

LOCAL HISTORY NEWS

Malvern Historical Society Inc. *Keeping Stonnington's History Alive!*

June - July 2010 Newsletter No. 25

27 June Riding the Steam Shuttles from Darling to Glen Waverley

Sunday 27th June

METROPOLITAN DEVELOPMENT.

GLEN WAVERLEY RAILWAY.

PROVISION OF OPEN SPACES.

Town-planning Act Sought.

Advantage has been taken by the Town planning Commission of its report to the Ministry on the development of the area to be reserved by the proposed new railway line from Darling to Glen Waverley to express many general views on metropolitan development. The report was made available yesterday. In its special application to the Glen Waverley railway. Its most interesting feature is a recommendation that the route of the railway should be altered slightly shortly after leaving Darling to improve the outlook from trains and to modify slightly subdivisions adjacent to the line. Details of this proposal have already been made public.

Join Steam Rail, the Waverley Historical Society and the Malvern Historical Society in celebrating the 80th anniversary of the Darling to Glen Waverley railway.

The Waverley area was connected to Melbourne by rail on 5th May, 1930. A single double-ended Swing Door carriage ran the entire route, and even this could not be made to pay its way with the low patronage. At the time the Glen Waverley line was the only line in Melbourne built specifically for electric trains - all other suburban lines were built for steam and electrified later. In the late 1950s it was upgraded, with double tracks. At the same time all the stations were upgraded and all level crossings replaced with bridges for added safety.

The push-pull steam train featuring locomotives K153 and K190 (one at each end) and W type wooden carriages will operate between Darling and Glen Waverley, picking up passengers at Darling, Mount Waverley and Glen Waverley. Adult - \$10; Child u/16 - \$5; Family - \$25 (2A + 2C or 1A + 3C)

Departure times (may change)

From Darling to Glen Waverley:

10.15, 11.19, 12.19 pm, 1.59 pm, 2.59 pm

Stopping at Mt Waverley.

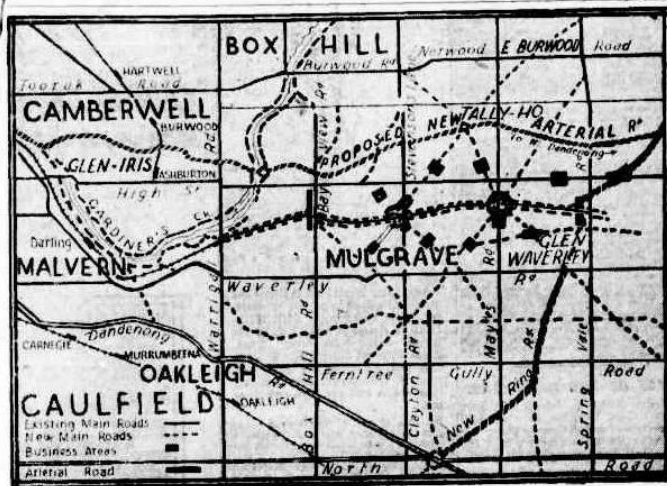
From Glen Waverley to Darling:

10.54, 11.54, 1.34, 2.34, 3.34*

Stopping at Mt Waverley.

**the last train from Glen Waverley, departing at 3.34pm, will not return to Glen Waverley. It will terminate at Darling then run empty back to Newport Workshops.*

Tickets will be available on the train on the day. Malvern Historical Society will have a display and hand out children's puzzles at Darling Station. The Waverley Historical Society will have a photographic display, and there will also be historic vehicles present at Mt Waverley Station.



The Argus (Melbourne, Tuesday 28 June 1927)

<http://newspapers.nla.gov.au/ndp/del/article/3863350>

25 July Malvern Artists' Society

Sunday 25 July 2 pm - 4 pm

For over 50 years the Malvern Artists' Society has been home to many prominent Victorian artists. It was one of the very first groups to offer suburban art classes in oils, pastels, watercolour and mixed media. Hear a little of their story, view the Gallery and Studio and the 2010 Italian Exhibition. Enjoy afternoon tea with members of both Societies. Meet at the Gallery - 1297 - 1299 High Street, Malvern

Numbers strictly limited. Bookings essential

Bookings Lorraine 9885 9082

Darling to Glen Waverley Railway

During the late 1920s the State Minister for Railways proposed a line be extended to **Glen Waverley** from **Darling** to open up land deemed suitable for residential purposes and induce settlement in the vicinity. The **Darling to Glen Waverley Railway Construction Trust** was constituted on the 3rd of April, 1928, under the provisions of the **Railway Lands Acquisition Act**. Construction of the line had been recommended by the **Railways Standing Committee** and the Act was passed by government for the purpose of acquiring the necessary land for the construction of the line. The constituent councils that were within the boundaries of the railway construction districts had representatives on the Trust. The line was completed in 1930.

The Trust had borrowed £30,000, by means of an overdraft, from the **Commonwealth Bank of Australia** to meet claims for land purchase and compensation. Although the railway incurred heavy financial losses in its first year of operation the Trust had guaranteed to compensate the railways against such losses by imposing a "Betterment rate on property owners". The losses were blamed on land speculators hurriedly buying up land within the boundaries to be served by the new railway, creating subdivisions with prices too high for prospective buyers.

As the value of the land was deemed to have been materially enhanced by the construction of the new line, to recoup their losses, the Trust also imposed a second construction rate on properties included within the boundaries of the railway construction district. Construction rates were struck for the years 1931 to 1935 at varying amounts per £1 on the rateable value of each property and applied according to the proximity and accessibility of the land to stations on the line.



Train at Darling Station 1908 Reg no 5132

The levies came as a "complete surprise" to property owners, who were confused over the "two distinct and separate taxes on rates to be paid...a construction tax... and a betterment rate". In reaction to what property owners perceived as an injustice they formed the **East Malvern Ratepayers' Association**. Obtaining payments for the levy proved to be a fruitless exercise for the Trust, as there were many land owners who could not or would not meet the extra rates, questioning the validity of the levy.

With growing unrest spreading across the municipalities affected by the levies, most ratepayers refused to meet the payments, leaving the Trust to take action. Under the application of distress warrants the Trust seized belongings from non-paying land owners. However, the residents were defiant in their resolve and when goods were put up for auction by the Trust to redeem moneys owed, the East Malvern Ratepayers' Association appointed specific bidders to buy back the goods at "ridiculously low prices". In their attempt to recoup a debt of £43, 15 shillings and tuppence, the Trust only made a total of 26 shillings and sixpence out of the sale.

Although the Trust had anticipated properties in the vicinity of the railway line would be advantaged, in many areas, such as the **Malvern Meadows Estate**, the imposition of the construction and betterment taxes had an adverse affect on property value. The financial burden placed on ratepayers during the years of the depression meant the projected development on the estate did not eventuate. Aerial photographs taken around 1932 show the Estate as undeveloped farmland. An inspection of the area in 1936 showed hundreds of allotments of vacant land that the **Malvern Council** considered "would have been built over, but for the Railway Rate".

The legality of the levies was questioned in the courts when **Harold Walter Harrison** sued the Trust on behalf of the



Steam train at Darling Station 1913 Reg No 1378

With growing unrest spreading across the municipalities affected by the levies, most ratepayers refused to meet the



Aerial Photograph of East Malvern looking west from Warrigal Road 1930 Reg no 15

Ratepayers' Association. Harrison claimed the Trust had not been "validly constituted", therefore its actions were deemed unsound and the rates illegally imposed. As it transpired, according to the Argus in March 1934, in a "reserved judgement **Mr. Justice Gavan Duffy** declared that the rate imposed by the **Darling-Glen Waverley Railway Construction Trust** on August 8, 1932, was illegal and unenforceable."

In 1935 a deputation of Ratepayers met with the State Minister for transport, **Mr Bussau**, to demand the abolition of the betterment and construction rates imposed on ratepayers. The president of the Trust, **Mr R. Jordan**, admitted it had been almost impossible to collect the taxes and that "instead of benefiting the district the railway line had proved to be a severe handicap" as the value of properties was reduced and building in the area ceased. Both the Ratepayers and the Trust requested the government take over the liabilities, which the Minister initially rejected. On the whole the railway was facing continuing financial losses, of which the government decided to cover a percentage, debiting the portion to Treasury. Apparently the betterment rate had never been struck by the Trust and the railways continued to bear the losses. The Trust was still faced with the "difficulty of collecting from defaulting ratepayers the original cost" of the line construction.

With the railway debts mounting, the ratepayers' standoff and no-body receiving payments for work undertaken relating to the line construction, or moneys owed, the Trust was in dire straits and the situation had become "farcical". By 1936 the Trust



**Holmesglen Station was named after Cr. Louis W. Holmes, Mayor of the City of Malvern
Reg No 1057**

requested the government relieve them of their responsibility. The following year the government conceded an investigation was required and appointed an independent tribunal to examine the legal position of the Trust.

In December, 1937, the Premier **Mr Dunstan** addressed the Legislative Assembly with a proposal intended to settle the protracted problems of the Trust. **Dunstan** introduced the **Darling to Glen Waverley** Construction Bill, designed to provide the "equitable settlement of a difficult dispute, remove a bar to the progress of the district, develop an eminently suitable residential area, and remove a stigma from several shires and municipalities." The settlement's principle features required



Black Bridge over Gardiners Creek looking west from Ashburton to East Malvern c 1930. The Black Bridge -a single line timber trestle bridge spanning Gardiners Creek, and later the Glen Waverley Railway, was constructed in 1889 for the Outer Circle Railway. It was removed around 1938 Reg no 5092

the **Commonwealth Bank** to waive all interest due by the Trust, the government to write off the portion of the liability due to the Crown and the affairs of the Trust be wound up. The remaining liability was to be met by the municipalities, who were given the power to "create their own zoning system and apportion the amount of total liability to each block". The Bill was passed, coming into effect in January 1938.

Within 15 months of the passing of the Bill the **Malvern Council** stated the arrangement was "proving satisfactory", with residents having met the payment of £7,309, with only £1,725 left to be paid through agreed installments. As building activity in the area began to pick up, the council felt it had been "justified in coming to the agreement". The dispute was over.

Ellen Porter, Stonnington Local History Librarian, April 2010

Annual General Meeting May 2010

The Annual General Meeting of the Malvern Historical Society Inc was held in May. At the meeting Lorraine Sage was elected President. Also elected were Jane Nigro - Vice President, Robin Brown - Treasurer and Committee members - Bruce McBrien, Faye Pattinson and Francesca Di Mattina. Three members of the Committee did not stand for re-election, Roxanne Dennis who had been Minute Secretary of the Society for five years was thanked for her contribution in taking the Minutes, Catherine Witteveen was thanked for her time as a member of the Committee and Bronwyn Worrall, who had been a member of the Committee for over fifteen years, was thanked for her contribution to the Committee over that time. Certificates of Appreciation were presented to Roxanne, Catherine and Bronwyn. We thank all Committee members for a task well done.

Lorraine Sage - President

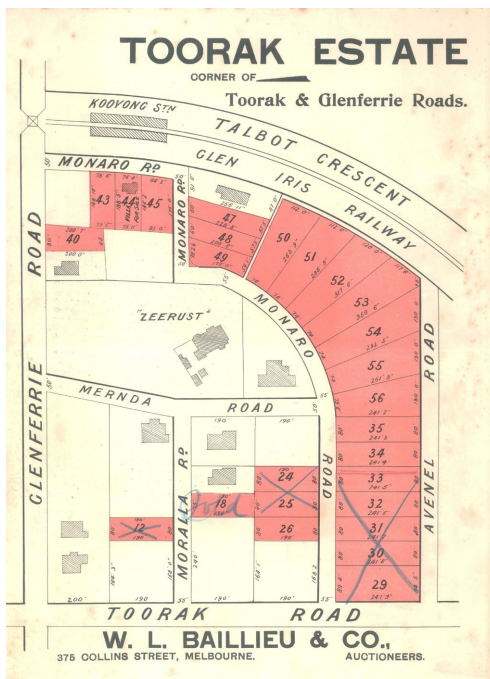
Taking Local History to the Community

The Society has been represented at the **History Victoria Support Group (RHSV) Seminar Day** at **Moe**, the celebrations for the 150th anniversary of the **Oakleigh General Cemetery**, now developed as the **Oakleigh Pioneer Memorial Park**, the reception at **Government House** to mark the **Centenary of the Royal Historical Society of Victoria**, the opening of the **Tree of Life Chapel** at **Tobin Bros** in **High Street**, the installation of the **Stonnington Heritage Marker** at the **Duldig Studio** and the opening of the **Glen Eira Historical Society's** new premises in **Glenhuntly Road Caulfield South**. A talk was recently given to Grade 1 at **St Catherine's Toorak**.

Thanks to **Mal Rowe** who led our bus trip, **John Hawker** who spoke at the Annual General Meeting and **Steve Stefanopoulos** who led our recent walk. Thanks also to **Jeffreys Bookshop** in **Glenferrie Road Malvern** who continue to regularly sell our local history publications.

Thanks to **Faye Pattinson, Roxanne Dennis, Lorraine Sage, Robin Brown, Margaret Robinson, Francesca Di Mattina, Jane Nigro, Peter Game, Gwen Haus, David Wischer** and **Barry O'Sullivan** who enthusiastically answered questions at the **Centenary of the Tram Depot**. Our new children's puzzles proved to be very popular. Thanks also to **Gerarda Richards** and **Ron Scholton** from the **Malvern Depot** for all their help. The project to copy photographs of local interest held by the **Tramways Museum** situated behind the **Malvern Depot** has now been completed. A total of 97 images have been prepared as high resolution digital scans by photographer **Peter King**, funded by the **Malvern Historical Society**. In addition, a number of important honour boards have also been photographed. Special thanks to **Norm Maddock** for allowing us to undertake this project.

Additions to the Stonnington Local History Collection



Toorak Estate Land Subdivision Plan Saturday 15th April 1905 (Donated by Trevor Hart)



Garage, 449-453 Toorak Road, Toorak (east of Wallace Avenue) c.1920 Reg No 23425



Walter and Martha Lyall, outside the Toorong Fruit Palace 1914. (Donated by Rob Goudey)

Welcome New Members!

The Society would like to welcome the following new members **Angela di Mattina** and **Kelly O'Dwyer M.P.**

Have you enjoyed viewing the photos in this issue?

Material for the articles has been researched from the **Stonnington Local History Collection**. The database contains over 38,000 records. To view enlargements of photographs and to read more, just go to the website. www.stonnington.vic.gov.au/history

East Malvern Community Bank® Branch Bendigo Bank

300 Waverley Road, East Malvern. Phone 9563 6044



Malvern Historical Society Inc. (A7682)

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The Malvern Historical Society Inc is a member of the Stonnington History Committee, an affiliated member of the Royal Historical Society of Victoria, a member of the South Metro History Group and has been appointed by the Public Record Office of Victoria as a Place of Deposit for non-permanent public records.

OTHER STONNINGTON HISTORY CONTACTS:

Stonnington History Centre www.stonnington.vic.gov.au/history • Tel 8290 1360
Prahran Historical and Arts Society P.O.Box 8649, Armadale Vic 3143 Tel: 9509 9978 www.vicnet.net.au/~phas