

## KEW DEPOT HISTORY

The existing route structure operated from Kew Depot was in earlier days covered in part by the following services: -

### 1. Cable Trams.

- a. Richmond Line - City via Flinders Street and Bridge Road to Hawthorn Bridge, west side - 1885 to 1927.
- b. Victoria Street Line - City via Collins and Victoria Streets to Victoria Bridge, west side - 1888 to 1926.
- c. Prahran Line - City via Swanston Street, Toorak Road, Church and Chapel Streets to Carlisle Street - 1888 to 1926.

### 2. Horse Trams

- a. Hawthorn Bridge (west side) via Power Street to Hawthorn (Wallen Road) - 1890 to 1916.
- b. Victoria Bridge (west side) via Barkers Road, Church and High Streets to Kew Cemetary - 1887 to 1914.

### 3. Horse Bus

Richmond via Church Street to Toorak Road, South Yarra - 1894 to 1911.

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## RESUME OF DATES AND IMPORTANT EVENTS

<u>Year</u>	<u>Date</u>	<u>Events</u>
1908	July 6	Prahran and Malvern Tramways Trust constituted
1911	Dec. 2	Richmond - South Yarra (Church Street) horse bus line closed.
1913	May 30	Glenferrie Road electric tram line opened to Cotham Road and to Kew Post Office in the west and Deepdene (Burke Road) in the east.
1914	Feb. 17	Hawthorn Tramways Trust constituted.
	Nov. 1	Kew Horse Tram acquired by Kew City Council and closed pending electrification of route.
1915	Jan. 22	Kew Depot foundation stone laid.
	Feb. 24	Kew Horse Tram route electrified - Cotham Road service extended from Kew Post Office to Victoria Bridge, east side, and operated from Malvern Depot. (P. & M.T.T.)

<u>Year</u>	<u>Dates</u>	<u>Events</u>
1915	May 9	Kew line opened via High Street - Kew Post Office to Kew Cemetery.
	July 14	Electric trams extended from the east side of Victoria Bridge to connect with Cable Trams on west side.
	Nov. 22	Kew (High Street) line extended to Strathalbyn Street (Harp Road).
	Dec. -	Hawthorn Depot completed.
1916	Jan. 31	Hawthorn Horse Tram acquired by Hawthorn Tramways Trust pending electrification of route.
	June 21	Power Street electric line opened - Wallen Road to Hawthorn Bridge, west side, to connect with the Bridge Road Cable Tram.
	Sept. 30	Cotham Road line extended east from Burke Road to Union Road, Mont Albert.
	Dec. 22	Kew Depot completed.
1919	Nov. 1	Melbourne and Metropolitan Tramways Board constituted.
1920	Feb. 1	All existing cable and electric tramway lines taken over by M.M.T.B.
1923	July 1	East Kew (High Street) line diverted to Hawthorn Bridge in lieu of Victoria Bridge, to connect with Bridge Road cable trams.
1924	July 8	Chapel/Church Streets electric line opened between Toorak Road and Swan Street and extended via Swan Street to Princes Bridge (Batman Avenue).
	Oct. 20	Church Street line extended from Swan Street to North Richmond (Victoria Street).
1925	Jan. 11	East Kew (High Street) line extended from Strathalbyn Street to Burke Road, East Kew.
1926	May 15	Bus service opened between Burnley and Victoria Streets corner and Balwyn Road via Barkers & Mont Albert Roads.
	Oct. 31	Chapel Street cable line converted to electric - Toorak Road to Windsor Station.
	Dec. 19	Chapel Street line extended from Windsor to Brighton Road and through to St.Kilda Beach.

<u>Year</u>	<u>Dates</u>	<u>Events</u>
1927	June 29	Richmond (Bridge Road) cable line closed - temporary conversion to bus service.
	Oct. 14	Strathalbyn Street destination altered to Kew.
	Dec. 3	Richmond (Bridge Road) conversion bus service closed.
	" 4	Bridge Road/Flinders Street electric line opened - all services extend to Spencer Street
	" 31	Kew Depot car shed extensions completed.
1928	July 28	Simpson Street siding opened.
	Dec. 19	Route Numbering system introduced on electric trams.
1929	June 30	Mont Albert line trams diverted to City via Hawthorn Bridge, Bridge Road and Flinders Street in lieu of Victoria Bridge, pending Victoria Street cable tram conversion to electric services. Glenferrie Road trams maintained service to Victoria Bridge via Cotham Road extension. Passengers transferred at Kew Post Office.
	July 13	Victoria Street cable lines closed - temporary conversion to bus service.
	Sept. 14	Victoria Street conversion bus service closed.
	Sept. 15	Victoria Street electric line opened between Victoria Bridge and Brunswick Street. Bus conversion service retained in Collins Street.
1929	Dec. 8	Collins Street electric line opened. Mont Albert services resumed via Victoria Bridge and extended to City via Collins Street. Glenferrie Road trams operating to Victoria Bridge cut back to Cotham Road corner.
1930	June 8	Balwyn Road (via Barkers Road) bus service reduced.
1931	April 30	Balwyn Road bus closed.
1937	Feb. 14	All Night service commenced on various electric routes including Mont Albert and East Kew.
	June 13	East Kew (High Street) line extended to Bulleen and Doncaster Roads corner.
1938	Dec. 11	East Kew (High Street) line extended to North Balwyn (Balwyn Road).

<u>Year</u>	<u>Dates</u>	<u>Events</u>
1939	Sept. 3	England declares war on Germany.
1941	Aug. 24	North Richmond - St.Kilda Beach All Night service commenced.
1941	-	Women employed as conductresses due to war time labour shortages.
1941	Dec. 8	War declared on Japan.
1947	June 22	All Night tram services converted to one man operation.
	Sept. 8	Arbitration Court rules in favour of 40 hour week from 1 Jan., 1948.
1948 of the test	Jan. 4 to 16	Strike re 40 hour dispute. Court rules 5 day - 40 hour week to be introduced by 25 April, 1948. Kew rosters increased by 18 crews and one tram.
1950 of the test	Feb. 23	Tram & Bus strike commenced over One Pound a week rise.
	March 16	Tramway (AT & MOEA) Union deregistered.
	Apr. 23	Mass meeting of Tramway workers vote to return to work on April 24.
	Dec. 12	Tramway Union reregistered.
1951	Jan. 15	La Trobe Street services commenced - operated from Hawthorn Depot, as an extension of Flinders Street, City - Hawthorn (Wallen Road) service.
	Feb. 26	Some La Trobe Street services transferred to Preston Depot - off peak shuttle introduced.
1952	Jan. 6	East Kew All Night tram service extended to North Balwyn.
	July 21	Revised peak La Trobe Street service commenced - Kew Depot operates 4 additional trams and 4 crews.
1953	June 14	New rosters at all depots due to increased running times and additional 4 relief conductors tables.
1955	Oct. 2	New crossovers installed at Hawthorn Bridge, east and west sides, in lieu of old west side crossover.

<u>Year</u>	<u>Dates</u>	<u>Events</u>
1956	Oct. 28	One - man buses replace trams on All Night Mont Albert and North Balwyn services.
	Nov. 4	T.V. broadcasts commence.
	" 22	Opening of Melbourne Olympic Games.
	Dec. 8	Closing of Games.
1957	Aug. 11	Kew rosters adjusted due to removal of weekday theatre trips.
	Sept. 16	New Kew rosters to remove broken shift duties from Saturday tables.
1959	Nov. 22	Trams commence operating over Flinders Street fly-over at King Street.
1961	Nov. 19	City - Prahran Sunday services converted to one-man bus operation and extended to East Malvern. <sup>8:00</sup>
1962	July 11	Flinders Street overpass closed pending inspection following collapse of main King Street bridge.
	July 23	Overpass reopened-shored up with timber.
1965	Febr. 13	Hawthorn Depot closed.

*H. Kimber*  
10/9/90.

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