

MAROONDAH HERITAGE STUDY

STAGE ONE

Thematic and Contextual History of Maroondah

and

Schedule of Heritage Places currently under Planning Scheme protection plus new sites proposed for inclusion in the Scheme



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Updated November 2003

CONTENTS

A.	Background	6
B.	Introduction	7
C.	Thematic and Contextual History of Urban Development in Maroondah	
1.	<u>European Exploration</u>	
1.1	Prior to Permanent European Settlement of the Port Phillip District	10
1.2	Permanent European Settlement of the Port Phillip District and Maroondah	10
2.	<u>Aboriginal and European Contact</u>	
2.1	Conflict	12
2.2	Imposing European Values	12
3.	<u>Settling</u>	
3.1	Squatters, Cattle Runs	13
3.2	Government Surveys of Land and Crown Grants	15
4.	<u>Exploiting Natural Resources & Developing Primary Production</u>	
4.1	Timber & Firewood	19
4.2	Early Land Selectors	19
4.3	Orchards & Market Gardening	20
4.4	Antimony & Gold Mining	21
5.	<u>Building Settlements</u>	
5.1	Establishing Administrative Structures & Authorities	24
5.1.1	District Roads Boards & Councils	24
5.1.2	Law & Order	25
5.2	Utilities	26
5.2.1	Electricity	26
5.2.2	Gas Reticulation	27

5.2.3	Water reticulation	27	
5.2.4	Sewerage	28	
5.3	Post & Telecommunications	30	
5.4	Fire Brigade	31	
5.5	Establishing Civic Institutions	32	
5.5.1	Mechanics' Institutes & Libraries	32	
5.5.2	Town Halls	33	
5.6	Education	33	
5.6.1	Pre-Schools, Kindergartens & Child Care Centres	33	
5.6.2	Government Schools	34	
5.6.3	Private Schools	37	
5.7	Memorials	38	
5.8	Village Settlements	39	
6.	<u>Transport</u>		
6.1	Railways	40	
6.1.1	Opening of the Lilydale and Ferntree Gully Railway Lines	40	
6.1.2	Electrification	42	
6.2	Road Transport	44	
6.2.1	Routes and Arterial Roads	44	
7.	<u>Catering for Tourists</u>	45	
7.1	Hotels		45
7.2	Croydon: Gateway to the Dandenongs		46
8.	<u>Urban Development</u>	47	
8.1	Early Residential Subdivisions	47	
8.2	Post-War Transformation into a Suburb		50
9.	<u>Retail & Industry</u>	52	
9.1	Retail	52	
9.2	Industries	54	
10.	<u>Post-War Immigration</u>	55	
11.	<u>Health Care</u>	56	

12.	<u>Community Life</u>	57	
12.1	Worshipping		57
12.2	Recreation	58	
D.	Data Sheets for significant places, including sites currently under Planning Scheme protection		
E.	Data Sheets for Places omitted – researched sites		
F.	Chronological list of events		
G.	Archaeological sites		
H.	Buildings with potential heritage significance (not yet inspected or fully evaluated)		
I	Schedule of suburbs included in this study		
J	Schedule of suburbs not included in this study		
K	Bibliography		

A. Background

The object of the Maroondah Heritage Study Stage One is:

- (a) To produce a thematic and contextual history of urban development in Maroondah, to enable comparative analysis between heritage places.
- (b) To identify and list potential post-contact cultural heritage places in Maroondah.

Places associated with Aboriginal culture relating to the contact and post-contact periods of European settlement are included in this history. A study and identification of significant pre-contact Aboriginal sites, is beyond the scope of this history, and requires the work of a specialist, separate and detailed investigation.

This study has been divided into two stages, and this report forms Stage One. In this first stage, a thematic environmental history has been prepared of the City of Maroondah, where places of potential cultural heritage significance are identified. Stage Two involves the assessment of those places identified to be of cultural significance to Maroondah. Funding for the study is from the Maroondah City Council and Heritage Victoria.

An environmental history is told through physical evidence surviving in the cultural landscape, of the urban development of the district. Reference is also made to places of potential significance for which physical evidence may be negligible or non-existent. It must be emphasised it is beyond the scope of this study, to provide a complete history of Maroondah. The history does not extensively deal with the study area's social, religious, political or economic development, rather it establishes a context for the comparative assessment of places of cultural significance. It has not attempted to re-write the existing histories of Maroondah.

Assistance has been received from many individuals and organizations throughout the duration of the study, including Maroondah City Council, Heritage Victoria, Croydon Historical Society, Ringwood Historical Society (formerly Ringwood Historical Research Group), and members of the community who have provided submissions and information. Community consultation has been an intrinsic part of the study. The commitment, time and interest given by individuals and organizations of Maroondah are genuinely appreciated by the consultants.

The environmental history is intended to guide future research to ascertain other places in the municipality of cultural significance, yet to be identified. Where possible, primary sources have been used to write the history, but due to time constraints, secondary sources have sometimes also been relied upon.

B. Introduction

The City of Maroondah is located 25 kilometres east of Melbourne. A feature of the municipality is its green leafy character. Outstanding natural beauty abounds in the district, which is the home to many species of flora and fauna, providing a suburban living environment of high quality in world terms. This natural aspect, set amidst the municipality's thriving retail centres, and its wealth of sporting clubs, health, cultural and recreation facilities, contribute to make Maroondah an exciting place for those who live and work in the municipality.

Maroondah's formation as a municipality in 1994, through the amalgamation of the former cities of Croydon and Ringwood, was in fact a re-unification of the two districts. Both had been a part of the South-West Riding of the Shire of Lillydale (sic) until the Borough of Ringwood was established in 1924. The Shire of Croydon was proclaimed in 1961, when it separated from the Shire of Lillydale. Both derive their names from places in the Home Counties of England. Ringwood is a market town on the River Avon, in Hampshire; and Croydon, a city in Surrey.

The municipality is located partially in the Yarra Valley and also in the catchment area of the Dandenong Creek. To the east of Melbourne along the Yarra River, a different topography, of a narrower flood plain and a considerably better climatic regime with higher rainfall, created a landscape markedly different from that of the Yarra delta, closer to Melbourne. In contrast to the broad barren volcanic grassland plains closer to, and west of Melbourne, the land of Maroondah revealed a rich succession of plant communities across its slopes.¹ These aesthetic and climatic factors, and the shallower soils with basalt not far below the surface, which increased costs of building and providing services in Melbourne's west, led to the tendency to develop east of Melbourne, particularly in residential development.²

At the time of European settlement, three different language groups or peoples inhabited the region surrounding Port Phillip Bay. The Woiworung claimed the area drained by the Yarra River and its tributaries and comprised of five clans. It is believed that the land that now forms Maroondah was the home of the clan called the Wurundjeri-willam, who frequented the area along the river flats, the upper Yarra to its source, and a wide tract north along the eastern side of the Maribyrnong River to Mount William.³

Soon after European settlement, Maroondah was used initially by squatters to graze sheep and cattle, and cut firewood for Melbourne. By the second half of the nineteenth century the focus had shifted away from predominantly squatting, and farming in the district became more sophisticated and varied, with the commencement of orcharding and market gardening. It was also during this period, that mining and brickmaking were

¹ K.L. Marriott, *The Yarra Valley*, p 18.

² Granville Wilson and Peter Sands, *Building a City*, p 5.

³ Gary Presland, *Aboriginal Melbourne. The Lost Land of the Kulin People*, pp 36, 37, 39, 42-43.

established. The completion of the Melbourne to Lilydale railway in the 1880s, shifted the settlements of Brushy Creek (Croydon) and the original Ringwood township at East Ringwood closer to the line and its stations.

In the twentieth century, with improved transport to Melbourne, in the form of a fast and efficient rail service from Maroondah, better roads to the district and the increased ownership of the motor car, the locality evolved as a desirable residential area. People enjoyed the best of both worlds, commuting to Melbourne to work and shop, whilst living in a country environment. Many residential subdivisions were created at Croydon and Ringwood. At this time subdivisions of hobby farms and residential allotments were begun at North Ringwood and a township grew. Heathmont began to develop into a village after a railway station was opened in the locality in the mid 1920s.

Continued development after World War II transformed much of Maroondah from a cluster of country communities, to a suburb of Melbourne, and a major employment centre and retail hub of its eastern suburbs. Further residential development has occurred in other parts of the municipality in recent decades including Bayswater North, Croydon North and Croydon Hills.

Maroondah has evolved into a municipality with a population 94,000.⁴ It is predominantly residential, with established neighbourhoods around major transport routes. Today it offers its citizens a varied and balanced lifestyle, with an emphasis on the natural environment in its many parks and gardens, and close proximity to the Upper Yarra Valley and Dandenong Ranges, whilst containing an array of services, facilities and cultural life, which makes Maroondah an active and vibrant community.

⁴ Population in 1997. Maroondah City Council, *'97 Maroondah Community Guide*, not paginated.

C. Thematic and Contextual History of Urban Development in Maroondah

1. European Exploration

1.1 Prior to Permanent European Settlement of the Port Phillip District

The first known European sighting of Victoria was off Point Hicks, a little westward of Cape Howe, from the *Endeavour* by members of Captain James Cook's expedition in 1770.⁵ It was another 30 years before Victoria's coastline was explored, and more than another 30 years before permanent settlement was established in what became the Port Phillip District, prior to Victoria's separation from the Colony of New South Wales in 1851.

In 1803, Charles Grimes, Acting Surveyor-General of New South Wales, led a party which explored the environs of Port Phillip Bay.⁶ The previous year the bay had been entered by what is believed to be the first European vessel, under the command of Lieutenant John Murray.⁷ James Flemming of Grimes' expedition, makes the earliest known European observations of the Yarra Valley upstream of Dights Falls, describing the landscape as gently rising hills clothed with trees for ten or fifteen miles (16-24 kilometres).⁸

Descriptions by whalers and sealers, who had frequented Victoria's coastline from the turn of the nineteenth century, of the excellent pastoral land inland, and favourable reports of the district by explorers Hume and Hovell,⁹ after their overland expedition from Lake George in New South Wales to Port Phillip Bay in 1824-25, roused interest in Van Diemen's Land, leading to the illegal settlement of the Port Phillip District in the 1830s.¹⁰

1.2 Permanent European Settlement of the Port Phillip District and Maroondah

The first permanent settlement of the Port Phillip District was at Portland Bay by the Hentys in 1834. The following year John Batman's Port Phillip Association and another party led by John Pascoe Fawkner, settled at Port Phillip Bay, establishing bases on the banks of the Yarra River a few kilometres upstream from its mouth. This formed the nucleus of Melbourne, and from this settlement the surrounding country was opened up, leading to the establishment of cattle runs in the district now known as the City of

⁵ James Bonwick, *Port Phillip Settlement*, p 4.

⁶ James Bonwick, *Port Phillip Settlement*, p 7.

⁷ Richard Broome, *The Victorians: Arriving*, p 17.

⁸ John Shillinglaw, *Port Phillip, First Survey and Settlement of*, p 15.

⁹ Favourable reports by Hovell influenced the Government to establish a settlement at Westernport, in 1826 which failed, as had an earlier settlement near present day Sorrento in Port Phillip Bay in 1803-04. James Bonwick, *Port Phillip Settlement*, p 80.

¹⁰ John Batman had been a friend of Hamilton Hume. James Bonwick, *Port Phillip Settlement*, p 81.

Maroondah.

By mid 1836, eleven ships were ferrying people and sheep across Bass Strait from Van Diemen's Land, and the settlement on the Yarra River was populated by 177 Europeans. In an attempt to establish law and order in the district, Governor Richard Bourke of New South Wales sent Captain William Lonsdale in late 1836, as Police Magistrate.¹¹ Bourke also appointed three officers to man a Survey Office at Port Phillip.¹² Robert Russell took charge of the office, and was instructed that one of his office's first duties was to survey the length of the Yarra River.¹³ The following year, the Yarra was surveyed to Warrandyte. Surveyor William Wedge Darke records the land south of the river near Warrandyte, extending towards and through the present City of Maroondah as:

Rough ranges of hills of schistose formation (primary) wooded with stringy bark, and the more common forest trees affording tolerable grazing for cattle, particularly in the valleys.¹⁴

Further surveys of the Yarra River upstream of Warrandyte were completed by surveyor T H Nutt in 1839.¹⁵ In 1843, Darke completed a survey of the land between the Yarra and Westernport Bay, travelling through the Maroondah district between the Mullum Mullum and Dandenong Creeks.¹⁶

Much of the earliest exploration of the land in and around the City of Maroondah, can be credited to the first squatters of the locality. Darke's map of 1837, of the Yarra River upstream to Warrandyte, shows cattle runs and huts along its banks. It was not uncommon for government surveyors and explorers of the Port Phillip District to stumble across squatters, or evidence of their existence, during their exploration of the land. Major Thomas Mitchell during his expedition south-west from New South Wales to the southern coastline of Victoria in 1836 discovered the Henty settlement at Portland Bay, and also found bullock tracks near Middle Creek, west of Newstead. This was believed to be land previously unexplored by Europeans. By the time Darke had surveyed the Yarra River in 1837, much of the land south of it had been settled by squatters. Various routes were established such as the Yarra track (Maroondah Highway) which eventually became major traffic arteries.¹⁷

¹¹ Richard Broome, *The Victorians: Arriving*, p 20 & 22.

¹² Michael Cannon, *Historical Records of Victoria: Surveyors Problems and Achievements 1836-39*, p 1.

¹³ Michael Cannon, *Historical Records of Victoria: Surveyors Problems and Achievements 1836-39*, pp 2, 6-7.

¹⁴ Map titled 'Yarra Yarra, No. 1, Darke's Survey 1837', Loddon 25 Series, held at the Map Collection, State Library of Victoria.

¹⁵ Michael Cannon, *Historical Records of Victoria: Surveyors Problems and Achievements 1836-39*, p 366

¹⁶ Hugh Anderson, *Ringwood. Place of many Eagles*, pp 8-9.

¹⁷ Map titled 'Yarra Yarra, No. 1, Darke's Survey 1837', Loddon 25 Series, held at the Map

2. Aboriginal and European Contact

2.1 Conflict

Following the permanent European settlement of the Port Phillip District in the first half of the 19th Century, the district experienced a phenomenal pastoral expansion, through squatting, where Aboriginals and European pastoralists lived in close proximity to each other. The Aboriginals and Europeans of the Port Phillip District were soon in conflict: the Aboriginals attempting to resist the invasion of their lands, while the Europeans protected what they perceived to be their investment in stock and pasture. The result was often violence between both; and with little hope of counteracting European weapons and increasing numbers of settlers, the Aboriginals eventually lost their access to the land.

2.2 Imposing European Values

Aboriginal families continued to live in the district after European settlement, contributing to and actively participating in the development, and activities of the community.¹⁸ Aboriginals worked on the district's properties. Two Aboriginal men worked on Harry Connolly's Sylvan Dell horse racing track and stud at Croydon, as grooms in the early 1900s.¹⁹ It is also believed that an Aboriginal family resided in a timber cottage in Main Street, Croydon earlier, in the 1880s.

Despite their involvement in the community, they were still treated with disdain and disrespect by many. The Ringwood Carnival of 1909, featured a 'bush drama pageant' where the villains of the play is a group of Aborigines who surprise a group of European settlers, and 'King Wonga' abducts the settlers' daughter.²⁰

As recently as the 1960s and 70s, with over a century of Aboriginal contribution to the community, and residents in the community including the prominent Aboriginal singer, teacher and community leader Harold Blair,²¹ some members of the community still

Collection, State Library of Victoria. For the Yarra Track and Sawmill Road refer to Sections 5.3 & 6.2.1.

¹⁸ Refer to photograph titled Croydon Amateur Football Club 1934, in Muriel McGivern, *A History of Croydon*, vol. 2, p 277.

¹⁹ Muriel McGivern, *A History of Croydon*, vol. 2, pp 143 & 144.

²⁰ Muriel McGivern, *A History of Croydon*, vol. 1, p 53. Hugh Anderson, *Ringwood Place of many Eagles*, (1974 Edition), p 84.

²¹ Harold Blair was a resident of East Ringwood and a teacher at Ringwood Technical School in the 1970s. Alan T. Duncan (ed) *Australian Dictionary of Biography*, pp 193 & 194.

depicted Aborigines in a derogatory and condescending fashion, and their culture in a shallow light.²²

3. Settling

3.1 Squatters & Cattle Runs

Rapid pastoral expansion occurred in the Port Phillip District towards the end of the 1830s and again in the mid 1840s.²³ Governor Bourke's initial response to settlement of the Port Phillip District by squatters from Van Diemen's Land, was to declare their activities illegal. Six weeks later, Bourke sent a dispatch to Lord Glenelg admitting that it was impossible to stop the squatters, and suggested that they should, rather than insisting on Batman and others abandoning their undertakings; make the situation work to the Government's advantage by allowing settlement of the district under imposed reasonable conditions.

Bourke's argument for the expansion of settlement was accepted by Glenelg in 1836. Later that year, the Legislative Council passed what is commonly referred to as the Squatters' Act. Although it prevented the unauthorised occupation of Crown lands, its main purpose was to grant depasturing licences for grazing stock on vacant Crown land outside what had previously been the limits of settlement. The first of these licences was issued in the Port Phillip District in 1838.²⁴

The abstract descriptions of various runs' boundaries given in Government records, make it difficult to establish the extent of individual runs, their dates and by whom they were occupied. Early runs that are known to have existed in and around Maroondah include John Gardiner at Mooroolbark from 1837, Arundel Wright at Box Hill from 1838, Lewis (Louis?) Robinson²⁵ along the Mullum Mullum Creek downstream from Ringwood towards Warrandyte, date unknown; James Anderson at Warrandyte, from c1838 and Rob Bennett et al, at the Stringybark Forest run between the Mullum Mullum and Dandenong creeks, from 1840.²⁶

Accounts of many of these pioneering men and women, and of the people who visited

²² Muriel McGivern, *A History of Croydon*, vol. 1, pp 30, 48 & 54; vol. 2, pp 59, 162 & 266.

²³ J.M. Powell, in Robert Spreadborough and Hugh Anderson, *Victorian Squatters*, p xvi.

²⁴ Ibid.

²⁵ An old law memorial mentions a Louis Robinson owning land along the Deep Creek (Mullum Mullum) during the 1860s. Land Victoria, old law memorial No. 23776.

²⁶ R.V. Billis and A.S. Kenyan, *Pastoral Pioneers of Port Phillip*, pp 123, 209 & 283.
Hugh Anderson, *Ringwood. Place of many Eagles*, pp 4 & 5.

them, give a detailed insight in to the squatter's plight. Robert Dundas Murray, who visited Port Phillip in 1841, describes a bush hut of the period, 24 kilometres²⁷ from Melbourne:

The walls are constructed of that material known in the colony as "wattle and daub", or, in other words, a frame of wicker-work overspread with mud, and support (sic) a roof covered with rolls of bark which the wooden stretchers that press them down can scarcely keep them from resuming their original circular shape. Two or three windows, or port-holes, admit the light, while a huge, misshapen chimney of turf flanks one end of the dwelling in front, which, on the whole, may be considered as a pretty fair specimen of a bush hut.²⁸

The squatters and their wives who settled in and around Maroondah had come from a variety of backgrounds. Some were born in Australia,²⁹ whilst others had emigrated from Britain. The isolation that was felt by many was overwhelming, especially those who had emigrated. Penelope Selby arrived with her husband and children from England, and was living on the Dawson's run near Warrandyte in 1841. In a letter that year, she described a new neighbour living nine miles (14 kilometres) away.³⁰

In 1847, an Order-in-Council allowed squatters to either licence, or lease pastoral runs for fourteen years, at rentals determined by the carrying capacity of stock on the land. Squatters could also purchase up to 640 acres (259 hectares) of these runs, called homestead areas. At the end of the lease, the leaseholders would have a right to purchase the land and be compensated for any improvements they had made to it.³¹

Many squatters did not survive the drought and depression of the early 1840s. Both the Government and the squatters are acknowledged as responsible for the economic collapse, with an over-reliance on sheep farming by squatters as one of the primary causes. Lessons were learnt in the subsequent years, with many squatters improving the quality of their flocks, whilst others looked to new products and markets. Gardiner³² who had survived the hardship of the 1840s, left his run at Mooroolbark early in the 1850s, whilst other squatters, including the Turner family of the Stringybark Run and

²⁷ Hugh Anderson believes Murray is referring to the district around Ringwood. However, no mention is made in Murray's account of either the district they are in or what direction or route from Melbourne they have taken. Hugh Anderson, *Ringwood Place of many Eagles*, p 15. R.D. Murray, *A Summer at Port Phillip*, p 190.

²⁸ R.D. Murray, *A Summer At Port Phillip*, p 190 & 191.

²⁹ R.D. Murray, *A Summer at Port Phillip*, p 194.

³⁰ Penelope Selby, in Lucy Frost (ed), *No Place For A Nervous Lady. Expectations Sadly Blighted*, pp 155 & 159.

³¹ Tony Dingle, *The Victorians. Settling*, p 37.

³² In partnership for much of the time with William Fletcher and David Fletcher Gardiner. Parliament of New South Wales, *Port Phillip Government Gazette*, 1843-1850.

Lewis Robinson, went on to purchase freehold land in the district in the 1850s and 60s.³³

3.2 Government Surveys of Land and Crown Grants

After the Gold Rush the government attempted to prevent economic disaster by unlocking land, ending leases to squatters and throwing open wide areas for the small selector. The first of a series of acts was passed in 1860 (the Land Sales Act), concerning the sale and selection of Crown land in Victoria. Commencing with this act, three million acres (1,215,000 hectares) of country land was divided into surveyed allotments of between 80 and 640 acres (32 and 259 hectares) and proclaimed available for selection. Subsequent land acts of 1862, 1865 and 1869, resulted in the entire colony being opened up for selection.³⁴

Various conditions applied under each act as to how the land was to be purchased and paid for, the time-frame for purchase, and the improvements to be made to the property during that period. Later acts discontinued the practice of selectors obtaining immediate freehold title to land, and introduced a system where the land was leased for a period of between three and seven years. After the third year if improvements had been made to the property and the leaseholder had been living on the land, they were entitled to purchase it.³⁵

The first land was sold in Maroondah in 1854, with the sale of three lots, each of 640 acres (259 hectares), north of the Mullum Mullum Creek. Lots 23 & 24³⁶, Parish of Warrandyte, were sold to Charles Heape, and Lot 20 to the north of Heape's, was sold to Francis Cooke.³⁷ In 1856, smaller land purchases were made in Dorset Road, by Robert Laidlaw, 316 acres (128 hectares) and William Turner, 160 acres (64 hectares).³⁸

³³ Muriel McGivern, *A History of Croydon*, p 29. Land Victoria, Old Law Memorial No. 23776.

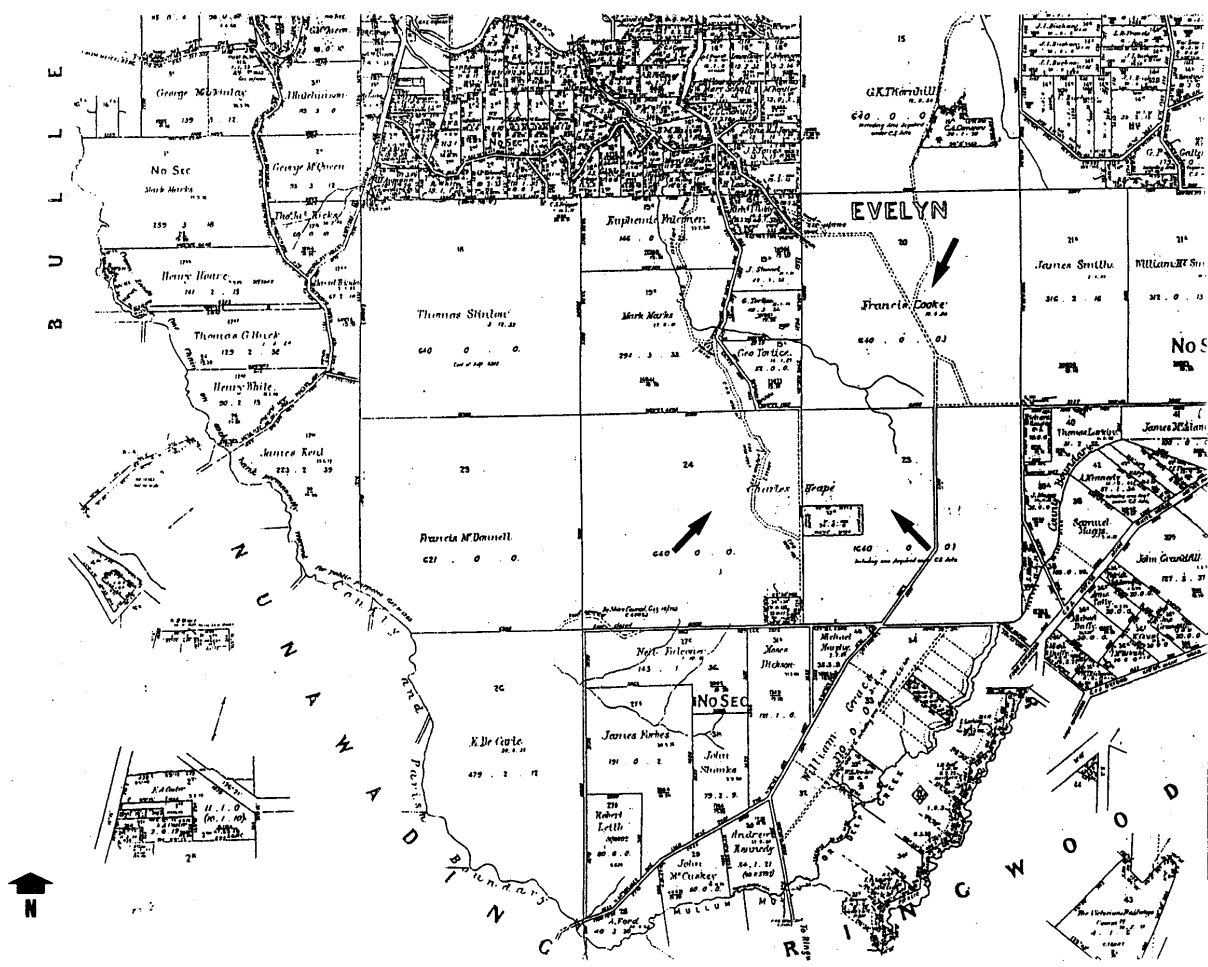
³⁴ Peter Cabena, Heather McRae and Elizabeth Bladin, *The Lands Manual. A Finding Guide to Victorian Lands Records 1836-1983*, p 3 & 4.

³⁵ Ibid.

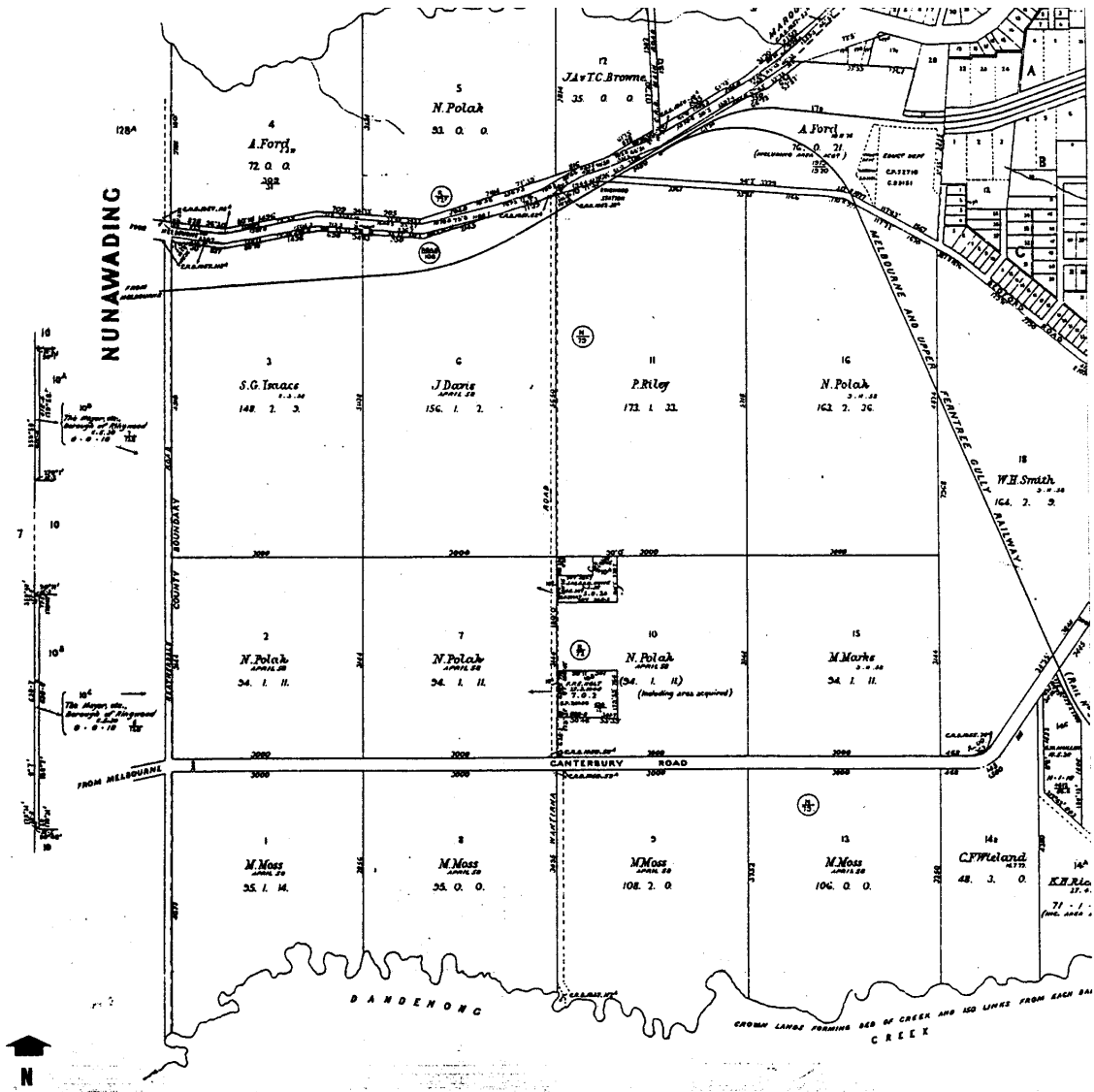
³⁶ The majority of Lot 24 is in the City of Manningham.

³⁷ Thomas Ham, map titled 'Plan of Locality. Shewing (sic) the whole line of route to the District from Melbourne by way of Nunawading and Bulleen' dated c1853. Land Victoria, 'Parish Plan of Ringwood', and 'Parish Plan of Warrandyte'.

³⁸ Muriel McGivern, *A History of Croydon*, vol. 1, map entitled 'Map of Original Land Grants. Croydon.', not paginated.



Illus. 1. Parish Plan showing the first Crown Grants in Maroondah. These are Lots 23 & 24 to Charles Heape and Lot 20 to Francis Cooke, alienated from the Crown in 1854 (Map Collection, State Library of Victoria).



Illus. 2. Parish Plan showing the series of Crown Grants of 1858, in the south-west corner of Maroondah, between the Dandenong Creek and the present day Maroondah Highway (Map Collection State Library of Victoria).

In 1858, most of the land bounded by Heatherdale Road, Maroondah Highway, the Ferntree Gully railway line and Dandenong Creek, was sold in lots of between 94 acres and 173 acres (38 hectares and 70 hectares). Some of the purchasers bought several lots, including N. Polak, 538 acres (217 hectares), M. Moss, 404 acres (163 hectares) and S. Isaacs, 148 acres (60 hectares).³⁹

The purchase of the land by Polak and Isaacs shows a departure from the purely Anglo-Celtic or Christian backgrounds of the district's squatters, and is representative of the change in ethnic mix in the Colony after the gold rush. Further Crown land was sold through the 1860s and 70s, but with the effect of the Land Boom and the building of the railway line, most Crown land was sold in the 1880s.⁴⁰

In 1866, the hamlet of Brushy Creek, on the Maroondah Highway, near the junction of Dorset and Exeter Roads, was surveyed by the Department of Lands and Survey. The majority of the land within its boundaries was then owned by the O'Rourke family.⁴¹ This hamlet developed to become Croydon. After the construction of the railway and the subsequent opening of the Croydon railway station, the population of Brushy Creek began to reduce. People moved nearer to the railway line.⁴²

Ringwood was surveyed and proclaimed a township in 1886. It was located around the present Maroondah City Council offices, in the area between Mount Dandenong Road and Maroondah Highway.⁴³ The township had been settled earlier following the discovery of antimony in 1869, and as with Brushy Creek, it began to move after the opening of the railway line, to a location further west on Whitehorse Road, near the station.

³⁹ Land Victoria, 'Parish Plan of Ringwood'.

⁴⁰ Land Victoria, 'Parish Plan of Ringwood'. Muriel McGivern, *A History of Croydon*, vol. 1, map entitled 'Map of Original Land Grants. Croydon', not paginated.

⁴¹ Brushy Creek is believed to have existed in the 1850s, with a hotel, store and blacksmiths. Muriel McGivern, *A History of Croydon*, vol. 3, p 256. Department of Lands & Survey, map titled 'Hamlet of Brushy Creek'.

⁴² Muriel McGivern, *A History of Croydon*, vol. 3, p 201.

⁴³ Parliament of Victoria, *Victorian Government Gazette*, 1886, Vol. 1, p 1344.

4. Exploiting Natural Resources & Developing Primary Production

4.1 Timber and Firewood

By the 1860s, most of the dense stringybark and messmate forests of Maroondah had been cleared,⁴⁴ to provide timber for building and firewood for the growing metropolis of Melbourne. Timber cutters also helped to clear the land for later pastoral settlement. As early as 1841, the Yarra Valley upstream of Heidelberg was noted for its expansive tracts of forest. Robert Murray observed:

wherever the axe is bid to pause, there the primeval forest rises to view, showing a front of dark foliage, which, as far as the horizon extends, wraps the hill and valley in its gloom. Amid this boundless expanse of tree tops, you look in vain for crags and peaks to shoot up from the various mountain ranges that are seen in the distance. If there be any such, they are lost to sight among the unbroken wood that climbs their steepest acclivities, and shows every summit no less than the plains at their feet.⁴⁵

Most timber was transported to Melbourne by bullock teams. After the opening of the railway, timber and firewood was sent to Melbourne by train. A yard at Croydon station was used by the Victorian Railways to have firewood from the Dandenong Ranges and Wonga Park stored, and when dry, it was sent to Melbourne and elsewhere in the State.⁴⁶

Timber was also milled in the district. In 1857, N.M. Bickford, whilst surveying parts of the parishes of Ringwood and Scoresby, named a road leading from the Melbourne to Lillydale Road at Ringwood, Sawmill Road (later renamed Oxford Road, and then Mount Dandenong Road).⁴⁷ Timber mills continued to operate in Ringwood until World War II.⁴⁸

4.2 Early Land Selectors

The yeoman farmers, who selected land in the 1850s-70s, learnt from the disastrous experience of the squatters of the previous generation, with their over-reliance on sheep. Therefore, many of the new selectors' farms involved cultivation of crops, as well as cattle (beef and dairy) and sheep-grazing. Initially these crops included maize, wheat,

⁴⁴ G.W. Robinson, in *Victorian Naturalist*, 8/6/1911, referred to in Hugh Anderson, *Ringwood. Place of many Eagles*, p 14.

⁴⁵ R.D. Murray, *A Summer at Port Phillip*, p 14.

⁴⁶ Muriel McGivern, *A History of Croydon*, vol. 1, p 54.

⁴⁷ Muriel McGivern, *A History of Croydon*, vol. 1, p 7.

⁴⁸ Arnall & Jackson, *Victorian Municipal Directory*, 1945, p 535.

oats, barley, potatoes and onions. By the mid 1860s, fruit-growing had commenced.⁴⁹

4.3 Orchards and Market Gardening

As early as the 1840s, it had been discovered that the Yarra Valley's fertile soil made fruit and vegetables thrive. Victoria's fruit industry continued to develop, and by the end of the nineteenth century, it was known in England for fruit of excellent quality in flavour, appearance and size, surpassing that of normal produce from any other nation.⁵⁰ It was also around this time that Ringwood became a major centre in the state supplying the cut flower trade in Melbourne.

It was during this period that Croydon and Ringwood established their names as two of the colony's finest fruit-growing districts. Descriptions of the area at this time mention apple, plum, pear and cherry trees, and berry growing. A property run by Philip Kitchen in Croydon was noted for growing gooseberries, currants and raspberries; fruits not known to thrive around Melbourne.⁵¹

Vegetables were also grown in the district. George Parker took up a land grant in 1882, of 20 hectares in Bayswater Road, Croydon. In addition to running an orchard producing cherries, peaches, plums, apples and pears; he also grew peas.⁵² Most orchards and farms in the district were run by small landowners, although others, such as Oak Park Farm in Croydon, owned by J.S. Hosie, operated as a hobby farm on 170 hectares, of which three hectares supplied fruit to his hotel in Melbourne.⁵³

Cool stores were built to enable orchardists to market their fruit for longer periods and export it to overseas markets when the northern hemisphere was short of fresh fruit. The first Government cool store opened in Flinders Street, Melbourne, in 1891. Between 1905-1914, the State Government constructed another five cool stores around Melbourne, each with a 10,000 case capacity. They were built at Ringwood, East Burwood, Diamond Creek, Doncaster and Tyabb.

The opening of a Government cool store at Ringwood in 1911, represents the district's importance in the State's fruit and vegetable production. By 1917, two-thirds of Victoria's orchards were located in the counties of Evelyn, Bourke, Mornington, Grant and Buln

⁴⁹ Hugh Anderson, *Ringwood. Place of many Eagles*, p 24-37. Muriel McGivern, *A History of Croydon*, vol. 1, p 4.

⁵⁰ L. Shaw, *She's Apples: A History of Fruit Tree Nurseries, Orchards & Cool Stores 1853-1994*, p 2.

⁵¹ A.H. Massina, *The Visitors' Guide to the Upper Yarra and Fern Tree Gully*, p 15 & 17.

⁵² Land Victoria, parish plan titled 'Ringwood. County of Mornington', dated 1957. Muriel McGivern, *A History of Croydon*, vol. 1, p 64.

⁵³ Hosie's Hotel, is still trading on the north-west corner of Flinders and Elizabeth Street, Melbourne. A.H. Massina, *The Visitors' Guide to the Upper Yarra and Fern Tree Gully*, p 80.

Buln. In the following decade, Ringwood had 1,215 hectares of orchards.⁵⁴ In 1915, an Act of Parliament was passed, enabling long-term financial assistance for growers to build their own co-operative cool stores, and handing over the five Government cool stores to local growers to run as co-operatives.⁵⁵ Croydon's cool store opened in 1918, at the north end of Main Street. It was purchased from the State Government in 1950, and became a co-operative. Both Croydon's and Ringwood's co-operatives were running up to the 1960s.⁵⁶ Maroondah's last orchard was razed in 1998.⁵⁷

4.4 Antimony and Gold Mining

In 1864, antimony⁵⁸ had been discovered at Anderson's Creek (Warrantdyte).⁵⁹ It was discovered in Ringwood in 1869, whilst road metal was being extracted, in a location described as "the top of a rise west of the road between Lilydale to Melbourne".⁶⁰ This was the largest of two veins discovered in the district, the second vein of antimony crossed below the road 70 metres from the larger vein.⁶¹

Although the mineral was present in numerous parts of Victoria, it was only mined at Costerfield, near Heathcote; when it was discovered at Ringwood. Great importance was attached to the discovery in the district, and it was anticipated that large quantities of antimony would be ready for export the following year.⁶² During 1869, nine searching licenses were issued in Ringwood and Warrantdyte, and in the first year of mining operations, 101 tonnes were extracted, equivalent to one-sixth of the quantity produced at the more established mines at Costerfield.⁶³

⁵⁴ Arnall & Jackson, *Victorian Municipal Directory*, 1926, p 371.

⁵⁵ L. Shaw, *She's apples: A History of Fruit Tree, Nurseries, Orchards & Cool Stores 1853-1994*, p 5.

⁵⁶ Hugh Anderson, *Ringwood. Place of many Eagles*, p 90. Muriel McGivern, *A History of Croydon*, vol. 2, p 269.

⁵⁷ Simon Skinner, Strategic Planner, Maroondah City Council, believes the municipality's last orchard was bulldozed at this time. Frances O'Neill pers com to study's consultants 13 June 2001.

⁵⁸ Antimony is a brittle silvery-white metal element used in alloys, particularly Britannia metal and is also used in printers' type and as an alloy for battery plates, bearing metals and lead shot. Antimony is an alloy of tin and copper. P.W. Crohn, 'Review of Metals and Minerals produced in Victoria', *Mining and Geological Journal*, vol. 4, no. 4, September 1951.

⁵⁹ Department of Mines, 'Mineral Statistics of Victoria for the year 1864', p 37.

⁶⁰ Possibly the site of the current Maroondah Civic Centre in Braeside Avenue.

⁶¹ Department of Mines, 'Mineral Statistics of Victoria for the year 1869', p 46 & 54.

⁶² Department of Mines, 'Mineral Statistics of Victoria for the year 1869', p 46.

⁶³ Department of Mines, 'Mineral Statistics of Victoria for the year 1869', p 46.

Several mines began operation in Ringwood from the 1870s. The Ringwood Antimony Mining Company was the first mine to operate and continued under several changes of ownership and name until 1894. A part-owner of the mine was Dr Anthony Brownless, Chancellor of the University of Melbourne, from 1887-1897.⁶⁴ Bright's mine was situated in a v-shaped area along the road reserves of Maroondah Highway and Mount Dandenong Road, and operated from 1871. Its shareholders included at one stage, David Mitchell, building contractor and father of singer Dame Nellie Melba.⁶⁵

In 1875, one of the mines operating at Ringwood employed thirty men and six boys.⁶⁶ Antimony mining commenced in Nunawading by 1877, and production there soon eclipsed Ringwood's. A lull in mining the ore at Ringwood occurred between the late 1870s and early 1880s. In 1878, Nunawading produced 945 tonnes and Ringwood only 445 tonnes.⁶⁷

By 1882, three companies, the New Ringwood Antimony Mining Company, the Ringwood Consols Company and the Ringwood Company (also called Boardman's) were again producing rich ore.⁶⁸ The following year, three of the district's mines had shifted their production away from antimony to gold mining.⁶⁹ The Ringwood Antimony Tribute Company suspended work and re-organised the company to extract gold, which it had discovered at its mine.⁷⁰ The New Ringwood Company and the Ringwood Antimony Mining Company's operations for the year 1883, are described as "working chiefly for gold".⁷¹

The New Ringwood Antimony Tribute Company had a 15 year gold mining lease in 1884, on 35 hectares of land at Ringwood. Other antimony leases for the same period include Boardman's, Hodgson's (Bright's mine) and the New Ringwood Antimony Tribute Company.⁷² In 1883, Hodgson's mine was attempting to extract gold and the New Ringwood Antimony Tribute Company was in the process of erecting a small battery to crush the rich quartz and extract gold from the large quantities of mixed stone.⁷³ A lease

⁶⁴ Hugh Anderson, *Ringwood. Place of many Eagles*, pp 44-50.

⁶⁵ Hugh Anderson, *Ringwood. Place of many Eagles*, pp 48-50.

⁶⁶ Department of Mines, 'Mineral Statistics of Victoria for the year 1875, p 49.

⁶⁷ Department of Mines, 'Mineral Statistics', 1877, p 50 & 1878, p 49.

⁶⁸ Department of Mines, 'Mineral Statistics', 1881, p 50 & 1882, p 51.

⁶⁹ Department of Mines, 'Mineral Statistics', 1883, p 51.

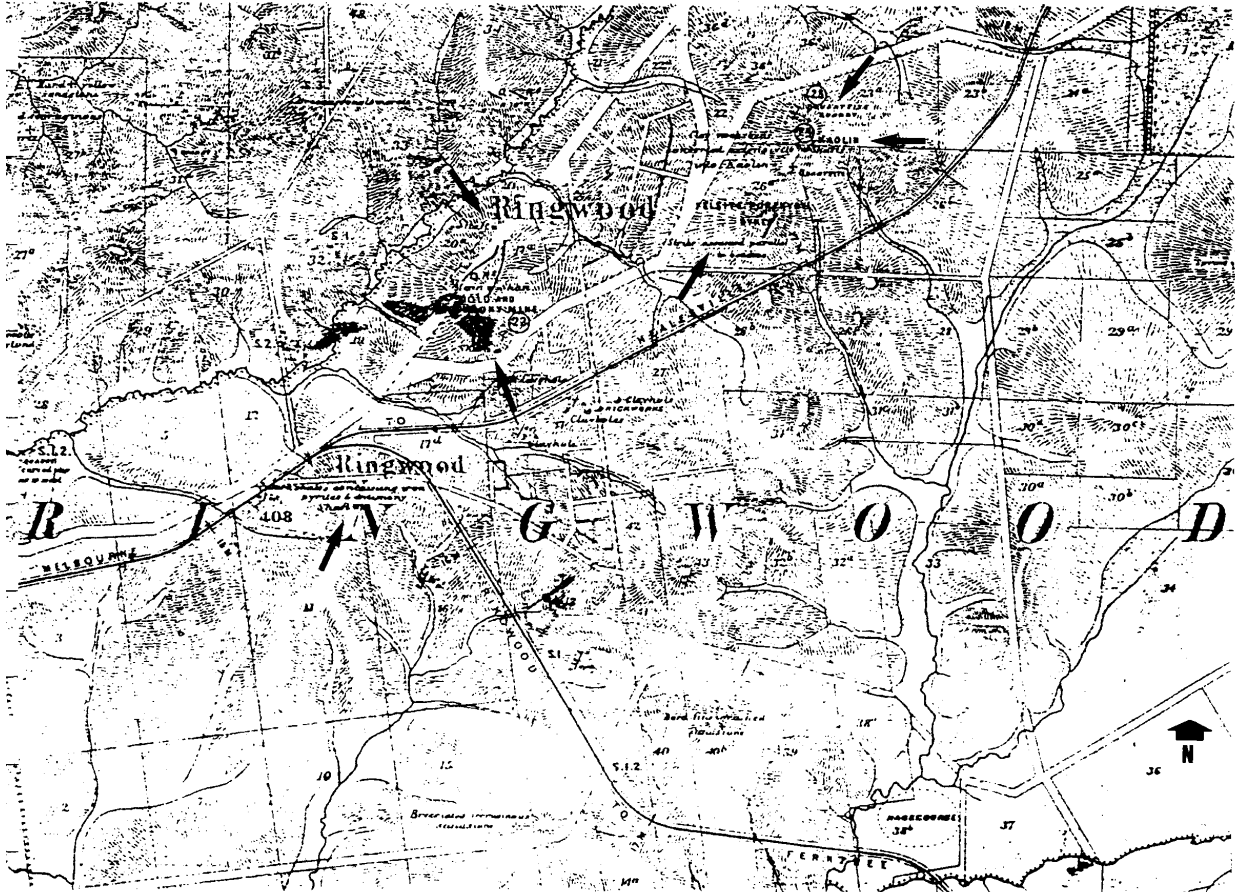
⁷⁰ Department of Mines, 'Mineral Statistics', 1883, p 51.

⁷¹ Department of Mines, 'Mineral Statistics', 1883, p 51.

⁷² Department of Mines, 'Mineral Statistics', 1884, pp 44 & 52.

⁷³ *Mining Chronicle*, 3/4/1883 & 10/7/1883.

also existed during this period for a Kaolin mine.⁷⁴



Illus. 3. Part of a Geological Survey map of Maroondah. Arrows show the location of antimony mine shafts, clay pits and a kaolin shaft, towards the end of the nineteenth century (Map Collection, State Library of Victoria).

The reason for the shift towards gold mining, apart from the metal's higher value, was a fall in antimony prices from the early 1880s,⁷⁵ resulting in no antimony being mined in

⁷⁴ Kaolin is a fine white clay used for porcelain. A kaolin shaft is shown on the Geological Survey of Victoria map of the district, south of Mount Dandenong Road, half way between Croydon and Ringwood. Further research is needed to ascertain whether this and the mine operated by Wallace are the same. Department of Mines, 'Mineral Statistics', 1884, pp 44 & 52. 'Geological Survey of Victoria' map of Ringwood, not dated, held by the Map Collection, State Library of Victoria.

⁷⁵ Department of Mines, 'Mineral Statistics', 1883, p 51.

Victoria in 1885.⁷⁶ The amount of gold extracted at Ringwood, is not yet known. Mining for antimony and gold, are believed to have ceased by the Depression of the 1890s,⁷⁷ although the *Victorian Municipal Directory* of 1901, mentions the presence of antimony mines at Ringwood. An attempt to recommence antimony mining at Ringwood in 1920, was unsuccessful. One area of abandoned mines was designated a reserve in 1929.⁷⁸

Seven shafts that were still visible in 1936, were filled and covered, and one fenced and used as a garbage dump. The Maroondah Civic Centre now occupies part of the mines area.⁷⁹

5. Building Settlements

5.1 Establishing Administrative Structures & Authorities

5.1.1 District Roads Boards and Councils

Melbourne city's first municipal council was established to provide the new settlement with services, to meet the demands of citizens for not only bridges, roads and streets, but a police force, military barracks, health officer and hospital, court house, sewers, and strategically, for delegation of more power from the Governor in Sydney to the Superintendent at Port Phillip.⁸⁰

In contrast, rural local government was concerned with road transport from their districts to Melbourne and the markets where they sold their produce. Apart from a few government roads, early settlers of rural districts were required to clear tracks themselves. The Parish Roads Act 1833 (New South Wales) empowered the Governor to determine which roads should be maintained at public expense and other roads to be maintained by the parishes through which they ran. Bernard Barrett, identifies this Act as a milestone in the development of local government in Australia.⁸¹

The Berwick Road District was formed in 1862, under an earlier Act passed for the improvement of roads within the Colony of Victoria. The following year the boundaries of

⁷⁶ Department of Mines, 'Mineral Statistics', 1885, p 11.

⁷⁷ Hugh Anderson, *Ringwood. Place of many Eagles*, p 50.

⁷⁸ Further research is required to establish the exact location of these mine shafts.

⁷⁹ Hugh Anderson, *Ringwood. Place of many Eagles*, pp 50 & 51 and plaque.

⁸⁰ B. Barrett, *The Civic Frontier*, pp 19 & 33.

⁸¹ B. Barrett, *The Civic Frontier*, pp 33, 34 & 35.

the Berwick Road District were redefined to include the Parishes of Ringwood and Scoresby. The Parish of Ringwood was severed in 1871, from what had become the Shire of Berwick three years earlier, and became part of the Upper Yarra Road District. This later became the Shire of Lillydale.⁸²

In 1924, Ringwood was severed from the Shire of Lillydale and proclaimed a Borough. At the time of severance, it encompassed 2,246 hectares, and a population of 4,000 people, living in 1,053 dwellings. Croydon, which provided forty percent of the Shire of Lillydale's income, yet was served by only twenty-five percent of the Shire's councillors, was severed from the Shire in 1961, and proclaimed the Shire of Croydon.⁸³ Ringwood was proclaimed a city in 1960, and Croydon in 1971.⁸⁴ On 15 December, 1994, the Cities of Croydon and Ringwood, and the adjoining suburbs of Ringwood North, formerly in the City of Doncaster and Templestowe, and part of Kilsyth South, formerly in the Shire of Lillydale, were amalgamated to form the City of Maroondah.⁸⁵

5.1.2 Law and Order - Establishing Police and Courts

The Victoria Police was formed in 1853 to maintain law and order within the colony. Prior to its establishment, several individual forces, including the City Police, Geelong Police, Goldfields Police and the Water Police administered this task in the Port Phillip District, and for a short period in Victoria.⁸⁶

The first police station was established in Maroondah on 2 February 1888, in a rented building at 32 Mount Dandenong Road, Ringwood. Prior to this, the closest police station had been at Anderson's Creek (Warrandyte). The Victoria Police occupied several sites in the town before relocating to Ringwood Street in 1961. The following year the Ringwood Magistrates' Court opened in a court house built behind the police station. The first sitting of the Ringwood Magistrates' Court (Court of Petty Sessions) was in 1933, in a local hall.⁸⁷ A temporary police station opened at Croydon in January 1921, closing in April of the same year, and a permanent station opened in 1924.⁸⁸ Both Police stations and the Ringwood Magistrates' Court are still in operation.

⁸² H. Anderson, *Ringwood. Place of many Eagles*, pp 16 & 17.

⁸³ Muriel McGivern, *A History of Croydon*, pp 74 & 90.

⁸⁴ Hugh Anderson, *Ringwood. A Place of many Eagles*, p 211. Muriel McGivern, *A History of Croydon*, vol 3, p 18.

⁸⁵ Maroondah City Council, *97 Maroondah Community Guide*, no page number.

⁸⁶ Victoria Police Management Services Bureau, *Police in Victoria 1836-1980*, p 7.

⁸⁷ Hugh Anderson, *Ringwood. Place of many Eagles*, pp 68, 69, 141 & 142.

⁸⁸ Martin Powell of the Police Historical Unit, telephone interview with Peter Barrett on the 24 March 1999.

5.2 Utilities

5.2.1 Electricity

Electrical supply in Melbourne began in 1880 to a select number of consumers, and during the 1890s supply became available to houses in the inner suburbs.⁸⁹ The supply of electricity within the metropolitan area was well advanced, before distribution was extended to the country, and then it commenced only with settlements close to Melbourne.⁹⁰ In 1915, Ringwood and Croydon were connected to electricity, when the Lillydale Shire Council began purchasing power from the Nunawading Shire Council, which had been connected earlier to the Melbourne Electrical Supply Company grid.⁹¹

In 1919, the State Electricity Commission of Victoria was formed, and a combination of both the Commission and the Melbourne Electrical Supply Company supplied the district's electricity until the early 1920s.⁹² A major responsibility of the SECV on its establishment was the construction of transmission lines, creating an electrical grid servicing Victoria. By 1924, a 132,000 volt transmission line was built by the Commission, connecting Melbourne with the generator at Yallourn. The route of this transmission line passes from north to south through Maroondah, east of Heatherdale Road; continuing in an arc around metropolitan Melbourne to Yarraville. A sub-trunk transmission line of 22,000 volts extending from Mornington to Thomastown, through Ringwood; was built adjacent to the larger line during the same period.⁹³

Ringwood emerged as an important part of the SECV's system during the 1920s. In 1924-25, an outdoor transformer station was constructed. The completion of this, and similar stations at Preston and Sunshine, with the construction of a sub-station in Collingwood, enabled the SECV to make bulk supplies of electricity available to the metropolitan area. Two further transmission lines were built from the Ringwood transformer station at this time, to Lilydale in 1922 and the Ferntree Gully and Belgrave area in 1926, connecting these areas to the Commission's grid.⁹⁴

⁸⁹ A Smith, 'The Development of the Metropolitan Distribution System (Eastern Portion) 1900-1950', p 5.

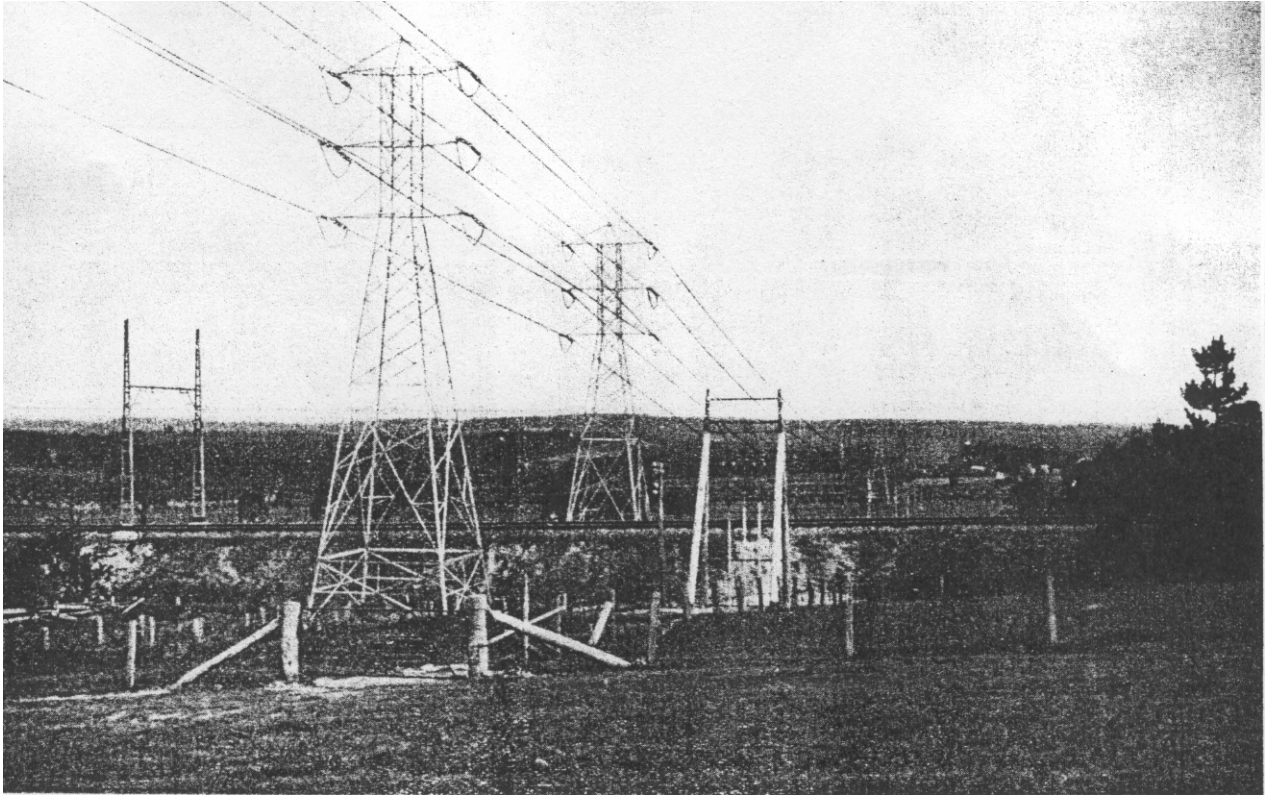
⁹⁰ Gerald B. Lincolne, 'Electricity Supply in Victoria', p 1.

⁹¹ Gerald B. Lincolne, 'Electricity Supply in Victoria', p 210.

⁹² The Melbourne Electrical Supply Company was nationalised and its operations incorporated in to the SECV in 1930. Gerald B. Lincolne, 'Electricity Supply in Victoria', p 25. State Electricity Commission of Victoria, 'Annual Report', financial year ended 1923.

⁹³ State Electricity Commission of Victoria, map titled 'No. O.M.834 Section No. O.M.22'.

⁹⁴ State Electricity Commission of Victoria, 'Annual Report', financial year ended 1923, 1925 & 1926.



Illus. 4. The Yallourn to Melbourne electricity transmission line, where it crosses the Lilydale railway line near Heatherdale Road, c1924 (SECV Annual Report 1925).

5.2.2 Gas Reticulation

The completion in 1960-61 of the Lower Dandenongs' Gas Project, connected Croydon and Ringwood to the state's gas reticulation system. At the time of its construction, it was the most ambitious extension yet undertaken to the Corporation's system, and required the laying of 47.5 kilometres of mains. The project encompassed an area from Lilydale to Ferntree Gully, and was designed to make gas available to a future growth area of Melbourne.⁹⁵

5.2.3 Water Reticulation

The connection of Maroondah to Melbourne's reticulated water system in the 1920s, is a result of the completion of the O'Shannassy and Upper Yarra systems, constructed by the Melbourne and Metropolitan Board of Works. The system was a response by the MMBW to the increase in population in Melbourne's east and south-east, and to provide this part of the metropolitan area with an adequate water supply.

⁹⁵ Gas & Fuel Corporation of Victoria, 'Annual Report', 1959-60 & 1960-61.

The O'Shannassy River feeds into the Yarra River 13 kilometres upstream of Warburton. In 1914 the river was diverted a short distance before it meets the Yarra, into a weir, and from there a combination of an aqueduct and pipeline delivers the water to a series of reservoirs at Olinda, Mitcham and Surrey Hills. The path of the pipeline traverses Maroondah above and below ground with 863 and 914mm diameter steel pipes, forming part of the 76 kilometre pipeline.

Local contractors collected the pipes from points along the railway line and delivered them to the site of the pipeline for the MMBW to lay.⁹⁶ At the time of opening, the system could supply 90,000 litres of water a day.⁹⁷ In later years the system was enlarged and an equalising reservoir was constructed in the 1920s. The O'Shannassy system is a cost-effective solution to providing the metropolitan area with water at good pressure, without costly pumping.⁹⁸

It was from this pipeline that Maroondah received its first reticulated water supply, commencing in Croydon in 1920, and the following year in Ringwood. The supply was arranged by the Lillydale Shire Council.⁹⁹ Reticulated water was unavailable in North Ringwood until World War II, when a water supply commenced from a reservoir on the property Pinemont, formerly owned by Anthony Loughnan.¹⁰⁰

5.2.4 Sewerage

Councils outside the area serviced by the Board were responsible for providing their own water and sewerage. In the 1920s, the MMBW was in charge of providing water and sewerage to an area within a radius of 20.8 kilometres from the city.¹⁰¹ Maroondah fell outside this area. This hampered the district obtaining a sewerage system. In 1925, a nightsoil depot on the north-east corner of Heatherdale and Canterbury roads was purchased by the Council as a site on which to construct a treatment plant. Like many previous and later schemes, the plant did not eventuate.¹⁰²

⁹⁶ Muriel McGivern, *A History of Croydon*, vol. 1, p 41.

⁹⁷ George A. Gibbs, *Water Supply and Sewerage Systems of the M.M.B.W.*, pp 27-29.

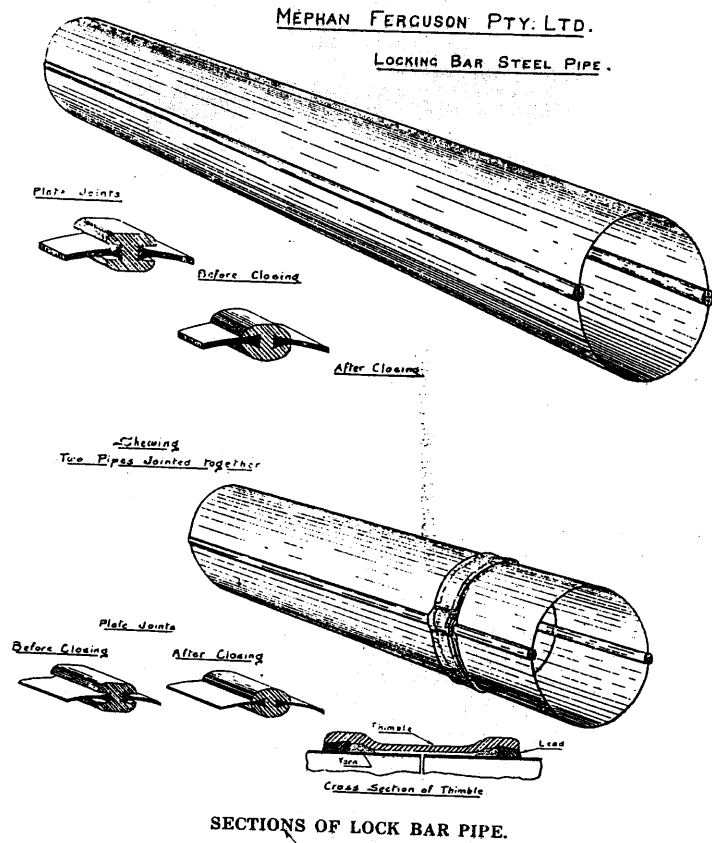
⁹⁸ Tony Dingle and Carolyn Rasmussen, *Vital Connections. Melbourne and its Board of Works 1891-1991*, pp 116 & 134.

⁹⁹ Muriel McGivern, *A History of Croydon*, vol. 1, p 41.

¹⁰⁰ Arnall & Jackson, *Victorian Municipal Directory*, 1945, pp 535 & 536. Hugh Anderson, *Ringwood. Place of many Eagles*, pp 36 & 183.

¹⁰¹ Hugh Anderson, *Ringwood. Place of many Eagles*, p 187.

¹⁰² Hugh Anderson, *Ringwood. Place of many Eagles*, p 187.



Illus. 5. Pipes used on the O'Shannassy System pipeline, which traverse Maroondah (George A. Gibbs, *Water Supply and Sewerage Systems of the MMBW*).

The Melbourne Metropolitan Planning Scheme of 1954, included Ringwood within the Board's responsibility,¹⁰³ although Croydon was not incorporated into the scheme until 1987. In 1964, a house in Sherbrook Avenue, was the first in Ringwood connected to the MMBW's sewerage system. The Board took over the responsibility of sewerage the Dandenong Valley, including Croydon in 1971, and began constructing the Dandenong Valley Trunk Sewer. This project connected both Croydon and Ringwood to the South-Eastern Sewerage system and its purification plant at Carrum.¹⁰⁴

¹⁰³ Melbourne & Metropolitan Board of Works map titled 'Melbourne Metropolitan Planning Scheme 1954. Key Map of Main Roads'.

¹⁰⁴ Hugh Anderson, *Ringwood. Place of many Eagles*, pp 187-8. Muriel McGivern, *A History of Croydon*, vol. 3, p 267. Tony Dingle and Carolyn Rasmussen, *Vital Connections*, pp 300-306.

5.3 Post & Telecommunications

Prior to completion of the railway line, all mail was delivered to Maroondah by coach and horseback. The opening of the first post office in Maroondah, at Ringwood in 1875, coincides with commencement of a Cobb & Co. service through the District, along the Lillydale Track (Maroondah Highway), the previous year.¹⁰⁵ Mail for Croydon is believed to have been dropped off daily by the service at a store near the present corner of Croydon Road and the Maroondah Highway.¹⁰⁶ Two limited postal services possibly ran through Maroondah as early as 1865. A Post Office Department report of the period describes them as:

to and from Melbourne and Wood's Point, by way of the Yarra track and Matlock, three days a week

and:

To and from Kew and Lillydale by way of Box Hill, Doncaster and Warrandyte..¹⁰⁷

This last route after leaving Warrandyte continued on to Brushy Creek, before finishing at Lilydale.¹⁰⁸

Croydon's first post office opened in 1885, at Croydon Railway Station. The advantage of the post office operating from the station was its access to the railway's telegraph circuit, as a post office telegraph line was yet to open through the district. Similarly, Ringwood's initial telegraph service was operated from the railway station, and commenced with the opening of the Lilydale line in 1882 . Other services provided by the unofficial post offices included money orders, and agencies of the Post Office Savings Bank.¹⁰⁹ The district's first official Post Office opened at Ringwood in 1913, on the corner of Whitehorse Road and Ringwood Street.¹¹⁰

A telephone exchange opened at Ringwood in 1912, and by 1922, an exchange was operating at Croydon, with 27 subscribers. Those who were fortunate enough to have a telephone, were provided with a limited service, when compared with today's standards and technology. It was not uncommon for country telephone exchanges in the early years to be closed on Wednesday afternoons, lunch times and in the evenings. An all-night exchange did not commence in Ringwood until 1939,¹¹¹ and Croydon residents

¹⁰⁵ Post Office and Telegraph Department, 'Report of Post Office and Telegraph Department for the year 1875', p 5. Hugh Anderson, *Ringwood. Place of many Eagles*, p 12, 13 & 120.

¹⁰⁶ Muriel McGivern, *A History of Croydon*, vol. 1, p 25.

¹⁰⁷ Post Office Department Victoria, 'Report on the Post Office Department' 31/12/1865', p 31 & 32.

¹⁰⁸ Muriel McGivern, *A History of Croydon*, vol. 2, p. 34.

¹⁰⁹ Post Office and Telegraph Department, 'Report upon the Affairs of the Post Office and Telegraph Department', 1882 & 1885'.

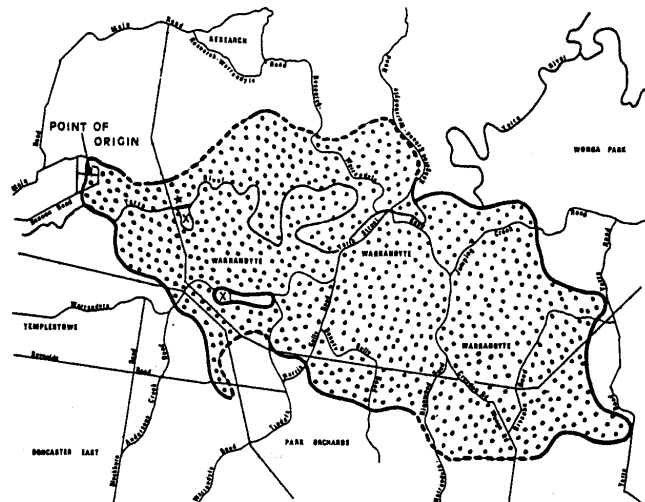
¹¹⁰ Hugh Anderson, *Ringwood. Place of many Eagles*, p 121.

¹¹¹ Hugh Anderson, *Ringwood. Place of many Eagles*, p 121. Commonwealth of Australia, 'Victorian

were still required until 1960, to place trunk calls when telephoning Melbourne. In 1977, the Croydon Telephone District was established, servicing an area with a population of 180,000 people.¹¹²

5.4 Fire Brigade

Fire and its devastating toll on life and property has always been of prime concern to rural communities in Victoria. Until 1925, Maroondah's nearest fire brigade was at Box Hill.¹¹³ In that year, the Metropolitan Fire Brigade recommended that its area of responsibility be extended to include Blackburn, Tunstall (East Doncaster), Doncaster, Mitcham, Croydon and Ringwood. In 1926, a temporary fire station opened in a fibrous-cement lined garage, behind the town hall and was replaced by a brick fire station further west on Maroondah Highway in 1930. The former Sunshine Fire Station was relocated to Railway Avenue, Croydon in 1929, and operated as a reel house.¹¹⁴



Illus. 8. The extent of the 1939 fires in the Warrandyte, Ringwood North and Croydon Hills areas (Bruce Bence, *Fire. The Story of a Community's Fight Against Fire*).

Telephone Exchanges, March 1922'.

¹¹² Muriel McGivern, *A History of Croydon*, vol. 3, p 267.

¹¹³ Hugh Anderson, *Ringwood. Place of many Eagles*, p 146.

¹¹⁴ Sally White, *Life Under the Bells. A history of the Metropolitan Fire Brigade, Melbourne 1891-1991*, pp 92, 93, 109 & 110.

The bushfires of January 1939 were one of the greatest natural disasters in Australia's history. Fires blazed around Portland, the Otways, the Grampians and across an area from Warrandyte to the border of New South Wales and Victoria. The Warrandyte fire began in Eltham and spread east through most of Warrandyte and Wonga Park, as far as Yarra Road, and south to Plymouth Road. Property was damaged and lost to the fire in Ringwood North and Croydon Hills.¹¹⁵ Despite the evident vulnerability of Maroondah to fire, the Ringwood Fire Station remained manned only by part-time volunteers until 1950, when permanent paid firemen were employed by the Brigade at the station.¹¹⁶

5.5 Establishing Civic Institutions

5.5.1 Mechanics' Institutes and Libraries

Mechanics' Institutes were predecessors of today's community centres, adult education, government secondary schools, TAFE colleges and free local libraries. Often with the support of government subsidies, they were established for the benefit of the working-class (mechanics, tradesmen or artisans). Support also relied upon the middle-class, which often led to tension. They offered a venue for public debate and entertainment. Collectively, Mechanics' Institutes contributed to Australia's colonial and early post-Federation social, cultural, educational, intellectual and environmental landscape. Mechanics' Institutes had opened in the United Kingdom in the early 1820s, derived from literary and philosophical societies of the late 18th Century, the expansion of science culture in the early nineteenth century and the radical mobilisation of the working classes, due to political changes in Britain through the Great Reform Bill (1832).¹¹⁷

The first Mechanics' Institute in Australia opened in Hobart in 1827, and in Melbourne the Port Phillip Mechanics' Institute was operating in 1839. Between 1870 and 1890, over 300 were established in Victoria.¹¹⁸ The form of the buildings varied from small gable-roofed timber halls, to large and grand brick buildings. Often the halls' size and style was determined by the wealth of the community they were intended to serve. In 1909, the Lillydale Council arranged for a loan to finance construction of Mechanics' Institute halls at Ringwood and Croydon.¹¹⁹ Croydon's Mechanics' Institute is now called the Croydon Hall and is still used by the community. Council-operated free lending

¹¹⁵ W.S. Noble, *Ordeal by Fire. The Week a State Burned-Up*. Bruce Bence, *Fire: The story of a community's fight against fire*, p 45.

¹¹⁶ Hugh Anderson, *Ringwood. Place of many Eagles*, p 149.

¹¹⁷ P.C. Candy & J. Laurent, *Pioneering Culture. Mechanics Institutes and Schools of Arts in Australia*, pp 1-2.

¹¹⁸ Paul Jones, *Education, Enlightenment, and Entertainment - A History of the Mechanics' Institute Movement in Victoria*, p 58.

¹¹⁹ Box Hill Reporter 24/9/1909. Hugh Anderson, *Ringwood. Place of many Eagles*, p 127.

libraries continue to operate in Maroondah at Ringwood Plaza; and at Civic Square, Croydon.

5.5.2 Town Halls

The Borough of Ringwood after severance from the Shire of Lillydale,¹²⁰ used the Lodge Room and Library of the Mechanics' Institute as Council Chambers, until a town hall was completed on the Maroondah Highway in 1927. The building was extended in 1936. It was demolished in 1969, to make way for the Eastland Shopping Centre.¹²¹ The location of the former Town Hall indicates that by the 1930s, the township was established near the railway station. Ironically, Ringwood Civic Centre, constructed in 1969, is within the boundaries of the original Ringwood Township surveyed in 1886.

After severance from the Shire of Lillydale in 1961, the Shire of Croydon held Council meetings at the Lillydale Council Chambers. In 1967, construction of Municipal Offices and a Council Chamber commenced.¹²² When Ringwood and Croydon were amalgamated in 1994, to form Maroondah City Council, the Civic Centre at Ringwood became the Council offices.

5.6 Education

5.6.1 Pre-Schools, Kindergartens and Child Care Centres

The kindergarten or 'childrens' garden' movement developed from the ideas of German educationist Friedrich Froebel (1782-1852), who believed that children up to the age of seven should grow creatively, instinctively and spontaneously like a plant or an animal, and activities for mind and body should be designed to encourage this.¹²³ In Victoria, a kindergarten at Kew was founded c1899, and was run as part of the independent girls school Ruyton. The Education Department for a brief period commenced training teachers in sub-primary teaching from the late 1880s.

Free kindergartens were founded between 1901-1907 in Carlton, Burnley, Collingwood (extant) and North Melbourne. By the end of World War II there were 76 kindergartens in Victoria with 4,095 children attending.¹²⁴ Although Maroondah did not establish a kindergarten or pre-school facility as early as many inner Melbourne municipalities, it does have a significant role in the development of Victoria's kindergartens and pre-

¹²⁰ Arnall & Jackson, *Victorian Municipal Directory*, 1926, p 370.

¹²¹ Marc Fiddian, *Civic Places. A tableau of Australian town halls*, p 95.

¹²² Muriel McGivern, *A History of Croydon*, vol 2, p238 & vol 3, p 21.

¹²³ I.M. Lilley, *Friedrich Froebel*,

¹²⁴ Lyndsay Gardiner, *The Free Kindergarten Union of Victoria 1908-80*, pp 1, 2, 4 & 117.

schools.

In 1936, Colonel F.J. Davey gave his house Ware and ten hectares of adjoining land in East Ringwood, as a gift to the Graduate Association of the Melbourne Kindergarten Teachers' College, to be used as a holiday home for pre-school children. Later donations by J.B. Were and Son, the Auxiliary of the Free Kindergarten Union of Victoria and other interested parties, funded a new holiday home at the site called Warrawong, completed in 1958. In the late 1960s, with changes in community needs; it was decided the complex would be more useful providing day-care for pre-school children.¹²⁵

In 1940, pre-school education was begun in Croydon, and from this, a Tiny Tots' School was held on the verandah of a house in Alto Avenue¹²⁶, and a nursery school was established at the Croydon Baby Health Care Centre in 1942. At the time of opening, it was described as in the vanguard of pre-school education in Victoria, as the first nursery-school attached to a Baby Health Centre in the State.¹²⁷

At the end of World War II, a group known as the Ringwood Pre-school Parents' Club was formed, to establish a play-group for local children. In 1946, a Play Centre was conducted from the old St Paul's Parish Hall, in Pratt Street. A Modernist design kindergarten was constructed in 1954-55, on land in Greenwood Park, given to the Ringwood Council by former Mayor Dr Colquhoun. Later, further kindergartens and pre-schools opened in the municipality to cater for the growth in young families, many of whom moved to Maroondah after World War II.

5.6.2 Government Schools

In 1835, Governor Bourke recommended that National schools be established, based on the Irish model. Prior to separation from New South Wales, only seven National schools existed in the Port Phillip District, in contrast to 50 denominational and 99 private schools.¹²⁸ Two boards administered the colony's education. One was concerned with Denominational schools. The other, the National Board of Education ran National schools. These were state property ("vested") and could not be used for religious purposes. They required a separate classroom for religious instruction, though this was rarely provided.¹²⁹

In 1862 when the two boards consolidated into the Common Schools' Board, there were 193 National Schools in Victoria.¹³⁰ The new board resulted in economic savings to the

¹²⁵ Graduates Association of the Melbourne Kindergarten Teachers' College, 'Submission to the Department of Labour and National Service, on behalf of "Warrawong" Emergency Day Kindergarten'.

¹²⁶ Further research is required to establish the location of this property in Alto Avenue.

¹²⁷ *Weekly Times*, June 1943, in Muriel McGivern, *A History of Croydon*, vol. 2, p 251.

¹²⁸ I.T. Maddern, *A Short History of State Education in Victoria*, pp 4 & 7.

¹²⁹ Richard Peterson, 'Historic Government Schools. A Comparative Study', not paginated.

¹³⁰ Richard Peterson, 'Historic Government Schools. A Comparative Study', not paginated.

government, in administration and by grouping of small schools into fewer, larger schools. Unfortunately, the savings were not passed on to parents of students, who had to continue to pay school fees and match the Board's subsidies for the erection of buildings and employment of teachers on a pound for pound basis.¹³¹

Free, compulsory and secular education for children in Victoria commenced at the beginning of 1873, with the passing of the Education Act (1872). Norway had introduced a similar system in 1860.¹³² The Act was partly a response to high absenteeism in Victorian schools, and to curb a problem perceived by other parts of society of a lack of supervision by the working class of their children.¹³³ Under the Act, all children between the ages of six and thirteen were compelled to attend school.¹³⁴ This was the only system of this type in the English speaking world, at that time.

The financial cost to the Government was enormous and the Education Department had the greatest difficulty in stretching its means to cover its commitment. Between 1873 and 1876, 150 schools were opened in Victoria each year. Adding to the strain on the system, was the practice of parents sending their children to school at a young age. It was not uncommon for infants of two or three to be attending school.¹³⁵

In 1874, a year after the Education Act came into force, Ringwood State School no 1451 was opened on two hectares of land in Whitehorse Road, in the original township of Ringwood, locally known as Cass's School, after the head teacher Edward Cass. After a number of moves and then known as Ringwood East, it was amalgamated in the mid-1890s, to save costs during the Depression, with the Ringwood Railway Station State School No. 2997 constructed in 1889, after the town had begun to centre on the recently opened railway station. By 1922, the school, now called Ringwood State School, moved to a new building at Greenwood Avenue.¹³⁶

Croydon North State School was also established shortly after the Education Act. In 1877, a schoolhouse and attached residence was constructed at Brushy Creek, and opened the following year as Mooroolbark State School No. 958 (also known as Brushy Creek or Black Springs).¹³⁷ In 1925, the school was moved to its present site on the

¹³¹ I.T. Maddern, *A Short History of State Education in Victoria*, pp 5-6. Lawrence Burchell, *Victorian Schools. A Study in Colonial Government Architecture 1837-1900*. Richard Peterson, 'Historic Government Schools. A Comparative Study'.

¹³² I.T. Maddern, *A Short History of State Education in Victoria*, p 7.

¹³³ B. Bessant, *Schooling in the Colony of Victoria*, pp 16 & 19.

¹³⁴ I.T. Maddern, *A Short History of State Education in Victoria*, p 7.

¹³⁵ I.T. Maddern, *A Short History of State Education in Victoria*, pp 7 & 9.

¹³⁶ L.J. Blake (ed.), *Vision and Realisation: A Centenary History of State Education in Victoria*, vol. 3, pp 339-340 & 396-398.

¹³⁷ L.J. Blake (ed.), *Vision and Realisation: A Centenary history of State Education in Victoria*, vol. 3, p 317.

opposite side of the creek and its name changed to North Croydon State School.¹³⁸ In 1888, Croydon State School No. 2900 opened in a Gospel Hall and the following year moved in to a new brick schoolroom in Oxford Road.¹³⁹

A wave of school building occurred in the 1920s in Maroondah, in response to population growth due to the electrification of the Lilydale and Ferntree Gully railway lines. Government schools that opened during this period include North Ringwood State School No. 4120 and Bayswater North State School No. 4143 in 1923, Croydon (Yarra Road) State School No. 4219 and Ringwood East State School No. 4180 in 1924.¹⁴⁰

Secondary education had not been provided by the Education Department until the opening of Melbourne Continuation School in 1905. By 1922, there were 31 secondary schools, though by 1946, only another 15 had opened. This stagnation was caused by the Great Depression and World War II. Similarly, the technical school system did not commence to develop until 1912. Technical schools grew from the earlier schools of mines, art schools and Melbourne Workingmen's College.¹⁴¹

The district's first government secondary school was Ringwood High School, opened in 1954, and operated from a combination of the Croydon Scout Hall, and two shelter sheds and two classrooms at Croydon Central School. Soon after, it moved to new buildings in Bedford Road. It was one of the first in the state purpose built to respond to the post-war record increase in secondary enrolments due to immigration and the 'baby boom'. Croydon High School opened in 1957, and it also had to use a variety of buildings at different locations, including some at Lilydale High School, until its own buildings were erected.¹⁴² Ringwood Technical School, the state's first co-educational technical school opened at Heathmont in 1960. By 1969, it had an enrolment of 356 girls and 536 boys.¹⁴³

Primary schools continued to open in the district after World War II, including Heathmont State School No. 4688 in 1952, Heathmont East State School No. 4819 and Croydon West State School No. 4879 in 1962, Ruskin Park State School No. 4916 in 1964, Ringwood Heights State School No. 4911 in 1965, and Croydon South State School No.

¹³⁸ Alex Enterkin, in L.J. Blake (ed.), *Vision and Realisation: A Centenary History of State Education in Victoria*, vol. 3, pp 361-362.

¹³⁹ Now used as part of Croydon Community School. L.J. Blake (ed.), *Vision and Realisation. A Centenary History of State Education*, p 391.

¹⁴⁰ L.J. Blake (ed.), *Vision and Realisation: A Centenary History of State Education in Victoria*, vol. 3, pp 339, 340, 361, 362, 391, 396, 397, 398, 454, 456 & 461.

¹⁴¹ I.T. Maddern, *A Short History of State Education in Victoria*, p 11.

¹⁴² L.J. Blake (ed.), *Vision & Realisation: A Centenary History of State Education in Victoria*, vol. 3, pp 586-587

¹⁴³ *Ibid*, p 614.

4890 in 1967.

In recent years technical and high schools have been amalgamated to form secondary colleges, whilst Ringwood Primary School has been closed.

5.6.3 Private Schools

Private schools have operated in Maroondah from the 1870s, when a school was run at the Wesleyan chapel, at the corner of Whitehorse and Croydon Roads. It is believed it closed shortly after, when a state school opened at neighbouring Brushy Creek in 1878, as Black Springs (Mooroolbark) School No. 958.¹⁴⁴

Two private schools opened in Maroondah early this century at Croydon and Ringwood and operated for a number of years before closing. The Roman Catholic, Our Lady of Perpetual Help Primary School in Wilana Street, Ringwood, was established in 1932, as St Mary's School. In the 1950s, rapid growth in the school population, required the building of five new classrooms.¹⁴⁵

During the post-war years, with an increasing population in Melbourne's eastern suburbs, established private schools in the inner suburbs opened campuses in the outer eastern suburbs to meet a growing shift in Melbourne's middle classes to the area. Tintern, opened as a private school at Hawthorn in 1877, considered itself to be the Church of England girls school for Melbourne's eastern suburbs.¹⁴⁶ Cramped conditions lead it to purchase a site in 1946, at East Ringwood, and the entire school was gradually transferred there by 1959. Many of its pupils are the children of Ringwood, Croydon, Lilydale and Doncaster's professional and business people.¹⁴⁷ Other private schools followed Tintern's lead, with Wesley opening a junior school at Syndal, Caulfield Grammar opening a campus at Wheelers Hill, and Carey Grammar a junior school at Donvale.

Luther College opened at North Croydon in 1964, with 53 pupils. An extensive building program in the 1970s and 80s, increased enrolments to 540 students. It is believed to be the only Lutheran school in operation in Victoria, when it opened. The only previous Lutheran school in the state closed and moved to South Australia in 1904. Other post-war private schools include St Francis de Salle School, East Ringwood in 1958; Aquinas College, Ringwood in 1961; Yarra Valley Grammar School, Ringwood in 1966; and

¹⁴⁴ L.J. Blake (ed.), *Vision and Realisation: A Centenary History of State Education in Victoria*, vol. 3, p 361.

¹⁴⁵ Hugh Anderson, *Ringwood. Place of many Eagles*, p 107 & 113. Muriel McGivern, *A History of Croydon*, vol. 2, p 231.

¹⁴⁶ Lyndsay Gardiner, *Tintern School and Anglican Girls Education 1877-1977*, p 76.

¹⁴⁷ Lyndsay Gardiner, *Tintern School and Anglican Girls Education 1877-1977*, pp 1-2, 11, 76, 105, 108, 110, 112 & 130.

Croydon Secondary Community School, Croydon in 1981.¹⁴⁸

5.7 Memorials

Most cities, suburbs and towns erected memorials to commemorate local men and women who served Australia during the World War I. These included obelisks, cairns, statues and fountains, often with plaques listing those serving. Avenues of Honour were also popular in country Victoria, where each man or woman serving in the War was commemorated with a tree.

The Ringwood Memorial Clock Tower was constructed in 1928, as the Borough's memorial to the Great War, as a result of public subscriptions and a grant of 500 pounds from the Ringwood Borough Council. It originally stood in the centre of Whitehorse Road (Maroondah Highway). By the 1960s, concern was expressed by the Council and the Country Roads Board, that the tower was causing traffic congestion. After opposition from the local community about proposals to demolish the tower, a compromise was agreed in 1967, when it was demolished and re-erected on the corner of the Maroondah Highway and Wantirna Road, the site of the former Ringwood Cool Store.¹⁴⁹

After World War II, ideas of memorials and their form, changed. Ringwood added plaques to the base of its substantial memorial, to honour those who served in World War II, Malaya, Korea and Vietnam. Croydon, in contrast reflected contemporary Post-war attitudes: it constructed in 1962, the Croydon Memorial Pool, with funds from public subscriptions, government grants and loans raised by the Council.¹⁵⁰

Other memorials have been constructed within Maroondah to commemorate significant local events, or people. At Brushy Creek Park, in North Croydon, an obelisk with a plaque, commemorates the toll gate that operated from the site in the 1870s, to collect tolls from travellers along the Yarra Track. At the park is a memorial to William Barak, last chief of the Aboriginal Woiworung people, who lived on the lands of the Yarra and Maribyrnong Rivers and their tributaries, as far as Mount Baw Baw and Mount Macedon. As a boy he was present at the signing of a treaty between Batman and his tribal elders for European occupation of the land around Port Phillip Bay, later deemed illegal, and witnessed the loss of his tribal lands and the virtual extinction of his people. He stated his place of birth as Brushy Creek.¹⁵¹ It is not certain if this refers to the town or the

¹⁴⁸ Hugh Anderson, *Ringwood. Place of many Eagles*, pp 114 & 115.

¹⁴⁹ Hugh Anderson, *Ringwood. Place of many Eagles*, pp 162 & 163.

¹⁵⁰ Robert Green, 'Victoria's Watering Places, Memories and Meanings', *Historic Environment*, vol 12, no. 2, 1996, p 34, quoted in Mary Sheehan & Associates, 'Pride and Place. Colac Otway Heritage Study, Stage One', p 70. Muriel McGivern, *A History of Croydon*, vol. 2, pp 205 & 206.

¹⁵¹ Shirley W. Wiencke, *When the Wattles Bloom Again. The life and times of William Barak. Last Chief of the Yarra Yarra Tribe*, pp vii & 4.

creek.

Cheong Park was formed in 1948, when the Shire of Lillydale purchased 2.8 hectares of land, and the Cheong family matched the Shire by donating another 2.8 hectares, for use as a reserve. Cheok Hong Cheong was born in Canton, China, and purchased land at Croydon around 1899. He played an active role in the welfare of his fellow countrymen in Australia, vocal in his criticism of colonial governments' refusal to allow Chinese to settle here.¹⁵² Cheong had seven children, and some of his five sons developed and ran the family's property, containing an orchard, sheep and a jersey stud. The family is remembered for its active role in the community of Croydon.¹⁵³ Cheong Park and the adjoining Cheong Wildflower Sanctuary are a memorial to the contribution of the family to Croydon's development and a reminder of several Chinese families in the district who ran farms, orchards and businesses.

5.8 Village Settlements

The Village Settlements Act (1892), was passed as a response to the distress caused to many, by the effects of the 1890s Depression. Its purpose was to settle 'deserving poor' on the land, and was based on a scheme by Rev. H.F. Tucker. Michael Cannon, author of *Land Boom and Bust* describes the way the scheme operated:

Directors of the scheme bought land in large areas at a low figure - three to ten pounds per acre - on long terms of six to ten years, and subdivided the areas into blocks of ten acres and commonage. Intending settlers were carefully selected for fitness, and sent with their families to the settlements. Tents were used for shelter until huts could be erected, and food and implements supplied on credit at the settlement store. Settlers sold their produce to the store and were paid a quarter of its value in cash, the balance being applied to the reduction of his debt. Members who would not live amicably with their fellows were required to withdraw, and intoxicating beverages were completely prohibited.¹⁵⁴

A settlement was established at Croydon on the crown and slopes of Birt's Hill, and comprised of 18 settlers and their families. The land had been formerly the property of the journalist James Smith.¹⁵⁵ Many of the settlements were failures, although the settlement at Croydon, with others at Red Hill and Horsham are cited as successes of the scheme.¹⁵⁶

¹⁵² Parliament of Victoria, Votes and Proceedings of the Legislative Assembly, 1888, vol. 1, pp 1052-1056.

¹⁵³ Muriel McGivern, *A History of Croydon*, pp 38-40.

¹⁵⁴ Michael Cannon, *Land, Boom and Bust*, p 374.

¹⁵⁵ Muriel McGivern, *A History of Croydon*, vol. 2, pp 76 & 126.

¹⁵⁶ Michael Cannon, *Land Boom and Bust*, p 374.

6. Transport

6.1 Railways

6.1.1 Opening of the Lilydale and Ferntree Gully Railway Lines

The construction of the railway line from Melbourne to Lilydale, is a major factor in the development of Melbourne's eastern suburbs.¹⁵⁷ Since the line opened in 1882, Melbourne has developed along the line,¹⁵⁸ and over time as land adjacent to it was settled, suburbs have radiated from its stations.

Twenty-six years after the first railway was opened in Australia, between Melbourne and Sandridge (Port Melbourne); the Railways Construction Bill 1880 was passed by the Victorian Government, financing the opening of 23 new railway lines throughout the colony. Two years earlier, the government had nationalised the colony's remaining major privately owned railways. Included in the Bill was the construction of a line between Hawthorn and Lilydale. A line between Princes Bridge Station and Hawthorn had opened in 1861.¹⁵⁹

A siding was constructed at Ringwood with a goods shed in 1887. It was not until 1889, when the Ringwood to Ferntree Gully line was opened, and the siding was elevated to junction status, that Victorian Railways constructed a station at Ringwood.¹⁶⁰ It was built to the west of the original township, which at that time was centred on Mount Dandenong Road, near the Maroondah Highway.¹⁶¹

Croydon Station opened in 1884.¹⁶² It was first named Warrandyte, then Warrandyte South. The name was changed after the confusion and inconvenience it caused to passengers, who on disembarking for Warrandyte, found that it was eleven kilometres away.¹⁶³ Croydon had its original settlement some distance away from the railway line at

¹⁵⁷ Marc Fiddian, *Commuters, Shoppers and Scholars*, p 3.

¹⁵⁸ Ibid, pp 8 & 11.

¹⁵⁹ Ibid, pp 5, 6 & 11.

¹⁶⁰ Hugh Anderson, *Ringwood. Place of many Eagles*, pp 52 & 59. Marc Fiddian, *Commuters, Shoppers and Scholars*, p 14.

¹⁶¹ Department of Lands and Survey, map titled 'Township of Ringwood. Parish of Ringwood. County of Mornington', dated November 1952. Victorian Railways, map titled 'Hawthorn & Lilydale Line', drawing No.5 Contract No. 1414, dated August 1881.

¹⁶² H.K. Atkinson, *Suburban Tickets of the Victorian Railways*, p 210 & 211.

¹⁶³ Muriel McGivern, *A History of Croydon*, vol 1, pp 20, 21 & 24.

Brushy Creek (Croydon North), and after the railway opened, gradually business through necessity and convenience, moved to Croydon's present location adjacent to the railway line.¹⁶⁴

The opening of the line coincided with the Land Boom of the 1880s. There were at least four brick and tile manufacturers near the station, who could quickly and efficiently supply the demands of the growing Melbourne suburbs.¹⁶⁵ Similarly, fruit and produce for which the district was becoming famous, was sent to market in Melbourne by rail.¹⁶⁶ Railway traffic on the line increased significantly and in 1891, the Box Hill to Ringwood section was duplicated.¹⁶⁷



Illus. 7. This railway accident occurred at the West Prussia Road (Wantirna Road) Ringwood underpass, in 1908, and is one of several that have occurred in Maroondah (Kenn Pearce, *Australian Railway Disasters*).

6.1.2 Electrification

In 1911, the Victorian Railways announced plans to electrify all of its suburban lines, and its country lines closer to Melbourne. The process of electrification of these lines commenced two years later, and due to delays caused by World War I, the first lines, to Essendon and Sandringham, were not opened until 1919.¹⁶⁸ The electrification

¹⁶⁴ Muriel McGivern, *A History of Croydon*, vol. 3, p 201.

¹⁶⁵ Hugh Anderson, *op cit*, p 58.

¹⁶⁶ A.H. Massina & Co., *The Visitors' Guide to the Upper Yarra and Fern Tree Gully Districts and the Picturesque Holiday Resorts of the Region Eastward of Melbourne*, pp 15, 17, 80 & 81. Victorian Railways, 'Tourist Guide', 1885, p 109.

¹⁶⁷ Marc Fiddian, *Commuters, Shoppers and Scholars*, p 16.

¹⁶⁸ Marc Fiddian, *Commuters, Shoppers and Scholars*, pp 30 & 32. Victorian Railways, 'Melbourne Suburban Electrification: Its Advantages and Economics. When Wil It Be Completed?', p 6.

of the Lilydale line as far as Ringwood was part of the final group of lines to be electrified, opening for service at the end of January 1923.

Due to an increase in patronage,¹⁶⁹ electrification was extended from Ringwood to Croydon in November 1924, Ringwood to Ferntree Gully in October 1925, and Croydon to Lilydale November in 1925.¹⁷⁰ A new system of electrical cabling was adopted for use on the Ringwood to Ferntree Gully and Ringwood to Lilydale sections of the line. A combination of steel catenary wires and copper contact wires were used overhead, in contrast to using entirely copper wires, on lines electrified earlier.¹⁷¹

Despite increased sales of land in the district with the arrival of the railway in 1882,¹⁷² by the turn of the twentieth century, both Ringwood's and Croydon's population still remained relatively small: 488 and 270 respectively. Land sales were affected by the Depression of the 1890s.¹⁷³ It was the anticipation of electrification of the line to Ringwood that led to a boom in land sales in the district. Electrification reduced travelling time on the Lilydale line by up to twenty-nine percent,¹⁷⁴ and services between Melbourne and the district were increased to hourly intervals. These previously isolated farming communities, were now only 45 minutes away from Melbourne by train, making them prime sites for residential development. Prices of land and houses in Ringwood skyrocketed, with properties no sooner advertised than being sold.¹⁷⁵ In 1919-20, Ringwood Station handled twice the number of outward passenger journeys, and Croydon Station three times the number of outward passenger journeys, than ten years earlier. (See table 1).¹⁷⁶

Table 1 **Ringwood & Croydon Railway Stations**
Outward Passenger Journeys

¹⁶⁹ Marc Fiddian, *Commuters, Shoppers and Scholars*, p 40.

¹⁷⁰ Leo J. Harrigan, Victorian Railways to '62, p 116. Victorian Railways, 'Melbourne Suburban Electrification: Its Advantages and Economics. When Will It Be Completed?', p 3. S.E. Dornan & R.G. Henderson, *The Electric Railways of Victoria: A Brief History of the Electrified Railway System Operated by the Victorian Railways 1919-1979*, p 77.

¹⁷¹ Victorian Railways Commissioners, 'Melbourne's Electric Railway System', not paginated.

¹⁷² Hugh Anderson, *Ringwood. Place of many Eagles*, pp 66 & 67. Victorian Railways, map titled, 'Ringwood and Ferntree Gully Line, drawing No. 1 Contract 3123', dated January 1888.

¹⁷³ Arnall & Jackson, *Victorian Municipal Directory 1901*, pp 426 & 427.

¹⁷⁴ Based on journey times from Lilydale to Melbourne. Marc Fiddian, *Commuters, Shoppers and Scholars*, p 40.

¹⁷⁵ Hugh Anderson, *Ringwood. A Place of many Eagles*, p 142.

¹⁷⁶ Marc Fiddian, *Commuters, Shoppers and Scholars*, p 34.

Station	1890	1900	1910	1920
Ringwood	38,655	44,886	108,463	267,171
Croydon	10,374	12,761	41,857	123,298

After electrification, two new stations were opened in the district, increasing demand for residential land further. In one case, residents of East Ringwood were so eager to get a railway station for their suburb, they convinced reluctant Railway Commissioners to build a station, by agreeing to do the associated earthworks themselves. Ringwood East Station opened in May 1925.¹⁷⁷ The other station to open after electrification was Heathmont in 1926, on the Ferntree Gully line. As residents commuted from Ringwood and Croydon, conversely tourists from Melbourne came by train to sightsee and picnic in the district. Croydon became the departure-point for tourists wishing to visit the Dandenong Ranges by bus and coach.¹⁷⁸

Improvements continued to be made to the line after electrification, due to increases in patronage and rail traffic. Some of these include a new signal box at Ringwood Station constructed in 1926, boom gates introduced at the Heatherdale Road crossing in 1958 (two years after the first set in Victoria was introduced), automatic signalling to Ringwood introduced in 1959, train stabling at Ringwood commenced in 1961-62, duplication of the Ringwood to Croydon section of the Lilydale railway line and construction of a new station at Croydon in 1984.¹⁷⁹

Despite a decline in patronage of railways and public transport generally throughout the metropolitan area, the Melbourne to Lilydale and Ferntree Gully railway lines, continue to be two of the State's busiest.

6.2 Road Transport

6.2.1 Routes and Arterial Roads

Significant to the development of Maroondah is its link by the Maroondah Highway to

¹⁷⁷ Marc Fiddian, *Commuters, Shoppers and Scholars*, p 42.

¹⁷⁸ Called 'Tour 128', it operated between 1954-1968. H.K. Atkinson, *Suburban Tickets of the Victorian Railways*, p 183. Victorian Railways, 'Coach Guide 1924'.

¹⁷⁹ Marc Fiddian, *Commuters, Shoppers and Scholars*, p 61 & 63. Marc Fiddian, *Down at the Station*, p 80. S.E. Dornan & R.G. Henderson, *The Electric Railways of Victoria*, p 78.

Melbourne, the Upper Yarra Valley and Woods Point. The district was first identified as an ideal route for a road between Melbourne and Gippsland, by William Wedge Darke as early as 1843, on his survey of the land between the Yarra River and Western Port Bay. In 1854-55, plans were drawn for a Melbourne-Gippsland Road, and appear to follow the approximate route of the Maroondah Highway.¹⁸⁰

For many years the route was known as the Yarra or Lillydale Track, and White Horse Road, and began use as a way to Melbourne for woodcarters and carriers. Prior to the opening of a track over the Black Spur, people travelling to the gold mines at Woods Point were obliged to take a longer route via Seymour and Alexandra. The opening of the new route in the 1860s, speeded travel, and the district began to evolve as an important stopping place for travellers to rest and obtain refreshments en route. Cobb & Co. commenced a service on the road in 1874. It would appear that the route of the present Maroondah Highway substantially follows that of the Yarra Track, except for a deviation at Mount Dandenong Road and along the Old Lillydale Road.

Before the opening of the Lillydale railway line in 1882, the road served as the direct route for local farmers and orchardists to take their produce to Melbourne. After the opening of the railway, fruit continued to be taken to the markets in Melbourne three nights a week by horse and cart, and the frequency increased with the introduction of trucks.¹⁸¹

By the 1950s, with the increase in motor traffic on Whitehorse Road, plans were made to duplicate the road. Ironically the road which helped to create the district, was, by the 1960s, the cause of much of the destruction of Ringwood's significant built and natural environment. In 1959, the last naturally grown yellow box eucalypt on Whitehorse Road between Ringwood and Melbourne was cut down by the Country Roads Board, and soon after, the landmark Ringwood Memorial Clock Tower was removed from the centre of Whitehorse Road, and re-erected in a less conspicuous position beside what had become after widening, the Maroondah Highway.¹⁸²

7. Catering for Tourists

7.1 Hotels

The first hotels in Maroondah were erected primarily to provide refreshments and

¹⁸⁰ Hugh Anderson, *Ringwood. Place of many Eagles*, pp 8, 9 & 11.

¹⁸¹ Hugh Anderson, *Ringwood. Place of many Eagles*, pp 12 & 80. Muriel McGivern, *A History of Croydon*, vol. 1, pp 9 & 10.

¹⁸² Hugh Anderson, *Ringwood. Place of many Eagles*, pp 162, 163 & 209. White Horse (Whitehorse) Road is named for the former White Horse Inn, in Box Hill.

accommodation for travellers on the track between Melbourne and Lilydale (now Maroondah Highway). In the 1870s, with the introduction of a Cobb and Co. service along the track, a stopping-place called the Coach and Horses Hotel was established by the carrier at Ringwood. From the 1850s an inn had operated on the site, believed to have been constructed of logs. The number of people using the stopping-place increased, and a post office and store was built adjacent to it. The hotel was burnt down in 1907, and was replaced by a brick building.¹⁸³ The present Coach and Horses Hotel was built opposite it in 1939.

At one stage at least five hotels operated along the Whitehorse Road in Maroondah. With the growth of the district as an agricultural, mining and brickmaking centre towards the end of the nineteenth century, hotels became important gathering place for local amusement, leisure and meetings. The Club Hotel in Mount Dandenong Road, was a popular place with travellers and locals, and was used as a venue for stock and produce sales.¹⁸⁴

Early this century, railways and the development of motorised transport, caused a decline in patronage of hotels, as travel became more direct and took less time. Victorian hotels were further affected by the formation of a Licences Reduction Board and the introduction of six o'clock closing in 1915. Despite this, the Club, and the Coach and Horses, survived, and many other early hotels including the Croydon Hotel in Main Street, and the Prince of Wales Hotel in the Maroondah Highway, operated until the late 1960s. They were replaced by a new style of hotel with larger private rooms for wedding receptions and functions, restaurants and motel accommodation. Of this style, is the Dorset Gardens Hotel opened in 1967, and a new Croydon Hotel opened in 1970, on the Maroondah Highway.¹⁸⁵

More recently nightclubs and bars, either attached to hotels, or more commonly, operated as independent venues have become places for people to drink and socialise; and in more recent years American fast food franchises have also replaced the role of hotels along the Maroondah Highway.

7.2 Croydon: Gateway to the Dandenongs

Croydon, in contrast to Ringwood, established itself as a tourist destination in its own right. In the 1880s, its scenic lookouts from One Tree Hill and Kelly's Hill, and its supplies and provisions for people visiting the Dandenong Ranges, had one tourist guide hailing it as a holiday destination and a "new and fast rising township". By the 1920s,

¹⁸³ Now Forever Video, 20 Maroondah Highway Ringwood. Hugh Anderson, *Ringwood Place of many Eagles*, pp 73-75.

¹⁸⁴ Hugh Anderson, *Ringwood. Place of many Eagles*, pp 77-79 & 118.

¹⁸⁵ Muriel McGivern, *A History of Croydon*, pp 6 & 56.

Croydon Station was the stop for tourists wishing to transfer to cabs and omnibuses to Mount Dandenong, Montrose, Wonga Park and other resorts.¹⁸⁶

In 1888, the Croydon Temperance Hotel, was advertised as providing excellent accommodation, and the proprietor Mr J. Hewish, who also ran a General Store, provided provisions, including the hiring of horses to campers en route to the Dandenong Ranges. In this century, guest houses operated in the area. Ruskin Park guest house in Mount Dandenong Road provided resort facilities of private tennis courts and a swimming pool for guests, and advertised its proximity to the golf links and riding school. Other guest houses in Croydon included Sunningdale in Dorset Road, and Croydon Lodge near Croydon Station.¹⁸⁷ By the 1920s, holiday home sites were advertised on the Woodland Park Estate, near Oxford Road (Mount Dandenong Road) and Hull Road.¹⁸⁸

Croydon's proximity to Melbourne by rail and motor car, enabled day excursions, with tea rooms and the hotels providing tourists with refreshments and lunches. Wicklow Hills is the highest point between Melbourne and Mount Dandenong, and its panoramic views, native flowers and trees made it a popular destination for picnickers.¹⁸⁹ Until the late 1960s, the Victorian Railways ran its only metropolitan coordinated rail and bus tour, where passengers would travel to Mount Dandenong via Croydon or Ferntree Gully Stations, and from there transfer to buses for the Dandenongs.¹⁹⁰

Roads improved in the Post-war period and the motor car became faster and accessible to more and more Australians, with further distances travelled on drives and holidays. The continued sprawl of metropolitan Melbourne transformed Croydon from a country town to an outer suburb of Melbourne, diminishing its appeal as a tourist destination.

8. Urban Development

8.1 Early Residential Subdivisions

Sale of housing allotments in Maroondah commenced as early as 1886, with the proclamation of the Township of Ringwood. Small blocks within its boundaries measured

¹⁸⁶ A.H. Massina & Co, *The Visitors' Guide to the Upper Yarra and Fern Tree Gully Districts*, pp 15 & 17. Victorian Railways, *Coach Guide 1924*, not paginated.

¹⁸⁷ A.H. Massina & Co, *The Visitors' Guide to the Upper Yarra and Fern Tree Gully Districts*, p 18. Croydon Advancement League (?), pamphlet titled 'Beautiful Croydon, Victoria', not paginated. *The Mail*, 19 January 1999.

¹⁸⁸ Muriel McGivern, *A History of Croydon*, p 185.

¹⁸⁹ Muriel McGivern, *A History of Croydon*, p 183.

¹⁹⁰ H.K. Atkinson, *Suburban Tickets of the Victorian Railways*, p 183.

121 x 38 metres. Later, these were subdivided again, into smaller lots. In Croydon the following year, the Township Estate was created, forming Smith Street, Norman and William Roads.¹⁹¹ However, it was not until just before the Great War that subdivision of land as housing allotments, and housing construction began to grow.

In 1913, Ringwood was described as having a minor building boom, with 50 shops and dwellings constructed.¹⁹² In Croydon, subdivisions from this period included the Mont View Estate (1909) and the Hewish Estate (1914), both near Main Street; and the Rangeview Estate (1913-14), from Vernon Street to Bayswater Road. The Croydon Railway Station Estate, bounded by Oxford Road (Mount Dandenong Road), Lemnos Street, Mount View Street and the railway, contained 49 allotments, auctioned in 1915.

The connection of the district in 1915, to an electricity supply has been cited as one reason for increased interest in residential land in the area during this period.¹⁹³

The proximity of these estates to railway stations, indicates that access to transport to Melbourne was also an important consideration to vendors. The electrification of the Lilydale railway line, and reduced travelling times to Melbourne, culminated in a land and building boom immediately after the Great War into the 1920s. Numerous estates were subdivided in Maroondah, again centred predominantly around Ringwood and Croydon stations.

Some were subdivided by local builders, including Thomas Gwillam who subdivided seven hectares into housing allotments on the south-west corner of Mount Dandenong and Dorset Roads, and Harry Peake who subdivided land on the south-west corner of Wantirna Road and Thanet Street, and built a number of speculative houses there and elsewhere in Ringwood.¹⁹⁴

In Ringwood these included the Range View Estate (1920) of 150 residential sites; the Ringwood Railway Estate (1923) bounded by Whitehorse Road, Bon View Avenue, Mullum Mullum Creek and close to New Street; and the Electric Station Estate (1924). In contrast to the subdivisions of a decade earlier, the estates of this period were

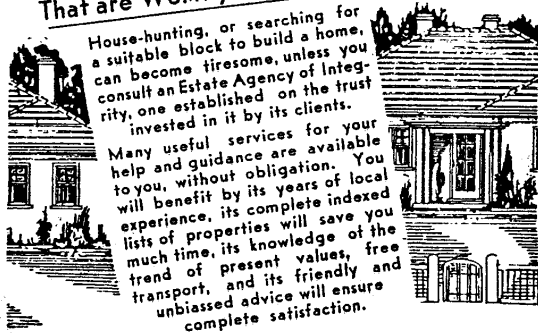
¹⁹¹ Parliament of Victoria, Victorian Government Gazette, No. 62, 23/5/1886, p 1344. Land Victoria, map titled 'Township of Ringwood'. Muriel McGivern, *A History of Croydon*, Vol. 2, p 177.

¹⁹² Like many other German sounding place names, it was changed during World War I. Hugh Anderson, *Ringwood. Place of many Eagles*, pp 130, 131, & 132.

¹⁹³ Muriel McGivern, *A History of Croydon*, vol. 2, p 177.

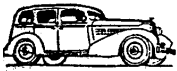
¹⁹⁴ Land Victoria, 'Certificate of Title', vol. 4661 fol. 932161 and vol. 5621 fol. 1124054.

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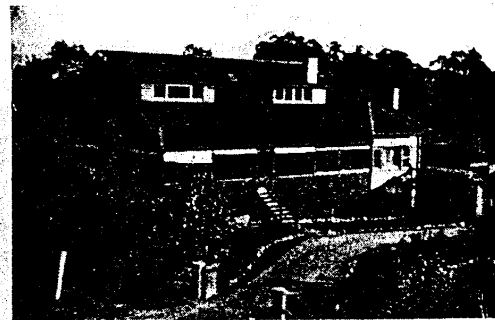
Croydon with its perfect road communication with Melbourne, and excellent train service, is not too far out for those who wish to live in the country while coming to Melbourne every day.

To Get to "Sunningdale"

BY ROAD—Turn off White Horse Road at Croydon Golf Links corner.

BY SERVICE CAR—Jeeves' Mt. Dandenong Service Car from Whight's Tourist Bureau, 116 Flinders Street.

BY TRAIN—To Croydon, then bus or taxi.



Ring Croydon 115

Mrs. HUGH FORSTER

Fig. 8. This brochure produced in the 1930s or 40s by the Croydon Advancement League, promoted the town as an ideal place to holiday and live ('Beautiful Croydon Victoria', La Trobe Collection, State Library of Victoria).

predominantly to the north and north-east of Whitehorse Road shopping centre. Estates were also subdivided at East Ringwood in the early 1920s, in anticipation of the construction of a station there.¹⁹⁵ Others during this period, including the Berringa Park Estate at Ringwood North, were kilometres from the railway and sold as land for weekend blocks, flower, poultry and hobby farms¹⁹⁶

Croydon also experienced growth in subdivision of housing allotments up to the time of electrification of the railway line. Two of these, the Oxford Park Estate (1920) on Oxford Road (Mount Dandenong Road), and the Holmwood Estate (c1920) bounded by Dorset and Hull Roads, Worrall Street and a line parallel to Lindisfarne Avenue, are both built on land earlier belonging to William Turner. Other estates from this period include the Broadmead Estate (1919) near Lacey Street, and the Gowan Lea Estate (1920) on Oxford Road, between Lusher Road and Vernon Street.

In 1920, 70 allotments were put up for auction on the Wicklow Hills Estate. Alto Avenue, on the estate derives its name from the hill's high altitude of 207 metres above sea level. The hill itself is named after an earlier owner of the land, Richard Kelly whose house on the hill was called Wicklow Hills.¹⁹⁷ It is also the location of the Grey Sisters' rest home for sick mothers. Further estates were developed on this hill towards the end of the 1920s.¹⁹⁸

During the early 1920s, the layout of Croydon estates appear to begin to particularly emphasise the area's scenic beauty, with greater care taken to blend them with the natural environment. The St Ruvia Park Estate (1923) on Quarry Hill, in Oxford Road, north of the railway line, showed sophisticated planning detail, including motor parking areas, seats on which to admire the views from the subdivision, childrens' playgrounds and beautiful gardens. Unfortunately, the estate was not a success and much of the hill was returned to its natural state. It is now part of the Croydon Sacred Heart Parish Centre. A characteristic of many of the subdivisions of the period after the Great War was the retention of many of the early farmhouses on land subdivided. The house St Ruvia, from which the estate derived its name, still existed on the hill in Veema Avenue in the 1960s.¹⁹⁹

The Croydon Hills (Garden Suburb) Estate,²⁰⁰ is located in an area bounded by Bayswater and Eastfield roads, Croydon; and was designed by the eminent designer of Canberra, the architect Walter Burley Griffin in 1921, for Cheok Cheong. Only the first

¹⁹⁵ Hugh Anderson, *Ringwood. Place of many Eagles*, pp 136, 142,

¹⁹⁶ G.F. James, *Border Country. Episodes and Recollections of Mooroolbark and Wonga Park*, p 48.

¹⁹⁷ The house is believed to have been burned down in 1928. M. McGivern, *A History of Croydon*, vol. 2, p 181.

¹⁹⁸ Muriel McGivern, *A History of Croydon*, vol 2, pp 179, 180, 181, 184, 189 & 190.

¹⁹⁹ Muriel McGivern, *A History of Croydon*, vol. 2, pp 186, 187 & 191.

²⁰⁰ Also known as the Blue Mountain Subdivision.

stage, south of the Lilydale Railway line was laid out to Griffin's design. This was one of several commissions given to Griffin by Cheong.²⁰¹ A railway station with a cluster of shops around it had been proposed in the development, but was never built. What is described as a 'grand park boulevard', now called Yarraduct Place, is a feature of the subdivision, on the axis of the O'Shannassy aqueduct (now underground).²⁰²

Development of many of the estates, created during the 1920s, was hampered by the Great Depression, resulting in many of the blocks remaining unsold or unbuilt on. Government funded housing schemes helped people to purchase a home. Over 7,500 unpretentious, generally timber family homes were built by the State Savings Bank of Victoria for its housing loan customers, between 1921 and 1939. Most were built in Melbourne, some in Maroondah.

Immediately after World War II, shortages of building materials limited the scale and quality of housing constructed, but made houses affordable to many, including returned soldiers and immigrants.

8.2 Post-War Transformation in to a Suburb

When the Borough of Ringwood was founded in 1924, the *Herald* describing the occasion stated:

Ringwood has ceased to be a rural township and has become definitely and actually a suburb of Melbourne.²⁰³

To the many people who worked in Melbourne and commuted from Ringwood each day on the electric railway completed the previous year, it was. Despite local thinking and the Victorian Railways incorporating both Ringwood and Croydon into its metropolitan rail system, many government instrumentalities for another thirty years excluded Maroondah from their responsibility, deeming it outside the metropolitan area. This anomaly caused much bitterness throughout the local community.

By 1946, Ringwood's population had doubled in twenty years to 4,000. The *Victorian Municipal Directory* of 1946, describes Ringwood as a 'rapidly rising suburb'. Regardless, it still remained outside the boundaries of the Board of Works and other utilities. Frustrated with the lack of direction in planning in the suburb, in 1944, the

²⁰¹ Griffin also designed for Cheong and Phillip Ching Lee a new facade for the Kuomintang Club Building, 109 Little Bourke Street, Melbourne, (1921, the same year as the Croydon Hills Estate) which was the Melbourne headquarters of the Chinese Nationalist Party (now defaced), and facade alterations to a group of terraces in Drummond Street, Carlton c1920. Griffin also designed a house for Cheong at Castlecrag, Sydney in c1920. Jeff Turnbull & Peter Navaretti, *The Griffins in Australia and India*, pp 176, 177, 188 & 224.

²⁰² Jeff Turnbull & Peter Navaretti, *The Griffins in Australia and India*, p 176.

²⁰³ Herald, 29/10/1924, in Hugh Anderson, *Ringwood. Place of many Eagles*, p 155.

Council sought advice from Oswald Burt, Commissioner of the Housing Commission and Frank Heath, a member of the Town Planning Commission, on better planning procedures, with a view to becoming a planned satellite city.²⁰⁴ In 1946, Frank Heath prepared plans for a satellite town at Ringwood. Centred on the present Ringwood Shopping Centre, the town was to radiate from it with a large residential belt, surrounded by an agricultural belt. Industry would have been limited to land on the north-east corner of Canterbury and Heatherdale roads. Due to public opposition, the plan was shelved.²⁰⁵

Ringwood was incorporated into the *Melbourne and Metropolitan Planning Scheme* (1954), but Croydon remained both a suburb and a town for many more years.²⁰⁶ Muriel McGivern, Croydon's historian, describes this discrepancy which was still occurring in the 1960s:

Croydon phone subscribers were obliged to raise their metropolis numbers via trunk lines, an outmoded service for a go-ahead town, one that hamlets close by had not been compelled to suffer for some years past. Other services have also given the town a raw deal; it has been designated "country" when higher fees could be claimed such as for fire insurances, electricity, the daily bread; yet as within the metropolitan for motor fees when lower charges were operating for country areas previous to the 50 mile radius ruling. A universal ruling should long ago have been insisted on; the town is either country or metropolitan; it cannot be both.²⁰⁷

At the time of proclamation as a city in 1971, Croydon was still referred to by some in a rural context, with the press describing the locality as:

pretty, genteel hamlet, all tweed and cattle and a market place²⁰⁸

For the shire to be proclaimed a city it was required to meet certain criteria. Apart from needing to have a rate revenue of \$160,000 per annum and a population of at least 10,000, it was required to have an urban character. It met all these requirements and was proclaimed a city, against opposition from some parts of the community.²⁰⁹

²⁰⁴ Swan Hill in 1942, had plans prepared for 'the first modern town layout in Victoria'. Illustrated in Robert Freestone, *Model Communities: The Garden City Movement in Australia*, p 233.

²⁰⁵ Hugh Anderson, *Ringwood. Place of many Eagles*, pp 188, 191 & 194.

²⁰⁶ M.M.B.W., 'Melbourne Metropolitan Planning Scheme 1954', map titled 'Key map of main Roads'.

²⁰⁷ Muriel McGivern, *A History of Croydon*, vol. 1, p 26. Although locally perceived as a problem, this is Ebenezer Howard's ideal urban vision for a garden city with the advantages of both city and country, toward which Frank Heath's design for Ringwood aspired. (Ebenezer Howard, *Garden Cities of Tomorrow*, London 1902).

²⁰⁸ Muriel McGivern, *A History of Croydon*, vol. 3, p 23.

²⁰⁹ Muriel McGivern, *A History of Croydon*, vol. 3, pp 18, 20, 24 & 26.

Several of Maroondah's buildings constructed after World War II are designed by some of Australia's most respected and accomplished architects and architectural firms. These include John Denton, Harry Seidler, Daryl Jackson, Robin Boyd, Edmond & Corrigan and Ashton Raggatt McDougall.

9. Retail & Industry

9.1 Retail

Ringwood was established as a retail and service hub. Early general stores and post offices were often set up adjacent to, or near hotels to serve travellers passing through the area, as well as the people from the surrounding districts. In 1860, a general store and post office was operating at Brushy Creek, near the Brushy Creek Hotel. The store is believed to be the first in Croydon.²¹⁰ From these beginnings the town developed to contain a butcher's shop, wine shop, blacksmith's shop etc; before the township began to decline after business re-centred at Croydon, following the completion of the railway line in the 1880s.

In Ringwood, a post office and general store also operated adjacent to the Coach and Horses Hotel in early years. Given the close proximity of these stores to hotels, it was not uncommon for shopkeepers to sell 'sly grog'. James Balchin, the storekeeper and postmaster at Brushy Creek, was convicted of the offence in 1861; as was Kate Herry, in 1896, whose husband owned a shop opposite the Club Hotel in Ringwood.²¹¹

The establishment of a market at Croydon is credited with attracting other retailers to the area.²¹² The market, operated by Henty & Co., was located in Hewish Road in 1908. The present Croydon Market was established by Allan Brown in 1927, and originally operated in Railway Parade, between Toorak and Kent Avenues. It was initially used by farmers from the surrounding districts to auction cattle, sheep and poultry. Second-hand merchandise was also sold from there.

The site was chosen as a market place for its close proximity to the railway line. On Mondays, which became "market day", much of the stock arrived by rail. The animals were unloaded and herded down to Main Street, in a way described as a "nightmare" for the street's traders. A 'trash and treasure' market was opened in 1972. Trading on Sundays, it sold new and used goods, including jewellery, fresh flowers, art, clothing, books, etc. In 1982, the market was moved to make way for the development of a Coles

²¹⁰ Muriel McGivern, *A History of Croydon*, vol. 2, pp 61-66.

²¹¹ Muriel McGivern, *A History of Croydon*, vol. 2, p 65. Hugh Anderson, *Ringwood. Place of many Eagles*, pp 68 & 78.

²¹² Muriel McGivern, *A History of Croydon*, vol. 1, p 73.

New World supermarket. The market now operates on another site in Kent Avenue.²¹³ Saleyards for cattle also existed in Ringwood, at the corner of Market and Ringwood streets, in the early 1900s. The Ringwood Market still operates in this area.²¹⁴

The establishment of strip shopping centres in Croydon and Ringwood is closely connected to the opening of the Lilydale railway line through the district. James Hewish, who is credited with establishing Main Street, Croydon, moved to the area from Mooroolbark, after noticing the Victorian Railways constructing Croydon Railway Station. Hewish purchased most of the land on both sides of the street, building the town's first store, which at one stage had a wine shop attached to it. Later he built a butcher's shop, grocer's, baker's and timber merchant's.²¹⁵

After the completion of the railway, the township of Ringwood re-established around the railway station. Previously, the town had centred on the Coach & Horses Hotel on Whitehorse Road, to the west of the present shopping centre. Later, after the discovery of antimony, at East Ringwood, the Township of Ringwood was proclaimed and surveyed there. Ringwood railway station, was the terminus of the suburban railway, and became a retail and distribution centre for Croydon, Bayswater, Mooroolbark and Warrandyte. In the 1920s, Ringwood's chemist shop was the only one in the district, and served an area extending from Mitcham to Croydon. Between 1908 and 1918, Ringwood's shopping centre grew from eight to 45 shops, and this growth continued for most of the twentieth century.²¹⁶

After World War II, car and caravan dealers established yards along the Maroondah Highway in Ringwood, a development which continues today. A steady growth in car ownership in Australia in these years, made the automobile an important factor in shopping centre planning. Shoppers not only expected service, value and a variety of goods, but the convenience of abundant car parking, close to shopping centres. The Drive-In Shopping Centre in Maroondah Highway, Ringwood, c1950, is an example of an early attempt in Maroondah to accommodate both the car and the shopper.²¹⁷ In the following decade American-style shopping malls extended this concept on a larger scale.

From the mid 1950s, the Myer Emporium initiated plans to establish shopping malls throughout metropolitan Melbourne. First, Chadstone was completed in October 1960, and following its success, further malls were constructed in the 1960s at Preston (Northland), Ringwood (Eastland) and Cheltenham (Southland). Eastland opened in 1967, and its aim was to make Ringwood the commercial hub of the outer eastern

²¹³ Muriel McGivern, *A History of Croydon*, vol. 1, pp 73 & 74; vol. 2, p 193; vol. 3, pp 53-55.

²¹⁴ Hugh Anderson, *Ringwood. Place of many Eagles*, p 119.

²¹⁵ Muriel McGivern, *A History of Croydon*, vol. 1, pp 52 & 53.

²¹⁶ Hugh Anderson, *Ringwood. Place of many Eagles*, pp 118, 142 & 174.

²¹⁷ Photograph titled 'The Drive-In Shopping Centre Ringwood', held at the Picture Collection of the State Library of Victoria.

suburbs. The shopping centre shows a distinct shift away from the earlier malls constructed by the group, which catered primarily for shoppers travelling by car. Eastland was the first of a series of malls and freestanding stores constructed by Myer, close to established public transport routes. Highpoint and Myer Dandenong and Frankston, constructed in the 1970s, are all located near either tram lines or railway stations.²¹⁸

9.2 Industries

Maroondah established a timber industry early in its development, comprising firewood and timber milling. At the turn of the century, Croydon is described as located in the centre of a timber district.²¹⁹ Timber mills were still operating in Ringwood after World War II, and by this time the area was also producing other building products, including fibro-cement.

Brickmaking has existed in Victoria since 1836, and in Maroondah since around 1884, although clay from Croydon was sent to Melbourne for moulding and baking much earlier. The Ringwood and Mitcham area has clay suitable for both bricks and terracotta.²²⁰ In 1886, three companies obtained Crown grants of 3.6 hectares each, and ran brickmaking and tile manufacturing businesses in the vicinity of the Lilydale railway line, west of Dublin Road. Other brick, tile, pipe, and assorted clay industries operated elsewhere in the district. The Australian Stain and Colour Company located in Dynes Street, quarried local clay from a shaft and used this in their paint.²²¹

By 1888, brickmaking and orcharding were the district's main industries,²²² but the Depression of the 1890s, closed many businesses. One brickmaker which survived was the Fire Brick and Insulator and Pottery Company, known locally as the 'Insulator Works', in Oxford Road. The kilns from these works were demolished during the Great Depression of the 1930s.²²³ By the end of World War II it appears that the district's brick

²¹⁸ Myer at Doncaster and Knox which are not near tram or train lines were constructed after Eastland, by Westfield and the A.M.P. Society respectively. Pamela Warrender, *Sir Norman Myer, Prince of Merchants*, p 165. Myer Emporium, 'Annual Reports', 1959, 1960 & 1974. Hugh Anderson, *Ringwood. Place of many Eagles*, p 212.

²¹⁹ Arnall & Jackson, *Municipal Directory*, 1901, p 426.

²²⁰ Hugh Anderson, *Ringwood. Place of many Eagles*, p 52 & 54. Muriel McGivern, *A History of Croydon*, vol 1, p 9.

²²¹ Hugh Anderson, *Ringwood. Place of many Eagles*, p 54.

²²² Land Victoria, map titled 'Township of Ringwood', dated November 1952. A.H. Massina, *The Visitors' Guide to the Upper Yarra and Fern Tree Gully Districts*, p 15.

²²³ Muriel McGivern, *A History of Croydon*, vol. 1, p 9.

industry was no longer in operation.²²⁴

In the post-war years a variety of industries were established in Maroondah. This is despite calls from some segments of the community after the war to curb industrial development in the area, and create a garden suburb.²²⁵ Major companies that established in the district during this era include Penguin Books Australia, publishers, on the Maroondah Highway at Ringwood in 1963,²²⁶ MacRobertson's Chocolates in Canterbury Road, Ringwood, in 1967 and later that year sold to Cadbury,²²⁷ and Fibremakers, in Canterbury Road, Bayswater North, in c1958.²²⁸ Numerous smaller and medium size industries have also been established in the locality in the Post-War years, to create one of the major industrial and employment centres of Melbourne's eastern suburbs.

10. Post-War Migration

Some migrants who came to Australia after World War II, were influenced in their decision to settle in Maroondah by the employment opportunities in the area, with the district's numerous factories. Others were attracted to the area by the new housing estates. The majority emigrated from England. Many were from its large industrial cities, which at that time had poor housing conditions. In contrast, in Maroondah it was possible to purchase new detached houses with gardens on large lots; a financially impossible objective in Britain.²²⁹

Many of the British immigrants had come to Australia with an assisted passage for 10 pounds. During the late 1960s, a high proportion of the students at Croydon South Primary School, were children of English migrants who had been brought to Australia to work at the local Fibremakers factory.²³⁰ By the 1980s, English-born people, represented the highest proportion of migrants in Maroondah, with them representing 10% of the population of Croydon and 7% of Ringwood.²³¹

²²⁴ Arnall & Jackson, *Municipal Directory*, 1945, p 535.

²²⁵ Hugh Anderson, *Ringwood. Place of many Eagles*, p 191.

²²⁶ Telephone interview with Administrative Officer of Penguin Books Australia Ltd, with Peter Barrett, on 4 May 1999.

²²⁷ Telephone interview with Personal Assistant at Cadbury Ringwood Sales & Production Plant, with Peter Barrett, on 4 May 1999.

²²⁸ Muriel McGivern, *A History of Croydon*, vol. 2, p 142.

²²⁹ Adrian Danks, telephone interview with Richard Peterson 8 June 1999.

²³⁰ Fibremakers role in this needs to be verified. L.J. Blake (ed.), *Vision and Realisation. A Centenary History of State Education in Victoria*, vol. 3, p 520.

²³¹ Social Planning & Consultative Branch, Community Services Victoria, 'Report on the Country of

Of the seven largest non-English speaking birth-place groups in Melbourne during the 1960s and 70s (German, Greek, Italian, Maltese, Dutch, Polish and Yugoslav), Dutch and Germans were the most prevalent in Maroondah. Despite the tendency of these ethnic groups to disperse across the Melbourne metropolitan area, in contrast to other ethnic groups that gravitated to certain districts of Melbourne, Maroondah still had between two and four times above the average number of Dutch-born residents than most other parts of Melbourne. By the 1980s, the Dutch still represented the largest of the non-English speaking ethnic groups, representing 1.7% of Croydon's population and 1.3% of Ringwood's.

Noticeably absent are southern and eastern Europeans in Maroondah's Post-War population: well under the average for metropolitan Melbourne.²³² After World War II, greater numbers of south-east Asians settled in Maroondah, including Japanese war-brides. Despite this, there are considerably less south-east Asian residents in Maroondah than in Whitehorse and Manningham.

11. Health Care

Since the World War I, formal health care facilities have been established in Maroondah. From 1916, a private hospital was run in Ringwood. An attempt to site a nursing hospital in the suburb in 1938 was unsuccessful. Though there was extensive fund-raising for this hospital by the community from the 1960s, Maroondah eventually received a community hospital only in 1976.²³³ It is one of ten hospitals that form the Inner and Eastern Health Care Network, established by the Victorian State Government in 1996. The network provides health services to metropolitan Melbourne, from Fitzroy and Port Melbourne to Ferntree Gully and the Yarra Ranges. The population of the area covered is 1.2 million.

Croydon's first baby health centre commenced in March 1927, and operated from the Lodge Room of the Croydon Mechanics' Institute. It was one of a comprehensive network of baby health centres that were established in Victoria during the 1920s, through the efforts of the Victorian Baby Health Centres Association, with local and State Government support. The existing Croydon Maternal & Child Health Care Centre, was opened in 1930, constructed on land, and from funds granted by the Council. It is the oldest outer-suburban purpose-built baby health centre in Melbourne.²³⁴ A Baby Health

Birth 1986 Census, Melbourne Statistical Division', not paginated.

²³² John McKay, *Ethnic Communities in Melbourne: An Atlas of the Overseas Born Population*, pp 4 & 5, 70-73.

²³³ Hugh Anderson, *Ringwood. Place of many Eagles*, pp 171-172.

Cheryl D. Crockett, 'The History of the Baby Health Centre movement in Victoria - 1917-1976. Including a Heritage Study of Extant Purpose-Built Baby Health Centre Buildings Constructed Before 1950. Department of History, Monash University, 31/1/1997, p xxxv. Kerreen M. Reiger, ed. *Australian*

Centre opened in Ringwood in 1929.²³⁵

The Family Care Sisters Rest Home For Mothers (Grey Sisters') began operation in Croydon in 1940, having been established earlier at Wombat Hill in Daylesford in 1930. Its role then, as today, is to provide a child-care centre and rest-home for tired and overworked mothers. Some hundreds of mothers have been rested and restored here, while their children are cared for separately at the organization's other properties.²³⁶

A variety of health and medical organizations continue to operate in the municipality, including services for the disabled and the elderly. In more recent years, services to cater for social and health problems, including alcohol and drug abuse treatment, counselling and mental health services, have been introduced.

12. Community Life

12.1 Worshipping

For many generations, the churches in Maroondah have been a source of welfare and strength. To the early settlers, religion gave spiritual comfort in the face of hardship, and established moral and social values that were intended to make community life viable and harmonious. As a place of worship, the church brought those of the same denomination together, from various ethnic, social and economic backgrounds. The churches also became a focus for community social occasions for young people, as it was believed that the church was an appropriate environment for young people to meet the opposite sex.

Initially, church services and congregations assembled at various meeting places, with many travelling considerable distances to worship. The first place of worship in Croydon is believed to have been a wattle and daub building on Nelson Hill, used by the Church of Christ between 1874-77.²³⁷ A Wesleyan church at the foot of Birts Hill opened in the 1870s, and was purchased by the Anglicans in 1880, who worshipped there until a new church was built in Croydon Road in 1906. The church was small, yet Wesleyans and Presbyterians both attended services there until separate places of worship were built.

Services are described as simple:

plain as the interior of the building: indeed, the altar did not have even a cross on

Dictionary of Biography, vol. 11, p 456. M. McGivern, *A History of Croydon*, vol. 2, p 249.

²³⁵ Hugh Anderson, *Ringwood. Place of many Eagles*, p 165.

²³⁶ Kathleen Dunlop Kane, *The History of the Grey Sisters 1930-1980*, p 49 and passim.

²³⁷ Hugh Anderson, *Ringwood. Place of many Eagles*, p 93. Canon Grey, 'At the Foot of the Mount', p 6.

it until 1909. In the 1880s the singing was unaccompanied, led by Mr D. Bilcock, who used a tuning fork to give him the note, but in 1888 a small harmonium was bought. This was played by Mrs Waddington, the wife of a wool-classer, who lived near the railway station.²³⁸

The Anglican church was in the Parish of Ringwood, which included the districts of Mitcham and Croydon. Matins was held at Croydon at 11 a.m., Evensong in the afternoon at Ringwood, and the same later in the evening at Mitcham. The services were conducted by lay readers, from the clergy house at Ferntree Gully.²³⁹

It is believed early Roman Catholic settlers of the district, received religious instruction from a Jesuit missionary from Hawthorn, who visited Maroondah only once or twice a year. By 1871, a Catholic timber school/chapel operated in the district,²⁴⁰ and in 1893, the Parish Priest of Lilydale, organised the building of a church near the intersection of Whitehorse and Mount Dandenong Roads.²⁴¹ In 1913, the Roman Catholics built Sacred Heart Church in Hewish Road, Croydon (now demolished), and in 1939, a monastery was built for the Missionaries of the Sacred Heart, as a seminary for priests, now the parish centre. The Mormons built in Hewish Road in the 1960s.²⁴²

By the World War I, many of the primitive buildings that had served as churches for the community were replaced by more substantial structures. Many of Maroondah's churches moved in later years to bigger sites and buildings, to meet shifts in population in the suburb, and changes in community needs.²⁴³

12.2 Recreation

In the nineteenth century, sport played an important role in the fabric of Victorian rural communities, and this has continued in both rural and urban life today. Many early sporting clubs in rural districts were connected with local churches, and involved the popular sports of football, tennis and cricket.

Colonial governments of the nineteenth century recognised the need for open space for

²³⁸ Canon Grey, 'At the Foot of the Mount', pp 9 & 10.

²³⁹ Canon Grey, 'At the Foot of the Mount', p 9.

²⁴⁰ Further research is required to establish if this chapel was in Maroondah or Mitcham. Hugh Anderson, *Ringwood. Place of many Eagles*, p 94.

²⁴¹ Hugh Anderson, *Ringwood. Place of many Eagles*, p 94.

²⁴² The seminary closed and moved to Sydney in 1985. O'Connor, 'Croydon Heritage Study', p 19. Canon Grey, 'At the Foot of the Mount', p 7.

²⁴³ Hugh Anderson, *Ringwood. Place of many Eagles*, pp 95-96. Canon Grey, 'At the Foot of the Mount', p 7.

recreation, and in setting out proclaimed townships, in addition too schools and road reservations; land was also reserved for recreation. The Ringwood East Reserve on the corner of Mount Dandenong and Dublin roads, was reserved for recreation in 1886, when the Township of Ringwood was proclaimed.²⁴⁴ Other land in Maroondah, used as open space was provided by the Council. The loan raised to construct the Ringwood Mechanics' Institute also included an adjoining recreation reserve for the citizens.²⁴⁵ Recreation land was also given by various individuals to the community.

Various halls in the municipality have played an important part in the district's recreational activities. The Croydon Hall (former Mechanics' Institute), has seen a variety of uses, for scouting groups, dances during World War II for servicemen stationed at Park Orchards and Wonga Park;²⁴⁶ and as a picture theatre.

Since World War II, choice of leisure activities has increased. Community centres developed as places for the community to meet and participate in educational and recreational activities. The Wyreena Community Arts Centre was opened in 1978, to provide Croydon with a place for arts and crafts classes, exhibitions and a cafe. New commercial sporting and entertainment venues have also evolved in Maroondah during this period, including an indoor bowling alley, skating rink, cinema complex and drive-in theatre.

At present, Maroondah has over 120 sporting clubs and organizations, 35 hobby and craft groups, and seven community groups catering for a diverse and active community.

²⁴⁴ Land Victoria, map titled 'Township of Ringwood', held at the map collection of State Library of Victoria.

²⁴⁵ *Box Hill Reporter*, 24/9/1909.

²⁴⁶ Muriel McGivern, *A History of Croydon*, vol. 2, p 205.

D. DATA SHEETS

Data Sheets for significant places and sites, including all sites currently under Planning Scheme protection

Legend

*	Denotes properties already protected under Maroondah Planning Scheme
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L Denotes properties of Local Significance.

R Denotes properties of Regional Significance.

S Denotes properties of State Significance.

Address			Date	Level	Description
4-18	Adrian Court	Heathmont	c1950s	L	Houses (6)
23 & 23A	Albert Street	Ringwood	1940s	L	Semi detached houses
90	Alexandra Road	Ringwood East	1946	L	Tintern Anglican Girls Grammar School
12	Alto Avenue	Croydon	1920s	L	House
21	Alto Avenue	Croydon	1920s	L	House
23	Alto Avenue	Croydon	1920s	L	House
31-33	Alto Avenue	Croydon	1930s	L	House 'Brown Willy'
32	Alto Avenue	Croydon	1950s	L	House
34	Alto Avenue	Croydon	1920s	L	House
36	Alto Avenue	Croydon	1920s	L	House
37	Alto Avenue	Croydon	1920s	L	House
42-46	Alto Avenue	Croydon	1920s	L	House
*67-73	Alto Avenue	Croydon	c1925	R	Kewn Kreestha Family Care Sisters
74-76	Alto Avenue	Croydon	1920s	L	Shadowood
	Appleberry Place	Ringwood North	1895	L	Orchard remnant in Council Reserve
*7	Aringa Court	Ringwood	c1911	L	House
9-13	Bayfield Road	Bayswater North	c1924	L	Old Peoples Home
	Bayfield Road	Bayswater North		L	Water tower
*273	Bayswater Road	Bayswater North	c1880s	R	Boonong
358	Bayswater Road	Bayswater North	1930s	L	House

	Bedford Park	Ringwood	1940s	L	Ringwood & Heathmont Guides
	* Bedford Park	Ringwood	c1962	L	1st Ringwood Scout Hall - Bill Wilkins Lodge
	55A Bedford Road	Ringwood	1954	L	Ringwood Secondary College
	*1 Bedford Road				Bryan's Ringwood Cellars
	8-16 Bedford Road	Ringwood	1920	L	Church of Our Lady of Perpetual Help
	*15 Bedford Road	Ringwood	c1888	L	Dr D.P. Leuschner Psychologist
	18 Bedford Road	Ringwood	1910s	L	House
	29 Bedford Road	Ringwood	1910s	L	House
	21-23 Bemboka Road	Warranwood	1998	L	St James Anglican Church
	59 Bemboka Road	Warranwood		L	Orchard remnants
	Braeside Avenue	Ringwood	1970	L	Maroondah City Council Municipal Offices
	*15 Braeside Avenue	Ringwood	c1920	L	Californian Bungalow
	*Bungalook Creek 80m upstream from Dandenong Creek	Bayswater			Manna Gum
	20 Byways Dve.	Ringwood East	1969-72	S	Patrick Hegarty House
	*5 Camelia Court,	Croydon			Lemon-scented Gum

	Cameron Road	Ringwood North		L	Row of cypresses
6	Cameron Road	Ringwood North	1920s	L	Californian Bungalow
254	Canterbury Road	Bayswater North	1956	L	Fibremakers Business Park
	323-365 Canterbury Road	Ringwood	1967	L	Cadbury Confectionary
* Canterbury Road Bayswater Golf Range		Bayswater			Elderberry Panax Tree
*24	Carroll Avenue	Croydon (Private land)			Swamp Gum Tree
	Civic Mall	Ringwood	1995	R	Ringwood Library
	Civic Mall	Ringwood	1994	R	Ringwood Plaza
*12	Civic Square	Croydon	1930	S	Croydon Baby Health Centre
	Civic Square	Croydon	1967	L	Croydon Customer Service Centre
	Civic Square	Croydon	1980	L	Croydon Library
	Civic Square	Croydon	1982	L	Florence Crane Sundial
	Civic Square	Croydon	1977	L	Croydon Leisure Centre
30-32	Colchester Road	Kilsyth	c1877	R	Walker farmhouse & Chambers garden
14A	Croydon Road	Croydon	1959	L	Croydon Fire Station
*20-22	Croydon Road	Croydon	1930	L	Anglicare Victoria

	Croydon Road Croydon and Kent Ave roundabout		c1919		War Memorial
130	Croydon Road	Croydon	c1920	L	House & hedge
1-15	Davey Drive	Ringwood East	1976	L	Maroondah Hospital
*16	Delatite Court	Warranwood			Candlebark Tree
*18	Delatite Court	Warranwood			Candlebark Tree
*Devon Street car park	Croydon				Silver Peppermint Tree
*Dickasons and Mountain View Roads corner	Heathmont				Yellow Box Tree
143	Dorset Road	Croydon	1920s	L	Californian Bungalow
148-50	Dorset Road	Croydon	1930s	L	House
*149	Dorset Road	Croydon			Golden English Oak
149	Dorset Road	Croydon	1933	L	Glenbrae. House and Edna Walling garden
259-261	Dorset Road	Croydon	1920s	L	House
263	Dorset Road	Croydon	1880s	L	Italianate house
264-266	Dorset Road	Croydon	1920s	L	Californian Bungalow
323	Dorset Road	Croydon	1920s	L	House
*427-429	Dorset Road	Croydon	1918	L	Sunnyview
*Dorset Road, Croydon Golf Club near 150m post of 10 th fairway	Croydon				Candlebark Tree

* Dorset Road of Dorset Gardens Hotel carpark	Croydon				Eucalypt Tree East
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56b	Dublin Road & Railway Avenue	Ringwood East	1957	L	Army Depot
67	Dublin Road	Ringwood East	1960	L	House
	Eastfield Road	Croydon South	1921	L	Cheong Wildflower Sanctuary
	Eastfield Road	Croydon South	1948	L	Cheong Park

* Eastfield Road Cheong Wildflower Sanctuary	Croydon South				Wild Stringybark Tree
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* Eastfield Park,	Croydon (Council reserve)				Algerian Oak Tree
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	Eastfield Road	Croydon South	1921	R	Croydon Hills Garden Suburb) Estate
6	Ellison Street	Ringwood	1930s	L	Californian Bungalow
8	Ellison Street	Ringwood	1930s	L	Californian Bungalow
10	Ellison Street	Ringwood	1930s	L	Californian Bungalow
12	Ellison Street	Ringwood	1930s	L	Californian Bungalow
3	Evelyn Road	Ringwood North	1920s	L	Californian Bungalow
5-7	Evelyn Road	Ringwood North	1920s	L	Californian Bungalow
30	Everard Road	Ringwood East	1950s	L	Modern house

*17D	Everard Road	Ringwood East	1924	L	Maroondah Montessori Pre-School
46	Great Ryrie Street	Ringwood	1961	L	Aquinas College
51A	Great Ryrie Street	Heathmont	1990s	L	Great Ryrie Primary School
*32	Greenwood Avenue	Ringwood	1922	L	Former Ringwood Primary School
*5A	Greenwood Avenue	Ringwood	1954	L	Greenwood Park Kindergarten
17-37	Greenwood Avenue	Ringwood	1970	L	Ringwood Aquatic Centre
30-32	Station Street	Ringwood	1963	L	Ringwood Uniting Church
47	Grey Street	Ringwood East	1958	L	Warrawong Day Care Kindergarten
59-61	Heatherdale Road	Ringwood	1924/25	L	Ringwood Terminal Station
116	Heathmont Road	Heathmont	1910s	L	Edwardian house
	Hewish Road	Croydon	1937	L	Row of cypresses Croydon Park
58-62	Hewish Road	Croydon	1960s	L	Church of Jesus Christ of Latter Day Saints
*11-17	Highfield Avenue	Ringwood North	1889	L	Wellington Park
6	Hill Street	Ringwood	1940s	L	House
*13-23	Hull Road	Croydon	1923	L	Wyreena Community Centre

* Junction Street North-west end (Eastern side is VicRoads land)		Ringwood			Manna Gum Tree
23	Jackson Street	Croydon	1940s	L	House
84-86	Kalinda Road	Ringwood	1966	L	Yarra Valley Grammar School
1	Kent Avenue	Croydon	1929	L	1st/4th Croydon Scout Hall
	Knaith Road Reserve	Ringwood East	1877 1960	L	Former Universal Brick and Tile Works site
* Lacey Street Reserve		Croydon			Weeping Scotch Elm tree
*74 Little John Road		Warranwood			Candlebark Tree
*Little John Reserve (Council land)		Warranwood			3 Candlebark Trees
*76 Longview Road (Naturestrip)		Croydon			Smooth- barked Apple Tree
*90-92 Longview Road		Croydon			Messmate Stringybark tree
52	Loughnan Road	Ringwood North	1960s	L	House (glass and steel cube)
*50 Main Street		Croydon	1928	L	Collins Solicitors and Nicolette's
131	Main Street	Croydon	1960s	L	Former Croydon Post Office(?)
161-163	Main Street cnr Devon St.	Croydon	c1938	L	Castlefields Chemist Coffee Lounge etc and residence

192	Main Street cnr. Mount Dandenong Road	Croydon	c1936	L	Shops
5-7	Maroondah Highway	Ringwood	c1948	L	House and Evan Mackley Fine Art Gallery
*20	Maroondah Highway	Ringwood	c1907	L	Forever Video
28	Maroondah Highway	Ringwood	1970	L	Ringwood Ice Arena
33-37	Maroondah Highway	Ringwood	1925	L	former Coach and Horses Hotel
47-51	Maroondah Highway	Croydon	1970	L	Croydon Hotel
79-83	Maroondah Highway	Ringwood	1960s	L	AMF Ringwood Lanes
86	Maroondah Highway cnr MurrayPlace	Ringwood	c1950	L	Drive-in Shopping Centre
93-97	Maroondah Highway cnr. Market Street	Ringwood	1947	L	Jooce Nightclub (former Holeproof factory)
143	Maroondah Highway	Ringwood	1920s	L	Growling Dog Nightclub
145-147	Maroondah Highway	Ringwood	1950s	L	Midway Arcade
171-175	Maroondah Highway	Ringwood	1967	L	Eastland Shopping Centre
*253-257	Maroondah Highway	Ringwood	1930	L	former Ringwood Fire Station
*310	Maroondah Highway	Ringwood			English Oak Tree

*343	Maroondah Highway	Croydon North	c1870	S	Prefabricated House
481-493	Maroondah Highway	Ringwood	1963	L	Penguin Books
*	Maroondah Highway and Station Street	Ringwood	c1890	R & S	Ringwood Railway Station complex
	Maroondah Highway	Ringwood East		L	17 mile milepost west of Oban Road
	Maroondah Highway	Ringwood		L	Ringwood Lake & stand of poplars
*104A	Maroondah Highway cnr Wantirna Road	Ringwood	1928	L	Ringwood Memorial Clocktower
435	Maroondah Highway Brushy Park	Croydon North	1974	L	Toll gate obelisk and plaque
435	Maroondah Highway Brushy Park	Croydon North	1985	L	William Barak memorial
*35-37	Merrill Crescent	Croydon Hills			Red Box Tree
14	Mines Road	Ringwood East	1950s	L	House
	Mines Road	Ringwood East	1980	L	Karralyka Centre
*5	Moss Court	Croydon	c1889	L	Linden
2-10	Mount Dandenong Road	Ringwood East	1877	L	Daiseys Hotel
20	Mount Dandenong Road	Ringwood East	1910s	L	Edwardian house
49A	Mount Dandenong Road	Ringwood East	1870s	L	Ringwood East Reserve

*77-115 Mount Dandenong Croydon Road	1939	L	Sacred Heart Parish Centre
144-146 Mount Dandenong Croydon Road	c1929	L	Californian Bungalow
*144-146 Mount Dandenong Croydon Road			Two Pencil Pine trees at front gateway
*149 Mount Dandenong Croydon Road	c1929	L	Californian Bungalow
*153 Mount Dandenong Croydon Road	c1938	L	Streamlined Moderne house
*177-181 Mount Dandenong Croydon Road			English Oak Tree Croydon Community School
*177-181 Mount Dandenong Croydon Road	1889	L	Croydon Community School Primary School Buildings
185 Mount Dandenong Croydon Road cnr Mount View Street	1956	L	Croydon Central Uniting Church
197-207 Mount Dandenong Croydon Road	1940s	L	Shop
202-210 Mount Dandenong Croydon Road	1909	L	Croydon Entertainment Centre
272 Mount Dandenong Croydon Road	1920s	L	House
274 Mount Dandenong Croydon Road	1920s	L	Croydon Child Minding Centre
276 Mount Dandenong Croydon Road	1950s	L	Croydon Child Minding Centre
280 Mount Dandenong Croydon Road	1920s	L	House

290	Mount Dandenong Road	Croydon	1920s	L	Californian Bungalow
298	Mount Dandenong Road	Croydon	1920s	L	Californian Bungalow
313-315	Mount Dandenong Road	Croydon	1920s	L	Californian Bungalow
316	Mount Dandenong Road	Croydon	1920s	L	Californian Bungalow
317	Mount Dandenong Road	Croydon	1920s	L	Californian Bungalow
329	Mount Dandenong Road	Croydon	1920s	L	Californian Bungalow
331	Mount Dandenong Road	Croydon	1910s	L	Edwardian house
333	Mount Dandenong Road	Croydon	1920s	L	Californian Bungalow

*334	Mount Dandenong Road	Croydon	c1872	R	Jenkin's Cottage
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340	Mount Dandenong Road	Croydon	1920s	L	Californian Bungalow
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342	Mount Dandenong Road	Croydon	1920s	L	Californian Bungalow
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*	Mount Dandenong Road nature strip (north side) west of Mines Road	Ringwood East			Red Ironbark Tree
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2	Mount View Street	Croydon	c1938	L	District Health Council
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36	Mulawa Street	Croydon		L	Dunalister Park
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18	Munro Street	Ringwood		L	Units
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*New Street	Small reserve at northern end (VicRoads land)	Ringwood			Manna Gum Tree
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*Nelson & New Streets corner. South side of Mullum Mullum Creek 70m west of road centre	Ringwood				Manna Gum tree
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*45	Oliver Street	Ringwood			Lemon-scented Gum
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172-180 Oban Road Ringwood North 1923 L Ringwood North
Primary School

57 Oliver Street Ringwood 1880s L Victorian house

O'Shannassy Pipeline Croydon 1920 L Traverses city

5 Panorama Avenue Ringwood North c1960 L House

7 Panorama Avenue Ringwood North c1960 L House

9 Panorama Avenue Ringwood North c1950s L House

11-13 Panorama Avenue Ringwood North c1975 L House

*17-21	Panorama Avenue	Ringwood North	c1910	L	Pinemont
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47-49 Patterson Street Ringwood East 1950s L Holy Trinity
Anglican Church

73-75 Patterson Street Ringwood East 1995 L Maroondah Social
Health Care

77 Patterson Street Ringwood East 1990s L Murnong Mental
Health Centre

3 Pine Crescent Ringwood North 1975 L Modern house

22 Pine Crescent Ringwood North 1956 L Sir Billy Sneddon's
former house?

50 Pine Crescent Ringwood North 1970 S House by architect
John Denton

7-17 Pine Crescent Ringwood North c1945 L Water tank

1-7 Pitt Street Ringwood 1880s L Victorian house

20 Pitt Street Ringwood 1880s L Victorian house

22	Pitt Street	Ringwood	1880s	L	Victorian house
24	Pitt Street	Ringwood	1880s	L	Victorian house
28 & 28a	Pitt Street	Ringwood	c1955	L	Ambulance Depot and residence
1-57	Plymouth Road	Croydon	1964	L	Luther College

*59	Power Street	Croydon North			Narrow-leaf Peppermint Tree
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*36 Poynton Avenue (rear). North side of Mullum Mullum Creek (VicRoads land)	Ringwood				Manna Gum Tree
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4*	Reilly Court	Croydon	c1895	L	Kleinert Homestead
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18-20 Richardson Road Croydon 1980s L House

*77	Richardson Road	Croydon	1936	L	Birribindi
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90 Richardson Road Croydon 1960s L House

31 Ringwood Street Ringwood 1990s L Ringwood Police Station

79 Ringwood Street Ringwood 1920s L Swiss Chalet Bungalow

*Ringwood Street, east side. Northern side of (VicRoads land),	Ringwood				Manna Gum Tree bypass
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18-20 Ruskin Avenue Croydon 1964 L Ruskin Park Primary School

20-22 Ruthven Way Ringwood East 1950s L House

21-23 Ruthven Way and Angus Ave Ringwood East 1970s L House

29-31 Ruthven Way Ringwood East 1970s L Alistair Knox

designed house?

*4	Salvia Court	Warranwood			Candlebark Tree
*Scott Street Reserve		Ringwood			Two Manna Gum Trees
*2A	Strathallyn Road	Ringwood	c1896	L	Strathallyn
	Strathfield Parade and Hannora Crescent	Croydon	1880	L	Orchard remnants
2-24	Stuart Street	Bayswater North	1980s	L	Bayswater North Primary School
* Suda Avenue (end of). North side of Mullum Mullum Creek, just east of bypass (VicRoads land)		Ringwood -			Manna Gum/ Stringybark
3	Taylor's Road	Croydon	1880s	L	Italianate house
5-7	Taylor's Road	Croydon	1895	L	Victorian house
*8	Tereddan Drive Bungalook Conservation Reserves (public land)	Kilsyth South			Silver-leafed Stringybark
5-9	Toorak Avenue	Croydon	1956	L	St John the Divine Anglican Church
*2	Unsworth Road	Ringwood	1915	L	Rothsaye
1/13-15	Vernon Street	Croydon	c1927	L	Californian Bungalow
17	Vernon Street	Croydon	1930	L	Californian Bungalow
18-20	Vernon Street	Croydon	1925	L	Californian Bungalow
19	Vernon Street	Croydon	1925	L	Sweet Pea Cottage

21	Vernon Street	Croydon	c1925	L	Californian Bungalow
23	Vernon Street	Croydon	c1924	L	Californian Bungalow

*22-24	Victoria Street	Ringwood East			Manna Gum Tree
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4	Wantirna Road	Ringwood	1930s	L	Spanish Mission house
6	Wantirna Road	Ringwood	1930s	L	Spanish Mission house
8	Wantirna Road	Ringwood	1930s	L	Spanish Mission house

*18	Wantirna Road	Ringwood	c1895	L	House
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*20	Wantirna Road	Ringwood	c1895	L	House
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*22	Wantirna Road	Ringwood	c1895	L	House
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*24	Wantirna Road	Ringwood	c1895	L	House
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21-25	Ware Crescent	Ringwood East	c1995	L	Wundeela Centre
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*10-12	Warrandyte Road	Ringwood	c1913	L	Medical Centre
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*16	Warrandyte Road	Ringwood	c1926	L	Eastland Surgery
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*18	Warrandyte Road	Ringwood	c1918	L	Dorevitch Pathology
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40	Warrandyte Road	Ringwood	c1970	L	St Paul's Church
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*40	Warrandyte Road	Ringwood	c1918	L	Parish House "Glamorgan"
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41	Warrandyte Road	Ringwood	1910s	L	House
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47	Warrandyte Road	Ringwood	1910s	L	Coolangatta
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49	Warrandyte Road	Ringwood	1910s	L	Edwardian house
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58-62	Warrandyte Road	Ringwood	1920s	L	Californian Bungalow
76 & 76a	Warrandyte Road	Ringwood	c1940	L	Moderne semi-detached houses
125	Warrandyte Road	Ringwood	1964/68	R	House
125A	Warrandyte Road	Ringwood North		L	Norwood Reserve, Row of pines
*127	Warrandyte Road	Ringwood	c1920s	L	House
149-151	Warrandyte Road	Ringwood North	1920s	L	'Rosebank'
*Warranwood Reserve (top of hill)		Warranwood			Red Box Tree
17-21	Warrien Road, cnr Hawthorne Way	Croydon	1930s	L	Californian Bungalow
*8	Wattle Avenue	Ringwood			Lemon-scented Gum
*49	Wellington Park Dve.	Warranwood			Candlebark Tree
*53	Wellington Park Drive (private land)	Warranwood			Candlebark Tree
*	Wellington Park Reserve (Council land)	Warranwood			8 English Oak Trees
*	Wellington Park Drive & Wonga Road corner	Warranwood			Tree
35	Wicklow Avenue	Croydon	1939	R	Mingarra Retirement Home. Iron gates.
61	Wicklow Avenue	Croydon	1920s	L	former Croydon Lodge guest house or tea room?
10	Wilana Street	Ringwood	c1915	L	Edwardian house

12	Wilana Street	Ringwood	c1915	L	Edwardian house
37	William Street	Ringwood	c1950	L	Lyd-Lor Heights
9-11	Wonga Road	Ringwood North	1930s	L	House

*16	Wonga Road	Ringwood	c1900	L	Chipping
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*19	Wonga Road	Ringwood	1874	L	Cherry Hill
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*57-59	Wonga Road	Ringwood	c1937	L	Banool
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*81	Wonga Road	Ringwood	1876	R	Dunstaffnage
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213	Wonga Road	Warranwood	1990s	S	Rudolf Steiner School
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1*	Worrall Street	Croydon	c1930	R	Silver Birches
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*8	Yallabee Way	Croydon Messmate			Stringybark Tree
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87	Yarra Road	Croydon	c1910	L	Queen Anne house
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Miscellaneous

?	?	Croydon	1941	?	House by architects Seabrook and Fildes
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?	?	Croydon	1947	?	House by architect John Mockridge
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?	Maroondah Hwy	Ringwood	1947		Factory by A.S. & R.A. Eggleston. Documented in State Library. photo collection..Now demolished
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?	?	Croydon	?	?	Garden designed by Edna Walling
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?	?	Ringwood	?	?	Rose Garden extensions designed by Edna Walling
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?	Wonga Road	Ringwood North	1919	?	House by Walter Burley-Griffin
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E. Data Sheets for Places Omitted - Researched Sites

	Address		Date	Level	Description
Lot 2, 193A	Dorset Road	Croydon	1920s	?	House (omitted after comparative analysis)
383	Dorset Road	Croydon	1900?	?	House (omitted after comparative analysis)
22	Loughnan Road	Ringwood North	1892	L	House (demolished 2000)
134	Maroondah Hwy	Ringwood	1935	L	ES&A Bank Station Branch (demolished 2002)
235 & 235A	Maroondah Hwy	Ringwood	c1911?	L	Former Ringwood Coolstore? (burnt down 2001)
31	Mt Dandenong Rd	Croydon	1920s	?	House (omitted after comparative analysis)
284	Mt Dandenong Rd	Croydon	1920s	?	House (omitted after comparative analysis)
294	Mt Dandenong Rd	Croydon	1920s	?	House (omitted after comparative analysis)
296	Mt Dandenong Rd	Croydon	1920s	?	House (omitted after comparative analysis)
-	New Street	Ringwood	?	?	Vehicular & pedestrian railway underpass
-	Wantirna Road	Ringwood	1882?	?	Vehicular & pedestrian railway underpass
226	Warrandyte Rd	Ringwood	c1990	?	House (omitted after

F. Chronological Schedule of Historic Events

- 1837 John Gardiner and William Fletcher commence squatting on 16,900 acres of land in the Yering and Warrandyte parishes.
- 1843 William Wedge, nephew of John Wedge of the Port Phillip Association; surveys the route of the Gippsland Road (Maroondah Highway) through the district.
- 1849 William Turner successfully tenders for a cattle run in 'Stringybark Bark' forest, commencing permanent white settlement in the Maroondah district.
- 1854 First land sale at Ringwood.
- 1857 District designated the Parish of Ringwood.
- 1863 Parish of Ringwood becomes part of the Berwick Road District.
- 1865 Orchards are first described as being in the district.
- 1869 Ores of antimony discovered at Ringwood.
- 1870 John Curran has alluvial gold claim at Mullum Mullum Creek.
- 1871 Parish of Ringwood transferred from the Berwick Road District to the Upper Yarra Road District.
- 1872 Upper Yarra Road District becomes the Shire of Lillydale.
- 1874 Cobb & Co. commences a service along White Horse Road.
- 1875 Postal service commences in Maroondah.
- 1882 Railway constructed through district from Hawthorn to Lillydale.
- 1882 Telegraph service introduced to Maroondah.
- 1884 Warrandyte (South Warrandyte) railway station renamed Croydon.
- 1884 First commercial brickmaking commences in Maroondah.
- 1888 Ringwood Police Station opened.
- 1889 Croydon School opened.

- 1889 Tenders let to construct a station at Ringwood.
- 1908 Croydon Hall (formerly the Croydon Mechanics' Institute) opened.
- 1908 A market commences at Croydon.
- 1909 Ringwood Mechanics' Institute opened
- 1911 Ringwood Cool Store opened.
- 1912 Telephone exchange opened at Ringwood.
- 1910s West Prussia Road renamed Wantirna Road.
- 1915 Electricity supply commences in the district.
- 1920 Croydon supplied with reticulated water.
- 1921 Main Street, Croydon declared a brick area.
- 1921 Supply of reticulated water commences in Ringwood.
- 1922 Ringwood State School moved to Greenwood Avenue.
- 1923 Electrification of the railway from Box Hill to Ringwood completed.
- 1924 Borough of Ringwood proclaimed after severance from the Shire of Lillydale.
- 1924 East Ringwood State School opened
- 1925 East Ringwood Station opened.
- 1925 Heathmont Station opened.
- 1926 Ringwood Fire Station opened in temporary buildings, until a permanent station opens in 1930.
- 1927 Construction of the former Ringwood Town Hall in Main Street (White Horse Road).
- 1927 A Baby Health Care Centre opened at Croydon.
- 1928 Ringwood Memorial Clock Tower completed.
- 1959 Whitehorse Road duplicated.
- 1960 City of Ringwood proclaimed.

- 1960 Croydon and Ringwood connected to the state's gas reticulation system.
- 1961 Shire of Croydon proclaimed after severance from the Shire of Lilydale.
- 1964 First house in Ringwood connected to a MMBW sewer.
- 1967 Eastland opened.
- 1969 Ringwood's first town hall demolished.
- 1970 Ringwood Civic Centre opened.
- 1971 City of Croydon proclaimed.
- 1994 Cities of Croydon and Ringwood amalgamate to form the City of Maroondah.

G. Archaeological sites

1. Knaith Road Park, Knaith Road, Ringwood East (former brickworks)
2. Maroondah City Council Municipal Offices, Braeside Avenue, Ringwood (former antimony mines)
3. Ringwood East Reserve, 51 Mount Dandenong Road, Ringwood East (former antimony mines)
4. Former Coach & Horses Hotel, 33 Maroondah Highway, Ringwood (including rear yard)
5. 4th Combat Engineer Regiment, Royal Australian Engineers, 56b Dublin Road, Ringwood East (former 1880s-90s brick and tile works).

H. Buildings with Potential Heritage Significance (not yet inspected or evaluated)

- 16 Bond Street, Ringwood - Californian Bungalow
- 50 Bond Street, Ringwood - Californian Bungalow
- 16 Kemps Road, Ringwood East
- 67 Loughnan St, Ringwood
- Maroondah Highway (south-side, near Maroondah Secondary College) -houses
- Molan Street (south-west corner of Steven Court), Ringwood - Moderne house
- 33 Morgan Avenue, Croydon
- 286 Mount Dandenong Road, Croydon - Californian Bungalow
- 346 Mount Dandenong Road, Croydon - Californian Bungalow

- 352 Mount Dandenong Road, Croydon - Californian Bungalow
 - Old Lilydale Road, Ringwood East - orchard house
 - 12 Old Lilydale Road, Ringwood East
 - 14 Pratt Street, Ringwood - Victorian house
 - 34 Pitt Street, Ringwood - Victorian house
 - 15 Sherbrook Avenue, Ringwood - Californian Bungalow
 - 18 Sherbrook Avenue, Ringwood
 - 27 Sherbrook Avenue, Ringwood - Californian Bungalow
 - 17 Summit Crescent, Ringwood North – House designed by Allistair Knox
 - 2 The Terrace, Croydon - 1920s house
 - 27 Wantirna Road, Ringwood - Californian Bungalow
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- 10-12 Warrandyte Road, Ringwood – Californian Bungalow (already listed) and Edna Walling Garden (designed for Dr Hewitt), not yet researched.
 - 62 Warrandyte Road, Ringwood
 - 21 Wonga Road, Ringwood
 - 64 Wonga Road, Ringwood - Victorian house
 - 110 Wonga Road, Ringwood

I. Schedule of Maroondah suburbs investigated in this Study

- Bayswater North
- Brushy Creek
- Croydon
- Croydon Hills
- Croydon North
- Croydon South
- Heathmont
- Ringwood
- Ringwood East
- Ringwood North
- Warranwood

J. Schedule of suburbs not investigated in this Study

- Bayswater
- Boronia
- Chirnside Park
- Donvale
- Kilsyth
- Park Orchards

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