 Carroll 1980, p35
450 Coulson 1959, p1979 & p3139
451 VGG, p3139, p2903 & p79
452 Cooper 1935, p82
453 Argus, 7 May 1856, p5
454 The sad story of the first Gardiners Ck bridges is recounted in Cox 1935, p50-51.
455 Strahan 1994, p4
456 VGG, p3139
457 Barrett 1979, p197
458 VGG, p2135, p1979 & p2902
459 In Bonwick 1858
460 In Malone 1982, p12
461 Richmond 1988, p65
462 McCall and Atkinson 1935
463 VGG, p2136 & p3139
464 Lemon 1978, p21
465 Brennan 1972, p54
466 Waverley 1988, end papers

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- 467 Lemon 1978, p23
468 VGG 1869, p1027, p45 & p1730
469 Malone 1982, p13
470 See Mason's map of 185?.
471 Australian Army 1922 (1935)
472 Coulson 1959, p95
473 Priestley 1979, p17
474 VGG, p2977-81 & p2722
475 Coulson 1959, p94
476 VGG, p1545-6, p3703, p4134 & p4812.
477 Coulson 1959, p82
478 Cooper 1935, p15
479 See Mason's map of 185? and Cooper 1935, p30.
480 Cooper 1935, p15
481 loc cit, p63
482 loc cit, p34, p70
483 VGG, p2722
484 VGG, p135
485 See Ham's map of 1853.
486 Chapman 1917
487 Murray & Wells 1980, p3 & Chapman 1917
488 See Selwyn's map of 1860.
489 Cooper 1935, p62
490 Roulston 1935, p24
491 Roulston 1935, p17
492 Hibbins 1984, p20
493 Brennan 1973, p51
494 Hibbins 1984, p23
495 Jones, M 1983, p65
496 See Thomas' 1840 map of Western Port.
497 See map on p18 of Keeley 1980.
498 Hibbins 1984, p38
499 loc cit, p24
500 Brennan 1973, p35
501 Thomas 1994, p36
502 Roulston 1935, p25
503 loc cit, p11
504 VGG 1867, p468, p1815 & p1954
505 Cooper 1935, p61
506 loc cit
507 loc cit
508 VGG, p2077, p2142, p1546, p2471, p2747, p5576, p3384, p3072, p2371 & p3083
509 VGG, p1970, 1860, 1914, 1946, 1960
510 See Nutt's map of 1840.
511 Coulson 1959, p95
512 VGG, p1006
513 Priestley 1979, p5&15.
514 See Thomas' 1840 map of Western Port.
515 VGG, p3754, p363, p2977, p2977 & p3786
516 Coulson 1959, p379 and discussion in routes CT3 & DN5.
517 loc cit, p94
518 VGG, p1732
519 Brennan 1973, p65
520 Roulston 1935, p24
521 Roulston 1935, p24
522 loc cit, p11
523 See route DN3 and endnote 499.
524 Thomas 1994, p42

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- 525 Hibbins 1984, p55
526 VGG, p1730, p91, p2093, p3704 & p3785
527 Cuthill 1959
528 Brennan 1973, p33-4
529 Roulston 1935, p11
530 loc cit, p99
531 Argus, 3 Dec 1849, p4
532 Roulston 1935, p100
533 Thomas 1994, p31
534 Roulston 1935, p24
535 Thomas 1994, p35
536 loc cit, p32
537 VGG, p2142
538 CRB Annual Report 1979-80, p8
539 See Thomas' map of 1840.
540 Brennan 1973, p33
541 VGG, p2142
542 Moorhead 1971, p55
543 Newnham, p137
544 Lewis 1995, p31
545 Finn 1888, p498
546 See Hoddle's Map 2.3 of 1842.
547 Lay 1992, p288
548 Port Phillip Herald, 2 January 1842, p2
549 loc cit, 17 April, p2
550 Sturrock 1990, pp5-6
551 Port Phillip Herald, 29 Nov 1845, p2
552 loc cit, 16 Jun 1846, p2
553 Anderson 1994, p233-6; Clark
554 Phillips 1983, p72
555 Roulston 1935, p78
556 Serle 1982, p58-9
557 Yarra 1913
558 Selby 1929, p53
559 See Hoddle's Map 4.2 and Map 4.3 of 1842.
560 loc cit
561 See Purchas' map of 1857.
562 South 1988, p10
563 Bate 1994, p78
564 Barrett 1979, p87
565 Buckrich 1996, p22
566 Cooper 1931a&b
567 and, by citation, in Buckrich 1996, p1.
568 The quotation is reproduced in Buckrich 1996, p1.
569 Allan 1939, p85
570 VGG, p3140 & Barrett 1979, p250
571 Daley 1840, p110
572 VGG, p2149-50
573 Bate 1962, p33
574 e.g. Ham's Map 3.7 of 1849.
575 See Tuxens' map of 1904.
576 Ham's Map 3.6 of 1853
577 O'Callaghan 1927
578 Bate 1962, p79
579 Barrett 1979, p22
580 Argus, 11 Feb. 1870, p7
581 Allan 1939, p85
582 Garner 1968

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- 583 VGG, p2523
584 Carroll 1980, p19
585 Port Phillip Herald, 15 November 1844, p2
586 See Ham's map of Australia Felix (in Ham 1985fac).
587 VGG 1869, p1845
588 Hibbins, p55
589 Hibbins 1984, p5
590 Moorhead 1971, p49-50
591 Grant & Serle 1957, p227
592 Jones, M 1989, p37
593 Brennan 1973, p53
594 Jones, M 1989, p152
595 e. g. Michle's map of 1854.
596 Thomas was the maker of Thomas' map of 1840.
597 Moorhead 1971, p33
598 As shown in Thomas' map of 1840.
599 Ham's Map 3. of 1849
600 Moorhead 1971, p39
601 Argus, 12 Feb 1861, p5
602 Nepean HS 1982, p7
603 Murray and Wells 1980, p14
604 CRB AR 1913, p78
605 VGG, p1341, p1440. p1729, p1978, p1988, p215, p2561, p2747, p2750 & p5574
606 South 1988, p22
607 Darwin et al 1960, p167
608 loc cit
609 Report 1963
610 e. g. Anon 1854
611 VGG, p340, p3004 & p3641
612 Bate 1962, Chapter 2
613 Schumer 1975, p3
614 Bate 1962
615 Champion 1898
616 Champion 1898
617 Lay 2009, Chapter 3 and Lay et al 2020
618 Mathieson 1927 & CRB AR26-27, p30-32
619 CRB AR26-27, p32
620 Lewis 1995, p37
621 South 1988, p70
622 VGG, p641, p1974 & p3140
623 Cannon, M. & McFarlane, I. 1988, p20
624 loc cit, p20 & p93
625 Cannon 1966, p8
626 Finn 1888, p498
627 Argus, 8 Jan 1861, p7
628 Barrett 1979, p254
629 Cannon 1966, p7
630 Argus, 16 Jan 1912, p6
631 James 1969, p31
632 Lay 1992, p207
633 South 1988, p9. See also Maxwell's 1872 map.
634 VGG, p1988, p3318 & p3139
635 South 1988, p20
636 e. g. Foot's map of 1852b.
637 Carroll 1980, p35
638 Bate 1962, p205
639 VGG, p1886
640 See Hoddle's map 1842f.

⁶⁴¹ Almond, p54, p64

⁶⁴² Cummins 1971, p91

⁶⁴³ VGG, p1536