



GLEN EIRA

Historical Society Inc

Registration No: A0041700U

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History of Tramways in Glen Eira **Wednesday 23 July 2014** **Talk by Ian Jenkin** **Australian Railways Historical** **Society Victorian Division Inc**

Ian started by outlining transport options for Caulfield residents in the late nineteenth century.

The Sandringham, Frankston and Dandenong rail lines provided speedy transport around the edges while walking, and horsedrawn transport were available for passengers and goods in more distant places.

In this context, the Caulfield Tramway Company commenced in April 1888. Its horse trams started at Elsternwick Station and travelled along Glen Huntly Road turning left into Kooyong, right into Glen Eira, then to Kambrook Road, terminating at Caulfield Station. This route was later continued from Kooyong Road to Glenhuntly Station. The Horse Tram Depot was on the eastern side of Foster Street Elsternwick behind present day St John's – see the next page for more details. The Horse Tram closed in 1912.

There was, meanwhile, agitation in neighbouring municipalities of Prahran and Malvern to establish an electric tramway. To this end, the Prahran & Malvern Tramways Trust Act 1907 (No. 2130) established the Trust as a body corporate to build and operate tramways in those municipalities. Construction of the first lines and the tram depot started in 1909, and the first double-track route was along High Street from Charles Street Prahran to High Street Malvern.

In 1910, the Prahran & Malvern Tramways Trust Act 1910 (No. 2294) facilitated the extension of tramways into Caulfield and St Kilda. In the next five years, lines opened to serve Caulfield residents included:

- Dandenong Road from Glenferrie-Wattletree Road corner to Windsor rail bridge 1 December 1911;
- Windsor rail bridge to Chapel Street 16 February 1912;
- Dandenong Road-Hawthorn Road via Hawthorn and Balaclava Roads and Carlisle Street to St Kilda Esplanade 12 April 1913;
- Balaclava Road-Hawthorn Road via Hawthorn Road to Glen Huntly Road 13 November 1913;
- Balaclava Road-Hawthorn Road via Balaclava and Waverley Roads to Darling Road 13 November 1913;
- Glen Huntly Road from Brighton Road to Grange Road 13 November 1913;
- Grand Union Junction at Balaclava and Hawthorn Roads 13 November 1913;
- Caulfield Station loop opened 20 June 1914;
- Hawthorn Road from Balaclava Road to Glen Huntly Road duplicated
- 18 January 1915;
- Glen Huntly Road duplicated from Brighton Road to Grange Road 28 February 1915;
- Brighton Road to Point Ormond 4 June 1915.

Ian continued his talk by tracing the evolution of trams from small single-truck trams to the longer bogie trams in which an open drop centre separated two enclosed saloons.

Barb Hoad thanked Ian for his interesting and informative talk.

Further reading

IA Brady. *Prahran and Malvern Tramways Trust: Melbourne's foremost municipal tramway*. Transit Australia Publishing, Sydney, 2011.