

National Trust of Australia (Victoria)

SUBMISSION CONCERNING

OAKLEIGH MOTEL

1650 DANDEMONG ROAD

OAKLEIGH

TO THE

HERITAGE COUNCIL OF VICTORIA

ADDENDUM

17 March 2009

Report prepared on behalf of the National Trust by
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and
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1.0 INTRODUCTION

1.1 Purpose of this Report

This report was prepared by Simon Reeves (Built Heritage Pty Ltd) and Michele Summerton (Historica Cultural Heritage Projects) to provide supplementary information considered to be pertinent in building a case for the state heritage significance of the Oakleigh Motel. The purpose of this report is threefold:

- To provide clarification or confirmation of certain points that were made in the previous reports by the present consultants in relation to the motel's position in the context of other early motels in Victoria;
- To respond to various submissions that had been made by others, and, in particular, to address the hitherto unresolved issue of the architectural attribution of the motel;
- To provide any other information that was considered pertinent to the assessment and had not been adequately covered in any other submissions, notably the provision of additional biographical details about the client, Mr Cyril Lewis

Sections 2.1 and 2.2 of this report were completed by Simon Reeves, and Section 2.3 by Michele Summerton.

1.2 Findings of this Report

The additional research undertaken for this addendum has confirmed that

- The Oakleigh Motel was indisputably the **first motel** to be erected in Victoria;
- The Oakleigh Motel is indisputably the **only surviving example** of a pre-1960 motel in the Melbourne metropolitan area;
- The Oakleigh Motel was **not** designed by architect Lindsay Bunnett, but by builder and draftsman James Miller, principal of the Tec Draft Machine & Drafting Service;
- The original owner, Cyril Lewis, was a resourceful businessman with a chequered background, a prominent entrepreneurial streak and many bold ideas, who was determined to make his mark in post-war Australia.

2.0 SUPPLEMENTARY INFORMATION

2.1 Early Surviving Motels in Victoria: An Update

Mount Martha Motel

The submission made by the Simon Reeves on 9 March 2009 described the Oakleigh Motel as the earliest *surviving* motel in Victoria. At that time, it could not be confirmed that the motel was in fact the earliest in Victoria, as evidence suggested that another early motel, located at Mount Martha on the Mornington Peninsula, had been mooted as early as January 1955. The latter motel was certainly in operation by October 1959, when it was noted in an early RACV motel guide, although its exact date of construction had not been established.

Research has since revealed that the aforementioned motel guide, published in October 1959 as a rudimentary stapled typescript, was not in fact the first motel guide to be prepared by the RACV. An earlier guide, published exactly one year before in October 1958, has now been located. This small four-page flyer included listings for only six motels then operating in Victoria.¹ Of these, two were in the metropolitan area (at Oakleigh and Craigieburn) and the remaining four were in regional areas (at Bairnsdale, Jamieson, Mildura and Wodonga).

It can therefore be concluded that the Mount Martha Motel, although perhaps mooted as early as January 1955, was not actually in operation until some time between October 1958 and October 1959. The Oakleigh Motel, which was in operation by January 1957, is clearly and unequivocally the first motel ever built in Victoria.

Braybrook Motel

The previous submission also noted that many of the earliest motels in the Melbourne metropolitan have since been demolished. It was confirmed, for example, that those motels at St Kilda, Parkville, Craigieburn and Mount Martha were no longer extant. The present status of the Braybrook Motel, however, remained unclear. Little information was available on that particular motel, and even its exact address could not be verified. More details, however, have now come to light.

The Braybrook Motel evidently commenced operation during 1959, as it is listed in the second edition of the RACV motel guide, published in October that year, but not in the recently discovered first edition of October 1958. A slightly later motel guidebook, dating from 1967, provides further clarification.² According to that source, the facility comprised only 14 units and was more properly known as the *Braybrook Hotel-motel*. As defined in that guidebook's introduction, a "hotel-motel" referred to "a fully licensed hotel with all or part of the accommodation in a separate block built on motel lines".³ It can therefore be concluded that the so-called "Braybrook Motel" was not a stand-alone development, comparable to other early motels at Oakleigh, Somerton, St Kilda and Parkville, but merely an addendum to an existing hotel complex.

The original Braybrook Hotel, a single-storey bluestone building dating from the 1870s, still stands at 353 Ballarat Road, Braybrook. However, it has clearly been much extended and updated during the 1980s, and no trace now remains of a separate block of fourteen motel units at the rear of the site. It can therefore be concluded that, with the confirmed demolition of early motels at St Kilda, Parkville, Mount Martha, Craigieburn AND Braybrook, the remaining example at Oakleigh stands as a unique survivor of pre-1960 motel development in Melbourne.

¹ "Modern Type Motels in Victoria", flyer dated October 1958. Reeves Collection.

² *The Herald Motel Guide 1967*, p 63.

³ *The Herald Motel Guide 1967*, p 5.

2.2 Architectural Origins

Disputed Architect Involvement

Notwithstanding the many submissions made in support of the proposed registration of the Oakleigh Motel, the question of its architectural origins has not been satisfactorily resolved.

Research to date has identified two architectural firms in connection with the Oakleigh Motel, but both of these were associated with specialist technical aspects rather than the design and planning. The City of Oakleigh building permit application file includes correspondence, dated 21 March 1956, which states that the motel's sewerage and stormwater drainage scheme was by Michaelson, Simpson & Michaelson, who were "architects and engineers" of Gore Street, Fitzroy.⁴ Two AF sheets of drawings held by the State Library, relating to alterations to the motel in 1958, bear the name of architect H Vivian Taylor. He was then Melbourne's leading acoustic consultant, and appears to have been engaged to resolve the issue of noisy ductowork in the maintenance passage between the two rows of motel units.⁵

The National Trust's original report suggested that the building might have been the work of architect Lindsay Bennett, described as a lecturer at RMIT. This, however, was based only on oral recollections of one of Bennett's contemporaries, architect James Earle (born 1927), and has not been confirmed in any documentary sources. When contacted recently by the present consultant, Mr Earle remained adamant of Bennett's involvement in the project, but was unable to provide any further information.⁶

Lindsay Harold Bennett (1920-1995) was the son of architect H E Bennett (1891-1965), who entered into partnership with the well-known Joseph Plotel in 1921.⁷ After matriculating at Scotch College in 1936, the younger Bennett joined Plotel's office, completing his articles in 1941. His studies at the Melbourne Technical College were interrupted by the War, during which time Bennett served with the Royal Australian Engineers, discharged in 1944 with the rank of Sergeant. Bennett then spent a further 18 months in Plotel's office before taking up a position in the Architectural Department of the Myer Emporium, under Staff Architect D C Ward. By the late 1940s, Bennett had started his own architectural practice. He designed an early flat-roofed modernist house at Deauville Street, Beaumaris (1948), and went on to design several others in the same area, most notably his own house at 9 Point Avenue (1953), where he remained living until his death.

No evidence has come to light to suggest Bennett's involvement in the design of the motel at Oakleigh. His name is certainly not mentioned in any of the primary documentation, including original working drawings, specifications and building permit application documents, nor in any of the published accounts of the motel in journals or newspapers. Moreover, Bennett's son has confirmed that his father had nothing to do with the Oakleigh Motel, although points out that he did design a motel at Sale in 1959-60.⁸ The latter statement would appear to resolve the recollections of Mr James Earle.

⁴ City of Oakleigh Building Permit File No 11490. Unit 102, VPRS 10253/P0, Public Record office, Victoria (hereafter PROV).

⁵ LTAD 162 SEW PC 20 DR 10. Picture Collection, State Library of Victoria. This set of drawings relating to the Oakleigh Motel was located by Michele Summerton 4 March 2009.

⁶ Telephone conversation with Mr James Earle, 28 February 2009.

⁷ File on Lindsay Harold Bennett. Architects' Registration Board of Victoria (ARBV) archive, VPRS 8838/P1, PROV.

⁸ Telephone conversation with Mr Christopher Bennett, 15 March 2009.

The Role of TecDraft

The report submitted by Bryce Raworth noted that the original architectural drawings for the motel dated early 1956 include a title block with the company name of TecDraft, and the signature of one J M Corriston.⁹ New research by the present consultants establishes that the actual design of the motel must be attributed to TecDraft. A hitherto overlooked piece of evidence was found in *Royal Auto* of January 1957, which contained an illustrated two-page article about the newly completed motel, plus a two-page advertisement.

The latter included congratulatory messages from many of the contractors and suppliers involved in the project, including Wunderlich Limited (roofing) and F & C Steel Products (steel construction). A small, boxed advert in the corner of the page simply noted that

Design and supervision by Tecdraft, XF5518¹⁰

Significantly, an aerial perspective drawing of the entire motel complex, on the opposite page, also bears the inscription 'TecDraft' in one corner.¹¹ It can therefore be concluded that this firm was responsible not only for the drafting of the plans (as noted by Mr Raworth), but also for the actual design and, evidently, the supervision of construction.

Until now, little was known of TecDraft. Post office directories reveal that the firm, listed by its full name of the TecDraft Machine & Drafting Service, operated from 71 Queens Road in 1956. The following year, it was listed at the same address under the slightly different name of TecDraft Machine Design & Drafting Service.¹² No proprietor's name was included, and, in any case, the company disappeared entirely from subsequent directory listings.

It has now been established by the present consultants that TecDraft was founded by James Albert Miller (1928-2005), who started his career as an apprentice toolmaker but later gained qualifications as a builder and draftsman.¹³ His widow, Mrs Jessie Miller, recalls he worked as a draftsman on a housing project in Newborough in 1949, possibly for the Housing Commission of Victoria. He then started his own design and drafting service, based initially in Queens Road. Around 1957, Miller relocated his business to the new house that he had designed and built for himself and his wife at 52 Scott Street, Beaumaris.

Miller's widow not only confirms that he was responsible for the design of the Oakleigh Motel, but also states that she was unaware of any input from an architect named Lindsay Bennett. It is worth noting here that one of the four sheets of working drawings for the motel, dated January 1956, actually bears the signature of James A Miller himself.¹⁴ The other three sheets were drafted by one J McCorriston (not J M Corriston, as noted by Mr Raworth), who was presumably Miller's assistant in the office. The working drawings for subsequent additions to the motel, dated September 1959, were also prepared by TecDraft. The title block, however, gives the firm's address at 52 Scott Street, Beaumaris, and what appears to be the initials JAM (i.e. James Albert Miller).¹⁵

⁹ Bryce Raworth. "Former Oakleigh Motel: Submission to the Registrations Committee", March 2009.

¹⁰ "Modern motel on the city's fringe", *Royal Auto*, January 1957, p 24.

¹¹ "Australia's latest and most modern: Melbourne's first motel", *Royalauto*, Jan 1957, p 25.

¹² *Sands & McDougall Directory of Victoria*, 1956, 1957, 1958.

¹³ Telephone interview with Mrs Jessie Miller, 14 March 2009.

¹⁴ City of Oakleigh Building Permit File No 8339. Unit 64, VPRS 10253/P0, PROV.

¹⁵ City of Oakleigh Building Permit File No 11490. Unit 102, VPRS 10253/P0, PROV.

Little else is known of the work undertaken by TecDraft. The business became a registered company in 1972, known as Tecdraft Design & Construction, with James Miller and his wife Jessie (still listed as residents of 52 Scott Street, Beaumaris) as its co-directors.¹⁶ The house, which is one of the few other TecDraft projects that have yet been identified, still stands. It is a representative example of contemporary 1950s domestic design, with a boldly raked skillion roof and broad eaves. Miller's widow recalls that he was responsible for many other houses, as well as commercial projects such as service stations, hotels and more motels. However, the only other commercial projects that have been identified to date are the Welshpool Hotel-motel in South Gippsland and the Wurruk Hotel-motel in Sale, both of which date from the mid-1960s. Miller and his wife later settled in Sale, where he died in 2005.

Motels without Architects

The fact that no architect or architectural firm was involved in the Oakleigh Motel project does not necessarily diminish the architectural significance of the building. Rather, this is a highly important aspect of the building's significance, as it demonstrates what was a typical phenomenon in the design of many early motels in Australia.

As mentioned in the previous submission, the motel as a new building type quickly attracted the attention of the local architectural profession. Brian O'Connor, an architect from Melbourne, began to make a study of modern motel architecture as early as 1949. He went on to design one of the country's earliest examples, the AA Motel in Canberra, in 1955-56, and others elsewhere in Victoria, Peter Jorgenson and Bernard Evans were not only responsible for the design of the first motels in the inner metropolitan area (respectively in Parkville and St Kilda) but went on to become motel specialists. The new building type also attracted the attention of some of the more prominent architectural firms of the day, starting in 1958 when the celebrated modernists Mockridge, Stahle & Mitchell designed a well-regarded example, the Mitchell Valley Motel, near Bairnsdale. Over the next decade, many other first-string designers dabbled in motel design, including Best Overend, Grounds, Romberg & Boyd and others.

However, the notion of having a motel designed by a draftsman or drafting service, based on American prototypes seen by the owner or developer, was a significant parallel development in its own right. The best illustration of this can be gleaned from the published memoirs of prominent hotelier George Frew, who began his career as a motel developer in the late 1950s. Frew's first motel, built in Cooma in New South Wales in 1957, was designed by an unnamed draftsman in collaboration with a local builder, Ern Beagley:

This man didn't muck about. On the Monday, we picked up the plans from the draftsman, and paid him. Two sheets of drawings -one plan, one elevation – plus one small sheet of simple typewritten specifications.¹⁷

Frew went on to build other motels at Wangaratta, Warrnambool and Colac in the late 1950s. None of these involved input from a qualified architect, but were free adaptations of American prototypes, made by local builders and/or draftsman. Frew himself admits that the complex at Wangaratta was based on a Howard Johnson motel that he had seen illustrated in an American monograph entitled *Hotel Motels Restaurants and Bars* (1956). Similarly, the design of Frew's motel at Colac was copied from one that he had seen published in "the very latest coffee table book on accommodations throughout the world". As he himself put it:

¹⁶ "TecDraft Design & Construction Pty Ltd". Defunct Company Records. VPRS 932/P0, PROV.

¹⁷ George Frew, *Someday I'll have Money*, p 79.

We took it to our draftsman, who had it drawn up for presentation to Colas Council in 48 hours. I mean, this was true 'architecture'. That wasn't something from my imagination. This was something from an expensive coffee table book that cost us two pounds nineteen and sixpence. Architectural design didn't come cheap.¹⁸

It is telling that Frew's earliest motels, derived directly from American counterparts without the input of local architects, represented some of the most explicitly Googie-style motels ever built in Victoria. Those at Warrnambool and Wangaratta, for example, had an office/dining room with a distinctive cross-braced A-frame roof, while the one at Colac was a double-storey rectilinear block with an eye-catching zig-zag folded-plate roof.

It was not until 1961 that Frew "somewhat reluctantly" engaged an architect for the first time, when designing a motel at Geelong. In that case, he had considered that an architect's input was necessary because "it was a prime city site, and the motel was to be several grades higher than anything we'd tackled before".¹⁹ The resulting building, which still stands at 66 McKillop Street, was noticeably more conventional in its style: a flat-roofed modernist block with glazed front wall and none of the lively Featurist forms or details that characterised Frew's earlier motels at Colac, Warrnambool, Wangaratta and Cooma.

The Oakleigh Motel, similarly designed by a drafting firm based on American prototypes seen by the owner, must therefore be considered of especial architectural significance because of this lack of formal architectural involvement, and not in spite of it.

2.3 The Entrepreneurial Cyril Lewis

A Biographical Overview

Previous submissions in relation to the Oakleigh Motel have provided little information about the original developer, Cyril Lewis. The report by Mr Raworth is the most authoritative, stating that Lewis died in 1978 and noting enigmatically that he was also known as Wilfred Ford. Research by the present consultants has determined that Lewis was thirty years old in 1942, which suggests that he was born in c.1912. A check of records of the Register of Births, Deaths and Marriages has located a reference to a certain Cyril Wilfred Ford, born in Carlton in 1911. His mother's name was recorded as Ethel Rose Ford, and his father as 'unknown'. It might be speculated, therefore, that Lewis was registered under the surname of his unwed mother, and that, in later life, he took the surname of the man he believed to be his father.²⁰

When Australia was beginning to emerge from wartime restrictions, the Federal and State governments were keen to advance new projects to help reset the economy and industrial production back to civilian demands. The Federal Government's Division of Industrial Development was willing to support new ideas and sponsor projects that would lead to positive outcomes. Rather optimistically, the entrepreneurial Cyril Lewis applied for sponsorship to travel to the United States of America. His letter of 2 January 1952 not only outlined his reasons for travel but also explained something about his life and the man behind the first motel in Victoria that would open in Oakleigh five years later.²¹

¹⁸ George Frew, *Someday I'll have Money*, p 97.

¹⁹ George Frew, *Someday I'll have Money*, p 100.

²⁰ Index of Births Registered in Victoria, 1901-1913. State Library of Victoria.

²¹ Letter from Cyril Lewis to the Director, Division of Industrial Development, 2 January 1952, Fle 5/60/5664, MP61/1, National Archives, Melbourne.

Lewis presented his application under the letterhead of his business,

*Used Cars by Cyril Lewis: cars bought, sold, exchanged and sold on commission,
598 High Street, Northcote, N.17.*

At the time he was living at the Chevron Private Hotel, at 519 St Kilda Road, Melbourne. Keen to indicate he was a successful, self-made man he pointed out

That I feel that in the past I have not been doing anything worthwhile for Australia. I started life with no assistance (boarded out from State) as a boy with Auto Car Industries. At the age of 20 I held a responsible position in charge of staff at Bellworth [Belworth] Hosiery Mills.²² After a few years in this capacity I left to teach myself the trade of fitting and tool making in which I gained a wide experience in various parts of Queensland, New South Wales and Victoria. Following this I was for two years an Insurance Agent and was always in the first six of 250 Agents. I then had twelve months of selling of goods in the country and the last five years as used car dealer. I mention these to show my varied and wide experience. Everything I have taken on I have made a success of, but I now fell (sic) I would like to be doing something in a more tangible and concrete way to help advance and cement Australia which is the sole purpose of my trip and my reasons for wanting to visit America.

From cars, hosiery mills, toolmaking and selling insurance, to working as a travelling salesman and dealing in cars, Lewis had certainly moved around, and now, just past the age of 40 he was keen to again change course. Quite surprisingly his quest for travel to the United States had nothing to do with motels. His quarry was plumbing supplies and sandpaper, both of which he felt were better made in the United States, and he proposed to investigate their manufacture and return with sample products. The government assessors knocked back his application, noting between themselves that his proposal lacked substance and did not address the country's materials shortages in a practical way. They suggested he approach his bank for a loan to finance the trip.

Lewis did get to the United States in the next two or three years but the precise details his travel have not come to light. However by then it is clear that a quest for motel development had eclipsed his interest in plumbing supplies and sandpaper. Mr Raworth mentions that he secured the support of Victorian Premier Mr Bolte in his plan to develop the motel concept in Victoria, and it is quite probable that it stemmed from the Victorian government report on local tourist facilities released in 1951, which found that the state needed to improve its accommodation and meal standards, and the new phenomenon of roadside motels was seen as offering a modern way forward.²³

While Lewis claimed to have designed the Oakleigh Motel himself, it is apparent that he sought the design/drafting/supervisory services of Tec Draft, of 71 Queens Road, Melbourne and instructed them to incorporate various stylistic elements he had seen in America. These are most clearly evident in the building's eye-catching angular design and signage – features which defined the bold roadside culture of the American highway. The original design, which proposed a much more elaborate display of signage, was toned down when the motel was constructed.

²² Belworth Hosiery Mills, Sydney Road, North Coburg commenced in about 1920 and were still operating in the late 1940s.

²³ Kirkby, D, 'The Transformation of Dining Out', in S O'Hanlon & T Luckins, *Go! Melbourne: Melbourne in the Sixties*, Melbourne Publishing Group, Melbourne 2005, p 171.

Information accompanying the drawings indicates that Lewis' Oakleigh Motel project could possibly have been in train as early as May 1955, as suggested by a document on the City of Oakleigh Building Permit file No.8339 relating to storm water drain issues, vehicular crossings and footpaths. The drawings for a 'motel, café, dwelling and office' were executed in January 1956 and a building permit issued by the Oakleigh Council on 28 March 1956. Drawings (by the same drafting company) for additions to the motel restaurant were completed in September 1959.

Cyril Lewis lived at the motel for many years and then retired and moved to a flat he owned in Balfour Street, Toorak. He died in St Vincent's Hospital on Sunday 30 July 1978 and was cremated at the Necropolis, Springvale.²⁴ He did not leave a will but it would appear that three life insurance policies listed in his estate were intended for three former wives. The principal items included the motel, which was then leased out to a manager, and land attached to the motel site. It is presumed that the motel passed to his only child, Cyril Lewis junior, born in 1942. By then the motel housed about 9 or 10 permanent residents and was reported to be in a "depressed state", requiring a number of repairs.²⁵ It was also the end of an era for Lewis' Pontiac sedan now valued at \$9,600.00. The 1976 model, which was the last of its line, signalled the end of the gas-guzzling era of American cars and the notions of glamour and excess they evoked.

It would appear that the Oakleigh Motel was a one-off for Cyril Lewis. Directories indicate that he discontinued the Northcote car yard on completion of the Oakleigh complex and, unlike many of his competitors, did not extend his entrepreneurial activities to developing a chain of motels.

²⁴ *Sun* (newspaper), 1 August, 3 August and 4 August 1978.

²⁵ Trebilcock Brothers Purdy P/L, Valuation Report of Oakleigh Motel, 30 August 1978.
Copy in probate papers of the late Cyril Lewis, Unit 715 VPRS 28/P/008, PROV.

APPENDIX: IMAGES OF THE OAKLEIGH MOTEL

The following provides an overview of all published and unpublished images and illustrations of the motel that have yet been identified by the present consultants:

ARCHITECTURAL AND OTHER DRAWINGS	
Architectural drawings for motel, 1956 TECDRAFT (71 Queens Road)	Copies held in City of Oakleigh building permit files at Public Record Office (full set) and in Picture Collection, State Library of Victoria (two sheets; plans only)
"Ground plan and sections of proposed motel for Mr C Lewis", 20 Jan 1956 [J McCorriston, delineator]	Drawing shows front elevation and layout of units 26 to 43. One of the units includes the air conditioning plant. A 'maintenance way' separates the rows of units, which are otherwise accessed by a paved 'walkway'.
"Dwelling, office, dining room, kitchen and garage for Mr C Lewis", 20 Jan 1955 [sic] [J McCorriston, delineator]	Drawings of north/south elevations show even bolder American-style neon signage than was actually built. Also, signage indicates that motel was to be originally known as 'Lewis' Motel'
"Section and erection details of motel cafe for Mr C Lewis", 20 Jan 1956 [J McCorriston, delineator]	-
"Sections of Dwellings and Garage for Mr C Lewis", 14 Feb 1956 [J McCorriston, delineator]	-
"Layout of motel storm drainage details for Mr C Lewis", 20 Feb 1956 [James A Miller, delineator]	Site plan showing footprints of individual buildings and storm water drainage layout
"Structure of motel entry for Mr C Lewis" [James A Miller, delineator] not dated	-
Services drawings, 1956 Crockford & Roberston, airconditioning engineers	Copies held in Picture Collection, State Library of Victoria (two sheets).
Ductwork layout, 6 June 1956	-
Details, not dated	
Aerial perspective drawing, c.1956 TECDRAFT (no address cited)	Published in <i>Royal Auto</i> , Jan 1957, p 25 [location of original drawing unknown]
"Melbourne's First Motel", undated [inscribed in one corner 'TecDraft']	Perspective drawing showing entire site with main office/dining block and two blocks of units
Acoustic drawings, 1958 H Vivian Taylor, architect	Copies held in Picture Collection, State Library of Victoria (two A4 sheets).
"Motel Oakleigh, Mr C Lewis", Feb 1958	Shows proposed installation of acoustic insulation around ductwork in ceiling void
"Motel Oakleigh, Mr C Lewis", Feb 1958	Shows proposed baffles across maintenance hallway between motel rooms
Architectural drawings for additions to	Copies held in City of Oakleigh building

motel, 1956 TECDRAFT (52 Scott St, Beaumaris)	permit files at Public Record Office (full set) and by Mrs J Miller, Sale.
"Back elevation and section, block 1, Lewis Motel", 20 Jan 1959 [J McCorriston, delineator]	-
"Sections of existing dining room and proposed extension for Mr C Lewis' motel", 8 Sep 1959 ['JAM', delineator i.e. James Albert Miller]	Lewis spent £2,500 on an extension to the motel dining room in late 1959, extending the front elevation from 8 bays to 17 including the addition of a door.
"Dining room, dwelling, office, garage and kitchen, Mr C Lewis' motel", 4 Sep 1959	-
PHOTOGRAPHS	
Black and white photographs, 1957 [Neil Murray, photographer]	Held in National Archives, Canberra (four images). These appear to be the earliest known photographs of the motel
Image No A1200/ L22732	Detail of dining room/office block
Image No A1200/ L22733	General view of motel from Dandenong Road
Image No A1200/ L22734	General view of motel units to the rear
Image No A1200/ L22735	Interior of double room with connecting door
Black and white photographs, 1957 [photographer unknown]	Published in <i>Royal Auto</i>, Jan 1957, pp 38-39 (four images)
Exterior view 1	Showing lobby and entrance canopy
Exterior view 2	Showing detail of one of the blocks of units
Interior view 1	Showing dining area
Interior view 2	Showing a typical bedroom suite
Black and white photographs, 1957 [photographer unknown]	Published in <i>Oakleigh Times</i>, 11 April 1957, p 1 (two images)
Exterior	Showing detail of office/dining room block
Interior	Showing 'tastefully furnished dining room'
Black and white photograph, 1957 [photographer unknown]	Published in <i>Port of Melbourne Quarterly</i>, September 1957. (one image)
Exterior	General view of main dining room block
Black and white postcard, c.1957-58 [Rose Stereograph Company]	Held in Picture Collection, State Library of Victoria (two images).
Rose Series No 13960	View mostly showing the dining room wing
Rose Series No 13961	General view of motel from Dandenong Road
Colour photograph, 1959 [photographer unknown]	Held in National Archives, Canberra (one image)
Image No A1500/ K4341	Taken before late 1959 additions. Shows colour scheme and new signage added since 1957 (i.e. roof-mounted 'MOTEL' sign and arrow-shaped vertical blade sign stating 'OAKLEIGH')