

Royal Park (Zoo) Horse Tramways

Opened 10/ 3/1890  
Ceased 6/11/1923

Kew Cemetery - Victoria Bridge Horse Tram

Opened 24/12/1887  
Ceased 1/11/1914

Hawthorn Bridge - Power Street Horse Tram

Opened 27/ 1/1890  
Ceased 31/ 1/1916

First Electric Tramway - Box Hill to Doncaster

Opened 14/10/1889  
Closed 6/ 1/1896

From 1894 to 1896 this Tramway was leased to a Mr. Hilton for a weekly rental of 1/- Box Hill Post Office via Station Street and private properties to Corner Doncaster and Williamsons Roads, Doncaster. Engine House at Bushy Creek, near Wimmera Street, Box Hill.

Clifton Hill Cable Tramway (Bourke Street)

Opened 10/ 8/1887  
Closed at 9.00 p.m. on 26/10/1940

September 12, 1854

At 12.20 p.m. first train departed Flinders Street Station to Sandridge (now Port Melbourne).

Melbourne and Metropolitan Tramway Board  
Melbourne Tramways

Opening Dates - Electric Lines

	<u>Opened</u>	<u>By</u>	<u>Conversion Completed</u>
xBox Hill to Doncaster (Private)	Opened 14/10/1889 Closed 6/ 1/1896	Private	
xSt. Kilda Station to Middle Brighton (Park Street) Victorian Railways	7/5/06	Victorian Railways	
xKeilor Road Essendon and Maribyrnong River to Flemington Bridge	11/10/06	N.M.E.T. & L.Co.	
xSt. Kilda Station to Middle Brighton extended to Brighton Beach (Victorian Railways)	22/12/06	Victorian Railways	
High Street, Malvern Tooronga Road to Chapel Street	30/ 5/10	P. & M.T.T.	
xBurke and Wattletree Roads to Malvern Town Hall	30/ 5/10	P. & M.T.T.	
xHigh Street Line extended - Chapel Street to Punt Road	14/ 5/11	P. & M.T.T.	
Wattletree Road via Glenferrie and Dandenong Roads to Chapel Street	16/12/11	P. & M.T.T.	
High Street Line extended Punt Road to St. Kilda Road	14/ 9/12	P. & M.T.T.	
Hawthorn and Dandenong Roads via Hawthorn and Balaclava Roads to Beach	12/ 4/13	P. & M.T.T.	
Malvern Town Hall to Kew Post Office and Deepdene	30/ 5/13	P. & M.T.T.	
xEssendon Lines extended to Cable Terminus at North Melbourne	27/ 8/13	N.M.E.T. & L.Co.	
Darling Road to Elsternwick and Grange Road to Brighton Road	13/11/13	P. & M.T.T.	
xHigh Street and Tooronga Road extended to Glen Iris	28/ 3/14	P. & M.T.T.	
xCaulfield Station Loop constructed	20/ 6/14	P. & M.T.T.	
Kew Post Office to Victoria Bridge (East Side)	24/ 2/15	P. & M.T.T.	
xMalvern Road St. Kilda Road to Burke and Malvern Roads	8/ 4/15	P. & M.T.T.	
Kew Post Office to Kew Cemetery	9/ 5/15	P. & M.T.T.	
xGlenhuntly and Brighton Roads to Point Ormond	4/ 6/15	P. & M.T.T.	
xVictoria Bridge east side to Cable Terminus * on west side	4/ 7/15	P. & M.T.T.	
xKew Cemetery to Strathalbyn Street (Kew terminus)	26/11/15	P. & M.T.T.	
xLoop at St. Kilda Beach	1/ 3/16	P. & M.T.T.	
Princes Bridge to Power Street	6/ 4/16	H.T.T	
xMoreland and Holmes Road via Sydney Road to Bell Street	27/ 4/16	M.B. & C.T.T.	
Power Street to Auburn Road	7/ 5/16	H.T.T.	
xBell Street to Bakers Road	14/ 5/16	M.B. & C.T.T.	
Auburn Road to Bowen Street	31/ 5/16	H.T.T.	
Bowen Street to Burwood	10/ 6/16	H.T.T.	
Wallen Road and Power Street to Hawthorn Bridge	21/ 6/16	H.T.T.	
Moreland Road to Park and Iygon Streets	14/ 8/16	M.B. & C.T.T.	

	<u>Opened</u>	<u>By</u>	<u>Conversion Completed</u>
Deepdene to Mont Albert	30/ 9/16	P. & M.T.T	
xCamberwell Road to Wattle Valley Road (Riversdale Road)	16/10/16	H.T.T	
xPark and Lygon Streets to Queensberry and Madeline Streets	31/10/16	M.B. & C.T.T.	
xMoreland and Holmes to Coburg Cemetery (East Coburg) (Bell Street)	31/10/16	M.B. & C.T.T.	
xWattle Valley Road to Highfield Road	9/11/16	H.T.T.	
xHighfield Road to Boundary Road (Wattle Park)	23/12/16	H.T.T.	
xGardiner to Camberwell Station (south side of Railway)	6/12/17	P. & M.T.T	
xCamberwell to Deepdene and into Cotham Road	7/ 3/18	P. & M.T.T.	
East and West Preston to Barkly Street and and St. Georges Road	1/ 4/20	F.N. & P.T.T.	
Footscray Lines opened	6/ 9/21	F.T.T.	
xKeilor Road extended to Gillies Street	7/ 7/23	M.M.T.B.	
xHawthorn Bridge to Barkers Road and High Street Kew	7/ 7/23	M.M.T.B.	
xNapier Street Spur Line	25/ 8/23	M.M.T.B.	
xQueensberry Street to Lonsdale Street and Swanston Street		M.M.T.B.	13/ 4/24
Toorak Road to Swan Street, Richmond	8/ 7/24	M.M.T.B.	
Church Street line extended to Victoria Street, North Richmond	20/10/24	M.M.T.B.	
Strathalbyn Street, Kew to East Kew	11/ 1/25	M.M.T.B.	
Glenhuntly Road to North Road (Brighton Cemetery)	1/ 3/25	M.M.T.B.	
Brunswick Road, St. Georges Road to Lygon Street via Holden Street	24/ 3/25	M.M.T.B.	
Flemington Bridge to Collins Street (via William Street)	19/ 7/25	M.M.T.B.	
Abbotsford Street Junction to Daly Street (West Brunswick)	19/ 7/25	M.M.T.B.	
Daly Street to Albion Street (West Brunswick)	10/10/25	M.M.T.B.	
St. Kilda Beach to City and St. Kilda Roads Junction via Albert Park	30/10/25	M.M.T.B.	
St. Kilda Beach to Chapel Street via Fitzroy Street		M.M.T.B.	27/12/25
xSt. Kilda Junction (temporary tracks) to Park Street and Domain Road	27/12/25	M.M.T.B.	
Park Street and St. Kilda Road to Hanna and Sturt Streets	27/12/25	M.M.T.B.	
City Road to Flinders Street		M.M.T.B.	27/12/25
Swanston Street, Flinders Street to Lonsdale Street		M.M.T.B.	24/ 1/26
City Road to Domain Road		M.M.T.B.	28/ 3/26
Domain Road to St. Kilda Junction (permanent tracks)		M.M.T.B.	9/ 5/26
St. Kilda Junction to Brighton Road Terminus		M.M.T.B.	29/ 8/26
Brighton Road Terminus to Glenhuntly Road	29/ 8/26	M.M.T.B.	
Toorak Road and Chapel Street to Windsor Station		M.M.T.B.	31/10/26
Windsor Station to Carlisle Street (old Prahran Terminus)		M.M.T.B.	19/12/26
Chapel and Carlisle Streets to Brighton Road	19/12/26	M.M.T.B.	
xGrange Road to Carnegie	19/12/27	M.M.T.B.	

	<u>Opened</u>	<u>By</u>	<u>Conversion Completed</u>
) Domain and St. Kilda Roads to Orrong Road Toorak Orrong Road to Glenferrie Road Albion Street to Moreland Road (West Sunshine)	14/ 5/27	M.M.T.B.	17/ 4/27
		M.M.T.B.	8/ 5/27
		M.M.T.B.	
Moreland Road to Bell Street (West Coburg)	26/ 6/27	M.M.T.B.	29/ 6/27
Spencer and Lonsdale Streets to Gas Office (Swanston Street)	14/ 7/27	M.M.T.B.	
Richmond Terminus to Gas Office		M.M.T.B.	4/12/27
Wattletree Road corner to Denbigh Road	24/ 6/28	M.M.T.B.	
Boundary Road (now Warrigal Road) to Elgar Road (Wattle Park)	1/ 7/28	M.M.T.B.	
	4/ 8/29	M.M.T.B.	
Barwise Street between Flemington Road and Victoria Street (Barwise Street was the present part of Racecourse Road between Flemington Road and Moonee Ponds Creek)			
Victoria Bridge to Brunswick Street		M.M.T.B.	15/ 9/29
Brunswick Street to Collins and Spencer Streets		M.M.T.B.	8/12/29
		M.M.T.B.	26/10/30
) Victoria Parade via Brunswick Street to Barkly Street, Fitzroy		M.M.T.B.	17/11/35
North Melbourne - Victoria and Ely Streets to Flinders and Ely Streets		M.M.T.B.	
Brunswick Warrigal Road (Burwood) to Middleborough Road, East Burwood		M.M.T.B.	26/ 4/36
		M.M.T.B.	20/ 7/78
North Melbourne to Victoria and Ely Streets (Connected with bus)			29/ 9/95

x - Not included on detailed list attached:



Cable Trams

Double Decker buses	Cable Lines	
	<u>Opened</u>	<u>Closed</u>
	18th February 1890	18th January 1954
Northcote	18th February 1890	
Richmond	11th November 1885	29th June 1927
Fitzroy	2nd October 1886	12th July 1930
Victoria Street	22nd November 1886	13th July 1929
Clifton Hill	10th August 1887	26th October 1940
Nicholson Street	30th August 1887	26th October 1940
Brunswick	1st October 1887	11th January 1936
Carlton amalgamated 23rd February 1890	21st December 1887	15th April 1939
Prahran	26th October 1888	28 August 1926
Toorak	15th February 1889	1st October 1926
North Carlton (amalgamated Brighton Road 23rd February 1890)	9th February 1889	1st August 1936
Esplanade (Windsor called Esplanade)	27th October 1891	29th August 1925
Brighton Road (amalgamated North Carlton 23rd February 1890)	11th October 1888	26th December 1925
North Melbourne	3rd March 1890	21st July 1935
West Melbourne	18th April 1890	21st July 1935
South Melbourne (amalgamated 30th April 1892 came 11th May 1893)	17th June 1890	13th March 1937
Port Melbourne	20th June 1890	13th March 1937
Royal Park (Horse) (was burnt out during police strike)	10th March 1890	6th November 1923
Coburg Electric	14th August 1916	11th October 1952
East Preston Electric	26th June 1955	

Details of Melbourne's Cable Tramways

Service		Date Opened	Date Closed	Route Mileage	Route Colour	Years
Richmond-Spencer Street	Via Flinders Street	11/11/1885	29/ 6/1927	3½	Blue	42
North Fitzroy-Spencer Street (A)	Via Collins Street	2/10/1886	12/ 7/1930	3½	Yellow	44
Victoria Bridge-Spencer Street	Via Collins Street	22/11/1886	26/12/1929	3½	Red	43
Clifton Hill-Spencer Street	Via Bourke Street	10/ 8/1887	26/10/1940	3 3/4	Red	53
Nicholson Street-Spencer Street	Via Bourke Street	22/ 8/1887	26/10/1940	3¼	Blue	53
Brunswick-Flinders Street	Via Elizabeth Street	1/10/1887	26/ 4/1936	4½	Red	49
Johnston Street (B)	Via Swanston Street	21/12/1887	15/ 4/1939	3 ½	Red	52
Brighton Road-Queensberry Street (C)	Via Swanston Street	11/10/1888	29/ 8/1926	5	White	38
Prahran (B)	Via Swanston Street	24/10/1888	28/ 8/1926	5	Red	39
North Carlton (D)	Via Swanston Street	21/12/1888	1/ 8/1936	2 3/4	Green	48
Toorak	Via Swanston Street	15/ 2/1889	2/10/1926	5	Yellow	38
North Melbourne (C)	Via Elizabeth Street	3/ 3/1890	29/ 9/1935	3	Green	45
West Melbourne	Via Elizabeth Street	11/ 4/1890	20/ 7/1935	2 ½	Chocolate	45
South Melbourne (A)	Via Collins Street	17/ 6/1890	25/ 7/1937	2 3/4	Green	47
Port Melbourne	Via Collins Street	17/ 6/1890	13/ 3/1937	2½	White	47
St. Kilda Beach-Windsor	Via St. Kilda Junction	27/10/1891	27/12/1925	2	Yellow	34
St. Kilda Beach (D)	Via Swanston Street	18/12/1897	30/ 9/1925	4½	Green	28
Northcote-Preston	Via High Street	18/ 2/1890	26/10/1940	2 ½	Red	51

Notes: (A) Through-routed a few years before electrification. (B) Through-routed via Swanston Street, 23/ 2/1890. (C) Through-routed when Queensberry Street-Lonsdale Street section closed for extension into City of Coburg electric services. (D) Through-routed via Swanston Street on 18/12/1897.

1868

Melbourne Omnibus Company formed.

1869

March 23

Omnibuses of Melbourne Omnibus Company ran first organised public street transport in Melbourne with a service of 11 horse buses from Bourke Street to the Birmingham Hotel, corner Smith and Johnston Streets, Fitzroy.

1870

1871

1872

1873

September

First Cable Tramway in the world opened in Clay Street, San Francisco, U.S.A.

1874

1875

1876

1877

1878

Melbourne Omnibus Company voluntarily wound up and re-formed as the Melbourne Tramway and Omnibus Company.

1879

1880

1881

Victorian Tramway Company formed.

1882

Melbourne Tramway and Omnibus Company amalgamated with the Victorian Tramway Company under the name of The Melbourne Tramway and Omnibus Company Limited, with Head Office at 100 Bourke Street East (near Bijou Theatre).

1883

October

Bill authorising the Melbourne Tramways Trust to build tramways and operate or lease them became law - Act 47 Vic. No. 765.

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Horse Tramway in Station Street, Fairfield, from Fairfield Railway Station to Mansfield Street, Thornbury, opened.

1884

- March 4 First Meeting of Melbourne Tramways Trust, Alderman T. O'Grady elected Chairman. Trust subsequently appointed Mr. G.S. Duncan, Engineer, T. Hamilton, Secretary, and H.T. Jordan, Treasurer. Steps taken to draw up lease of tramways (when constructed) to the Melbourne Tramway and Omnibus Co. Ltd. and arrange for construction finance.
- June Melbourne Tramways Trust leased the cable lines as and when constructed to the Melbourne Tramway and Omnibus Co. Ltd. for a period of 32 years ending on June 30, 1916.
- October Melbourne Tramway and Omnibus Co. Ltd. at the request of the Melbourne Tramways Trust commenced construction of a trial line of cable type from Spencer Street to Richmond.

1885

- November 11 Melbourne's First Cable Tramway, the Richmond Line, opened for traffic. (First in Australia, Sydney had 2 lines, none in other states). 60 hour week.

1886

- March Mr. A.S. Halladie, inventor of the cable tram (which first ran in Clay Street, San Francisco in September, 1873) visited Melbourne.
- October 2 Fitzroy Cable Line opened.
- November 22 Victoria Street Cable Line opened.
- November 29 High Street, Malvern Horse Bus Line opened.

1887

- August 10 Clifton Hill Cable Line opened.
- August 30 Nicholson Street Cable Line opened.
- October 1 Brunswick Cable Line opened.
- December 21 Carlton Cable Line opened.
- December 28 Kew Horse Tram Line opened. (Kew Cemetery to Victoria Bridge).

1888

- February Moorabbin Council authorised the Beaumaris Tramways Company to construct a horse tramway from Sandringham Railway Station via Beaumaris to Cheltenham Railway Station and operate it on a lease for 30 years.
- October 11 St. Kilda (Brighton Road) Cable Line opened.
- October 26 Prahran Cable Line opened.
- Northcote Council obtained an Order-in-Council to construct a cable tramway in High Street, Northcote, and the Clifton Hill to Northcote and Preston Tramway Company was formed to construct and operate it on a 30-year lease.

1889

- February 9 North Carlton Cable Line opened.
- February 15 Toorak Cable Line opened.
- April Horse Tram Line in Glenhuntly Road from Elsternwick to Glenhuntly Railway Station opened.
- May 16 Foundation Stone of Northcote Engine House laid by Sir W.J. Clarke, M.L.C.
- October Moonee Ponds Horse Bus Line opened.
- October 14 Box Hill - Doncaster Electric Line of the Box Hill and Doncaster Tramway Co. opened - the first electric tram in Australia.

1890

- January 27 Hawthorn Horse Tram Line opened. Hawthorn to Hawthorn Bridge extended back to Auburn and Riversdale Roads.
- February 18 Northcote Cable Line opened.
- February 23 Carlton and Prahran Cable Lines were amalgamated.  
North Carlton and St. Kilda (Brighton Road) Cable Lines were amalgamated.
- March 3 North Melbourne Cable Line opened.
- March 10 Royal Park (Zoo) Horse Tram Line opened.
- April 18 West Melbourne Cable Line opened.
- June 17 South Melbourne Cable Line opened.
- June 20 Port Melbourne Cable Line opened.
- Fairfield Horse Tramway closed.

1891

- October 27 Windsor (Esplanade) Cable Line opened - this completed the cable tramways construction.
- October 27 Dandenong Road Horse Bus Line opened.
- Melbourne Tramway and Omnibus Co Ltd built new Head Office at 673 Bourke Street West (corner of Godfrey Street).

1892

- January 6 Box Hill and Doncaster Tramway Co. wound up and line taken over by The Doncaster and Box Hill Electric Road Co. Ltd.
- April 30 Fitzroy and South Melbourne Cable Lines amalgamated.
- September 14 East Brunswick Horse Bus Line opened.

1893

- April 21 Port Melbourne cable service extended to Gisborne Street.
- May 11 Fitzroy and South Melbourne Cable Lines amalgamation cancelled.
- July 7 Northcote Cable Line ceased operations owing to losses and the lessee Company's assets passed to the English, Scottish and Australian Bank.

1894

- January 15 Church Street Richmond Horse Bus Line opened (Summer only for first 6 years).
- April 7 Northcote Cable Line re-opened on lease to Mr. P.P. Kelly.
- Box Hill - Doncaster Electric Line leased to H.J. Hilton for 1/- per week.
- Horse Tramway in Glenhuntly Road closed.

1895

1896

January 6 Box Hill - Doncaster Electric Line closed.

1897

November 27 Northcote Cable line again ceased operating due to run down condition through lack of maintenance.

Wagonette service at hourly intervals ran from this date between corner High and Ballantyne Streets, Northcote, and Ackman's Furniture Warehouse, Smith Street, Fitzroy, until tramway re-opened in 1901.

December 18 North Carlton - St. Kilda (Brighton Road) amalgamation cancelled and North Carlton amalgamated with St. Kilda Esplanade Cable Line.

1898

Royal Commission held to inquire into the grievances of tramway employees.

1899

1900

1901

March Northcote Cable Line re-opened by Dynan and Goldsworthy under arrangement with Northcote Council for a six months' trial.

September 10 Northcote Cable Line leased by Northcote Council to Mr. S.L. Dorum for 7 years.

December 30 Victoria Dock Horse Bus line opened.



1902

- June 9 Malvern Road Horse Bus Line opened.  
August 2 Victoria Dock Horse Bus Line closed.

1903

- March 7 Moonee Ponds Horse Bus Line closed.  
May 10 Malvern Road Horse Bus Line closed.  
May 9 to  
May 15 Railway Strike

1904

North Melbourne Electric Tramways and Lighting Co. Ltd. formed in England - Sir Alexander Peacock being the Victorian representative. It was given rights to construct and operate tramways through the municipalities of Flemington and Essendon and supply electricity for a period of 30 years.

1905

- May Power House at Essendon commenced and first rail laid  
June in Mt. Alexander Road.

1906

- April 26 First Meeting of Prahran and Malvern Councils' Tramway Conference.  
May 5 Victorian Railways Electric Line from St. Kilda Railway Station to Head Street, Elwood opened.  
May 25 Noyes Bros. Melbourne, submitted detailed report on proposed Prahran to Malvern (High Street) Tramway.  
October 11 Essendon Electric lines to North Essendon and Saltwater (now Maribyrnong) River opened. (Flemington Bridge Terminus).  
December 22 Extension of V.R. Line from Head Street to Brighton Beach Railway Station opened.

- 1907
- October Application made by Prahran and Malvern Councils for authority to construct tramways under the Tramway Act, 1890.
- 1908
- January 14 Cable Gripmen and Conductors' hours reduced from 60 to 54 per week
- July 6 Acts 54, No. 1148 "Tramway at Malvern" and 55, No. 1218 "Tramway at Prahran" passed and Order-in-Council made constituting the Prahran and Malvern Tramways Trust. Its first Chairman was Alex Cameron and Secretary was W.O. Strangward.
- August 29 to September 5 Visit of United States Fleet to Melbourne.
- September 10 Northcote Council leased Northcote Cable Line to Meakin and Thomas until June 30, 1916.
- 1909
- October 20 First rail laid in High Street, Prahran.
- Malvern Depot, Coldblo Road built.
- 1910
- May 29 Prahran and Malvern (High Street) Horse Bus Line closed.
- May 30 Prahran to Malvern (High Street), Tooronga Road to Chapel Street, Burke and Wattletree Roads to Malvern Town Hall Electric Lines opened.
- 1911
- March 12 Duplication of Track in Wattletree Road opened.
- April 1 Cable Gripmen and Conductors' hours reduced from 54 to 48 per week
- May 14 High Street Electric Line extended from Chapel Street to Punt Road
- September 13 Metropolitan Traffic Commission presented its report to Parliament.
- December 2 Dandenong Road Horse Bus Line closed.
- December 2 Church Street (Richmond - South Yarra) Horse Bus Line closed.
- December 16 Dandenong Road Electric Line opened to Railway Bridge.

1912

- March 31 Dandenong Road Electric Line opened from Railway Bridge to Chapel Street.
- September 14 High Street Electric Line extended from Punt Road to St. Kilda Road.
- Car Repair Shop built at Malvern Depot.
  - Northern Extension Tramway League formed to construct an electric tramway along St. George's Road to Preston - Mayor of Fitzroy Cr. C. Ottery, President, W.H. Smith, Secretary.
  - Cheltenham - Beaumaris Section of Beaumaris Horse Tramway closed.

1913

- April 12 Hawthorn Road - St. Kilda Esplanade via Hawthorn and Balaclava Roads Electric Line opened.
- May 30 Glenferrie Road Electric Line from High Street, Malvern to Corner Cotham and Burke Roads, Kew, opened. Also to Kew Post Office and Deepdene.
- November 13 Caulfield Electric Line from Corner Dandenong and Balaclava Roads via Hawthorn Road to Glenhuntly Road opened.
- Electric Line from Corner Balaclava and Hawthorn Roads via Balaclava and Waverley Roads to Darling Road, Malvern (with exception of Loop at Caulfield Railway Station) opened.
- Electric Line from Corner Grange and Glenhuntly Roads, Caulfield via Glenhuntly Road to Brighton Road Elsternwick opened.
- Malvern Carshed extended to house 65 cars.

1914

- February 17 Hawthorn Tramway Trust constituted by the Melbourne to Burwood Tramways Act, No. 2488.
- Brunswick and Coburg Tramways Act, No. 2484, constituted the Brunswick and Coburg Tramways Trust, Chairman - T. O'L. Reynolds and Secretary, C. Andrews.
- March 28 Duplication of Track in High Street from Glenferrie Road to Tooronga Road and its extension to Burke Road opened.
- May McCarty and Underwood, Consulting Electrical Engineers, Melbourne, submitted a detailed report on the proposed Melbourne to Burwood Electric Tramway including electrification of the Hawthorn Horse Tramway.
- June 19 First Meeting of the Hawthorn Tramways Trust with D.H. Dureau as Chairman.
- June 20 Loop at Caulfield Railway Station opened.
- June Sandringham - Beaumaris Section of Beaumaris Horse Tramway closed.
- July 7 F.A. McCarty appointed Consulting Engineer and L.A. Cleveland, Secretary to the Hawthorn Tramways Trust.
- July S.S.D. Robertson appointed Engineer and Manager of the Melbourne, Brunswick and Coburg Tramways Trust.
- September McCarty and Underwood, Consulting Electrical Engineers, Melbourne, submitted detailed scheme for the St. George's Road Tramway to the Northern District Tramway Extension League.
- October 26 Amending Act to 2484 included City of Melbourne and constituted the Melbourne, Brunswick and Coburg Tramways Trust.
- November 1 Kew Horse Tramway acquired by Kew Council from Melbourne Tramway and Omnibus Co. Ltd. for electrification and closed.
- December 17 Substation Rusdon Street, Elsternwick, opened.
- Coburg Council's Horse Tramway in Sydney Road vested in the Melbourne, Brunswick and Coburg Tramways Trust.
- First Footscray Motor Bus Service from Footscray to Yarraville opened by W. Thorley with four steam wagons converted to petrol buses.

1915

- January 22 Foundation stone of Kew Depot laid.
- February 24 Electrification of Kew Horse Tramway from Victoria Bridge via Barkers Road and High Street to Cotham Road opened. (Malvern Depot)?
- February 28 Duplication of Track in Glenhuntly Road tram Hawthorn Road to Brighton Road opened.
- April 8 Electric Line from St. Kilda Road via Commercial and Malvern Roads to Burke Road opened.
- May 9 Electric Line in High Street extended to Kew Cemetery terminus of horse tram.
- June 4 Extension of Electric Line in Glenhuntly Road from Brighton Road to Point Ormond opened.
- July 14 Electric Line extended from East side of Victoria Street Bridge to Cable Terminus on West side.
- August 3 Act No. 2592 constituting the Fitzroy, Northcote and Preston Tramways Trust received Governor's assent.
- September 29 A. McK. Hislop appointed Acting Secretary, Hawthorn Tramways Trust, while L.A. Cleveland was on active service.
- October 16 First Meeting of Fitzroy, Northcote and Preston Tramways Trust - Chairman was Charles Ottery, Secretary was W.G. Swift (Northcote Town Clerk) and McCarty and Underwood were appointed Engineers.
- November 22 Electric Line in High Street Kew, extension from Kew Cemetery to Strathalbyn Street Kew, opened.
- December 30 Act No. 2816 constituting the Footscray Tramways Trust received Governor's assent.
- Tourists' Round Trip Trickets inaugurated by Melbourne Tramway and Omnibus Co. Ltd. and Prahran and Malvern Tramways Trust - 16 miles for 9d.
- Contracts let for constructions of Melbourne to Burwood Electric Line tracks and strengthening Wallen Road Bridge.
- Hawthorn Depot completed.
- Coburg Depot completed.
- Act No. 2818 constituting the Tramway Board passed.
- Service of Double Deck Motor Buses in Lygon Street opened by private company.

1916

- January 18 The Tramway Board appointed by the Governor-in-Council.  
The Tramway Board assumed its statutory authority.
- January 28 First Meeting of the Tramway Board with Colin Templeton as Chairman. H.A. Wilcox appointed General Manager and W.O. Strangward, Secretary.
- January 31 Hawthorn Horse Tramway acquired for £500 by Hawthorn Tramways Trust from the Melbourne Tramway and Omnibus Co. Ltd. for electrification.
- January Coburg Horse Tramway closed for electrification.
- March 1 Melbourne Tramways Trust dissolved, its interests being vested in the Tramways Board.
- March 18 Loop at St. Kilda Esplanade opened (with Cafe).
- March 24 First Meeting of Footscray Tramways Trust - Cr. J.R. Johnson, Chairman and C.H. Neylon (Footscray Council Engineer), Secretary. McCarty and Underwood appointed Consulting Engineers.
- April 6 Princes Bridge to Corner Wallen Road and Power Street Electric Line of Hawthorn Tramways Trust opened.
- April 27 Electric Line in Sydney Road, Coburg, from Moreland Road to Bell Street opened by M.B. & C.T.T.
- May 3 East Brunswick Horse Bus Line closed.
- May 7 Extension of Hawthorn Electric Line from Power Street to Auburn Road in Riversdale Road opened.
- May 14 Extension Sydney Road from Bell Street to Bakers Road, North Coburg opened.
- May 31 Extension of Hawthorn Electric Line in Riversdale and Camberwell Roads from Auburn Road to Bowen Street, Camberwell opened.
- June 10 Final Extension of Hawthorn Electric Line from Bowen Street, Camberwell, via Camberwell and Norwood (now Toorak) Roads to Boundary (now Warrigal) Road, Burwood, opened.
- June 21 Electric Line from Corner Wallen Road and Power Street via Power Street and Burwood Road over Hawthorn Bridge to Richmond Cable Terminus opened by Hawthorn Tramways Trust.
- June 30 Melbourne Tramway and Omnibus Co. Ltd's lease of the cable tramways from the Melbourne Tramway Trust expired.
- July 1 The Tramway Board took over assets and operation of the metropolitan cable tramways with the exception of the Northcote Municipal Cable Tramway. Chairman - Colin Templeton, Secretary - W. O. Strangward.

Northcote Cable Line taken over from lessee and operated directly by the Northcote Council - the first Council in

1916 (continued)

- August 14 Extension Coburg tram, Corner Sydney and Moreland Roads via Moreland and Holmes Road and Lygon Street to Park Street, East Brunswick, opened.
- September 30 Extension in Cotham Road from Burke Road, Kew, to Union Road, Mont Albert, opened.
- October 16 Electric Line from Corner Camberwell and Burke Roads, via Riversdale Road to Wattle Valley Road, Camberwell, opened by Hawthorn Tramways Trust.
- October 31 Extensions M.B. C.T.T. from Park Street via Lygon, Elgin and Madeline (now Swanston) Streets to Queensberry Street, Melbourne, and Corner Moreland Road and Nicholson Street, Coburg, via Nicholson Street to Bell Street, East Coburg terminus opened.
- November 9 Extension Riversdale Road, Wattle Valley Road to Highfield Road opened.
- December 22 Final extension of above from Highfield Road to Boundary (now Warrigal) Road, Wattle Park opened.
- Kew Depot completed.
- Service of Double Deck Motor Buses in Lygon Street closed.

1917

- March 31 Wattle Park purchased by the Hawthorn Tramways Trust from Miss Effie Ball for £9,000 was officially opened by H.E. the Governor of Victoria, Sir Arthur Stanley, K.C.M.G. Five councils - Melbourne, Richmond, Hawthorn, Camberwell and Nunawading - each contributed one fifth of the cost. (Article in Tramway Topics Vol 2 December 1943 No. 18 gives details of Wattle Park purchase, this states that only Nunawading contributed to costs (£1,180)).
- August 11 Foundation Stone of new Bridge over Merri Creek in St. George's Road laid by Hon. J.G. Membrey, M.L.A.
- December 6 Electric Line in Burke Road from Malvern Road to south side of Camberwell Railway Station opened.
- Extension of Hawthorn Depot completed to house further 25 cars.
- Construction of Footscray Electric Lines commenced.

1918

- March F.A. McCarty left Hawthorn Tramways Trust.
- April 30 Duplication of Track in Waverley Road from Finch Street to Loop at Tennyson Street opened.
- May M.K. Westcott appointed Engineer of the Melbourne, Brunswick and Coburg Tramways Trust (replacing S.S.D. Robertson appointed to Hawthorn) and the Chairman took over the management.
- June 5 S.S.D. Robertson appointed Engineer and Manager, Hawthorn Tramways Trust.
- September Extension in Burke Road from Camberwell Railway Station to Cotham Road opened.
- September 10 First sod of St. George's Road Line turned south of Merri Creek Bridge by Chairman C. Ottery.
- November Construction of Footscray Electric tracks completed.

1919

- March Privy Council upheld Arbitrator's Award of £335,000 to the Melbourne Tramway and Omnibus Co. Ltd. for assets taken over by the Tramway Board.
- March 10 Victorian Railways Electric Tramway from Sandringham Railway Station to Balcombe Road, Black Rock, opened.
- March 16 to March 22 Prahran and Malvern Tram Strike.
- July 16 to August 27 Seamen's Strike. Coal restrictions. No trams on Sundays and none after 7 p.m. on weekdays for 6 weeks.
- August 15 L.A. Cleveland resumed duty as Secretary, Hawthorn Tramways Trust on return from War Service.
- October 19 Electric Drive commenced at North Carlton Cable Power House.
- October 31 The Tramway Board dissolved.
- November 1 Melbourne and Metropolitan Tramways Board assumed office and held its first meeting with Alex Cameron as Chairman and W.O. Strangward, Secretary and Acting General Manager. The Metropolitan Cable Tramways were taken over by it from the Tramway Board on this date.
- Melbourne Tramway and Omnibus Co. Ltd. finally wound up.
- Pneumonic Influenza Epidemic.



1920

- January 20 Last Meeting of Melbourne, Brunswick and Coburg Tramways Trust.
- January 27 Trial Run made on completed St. George's Road Electric Line to East and West Preston, by Fitzroy, Northcote and Preston Tramways Trust.
- January 29 Last Meeting (129th) of Footscray Tramways Trust.
- January 30 Last Meeting of Hawthorn Tramways Trust.
- February 1 Northcote Cable Line taken over by the Melbourne Metropolitan Tramways Board together with the following electric tram undertakings:-
- Prahran and Malvern Tramways Trust  
Hawthorn Tramways Trust  
Melbourne, Brunswick and Coburg Tramways Trust  
Fitzroy, Northcote and Preston Tramways Trust  
Footscray Tramways Trust
- (see Annual Report of 1920 for further details).
- February 2 Prahran and Malvern Tramways Trust dissolved.
- February 5 Last Meeting of Fitzroy, Northcote and Preston Tramways Trust.
- February Regulation Strike on Eastern Electric System over use of magnetic brakes.
- March 9 By-Law approved providing for penny sections on suburban ends of cable lines except where such already existed - operated from June 21, 1920.
- April 1 East and West Preston Electric Lines opened to Cable Terminus, St. George's Road, North Fitzroy. Thornbury Depot.
- April 23 Wages increase of ½d. per day granted to all employees plus 2d. per day to cable first year gripmen and conductuors, also Cost-of-Living adjustments each 1st January and 1st July, until 1922 - 1st July, 1920, C.O.L. increase was 5/6 per week.
- May 26 to June 12 Visit of H.R.H. the Prince of Wales (later King Edward VIII).
- June 1 Converter Station Machinery and Switch Gear purchased from the Melbourne Electric Supply Co. Ltd. at original cost and new agreement for supply of A.C. current made, saving £9,800 a year.
- June 13 to June 18 Gas Strike. No electric or North Carlton cable trams and no cable trams after 6 p.m.

1920 (continued)

- June 21 1d. Sections introduced on suburban end of Cable Lines.
- June 30 £30,000 of Surplus distributed to municipalities under Section 89 of Act 2995.
- December 24 Fitzroy and South Melbourne Cable Lines amalgamated - reducing number of cars in Collins Street at peak periods by 54.
- Preparation of General Scheme under Section 34 of Act 2995.
  - 10 Cable Dummies and 2 Cable Cars built at the Nicholson Street Repair Shops during the year.

1921

- January 5 to February 28 Stewards and Seamen's Strike. No trams after 7 p.m.
- March 7 Fares increased by ½d. on Sundays and Holidays and sectional fares by ¼d. Overlapping sections abolished.
- March 12 All Night service between midnight and 5.20 a.m. instituted on Hawthorn Electric Line. Princes Bridge to Burke Road.
- September 1 Power Supply made available to Footscray Tramways by Victorian Railways. Newport Power Station.
- September 6 Footscray Electric Lines opened.
- October 1 T.P. Strickland took up duties as Chief Engineer.
- October 20 Electric Line from Victoria Bridge through routed to St. Kilda Esplanade.
- November 22 Use of bell punches discontinued on cable lines and issue of fare check tickets substituted.
- Fare Tokens of 1½d. introduced - made at Nicholson Street Repair Shops and sold by conductors at 4 for 6d.
  - New Paint Shop erected for Repair Shops in Scotchmer Street and additional Car Repair Shop at Malvern Depot. Tar Distilling Works in Flinders Street Extension enlarged.
  - 15 Cable Dummies and 23 Cable Cars built at Nicholson Street Repair Shops.
  - 5 4-motor bogie Electric Cars were completed, also 3 single truck Electric Cars.
  - Steam Plant from North Carlton Cable Power House installed at Richmond Power House.

1922

- January 16 Wallen Road to Hawthorn Bridge Electric Line closed for 6 weeks on account of repairs to Hawthorn bridge.
- March General re-classification of Official and Clerical Staff.
- May Auxiliary Engine put into operation at Brunswick Cable Power House.
- June 30 Interim Report by M. & M.T.B. on General Scheme for future development on Tramways made to Minister of Public Works.
- 11 Cable Dummies and 22 Cable Cars built at Nicholson Street Repair Shops.
- 1 Bogie and 3 Single Truck Electric Cars completed.
- August 1 Essendon Electric Lines purchased from North Melbourne Electric Tramways and Lighting Co. Ltd. (through State Electricity Commission) and vested in the Melbourne Metropolitan Tramways Board.
- Dr. Carlton A. Ellis commenced duty as Board's Medical Officer at salary of £500 per annum.
- September Electric Auxiliary Drive put into operation at St. Kilda Road Cable Power House.
- November Strike for 2 days on Coburg Electric Lines.
- November 30 General Scheme for future development of Tramways presented to the Minister for Public Works.

1923

- March Chairman Alex Cameron left for America and Europe on investigation tour.
- Town Planning Commission created by State Government and T.P. Strickland appointed a member.
- March 15 T. O.L. Reynolds appointed Deputy Chairman.
- April 5 New Wages Agreement with A.T.E.A. giving increase of 4d. per day to traffic staff - cost to Board £60,000 per annum. Wages increase since December 31, 1919 over £250,000 per annum. 3 Days Good Conduct Leave, time and half for Sundays and Holidays.
- April 12 to April 18 Strike of men on Prahran, Malvern, Hawthorn, Kew and Footscray Electric Lines.
- April 19 General Scheme for future development of Tramways recommended for adoption by the Parliamentary Committee on Railways with an opinion that it would be advisable to call evidence and deal with each proposal in turn.

1923 (continued)

- before June Retiring and Death Gratuity Scheme for employees introduced.
- 7 Cable Dummies and 3 Cable Cars built at Nicholson Street Repair Shops.
- 9 Electric Bogie Cars completed.
- Order placed for 2 Safety Electric Cars from U.S.A.
- July 1 East Kew Electric Line routed to Hawthorn Bridge in lieu of Victoria Bridge.
- July 7 Extension of Essendon Electric Line from Keilor Road to Gillies Street opened.
- Church Street, Hawthorn Electric Line from Hawthorn Bridge to Corner Bakers Road and High Street, Kew, opened. (service Kew to Hawthorn Bridge in lieu of Victoria Bridge)
- August 23 Glenhuntly Depot opened.
- August 25 Electric Spur Line in Napier Street to Essendon Football Ground opened.
- September 30 Existing tram tracks will be rated by Municipalities for next three years on a valuation of £120,000.
- November 1 W. O. Strangward relinquished duties as Manager, retaining those of Secretary. A. D. Murdoch appointed Manager and C. W. Young, Assistant Manager.
- November 5 Horse Car Depot at Royal Park and four horse cars destroyed by fire (during Police Strike). Horse Tram Line to Zoo abandoned.
- November 11 Police Strike.
- December Act 3308 passed empowering Board to operate Motor Buses "for the purpose of aiding or relieving traffic on tramways".

1924

- February 1 Chairman Alex Cameron returned from overseas.
- February 11 Bell Punch System ceased on all cable lines.
- Cable Track in Lonsdale Street between Swanston and Elizabeth Streets opened and North Melbourne Cable Cars through routed to Brighton Road and cable track in Swanston Street from Queensberry to Lonsdale Streets closed for electrification.
- March 17 to May 25 Visit of British Fleet to Melbourne.
- April 5 to April 19 Tramway Strike.
- April 13 Extension of Coburg Electric Line from Queensberry Street to Lonsdale Street via Swanston Street opened.
- May 5 to May 19 General Tramway Strike. Griemen refusing to train a student believing he had applied for employment as a Special Constable during police strike.
- June 24 2 1-Man Safety Cars into service - Wallen Road to Hawthorn Bridge.
- June Extension for 30 cars at Essendon Depot completed.
- July 1 Cap Numbers first used.
- July 8 Opening of Chapel Street Electric Line from Toorak Road to Corner Church and Swan Streets, Richmond with through routing to Princes Bridge.
- October 20 Extension of Church Street Electric Line from Swan Street to Victoria Street, North Richmond, opened.
- December Motor Omnibus Act 1924 passed and Regulations made to prevent wasteful and unnecessary competition by motor buses along tram routes.
- Extension for 35 cars at Coburg Depot completed.
- 12 Electric Bogie Cars completed.
  - 12' Driving Wheels replaced by 14 ft. ones at Nicholson Street Cable Power House to increase rope speeds from 11 to 13 m.p.h.
  - Church Street Bridge completed - Board contributed 19% of cost - £16,624 paid to June 30, 1924.
  - Stabling accommodation at Feed works increased by 9 stalls.
  - Substations at Carlton, Ascot Vale and Camberwell completed.
  - Site acquired in Victoria Parade next to Fitzroy Cable Power House for new Head Office.
  - Removal of rails from track in Puckle Street, Moonee Ponds, not used by Board since taken over on August 1, 1922.

1925

- January 3 Elsternwick - City Bus Route opened. (Conversion purposes Annual Report 1925).
- January 11 Extension of Electric Line in High Street, Kew, from Strathalbyn Street to Burke Road opened.
- February 1 Motor Omnibus Act came into force to control and regulate bus operations.
- March 1 Extension of Electric Line in Hawthorn Road, Caulfield, from Glenhuntly Road to North Road (Brighton Cemetery) opened.
- March 8 Northcote Cable Line connected with Clifton Hill Cable Line providing through service to Bourke and Spencer Streets, City.
- March 24 Holden Street Electric Line from St. Georges Road via Barkly, Pilkington, Holden Streets and Brunswick Road to Lygon Street opened and Preston cars through routed to City.
- May 1 Revision of Fares and Sections.
- July 19 Electric line from Flemington Bridge via Flemington Road, Peel and William Streets to Collins Street opened.
- West Brunswick Electric Line from Corner Abbotsford Street and Flemington Road via Royal Park, Grantham and Dawson Streets to Daly Street opened.
- North Melbourne - St. Kilda and North Carlton - Esplanade amalgamations cancelled. North Melbourne Cable Service ran from Flemington Road and Abbotsford Street to Elizabeth and Flinders Streets, North Carlton - Brighton Road cable services amalgamated.
- July 23 to August 6 Visit of United States Fleet (45 vessels) - Free tram travel granted to all ratings.
- August 23 Railway gates removed at Clifton Hill Crossing and trains run over new overhead bridge.
- August 29 St. Kilda (Esplanade) and Windsor Cable Lines closed.
- August 30 Esplanade - City and to Windsor Bus Route opened.
- October 10 Extension of West Brunswick Electric Line from Daly Street via Melville Road to Albion Street opened.
- October 30 Electric Line from Corner Fitzroy and Park Streets, St. Kilda, via Park, Danks, Mills Streets., Canterbury and Albert Roads, Clarendon, Park and Sturt Streets and City Road to St. Kilda Road opened (via Princes Bridge).
- November Erection of Preston Workshops commenced. Paintshop completed.

1925 (continued)

- December 19 to "Go Slow" Strike on Essendon lines over roster  
January 19 dispute.
- December 26 Cable line in Swanston Street from Flinders to Lonsdale  
Streets closed, also Cable Line from St. Kilda Junction  
to Brighton Road.
- St. Kilda (Brighton Road) Cable Line closed.  
Carlton-Prahran Cable amalgamation cancelled.
- December 27 Hanna Street Depot opened (renamed South Melbourne  
September 20, 1960).
- Electric Line from Corner Park Street and St. Kilda  
Road, South Melbourne via Park and Hanna Street  
(near Kingsway) to City Road, South Melbourne opened.
- Prahran and Toorak Cable Lines to City Road only.
- Electric Line from Esplanade to Flinders Street  
opened on temporary tracks.
- Electric Line in Wellington Street from St. Kilda  
Junction to Chapel Street opened.
- Esplanade-City to Windsor Bus Route closed.
- East Malvern - Mirrumbeena Bus Route opened.
- 46 Motor Buses put into service.
  - Howard Street, North Melbourne Cable Depot completed  
for use during Flemington Road conversion.
  - Applications for Tramway Reserves in St. Kilda Road,  
Brighton Road and Flemington Road were not approved  
by the Minister.
  - Metropolitan Town Planning Commission's First Report  
endorsed the Board's general policy regarding co-ordination  
of trams and buses in Metropolitan area.
  - 89 Class "W" Electric Cars completed.
  - 2 Cable Dummies taken out of service.
  - Nelson Street, Windsor Substation completed.

1926

- January 24 East and West Preston cars went via Holden and Lygon Streets to the City and were through routed to St. Kilda Beach.
- Electric line in Swanston Street from Flinders to Ionsdale Streets opened. Coburg trams routed to Esplanade and Preston trams to Fitzroy Street via Albert Park.
- January 29 Toorak Conversion Bus Route opened.
- January 30 Prahran and Toorak Cable Lines ran to St. Kilda Road only.
- March 28 St. Kilda Road Electric line to City opened. (City Road to Park Street Track completed).
- April 17 Williamstown - Newport Bus Route opened.
- East Malvern and Murrumbeena Bus Route closed.
- May 1 Fares increased on all Lines (no extra charges for Sundays and Holidays).
- May 15 Balwyn Road to Burnley Street (Kew Depot via Barkers Road) Bus Route opened.
- May 16 High Street and Malvern Road Electric Lines through routed to City via St. Kilda Road.
- July 24 North Carlton Cable Depot closed and cars run from Carlton Depot.
- August 28 Prahran Cable Line closed.
- Milton Street and Elsternwick Bus Routes closed.
- August 29 Electric Line from St. Kilda Junction to Brighton Road opened.
- Extension of Electric Line in Brighton Road from Brunning Street to Glenhuntly Road opened.
- Elsternwick to City Electric Service commenced.
- Chapel Street, Prahran Conversion, Bus Route opened. Brighton Road to Domain Road, via Chapel Street.
- September 1 Extension of Victorian Railways Electric Tramway from Black Rock to Beaumaris opened.
- October 2 Toorak Cable line closed.
- Bus Service Elizabeth Street to City.
- October 31 Electric Line in Chapel Street from Toorak Road to Windsor Railway Station opened.
- North Williamstown Bus Route closed.
- November 1 Commencement of Moreland Grove to City Road electric service. Albion Street destination sign altered to Moreland Road.



1926 (Continued)

- November 29 ElSTERNWICK - Point Ormond service by 1-man trams.
- December 5 Gardner cars ran from Malvern Depot.
- December 6 Crozier Street to City Road service in lieu of the Grove to City service. West Preston cars shunted at Miller Street, passengers for City transferring to East Preston cars during all off peak.
- December 18 Chapel Street, Prahran, Bus Route closed.
- December 19 Extension of Electric Line in Chapel Street from Carlisle Street to Brighton Road and converted section between Windsor Station and Carlisle Street opened.
- Extension of Electric Line from Corner Glenhuntly and Grange Roads via Glenhuntly and Truganini Roads to Koornang Road, Carnegie, opened.
- Electric Line in Chapel Street from Windsor Railway Station to Carlisle Street opened.
- December 20 Transfers issued between East Preston electric and Northcote cable trams.
- Store, Timber Sheds and Substation Buildings at Preston Workshops completed.
  - Riversdale Road outside Wattle Park regraded by Box Hill City Council, Board contributing £4,000.
  - Traffic Offices and Depot to house 72 Electric Bogie Cars completed at Hanna Street, South Melbourne.
  - Former Substation next to Essendon Depot purchase from S.E.C. and converted as Traffic Offices.
  - Cable Depots in Brighton Road and Acland Street converted into Bus Garages, also one erected on land adjacent to Victoria Street Depot.
  - Substation at Corner Clarke and Hancock Streets, South Melbourne completed.
  - Esplanade Cable Power House plant dismantled and engines transferred to Northcote Power House.
  - 143 Cable Cars and 136 Cable Dummies taken out of service.  
49 Electric Bogie Cars completed.  
10 Motor Buses put into service.
  - Plant and equipment from Holden Street Body Shop transferred to the newly completed Car Body and Licting Shop at Preston Workshops.

1927

- February 4 to February 8 8.30 p.m. February 4 to 4 p.m. February 8 power off at Footscray - buses substituted.
- April 17 Electric line from St. Kilda and Domain Roads via Domain Road, Park Street and Toorak Road to Orrong Road opened.
- East Coburg cars through routed to Elsternwick.
- Toorak Bus Route ran from Orrong Road to Elizabeth Street, Malvern only.
- April 21 to April 30 Visit of H.R.H. the Duke and Duchess of York (later King George VI and Queen Elizabeth) to Melbourne. No trams in City at night. Free travel for all ratings on H.M.S. "Renown" and the Australian Squadron.
- May 7 Toorak Bus Route closed.
- May 8 Extension Electric Line in Toorak Road from Orrong Road to Glenferrie Road opened.
- May 15 Cable Section from Spencer and Bourke Streets to Swanston Street via Flinders Street closed (Richmond to Gas Office only).
- Extension of West Brunswick Electric Line from Albion Street via Melville Road to Moreland Road, opened.
- June 19 Murrumbeena terminus renamed 'Carnegie'.
- June 26 Extension of West Brunswick Electric Line from Moreland Road via Melville Road to Bell Street, West Coburg, opened.
- June 29 Richmond Cable Line closed (section from Swanston Street to Hawthorn Bridge).
- June 30 Richmond Conversion Bus Route (Swanston Street to Hawthorn Bridge) opened.
- July 14 Electric Line from Bourke Street via Spencer and Flinders Streets to Swanston Street opened. (From Hanna Street Depot curve from Swanston Street into Flinders Street).
- July 23 Extensions Bourke Street to Lonsdale Street and to east side of Swanston Street opened.
- July 30 Albert Park and Elsternwick routes extended from Lonsdale Street via Swanston Street to Victoria Street.
- September 16 Tourist Tram commenced service.
- September 17 Electric cars commenced running from Swanston Street to Melbourne Cricket Ground for Football Finals and Races only.
- October 14 Strathalbyn Street destination sign altered to Kew.

## 1927 (Continued)

- November 23 Parliamentary Committee on Public Accounts recommended that the M.M.T.B. be relieved of statutory payments to State Consolidated Revenue (Note: These were not finally lifted until 1954).
- December 1 Kew and Hawthorn trams shunted on east side Hawthorn Bridge on account of repair work.
- December 3 Richmond Conversion Bus Route closed.
- December 4 Electric Line from Swanston Street via Flinders Street, Wellington Parade and Bridge Road to Hawthorn Bridge opened. Kew, East Kew and Hawthorn lines through routed to Spencer Street via Flinders Street.
- December 26 North Richmond to Point Ormond electric service opened (Sundays and Public Holidays only).
- December 31 Reservoir Private Bus line closed, Transport Club, members only continued the service.
- Sports Oval constructed at Wattle Park.
  - Truck and Machine Shop, Blacksmith's Shop and Administrative Offices completed at Preston Workshops.
  - Substation in Daly Street, South Yarra completed.
  - Carshed to duplicate accommodation at Kew Depot completed.
  - Richmond Cable Depot converted to Bus Garage.
  - Toorak and Richmond Cable Power Houses closed.
  - 71 Cable Cars and 73 Cable Dummies taken out of service. 37 Class "W" Electric Bogie Cars, 7 Class "X" and 1 Class "Y" Safety Electric Cars completed.
- 1928
- March 3 Private Bus Service Preston to Spencer Street closed.
- March 24 Luna Park to Victoria Street (via Albert Park) electric service commenced.
- April 7 Strike on Eastern Systems - cars resumed running at 5 p.m. East Coburg trams shunted at St. Kilda Junction.
- April 8 North Richmond - Point Ormond electric service closed. Luna Park - Victoria Street (via Albert Park) service closed.
- May 6 Balwyn Road Bus Route fares increased.
- June 23 Wattletree Road corner to Esplanade Electric Line closed.

1928 (Continued)

- June 24 Extension of Electric Line in Dandenong Road from Denbigh Road to Wattletree Road opened. East Malvern to Victoria Street City via Dandenong Road Electric Line opened.
- June 26 Tourist Tram discontinued.
- June 29 East Malvern - Esplanade Electric Line opened (week ends only).
- July 1 One-man operation introduced on Ballarat Road - Footscray Station Electric Line.
- Extension of Electric Line in Riversdale Road from Boundary (now Warrigal) Road to Elgar Road, Wattle Park opened - single track.
- July 28 Simpson Street siding opened.
- August 25 New Tables on Footscray Electric Lines - reducing mileage.
- September 14 Judge Beeby delivered new Award for A.T.E.A.
- September 17 Tourist Tram resumed running. 2d. and 3d. Strip Tickets at 6 for 1/- and 8 for 2/- sold on all lines.
- December 19 Commencement of Route Numbers on electric trams.
- December 23 North Richmond - Esplanade Electric Service opened.
- December 28 Alderman W.W. Cabena, Board Member, died.
- The Chalet at Wattle Park, designed and built by the Board's staff, completed.
  - First effects of Financial Depression felt.
  - Mess Room Block at Preston Workshops completed.
  - 72 Class "W" Electric Bogie Cars completed, also 3 Class "X" Safety Electric Cars.
  - 33 Cable Cars and 33 Cable Dummies taken out of service.
  - Crombie Lane, City, building purchased for use as a Substation.
  - Cinemategraph Film of Board's Undertaking made and shown in Metropolitan theatres and copy sent to London for exhibition at Australia House.
  - St. Kilda Road Cable Power House, Toorak Cable Power House, Prahran Cable Depot, North Carlton Cable Depot (portion only) and North Melbourne Cable Depot sold.

1929

- January 12 Luna Park - Victoria Street (via Albert Park) service resumed.
- January 18 W.O. Strangward died. R.A. Spencer appointed Secretary.
- January 26 Princes Bridge - Esplanade (via Chapel Street) Electric Service opened.
- January 26 to June 25 Timber Mills Strike.
- April 21 Combined fares issued between Brunswick Cable and Coburg Electric Lines.
- May 5 Combined fares issued between Fitzroy Cable and Preston Electric Line.
- June 9 One-man operation extended to Footscray - Williamstown Road Electric Line and cars run through to Ballarat Road. This was the commencement of the through service.
- June 28 Tourist Tram discontinued.
- June 30 Mont Albert and Balwyn Road electric services to City commenced and ran via Hawthorn Bridge and Flinders Street in lieu of to Victoria Bridge and combined fares issued via Victoria Street with transfer at Kew Post Office.
- July 13 Victoria Street Cable Line closed (Victoria Bridge to Brunswick Street). Depot also closed, buses were transferred to Nicholson Street Cable sheds. Fitzroy - South Melbourne amalgamation cancelled.
- July 14 Victoria Street Conversion Bus Route opened.
- July 29 Tourist Bus Service opened.
- August 4 Electric line in Barwise Street (now Racecourse Road) North Melbourne from Flemington Road to Victoria Street opened.
- August 8 Electric Line in Victoria Street, Flemington, between Mt. Alexander and Racecourse Roads officially abandoned.
- September 14 Fitzroy Cable Line (Section Brunswick Street to Spencer Street via Collins Street closed).  
Victoria Street Conversion Bus Route closed.
- September 15 Electric Line from Victoria Bridge via Victoria Street and Victoria Parade to Brunswick Street opened. South and Port Melbourne Cable Lines ran to Market Street only. Port Melbourne Cable Depot closed and cars transferred to South Melbourne.  
Collins Street Conversion (Brunswick to Spencer Streets) Bus Route opened.

1929 (Continued)

- November 2 North Richmond - Esplanade electric service resumed.
- December 7 Collins Street Conversion Bus Route closed.
- December 8 Electric Line from Brunswick Street via Victoria Parade, Gisborne and Collins Streets to Spencer Street opened.
- Mont Albert and Balwyn Road electric services resumed running via Victoria Bridge.
- Esplanade - Victoria Bridge electric service cut back to Corner Cotham and Glenferrie Roads run by Malvern only.
- Camberwell Electric Depot opened. Burwood and Elgar Roads routes from Hawthorn Depot and Camberwell route from Malvern.
- Camberwell Depot housing 63 cars completed, also Revenue Offices.
  - Extension to Preston Depot carshed completed.
  - Signal Cabin and Passenger Shelter at Victoria and Swanston Streets, City, completed.
  - Signal Cabin erected at St. Kilda Junction.
  - Old Section of Coburg Depot re-constructed.
  - Non-ferrous Foundry at Preston Workshops completed.
  - 46 Class "W" Electric Bogie Cars completed.
  - Parliamentary Standing Committee on Railways disapproved applications to construct electric tramways in Nicholson Street, East Brunswick from Albion Street to Holden Street and in Mt. Alexander Road and Buckley Street, Essendon.
  - Young Street, Fitzroy Substation completed.
  - Coldblo Road, Malvern Substation completed.

1930

- April 13 Decrease in fares on Elsternwick Railway Line.
- April 26 North Richmond - Esplanade electric service discontinued. (Summer service).
- May 7 Concession fares to Studley Park Road extended to Victoria Bridge.
- June 8 Balwyn Road Bus Service reduced.

1930 (Continued)

- June 14           Footscray electric services reduced.
- July 12           Fitzroy Cable Line closed (Section Victoria Parade to Barkly Street Terminus).
- July 13           Fitzroy Conversion Bus Route opened (Victoria Parade to Barkly Street).
- September 13     (Saturday). One-man cars operated on Russell Street, Footscray electric line.
- September 22     Tourist Bus resumed for summer season.
- October 25        Fitzroy Conversion Bus Route closed.
- October 26        Electrified Fitzroy line opened and East and West Preston cars diverted into Collins Street (later through routed to South Melbourne). East Coburg cars routed to St. Kilda Beach via South Melbourne in lieu of East and West Preston cars.
- Elsternwick electric line to Victoria Street City only in lieu of East Coburg.
- November 2        6d. Combined Fare from Corner Glenhuntly and Hawthorn Roads via Elsternwick or Dandenong Road, or Corner Balaclava and Hawthorn Roads via Balaclava Road to City.
- November 17       Kew trams shunt at Hawthorn, except in peak period.
- December 31       Newport-Williamstown Bus Route closed.
- Coldblo Road, Malvern Carshed completed.
- 52 Class "W", 2 Class "Y" and 1 Class "X.2" Electric Cars completed.
- 10 Bodies from Thornycroft J Buses transferred to new A.D.C. chassis.

1931

- February 2        Depots and routes regrouped, Mr. Simpson - Northern System, Mr. Davidson - Southern System.
- February          Wages and salaries reduced by 10%.
- April 5           T. O' L Reynolds, Deputy Chairman, died.
- April 30          Balwyn Road Bus Route closed.
- May 30            Tourist Bus ceased for winter months.
- June 5            Electric trams ran for Midnight Picture Show at the Regent Theatre, Collins Street - fare 6d.
- July 2            Traffic Depots and Routes re-grouped into Northern and Southern systems.

1931 (Continued)

- September 1 Black Rock - Beaumaris Section of Victorian Railways Electric Tramway closed.
- September 13 Fare Section terminating at Glenferrie Railway Station extended to Burwood Road, Hawthorn.
- September 21 Tourist Bus resumed for summer months.
- October 11 Funeral of Sir John Monash.
- October 26 Special 2d. and 3d. Tickets for use by unemployed sick on Brunswick and Coburg lines sold to Brunswick and Coburg Councils at half rate.
- November 4 Electric trams ran for Midnight Picture Show at the Regent Theatre, Collins Street - fare 6d.
- December 13 Family Concession Tickets issued on Wattle Park line Saturdays and Sundays only - 2/6 return.
- 33 Class "W.2" and 4 Class "W.3" Electric cars completed.
- Engineering and Cable repair work transferred for Nicholson Street Repair Shops to Preston Workshops.

1932

- January 1 Senior Scholars "Tickets (over 17 and under 19) issued at slightly increased rates over Junior rates.
- January 22 Special 2d. and 3d. Tickets at half rates for use by unemployed sick on all routes through City of Richmond.
- January 24 City Section Tickets at 8 for 1/- introduced.
- May 16 Special 2d. and 3d. Tickets for unemployed sick now sold to Sustenance Department and good on all lines except Footscray.
- May 28 Tourist Bus ceased for winter months.
- 2 Class "W.3" Electric Cars completed.
- Substation at Preston Workshops completed.



1933

- March Arbitration Court varies "Cost of Living" Table, increasing Basic Wage by 4/10 per week.
- July 25 Last Day of Trotting at Richmond Racecourse.
- 4 class "W.3" Electric Cars completed.
- 2 Tennis Courts, Curator's Lodge and Dressing Shelter completed at Wattle Park.

1934

- April Arbitration Court ordered that 10% cut in wages and salaries no longer operate. New scale of adjustments fixed Basic Wage for Melbourne at £3/4/- per week.
- Darling Road - Elsternwick to City except Sundays and after 7.43 p.m. Weekdays and Saturdays.
- June 24 Carnegie trams commenced through running to Victoria Street, City.
- June 30 Race Trains commenced running from Flinders Street, instead of Spencer Street.
- October 16 to October 19 Tramway Strike.
- October 18 Centenary of Victoria Celebration opened by H.R.H. the Duke of Gloucester.
- Arrival of H.R.H. the Duke of Gloucester.
- October 1934 to June 1935 State of Victoria and City of Melbourne Centenary Celebrations.
- December 2 to December 19 Wallen Road Bridge weakened by flood waters during repair trams from Kew Depot for Chapel Street ran from Kew Depot, Burwood and Wattle Park trams diverted via Bridge Road to Swanston and Flinders Streets. Short service from Princes Bridge to Burnley. Temporary meal room at corner Church Street and Bridge Road.
- December 8 Drivers and Conductors with over 10 years' service given increase of 3/- per week by Arbitration Court.
- December Dr. W. Kent Hughes succeeded Dr. Carlton A. Ellis deceased as Medical Officer.
- December Bonus of £ 8,000 distributed to traffic employees for extra strain during Centenary Celebrations.
- Board's application for tramway reserve in Sydney Road from Flemington Road to Park Street opposed by Melbourne City Council. On appeal to Governor-in-Council, the objections of the Council were upheld.

1935

- July 15 H.H. Bell appointed Deputy Chairman.
- July 20 North Melbourne and West Melbourne Cable Lines closed.
- July 21 West Melbourne Bus Service opened along cable route.  
(Nicholson Street)  
North Melbourne Conversion Bus Route opened.  
(Flemington Bridge to Corner Victoria and Elizabeth Streets)
- September 28 Brunswick Cable Line truncated at Victoria Street City.
- September 29 North Melbourne Bus Route extended from Victoria Street via Elizabeth Street to Flinders Street.  
  
Carnegie - Elsternwick and Elsternwick - City electric routes combined as Carnegie - City through fare 7d.  
  
Electric tram service from Flemington Road to corner of Victoria and Elizabeth Streets.  
  
Brunswick and North Melbourne passengers to transfer to Buses at Victoria Street.
- November 16 Section of Brunswick Cable Line from Flinders Street to Leonard Street closed.
- November 17 Brunswick Conversion Bus Route opened (Leonard Street to Flinders Street).  
  
Electric line from Flemington Bridge via Flemington Road, Abbotsford, Queensberry, Errol and Victoria Streets to Elizabeth Street opened.  
  
Cable Trams (Brunswick) truncated at Leonard Street. Buses running from Leonard Street to Elizabeth and Flinders Streets. North Melbourne Electric trams extended to Flinders Street from Victoria Street.
- December 29 Maribyrnong River electric service re-routed to Elizabeth and Flinders Streets via North Melbourne. Essendon (Gillies Street) electric service re-routed to Elizabeth and Flinders Streets via the Haymarket.
- December 31 Alex Cameron retired as Chairman.
- Continunance of Centenary of Victoria Celebrations.
  - 2 Class "W.4", 5 Class "C.W.5" and 1 Class "W.5" Electric Cars completed.
  - Office Building in Victoria Parade (Corner Young Street) for Traffic, Uniform and Per.Way staffs completed.
  - Malvern Road Storage Depot, Fitzroy Cable Power House and Johnston Street Cable Depot sold.

1936

- January 1 H.H. Bell appointed Chairman.
- January 11 Section of Brunswick Cable Line from Leonard Street to Moreland Road closed.  
Brunswick Conversion Bus Route - Leonard Street to Flinders Street closed - Leonard Street to Moreland Road opened.
- January 12 Electric line from Flinders Street via Elizabeth Street and Sydney Road to Leonard Street opened.
- February 23 Extension of Brunswick Electric Line in Sydney Road from Leonard to Park Streets opened.  
Brunswick Conversion Bus Route shortened - Park Street to Moreland Road.
- April 25 Brunswick Conversion Bus Route closed.
- April 26 Extension of Brunswick Electric Line in Sydney Road from Park Street (Brunswick Depot) to Moreland Road opened and North Coburg cars through routed to Elizabeth and Flinders Streets.  
New electric service Moreland - St. Kilda Beach commenced via Swanston Street. (Coburg Depot - Hanna Street Depot)
- May 25 Fishermen's Bend, Holden's Motor Works Bus Route opened via Flinders, Lorimer Streets and Williamstown Road (Nicholson Street Depot).
- July 1 Wages of daily paid employees increased by 6d. per day - cost to Board \$50,000 per annum.
- August 1 North Carlton Cable Line closed (running from Carlton Depot)
- August 2 North Carlton Bus Service along cable route with extensions to Blyth and Nicholson Streets, East Brunswick opened via Nicholson, Park, Rathdowne, Elgin, Lygon, Russell and Flinders Streets to Elizabeth Street.
- October 4 Sunday morning services inaugurated on all Cable and Electric tram routes and on Port Melbourne and Footscray - Moonee Ponds via Maribyrnong Bus routes.
- October 9 Commencement of New Head Office Building.
- November 1 Family Excursion Tickets at 2/6 introduced to Wattle Park and beaches on Sundays.
- November 29 Caulfield - City electric service commenced.  
Darling Road - Esplanade electric service discontinued. Malv
- December 6 Footscray - Moonee Ponds via Maribyrnong Bus Route opened.  
Footscray - Moonee Ponds via Ascot Vale Bus Route opened.  
Footscray - Sunshine Railway Station Bus Route opened via Ball Road.  
14 seat Bedford Buses.

1936 (Continued)

- Calling of Yearly Contracts for supply of Stores instituted.
- Howard Street Cable Depot and North Carlton Cable Car and Power House sold.
- 55 Class "W.5" Electric Cars completed.
- 12 Leyland Cub Motor Buses with 24-seat bodies put into service.
- New Electric Depot at Brunswick completed, housing 72 cars, with Traffic Offices and 7 Lock-up shops.
- West Brunswick Substation completed.
- Land, Corner Little Collins and Godfrey Streets purchased for new Head Office.
- New Coat-type Uniform adopted for traffic staff.

1937

- February 7 Extension of Essendon Electric Line from Gillies Street to Birdwood Street opened.
- February 14 All Night Tram services commenced on Mont Albert, East Kew, Camberwell, North Coburg, Carnegie, Essendon and Albert Park routes.
- March 13 South Melbourne and Port Melbourne Cable lines closed.
- March 14 Port Melbourne Bus Service opened along cable route (one man). South Melbourne Conversion Bus Route opened.
- June 13 Extension of East Kew Electric Line from Burke Road, via Doncaster Road to Bulleen Road, North Balwyn opened.
- July 1 Wages loading of 3/- per week granted by Arbitration Court.
- July 25 South Melbourne Electric line from Beaconsfield Parade via Victoria Avenue, Bridport Street, Montague Street, Park Street, Clarendon Street, to Corner Spencer and Flinders Street opened and through routing via Collins Street to Preston.  
  
Port Melbourne and East Brunswick bus routes amalgamated.
- July 27 Services reduced on account of Infantile Paralysis Epidemic.
- September 6 Re-opening of Schools after Infantile Paralysis Epidemic.

1937 (Continued)

- September 16 New Head Office Building opened by the Minister of Public Works - the Hon. G.L. Goudie, M.L.C. - 98% of materials used of Australian origin and workmanship.
- September Head Office moved from 673 Bourke Street to new Head Office Building, 616 Little Collins Street.
- October 1 Staff transferred to New Building.
- Wages loading of 3/- per week granted by Arbitration Court - cost to Board £100,000 per annum.
- October 6 A 9-hole Gold Course laid out at Wattle Park and officially opened by Chairman.
- December 9 Extension of Electric Line in Hawthorn Road from North Road to Point Neapean Road, Brighton, opened.
- 21 Class "W.5" Electric cars completed.
- 8 Leyland Cub, 10 Bedford and 8 Federal Petrol Buses and 17 Leyland Tiger, 1 Daimler and 1 Leyland Cub Diesel Buses put into service.
- Port Melbourne Garage (for 29 buses) and Footscray Garage (for 12 buses) completed.
- South Melbourne Cable Power House sold.
- 1938
- March 9 Infantile Paralysis Epidemic officially declared over.
- April 13 Chairman H.H. Bell and Secretary, R.A. Spencer, left for Overseas Investigation tour - W.J. McGrath appointed Deputy Chairman.
- May 28 Victorian Railways Motor Bus Service from Sandringham Railway Station via Beach Road to Beaumaris opened.
- July 1 Statutory payments to Licensing Fund discontinued.
- July 23 Footscray - Ascot Vale Bus Service suspended.
- August 8 Footscray - Sunshine Bus Route extended to Deer Park.
- September Wages increase of 1/- per week - cost to Board £25,000 per annum.
- October 4 Chairman and Secretary returned from Overseas.
- October 15 East Brighton - St. Kilda Beach (via Dandenong Road) electric service discontinued.
- October 16 East Brighton - City via Balaclava Road electric service commenced.  
Balaclava Junction - St. Kilda Beach via Dandenong Road - service commenced by Malvern.  
Extension of 6d. Concession Fare from Malvern and Burke Roads to Leura and Burke Roads.

1938 (Continued)

- December 11 Extension of East Kew Electric Line from Bulleen Road via Doncaster Road to Balwyn Road, North Balwyn, opened.
- December 22 Collingwood - Point Ormond Bus Route via Hoddle Street, Punt Road and Barkly Street opened.
- Traffic declined due to Infantile Paralysis Epidemic.
- 29 Class "W.5" Electric cars completed.
- South Melbourne Cable Depot sold.
- Board stated it should be controlling authority for motor buses in Metropolitan area.

1939

- March 7 Canadian Leyland Tiger Tourist Bus put into service.
- April 15 Carlton Cable Line closed (buses operating from 9.35 p.m.)
- April 16 Carlton Bus Service opened along cable route to Johnston Street Bridge, Collingwood.
- May 14 Caulfield Railway Station - South Caulfield Bus Route (via Bambra Road) opened.
- July 19 Newmarket Railway Station - New Pig Market, Brooklyn Bus Route opened - Wednesdays and Thursdays only.
- September 1 Germany invaded Poland - start of World War II.
- September 3 England and France declared war on Germany. Second World War started.
- October 1 Working Hourse reduced from 48 per week to 88 per fortnight - cost to Board £60,000 per annum. Rises in Cost of Living totalling 4/- per week cost the Board an additional £46,000 per annum.
- October 25 Buses substituted for electric trams on Holden Street - Lygon Street route.
- Double Deck Bus Body imported as prototype for 45 chassis Leyland Titan T.D.5 on order.
- 14 Class "W.5" and 5 Class "S.W.5" Electric Cars completed.
- 11 Leyland Cub Diesel Chassis with 23-seat bodies completed.
- Fuelling Bay erected at North Fitzroy Garage.
- T.P. Strickland, Chief Engineer, retired.
- Application to extend East Brunswick Bus Service via Nicholson and Albion Streets to Sydney Road approved but not operated on account of shortage of buses.

1939 (Continued)

- Second Section of North Fitzroy Bus Garage and New Traffic Offices were completed, and former Cable Repair Shops Buildings were re-modelled for Bus Garage purposes.
- Collingwood Garage parking area and Mess Room opened.
- Increase accommodation provided at Footscray Garage for operation of services to Munition Works and Annexes.
- South track on Holden Street Electric Line abandoned and rails removed.
- Fare Concessions given to members of the Military Forces.
- Staggering of Working Hours arranged after conference of Public Bodies.
- Alex Cameron died.
- Colin Templeton died.
- Cable/electric crossing at Swanston and Lonsdale Streets removed also cable track curve from Swanston and Lonsdale Streets removed.

1940

- March 12 to May 16 Coal Strike
- March 31 Extra late trips on electric and bus routes owing to trains ceasing at 10.30 pm. on Sundays.  
44 hour week instead of 88 hour fortnight (refer 1940 annual report).
- April 6 Concession Fare of 3d. for any through journey for members of H.M. Forces.
- April 9 Extra Sunday night trips discontinued.
- May 10 Germany invaded Holland and Belgium.
- May 13 Carlton Cable Depot closed.
- June 10 Italy declared war on Allies.
- June 14 Germans occupies Paris.
- July 10 Tourist Bus services withdrawn and buses used for ordinary services.
- July 22 Office Hours at Head Office changed to 8.30 a.m. to 4.30 p.m.
- August 13 Air Crash at Canberra - Federal Cabinet Ministers killed.
- September 21 Federal Electric Polling Day.
- October 1 Petrol rationing commenced.

1940 (Continued)

- October 26 Clifton Hill and Nicholson Street Cable Lines closed.  
Buses substituted for cable trams on Clifton Hill and Nicholson Street Lines at 9.17 p.m.  
First Double Decker Buses on Bourke Street (ceased January 18, 1954).
- December 9 Footscray - Ascot Value - Moonee Ponds Bus Route closed.
- December 22 Extension of Electric Line from Maribyrnong River Terminus to Explosives Factory, West Maribyrnong opened.
- December 29 Collingwood Bus Route extended to Kew.
- Expansion of Defence work and rationing of petrol placed great strain on public transport services.
- Clothing Workroom established at Hawthorn Depot.

In 1940/41 Footscray - Sunshine - Deer Park route altered to run via Ahsley and Essex Street and extend by 1 mile for munitions.

1941

- January 19 Kew Bus Route extended to North Kew.
- March 1 Concession Fares to members of H.M. Forces extended to children's half fare rate.
- March 24 Pram Bus put into service on Northcote City Route.
- April 9 Germany invaded Greece.
- April 28 All night services.
- June 22 Germany declared war on Russia.
- July 1 Board required to make monthly payments of 2½% on Pay Roll on all wages in excess of £20 per week towards Child Endowment - cost to Board £38,000 per annum.
- July 6 Extension of West Maribyrnong Electric Line to Williamson Road opened (Ordnance Factory).
- July 20 Holden Street - Lygon Street Bus Route closed (electric trams substituted) on account war time bus shortage.
- July 21 Fishermen's Bend via Salmon Street Bus Route opened.
- August 3 Port Melbourne Bus Route extended to Garden City. West Preston All-Night service commenced.
- August 10 Toorak All-Night service commenced.
- August 11 Bus Services from North Fitzroy, Coburg and North Essendon to Munitions Factory, Maribyrnong opened.
- August 15 Heidelberg All Night Bus Route opened.
- Northcote - Port Melbourne All Night Bus commenced.



1941 (Continued)

- August 24 North Richmond - Esplande All-Night service commenced.
- August 29 R.G. Menzies resigned as Prime Minister.
- August Women employed as conductresses to meet labour shortage.
- September 14 Extension at Ballarat Road, Footscray, Electric Line via Gordon Street to River Street opened.
- September 27 Brighton - Elsternwick Railway Gates All Night Bus Route opened.
- October 7 Federal Labour Government formed with John Curtin as Prime Minister.
- November Dr. W. Kent Hughes died. Dr. J.J. Daly replaced him.
- November 16 Garden City Bus Service through routed via Port Melbourne to City.
- December 8 Japan declared war on Britain and U.S.A.
- December 9 Britain and U.S.A. declared war on Japan.
- December 11 U.S.A. declared war on Germany and Italy.
- December 12 Friday night shopping abolished. Restricted lighting conditions imposed on Melbourne and suburbs to June 1943.
- December 27 Japan occupies Hong Kong.
- Cost of Living Adjustments increased Basic Wage from 76/- + 6/- loading to 81/- + 6/- loading - cost to Board £62,000 per annum. Other approved loadings and margins cost £67,000 per annum.
- 11 Class "S.W.6" Electric cars completed.
- 14 Leyland Tiger and 6 Austerity Buses put into service.
- Third section of North Fitzroy Bus Garage completed.
- Extension at No. 1 Carshed at Essendon completed.
- Extension to Footscray Garage completed.
- New Substation at West Maribyrnong completed.

1942

- January 1 Daylight saving introduced.
- February 11 Blackout Rehearsal 9.30 p.m. to 10.30 pm. Trams and buses stopped running.
- February 12 Reduced lighting on all trams and buses.
- February 16 Singapore surrendered to Japanese.
- February 20 Darwin raided by Japanese planes.
- March 12 Air Raid rehearsed in afternoon.
- March 29 Last day of daylight saving.
- March 31 Air Raid Rehearsal - Trams and Buses turned back from City.
- April 25 Anzac Day March not held.
- May 8 Announcement of Clothing Rationing caused rush buying from retail stores.
- May 15 Commenced of Brown-out - trams and buses ran at reduced speeds.
- May 24 Brown-out lifted - trams and buses resumed normal running.
- Electric Line (connecting Mooree Ponds with West Maribyrnong) from Corner Mt. Alexander and Ascot Vale Roads via Ascot Vale and Maribyrnong Roads to Union Road opened.
- May 31 Three Japanese Midget Submarines sunk in Sydney Harbour.
- June 1 New conditions accepted by Union including reduction meal relief spread, increase signing off time and for increased penalty rates for spread of hours  $5\frac{1}{2}$  to  $4\frac{3}{4}$ .
- June 13 First distribution of Food and Clothing Ration Books.
- June 30 Board distributed £50,000 to Municipalities.
- July 30 Stopping places of trams and buses reduced from 8 to 5 per mile to save wear and tear on equipment.
- August 2 Spread reduced from  $5\frac{1}{2}$  hours to  $4\frac{3}{4}$  hours.
- August 9 Spread reduced from  $5\frac{1}{2}$  hours to  $4\frac{3}{4}$  hours.
- August 17 Fishermen's Bend (Y.M.C.A. City Road to Aircraft Factory, Williamstown Road via Salmon Street) Bus Route opened.
- August 30 Spread reduced from  $5\frac{1}{2}$  hours to  $4\frac{3}{4}$  hours.
- September 13 Spread reduced from  $5\frac{1}{2}$  hours to  $4\frac{3}{4}$  hours.
- September 14 Introduction of concession Rail Fares for Defence Forces.
- September 20 Spread reduced from  $5\frac{1}{2}$  hours to  $4\frac{3}{4}$  hours.

1942 (Continued)

- September 27 Daylight Saving resumed.
- October 3 Introduction of Austerity Saturdays - no races on first Saturday of each month.
- October 11 Spread 5 ½ to 4 ¾.
- October 18 Spread reduced from 5 ½ to 4 ¾ hours.
- November 15 Board directed by Manpower Authorities to increase working hours to 13 day fortnight until October 13, 1945.
- November 30 Some Footscray - Sunshine buses deviated to serve munitions at Tottenham 7.00 to 8.30 a.m. and 5.00 to 9.30 p.m.
- Additional War Loading of 1/6 per week on wages cost Board £73,000 for year.
  - 9 Class "S.W.6" Electric cars completed.
  - 49 Austerity Body buses put into service.
  - A new Carshed with 6 extra tracks at Essendon completed.
  - Properties adjoining Footscray and Port Melbourne Garages purchased to accommodate extra buses.
  - Old Traffic Office at Clifton Hill altered to house gas equipment for operation of buses on town gas.
  - Charcoal Crushing and Grading Plant installed at Northcote Cable Power House for producer gas units on motor vehicles.

1943

- January 29 South Caulfield Bus Route closed at request of Commonwealth Land Transport Board, buses required for Fishermen's Bend Route.
- March 1 Taxi services curtailed between 12.30 a.m. and 5.30 a.m.
- March 28 Daylight Saving discontinued.
- March 31 9th Division A.I.F. marched through City.
- April 24 Stop Work Meetings at North Fitzroy and Port Melbourne Bus Depots (no Buses except on Munitions routes). Malvern and Brunswick trams ceased running in afternoon.
- April 25 Anzac Day March resumed.
- May 16 Extension of Essendon Electric Line from Birdwood Street to Essendon Aerodrome made at request of Commonwealth Government, opened.

1943 (Continued)

May 19 Victoria Tramways declared a protected industry.

June 5 Issue of New Ration Books.

June 12 State Election Polling Day.

June 30 £50,000 of surplus distributed to municipalities.

July 7 Partial restoration of normal lighting after 18 months of black-out.

July 16 Picture Matinees finish earlier - 4 p.m. to 4.15 p.m.

August 21 Federal Election Polling Day.

September 19 Certain North Essendon - Coburg munition trips amalgamated and portion of Coburg route deleted.

Manpower Authority, Board and Union agreed to 13 day fortnight be adjusted to 6 days weekly with 25% required to work 1 extra day each week.

October 3 Daylight Saving resumed.

October 14 Italy declared war on Germany.

November 6 End of Austerity Saturdays - normal racing restored.

- Cost of Living increases during year added £57,000 to Board's operating expenses.

- 7 Class "S.W.6" Electric cars completed.

- 10 Austerity Buses put into service

- North Essendon Substation completed.

1944

January 17 Meat Rationing introduced.

February 15 Serious bush fires throughout Victoria. Open cut at Yallourn ablaze. Electricity services disrupted. Suburban train services reduced until further notice.

February 17 Tram services reduced 25% between 10.00 a.m. and 3 p.m. and 8 p.m. and 10 p.m.

February 25 Electricity restrictions lifted. Services back to normal.

March 25 Daylight Saving discontinued.

April 19 7th Division A.I.F. marched through City.

June 3 New Ration Books issued.

1944 (Continued)

- June 4 Reduction all train services due to coal shortage - weekdays and Saturdays, 10% in peak and 50% in off-peak hours. Sunday services curtailed.
- June 5 Rome liberated.
- June 6 Allies invade France through Channel Ports. Thanksgiving services throughout Victoria.
- June 30 £45,813 of surplus distributed to Municipalities under Section 76 of the Board's Act.
- July 6 Alderman Sir Stephern Morell died. Cr. R.H. Solly replaced him as a member of the Board.
- July 10 }  
July 17 } No races owing to coal shortage.  
July 24 }
- July 20 Japanese Cabinet resigned.
- July 25 Railway services resumed normal running. Ballot by Traffic employees on running Race Specials - Majority for "No".
- August 5 Caulfield Racecourse re-opened.
- August 19 Voting Day on additional powers for Federal Parliament.
- August 23 Paris liberated.
- August 27 New Traffic Offices at Essendon opened.
- August Cost of living increase of 1/- per week - cost to Board £13,000 per annum.
- September 5 Brussels liberated.
- September 11 Special peak services between Ordnance Factory Maribyrnong and Munition Stores at Tottenham.
- September 12 Allies invaded Germany.
- September 18 Curtailment of services on Footscray, Brunswick, Essendon and Coburg due to manpower shortage.
- September 25 Ditto - Hawthorn, Kew, Hanna Street, Glenhuntly, Preston, Camberwell and North Fitzroy.
- September 29 Allied Services marched through City to aid 2nd Victory Loan.
- September 30 One-day tram and bus strike re C D O s and annual leave.
- October 3 Official opening of 3rd Victory Loan.
- October 6 Women's Services marched through City.
- October 20 Navy Personnel marched through City.
- October 21 Record crowd of 86,000 attended Caulfield Cup Meeting - first since 1939.

1944 (Continued)

- October 26 Allies invaded Phillipines - Japanese routed.  
October 27 R.A.A.F. marched through City.  
October 31 3rd Victory Loan closed.  
- 4 Class "S.W.6" Electric Cars completed.  
1944/45 report gives Intermittent Munitions services.

1945

- January 18 Warsaw captured by Russians.  
January 29 Duke of Gloucester arrived, with Duchess, to take up duty as Governor-General.  
February 16 Bataan Peninsula re-occupied by General Macarthur.  
February 17 Corregidor re-captured by General Macarthur.  
February 21 Duke of Gloucester opened Federal Parliament.  
February 23 Duke and Duchess of Gloucester visited Melbourne.  
March 16 Navy Personnel marched through City.  
March 25 Army Personnel marched through City.  
April 5 Retiring and Death Gratuities and Long Service Leave liberalised.  
April 6 Australian and New Zealand troops marched through City.  
April 7 Funeral of Sir James Barrett.  
April 12 President F.D. Roosevelt of U.S.A. died.  
April 14 Opening of Association Football Season.  
April 21 Opening of League Football Season.  
April 25 Anzac Day March. Tram strike at Footscray.  
April 29 Fire at Regent Picture Theatre, Collins Street.  
April 30 Mussolini executed.  
May 1 Germans in Italy routed.  
May 2 Berlin captured.  
May 4 Australian Forces land in Borneo.  
May 8 V.E. Day - War ended in Europe.  
May 9 V.E. Day - Public Holiday and Thanksgiving Services.  
May 17 Acute shortage of milk due to bad seasons. No deliveries to offices and other supplies severely rationed.  
May Lease of Hanna Street Depot site renewed for further 20 years (approximately 7 acres).

1945 (Continued)

- June 3           New Ration Books issued.
- June 30           £50,000 of surplus distributed to Municipalities.
- July 3            Gracie Fields in Melbourne.
- July 5            John Curtin, Prime Minister, died.
- July 12           J.B. Chifley became Prime Minister.
- July 29           Footscray Railway Station - Sunshine Bus Route extended to Sunshine Park via Hampshire Road and Wright Street.
- August 9           Russia entered Pacific War.
- August 15          V.P. Day - Japan surrendered - War in Pacific area ended. Public Holiday proclaimed. Trams and buses turned on outskirts of City and all vehicular traffic prohibited from entering the City proper.
- August 16          Public Holiday.
- August 18          Some manpower restrictions lifted.
- August 24          Victory March of 20,000 Service Personnel through City.
- August 28          No railway services - stop work meeting.
- September 5        Petrol price reduction of 1d. per gallon.
- September 11       Approval to operate some of Fishermen's Bend services via Lonsdale Street.
- September 19       Returned Prisoners of War welcomed at Spencer Street Station.
- October 1           Commencement of general demobilisation of services. Petrol ration increased. Restrictions of private bus routes lifted.
- October 2 to  
October 4           8.30 p.m. Tram and bus strike over roster dispute.
- October 7           6 day week recommenced - Coburg.
- October 14          6 day week recommenced - Malvern, Glenhuntly, Burwood, Canberwell, Preston, Kew and Hawthorn.
- October 20          Record crowd of 90,000 at Caulfield Cup.
- October 30          Arrival of H.M. Battleship "King George" at Princes Pier.
- November 1          Baby carriages allowed with certain restrictions on all days and all day Sunday, Saturday and holidays. and special pram buses on routes in off peak periods.

1945 (Continued)

- November 6 105,000 attended Melbourne Cup Meeting.
- November 10 Polling Day State Elections.
- December 3 10% cut in train services due to coal and Seamen's strike.  
Pram Buses run on North Kew and Garden City Routes, Northcote
- December 4 Pram Bus run on Footscray routes - Sunshine to Footscray and Moonee Ponds to Footscray.
- December 8 Further cut in suburban train services.
- December 16 Further cut of 25% in Suburban tram services.
- December 17 Coal Strike ends.  
New tram schedule introduced - service cars to leave City by midnight.
- December 30 Collingwood - Point Ormond route extended from Johnston Street via Hoddle Street to Queens Parade, Clifton Hill.
- December 31 West Maribyrnong extension 4d. concession fare abolished.
- First 102-lb. Grooved Tram Rails made in Australia by the Broken Hill Pty. Co. Ltd.
- 10 Class "S.W.6" Electric cars completed.
- 16 Austerity "Ford" Buses put into service.

1946

- January 1 Concession fares to munition workers between City and Newmarket Station, West Maribyrnong withdrawn.
- January 6 Commencement of maximum break for meal of 1 hour 30 minutes on Sundays.
- January 14 Commencement of 5-day week for staff. Restoration of full suburban train services on week days.
- January 23 Arrival at Port Melbourne of Royal Navy detachment of 3 Aircraft Carriers and 2 Destroyers.
- February 3 Electric Connecting Line from Hanna (now Kingsway) and Sturt Streets via Hanna, Queensbridge, Market Streets, Flinders Lane and William Street to Collins Street opened.  
West Coburg cars extended to St. Kilda Beach and at peak times some cars diverted from Southern routes to Dudley Street via this new route on weekdays and Saturdays.
- February 10 Warships of R.A.N. at Port Melbourne.



1946 (Continued)

- April 18 Head Office revenue office closed.
- April 27 Stopwork - 1.30 to 6.00 pm all depots except Preston, Essendon and Footscray. Roster dispute over calls - forward and calls - back.
- May 1 Defence Services concession fares abolished.
- May 13 Weekdays - Camberwell - 3 extra trams on Burwood and Elgar Road services in AM and PM peaks. 3 trams from Camberwell transferred to Malvern.
- Weekdays - Malvern - 4 runs of Camberwell - City Service to be run by Malvern.
- May 18 Saturday - Central 2 man D.D. - Clifton Hill to City reduced before 9.00 am and 5 extra buses Clifton Hill to City 9.00 am to Midday.
- Saturday - Camberwell - William Street service reduced by 2 am and 5 midday trips Burwood and Elgar Road services reduced in AM peak.
- May 25 Saturday - Malvern - AM peak services reduced and AM and midday peak services reduced on East Malvern and Glen Iris. Cotham Road increased 10.00 to 11.30 am.
- May 27 S.E.C. cuts due to coal shortage, tram services reduced by 1/3 in off peak and by 1/2 after 7.45 pm (continued until June 11, 1946).
- June Commencement of Memo book for roster alterations, prior to this entries shown in table books.
- June 1 Saturday - Central 2M and Port Melbourne - new rosters on account increased services on Garden City - Kew of 10 to 5 minutes 9.00 am to Midday and Collingwood - City 3 1/3 to 2 1/2 minutes.
- Saturday - Hawthorn - AM Peak reduced and increased service to Kew 9.00 am to Midday.
- Saturday - Kew - AM and Midday peak services reduced and increased services to Kew and Deepdene 9.00 am to Midday.
- Saturday - Glenhuntly - 3 AM peak trips cancelled.
- June 11 Tram services back to normal after S.E.C. cuts (see May 27 1946).
- June 15 Saturday - Brunswick - Service reduced by 13 trips 6.48 to 8.15 am.
- June 30 Sunday - Footscray bus - One man bus service on Footscray Tram routes on Sunday morning, 30 minute services. No morning service prior to this date.

1946 (Continued)

- June 30 S.M. Richardson (Manager), W. Simpson (Assistant Manager) and S.S.D. Robertson (Distribution Engineer) retired. Their places were taken by G.F. Wraith, B.H. Misson and J.J. Cassidy respectively. G.H. Barker succeeded G.F. Wraith as Controller of Stores.
- 17 Class "W.6" Electric Cars completed.
- 3 Austerity "Ford" Buses put into Service.
- Extensions made to Car Body and Lifting Shop at Preston Workshops.
- Purchase of War Savings Certificates by Board for employees on military service during War years amounted to £184,948.
- July 6 Saturday - reduced AM & Midday services at Brunswick, Coburg, Preston and Hanna Street depots.
- July 13 Saturday - Reduced AM and Midday services at Essendon Depot - aerodrome and West Maibyrnong routes.
- Also reduced service on West Maribyrnong after 10.30 pm on account of R.A.A.F. vacating Show Grounds.
- July 14 All Night Roster - meal reliefs provided by cancellation of trips (see June 22 1947).
- Sunday - Footscray bus. Commence of Sunshine - Footscray 60 minutes Sunday morning service.
- July 22 Weekdays, Central 1 man - 10 minutes in lieu of 15 minutes service Clifton Hill - Point Ormond 9.00 am to 2.30 pm.
- August 2 Friday, Essendon - 2 extra trams to provide market extras in Elizabeth Street 10.00 am to 2.30 pm.
- August 5 Weekday - Central 2 man - Extra trips on Fishermen's Bend on account of staff increase at D.A.P. - 2 crews and 2 buses.
- Weekday Footscray bus - extra trips on Deer Park and Ashley Street routes.
- Weekday Preston - 2 extra trams to increase Collins Street service - Gisborne - Spencer Streets 12.26 to 2.16 pm.
- Weekday Hawthorn - increased Chapel Street service 4 minutes in lieu of 5 minutes 3.15 to 4.15 pm.
- August 9 Friday Hawthorn - increased Chapel Street service 3½ minutes in lieu of 5 minutes 1.30 to 4.30 pm.
- August 10 Saturday Hawthorn - increased Chapel Street service 3½ minutes in lieu of 5 minutes 9.30 am to 1.00 pm.
- Saturday Footscray bus - 20 minutes in lieu of 30 minute service Footscray - Sunshine 9.00 am to 2.00 pm.

1946 (Continued)

- August 26 Weekday - Port Melbourne and Central 2 man - Garden City Service 5 minutes in lieu of 6 minutes AM and PM peaks.
- September 2 Prams carried on Deer Park Route (Footscray).
- September 4 Weekday Kew - extra service in Collins Street - Gisborne to Spencer Streets at Midday.
- September 8 Central double deck - extra D.O.R. into roster to provide 5 crews for Stadium on Wednesdays.  
Central 1 man - 9 minutes depot to Clifton Hill for buses running out onto Clifton Hill - Point Ormond route.
- September 13 Friday - Essendon - Ascot Vale service extended to Maribyrnong River between Midday and evening peak, also 2 William Street and 2 Elizabeth Street market extras commenced.
- September 19 Opening day of Royal Agricultural Show - first show since 1939.
- September 30 Weekdays - Camberwell - revision of peak services and school trips - Dudley Street service on Camberwell route to and from Camberwell Junction only (1 AM and PM peak Camberwell run trams to Malvern).  
Weekdays - Hawthorn - revision of Prahran to City and Prahran to North Richmond services.
- October 5 Saturday - Port Melbourne. Reduction AM peak services on Fishermen's Bend.
- October 7 Weekdays - Preston. Workshops special to West Preston at 5.50 pm run by workshop employees.  
Train, tram and bus strike re weekend penalty rates. Footscray tram and buses ran and Preston ran to Victoria Parade - all other depots out.
- October 13 to November 17 Sunday - Footscray bus. Footscray Sunday morning buses not run on account of dispute re 1 man units.
- October 21 Train, tram and bus strike re weekend penalty rates -  
October 29 out for 9 days - settlement gave time and half for Saturday and double time for Sunday. (staff from Dec.).
- November 4 Opening of Speedway Track at Maribyrnong.
- November 17 Essendon - Extra D.O.R. into roster to provide Wednesday and Saturday Speedway trips.
- November 23 First complete Henley on Yarra since 1938
- November 24 Sunday - Footscray. Sunday morning bus service on Williamstown Road, Ball Road and Russell Street cancelled.
- December Weekend penalty rates given to staff members.
- December 31 Last day of issue of Defence Force concession tickets, these continued to be accepted until February 28, 1947.

November 1946 to May 1947 METAL TRADES STRIKE LIGHT BULB STRIKE  
had to be procured from small country foundries, automobile brake lining  
was also used.

1947

- January 1 Childrens age limits revised from 3 to under 12 -  
4 to under 14 (Fares).
- January 6 Duke and Duchess of Gloucester farewell visit to  
Melbourne.
- January 19 Sunday - Brunswick. Reduction of Brunswick  
trips 3.11 to 5.41 pm.
- January 25 Saturday - Essendon. Reduced services prior to  
7.50 am on Aerodrome and West Maribyrnong, West Coburg  
reduced from 5 minutes to 10 minutes Midday to 2.15 pm.
- January 26 Sunday - Kew. 4 Kew - Spencer Streets cancelled and  
4 shortened to Kew Post Office.
- February 9 Essendon - trams allowed 30 minutes to West Coburg  
to run out and 28 minutes to run in.
- February 17 Weekday and Friday - Foot Tram. 4 pm peak  
ammunition factory trip cancelled.
- March 3 Weekday - Port Melbourne. 4 extra trips at 1.33, 1.36,  
1.41 and 1.46 Spencer and Bourke to Exhibition  
and 3 late PM trips on Fishermens Bend cancelled.
- March 8 Saturday - Port Melbourne - Late PM service on  
Fishermens Bend reduced.
- March 9 Sunday - Port Melbourne - Late PM service on Fishermens  
Bend reduced.
- Sunday - Essendon. Trips at 9.19, 10.19, 11.19 am and  
12.19 pm City to Aerodrome.
- March 22 Saturday - Brunswick. 4 extra trips at 7.11, 7.21,  
7.35 and 7.40 pm ex Coburg to City.
- Saturday - Central 1 M. Adjusted headways on account  
of 5 trips Elizabeth Street to West Melbourne run by  
Port cancelled. Saturday - Port Melbourne. Late PM  
service on Fishermens Bend reduced.
- March 24 Weekdays Preston. 2 extra crews to provide increased  
AM and PM peak service on East Preston.
- March 24 to May 9 All bus services ceased operating from Midnight  
March 23 on account of A.E.U. Strike.
- April 5 Bus drivers laid off but many conductors kept to do  
tram assisting on account of overcrowding, recruiting  
of conductresses ceased until September 8, 1947.
- April 11 Essendon - Weekday - Friday - Saturday. 30 minute  
tram service Footscray to Moonee Ponds while buses not  
running.
- April 13 Sunday - Essendon. Trips at 1.59, 2.09, 2.29 and 2.39  
City to Aerodrome and 4.21 and 4.41 Aerodrome to City.
- Sunday and Saturday - Kew. Reduced AM and Midday peak  
services
- April 14 Suburban trains ceased running account of A.E.U. Strike.

- April 16 to July 7 Trams services reduced by 50% between 10.00 am and 4.00 pm - electricity restrictions.
- April 19 Saturday - Hawthorn. Reduced AM and Midday peak services.
- May 8 Suburban train resumed at approximately 80% normal service.
- Glenhuntly - track duplicated Northern Avenue to East Brighton Terminus.
- May 10 Bus services resumed running after 47 days off.
- May 20 Trains back to 95% of normal services.
- May 31 Saturday - Brunswick. Extra 10 minute service Brunswick - City 9.30 am to Midday.
- June 1 Sunday - Brunswick. Brunswick - City Service reduced 8.40 to 9.30 pm ex City.
- June 1 Sunday - Essendon. 9.40, 9.50, 10.00 and 10.10 pm trips City to North Melbourne cancelled.
- June 9 Tram services restored to 75% of normal services (weekday off-peak).
- June 22 All Night Services. Service re rostered to provide for one man operation where practicable and restore trips cancelled on July 14 1946 when meal reliefs were provided.
- As the A.T. & M.O.E.A. considered that the Board's estimate to concede to 7.20 day, 44 hours per week, increased services after 3.30 pm, weekday day shifts to finished by 6.30 pm, Saturday day shifts to finish by 4.30 pm, extra running time and 5 minutes standing time at all suburban termini were excessive. Two of its representatives were permitted to work in the Roster Department to examine and suggest improvements with the Board to consider any of their proposals.
- Duplication West Coburg tack from Reynards Road to Bell Street.
- July 6 Sunday - Central double deck - Northcote - City Pram Bus cancelled.
- July 7 25% off peak power cuts discontinued - normal services resumed.
- Weekdays and Friday - Essendon. 10 am peak trips on West Coburg run into Hanna Street Depot and out from Hanna Street in PM peak to save milage.
- Weekdays - Glenhuntly. 5 Dudley Street trams in and out Essendon Depot to save mileage.

1947 (Continued )

- July 12            Saturday - Port Melbourne and Central 2 M - Bus service from YMCA Corner to Fishermens Bend on Saturdays discontinued.
- July 13            Sunday - Central double deck. New roster on account of pram bus cancelled July 6, 1947.
- July 14            Weekday, Preston. New roster with further improvements to March 24, 1947 changes.  
  
Delayed on account of power cuts.  
  
Weekday - Central 1 M and Footscray. Adjusts to provide as many as possible foot runs on North Essendon and Central on Coburg crosstown routes.
- July 20            Sunday - Central 2 M. Reduction to AM East Brunswick service.
- July 21            Electricity restrictions eased.  
  
Glenhuntly Depot - stopwork 8.00 pm to 9.00 pm.
- August 3           Port Melbourne - Sunday - Reduction Fishermens Bend services - revised service run via Ingles Street.  
  
Sunday - Kew - 5 minutes allowance for tables with over 1 hour break.
- August 4           Weekdays - Saturdays - Central 1 M. Adjusts to break long runs on West Melbourne for refuelling.
- August 11          Weekdays - Central double deck. Reduced Northcote service 8.00 pm to 10.00 pm also adjusts to days off on account of union request.
- August 16          Saturdays - Port Melbourne - 2 Midday peak buses cancelled off Fishermens Bend services.
- August 25          Glenhuntly - duplication Carnegie track - Mernda Avenue to Truganini Road.
- August 29          Railway Stopwork 11.00 am to 1.00 pm.
- September 8        Recruiting of conductresses commenced again (See April 15, 1947).  
  
Full Arbitration Court Judgement reduced hours per week to 40 hours from January 1, 1948.
- September 22      Weekdays - Port Melbourne - North Kew - Garden City Pram Buses - Prams only after 12.00 noon.
- October 2           Railway stopwork 12.00 to 2.00 pm.
- October 15          Races at Caulfield - 1st Wednesday meeting since 1940.
- October 21          Special passes and prepaid 2d. and 3d. tickets issued to Returned Services' League.

1947 (Continued)

- November 9 Central - 1 M. 2 reliefs added to roster.
- Sunday - Essendon - Reduction services on West Coburg and Showgrounds routes.
- Sunday - Glenhuntly - Reduction service on City - Luna Park route in AM, also 5 Glenhuntly Depot - City trips 1.57 to 2.37 and 4.09 and 4.18 cancelled.
- November 10 Weekdays - Glenhuntly - Day shift tables to finish by 6.40 pm. Some day shifts worked on Sundays.
- November 15 Saturday - Brunswick. PM service reblocked to provide Showgrounds trips.
- November 26 Weekdays and Friday - Essendon. On account of Speedway reverting to Saturday nights from December 6, 1947 Friday table discontinued. Monday to Thursday table became Monday to Friday with provision for market extras on Fridays.
- 13 Class "S.W.6" Electric Cars completed.
- 2 Austerity and 2 standard body "Ford" buses put in service.
- Extensions made to truck/machine and paint shops at Preston Workshops.

1948

- January 4 Commencement of 40 hour week. Shops to close at 5.30 pm.
- January 4 to January 16 Tram and bus strike all depots for 13 days on account of 40 hour roster dispute. Settled by Comm. Blackburn who rules Board were to introduce 5 day - 40 hour week rosters by April 25 and all time breaks in excess of 1 hour and up to 2 hours to be treated at time worked.
- January 17 Saturday. Tram and bus services resumed. 6 day - 40 hour rosters commenced at all depots. Increase of 164 employees, decrease of 4 trams and 12 buses. Brunswick - 4 crews; Camberwell - 6 crews; Coburg - 4 crews; Essendon - 6 crews; Footscray tram - 0 crews, decrease 2 trams; Footscray bus - 2 crews, decrease 6 buses; Glenhuntly - 8 crews, decrease 2 trams; Harna Street - 10 crews; Hawthorn - 4 crews; Kew - 8 crews; Malvern - 10 crews; Preston - 4 crews; Central double deck - 6 crews; Central 2 M - 6 crews; Central 1 M - 6 drivers, decrease 4 buses; Port - 2 crews.
- March 15 Weekdays Footscray tram, adjusts on account of hours altered at ammunitions factory.

1948 (Continued)

- April 25 5 day - 40 hour rosters commenced at all depots. Increase of 344 employees, 1 tram and 4 buses. Brunswick - 8 crews; Camberwell - 16 crews; Coburg - 10 crews; Essendon - 14 crews; Footscray tram - Nil; Glenhuntly - 16 crews; Hanna Street - 12 crews; Hawthorn - 8 crews; Kew - 18 crews and 1 tram; Malvern - 16 crews; Preston - 14 crews; Footscray bus - 6 drivers and 1 bus; Port Melbourne - 12 crews; Central double deck - 4 crews and 2 buses; Central 2 M - 18 crews and 2 buses; Central 1 M - 6 drivers, decrease 1 bus.
- May 8 Saturday - Brunswick - Straight shift meals made up to 1 hour.
- May 9 Full week - Essendon and Preston. Straight shift meals made up to 1 hour.
- May 16 Full Week - Glenhuntly and Central double deck. Straight shift meals made up to 1 hour.
- May 23 Full week - Central 2 M. Straight shift meals made up to 1 hour.
- May 24 Weekdays - Kew. Straight shift meals made up to 1 hour.
- May 28 Friday - Hawthorn. Straight shift meals made up to 1 hour.
- May 30 Full week - Central 1 M and Port Melbourne. Straight shift meals made up to 1 hour.
- June 6 Sunday and Saturday - Footscray tram. Straight shift meals made up to 1 hour.
- June 6 Full week Coburg. Straight shift meals made up to 1 hour.
- May 14 Weekdays Footscray bus. For Fridays only 8 extra trips Foot to Ashley Street and 1 to Sunshine.
- July 1 Increase of 1d. on most metropolitan private bus services.
- July 3 Saturday No suburban trains on account of coal shortage.
- July 4 Sundays. No suburban trains on account of coal shortage.
- July 5 Monday. 15% cut train services on account of coal shortage.
- July 3,4,5 Complete ban on gas for industrial purposes, Friday, Saturday and Sunday.
- July 7 Further restrictions on use of electricity.
- July 10 Saturday - trains running reduced services.
- July 11 Sunday - trams running reduced services.
- July 27 Some train services restored.



1948 (Continued)

- August 4 Newmarket (Pig) - Brooklyn service on market days (Wednesday and Thursday) cancelled.
- August 14 Saturday - Essendon. West Coburg service reduced to 10 minutes 1st tram to 8.00 am.
- August 15 Gas rationing ends.
- August 16 Weekdays - Central double deck. Extra AM peak Northcote trips - 2 extra buses.
- Weekdays - Central 2 M and Port Melbourne. Adjusted Fishermens Bend services with provision for Holden's overtime.
- August 18 Suburban train cuts restored.
- August 28 Saturday - Port Melbourne, reduced AM Fishermens Bend services.
- August 30 Central double deck. Northcote bus service rerouted at terminus to avoid turn at Dundas Street in peak traffic.
- 10 Class "S.W.6" Electric trams completed.
- 16 Leyland Tiger buses with 31 seat bodies put into service.
- September 17 Friday only Footscray bus. Extra Pram bus at 10.40 am Ashley Street to Footscray.
- September 24 Friday only Footscray bus. Extra bus 10.00 am to 12.45 pm on Ashley Street to increase from 15 to 10 minute service.
- October 4 Repatriation Department in new building at Hanna Street.
- October 16 Saturday. Dudley Street. East Malvern, Glen Iris, Toorak, Camberwell services discontinued. Carnegie and East Brighton remained running until August 19, 1950.
- October 18 Weekdays, Essendon. Additional West Coburg AM peak trips.
- October 25 Weekdays. Central double deck. Additional trips Northcote in AM and PM peaks - 2 extra crews.
- October 29 Weekdays - Central 1 M and Footscray bus. Crosstown services discontinued (North Fitzroy, Coburg and North Essendon to Munition Works, Maribyrnong).
- October 30 Footscray bus. 6 less tables on account of cancellation of cross town services.
- November 1 Central 1 man Weekdays. Adjustments on account of cancellation crosstown services.
- Essendon. Adjustments on account of cancellation crosstown services.
- November 3 Footscray bus, weekdays. Extra trip 6.43 am on account of cancellation crosstown services.

1948 (Continued)

- November 8 Gas rationing on account of coal strike.
- November 9 Coal strike settled.
- November 11 Gas rationing lifted.
- November 13 Gas employees strike - No gas from mid-day.
- November 15 Gas strike settled.  
Government proclaims Essential Service Act.
- November 17 Tram, bus and train - 24 hour strike on account of  
Essential Services Act.
- November 21 Footscray bus. Deer Park - Sunshine Park rerouted  
via South Road and Monash Street - hourly service  
maintained Foot to Sunshine via Ballarat Road.
- November 24 Suburban train stoppage 1.30 to 2.30 pm.
- November 27 Cabinet announces settlement of Essential Services  
Act dispute.
- December 26 All Night - Port Melbourne - Elsternwick - Brighton  
All night bus extended to Sandringham Station.

1949

- January 8 Saturday - Kew - Reduction AM peak service.
- January 15 Saturday Central 2 M and double deck - 2 middles on  
2 M and 4 on double deck made late PM shifts to provide  
extras on return loading for pictures and trotting.
- January 17 Weekdays Central 2 M - Minimising use of double deck  
buses on East Brunswick route between 7.00 and last  
bus -  
No double deck buses on East Brunswick on Sundays.
- January 19 Weekdays Footscray bus. Pram buses on Ballarat Road  
service 9.30 to 3.30 ex Footscray and 10.05 to 3.05  
ex Sunshine. Saturday 9.30 to 5.30 ex Footscray and  
10.05 to 6.05 ex Sunshine.
- February 7 Weekdays - Kew and Hawthorn. New rosters on account of  
alterations to North Balwyn PM peak service.
- February 21 City ticket concession in Collins Street extended to  
Flinders and Spencer Streets.
- March 7 Weekdays - Central 1 M - Rearrangement to PM peak  
Point Ormond service for more recovery time.
- April 11 Weekdays - Port Melbourne and Central double deck.  
3 extra buses for Mid-day exh - Spencer Street  
trips (Bourke Street).
- April 30 Saturday - Central double deck. New roster on account  
of AM peak service reduction.
- April 2 trucks for P.C.C. type electric tram received from U.S.A.

1949 (Continued)

- May 7 Saturday - Camberwell - New roster to improve Midday service and better sports cover.
- May 23 Weekdays and Friday - Brunswick - New rosters on account of extra trips extended to North Coburg in PM peak.
- May 28 Saturday - Essendon. Reduction West Coburg service 4.50 to 5.30 pm.
- June 2 Free travel for policewomen wearing uniform.
- June "Vimy House" purchased by Tramways Mutual Benefit Society for use as a hospital.
- June 4 Saturday - Footscray bus. Increased Sunshine service 9.00 am to 1.00 pm and 2 extra trips at 4.10 and 5.10 pm to West Sunshine. Further increases on June 25, 1949.
- June All night Saturday AM. Special trip 3.20 am ex Swanston Street to East and West Preston for newspapers.
- June 18 Weekdays - Central 2 M and Port Melbourne - Reduction of AM peak service and extension from Port Melbourne to Garden City 1.25 to 2.21 and 4.30 to 6.09 pm.
- June 27 General coal strike.
- June 28 Mr. R.H. Risson appointed Chairman effective from October 1, 1949.  
Cr. L. Tyack appointed member of Board.
- June 29 Restrictions in use of gas for industrial and private purposes.
- July 2 Saturday. No trams, buses or private bus services on account of coal strike. Most big stores, banks, etc. in City closed.
- July 2 to August 14 Coal mining industry strike.
- July 3 Sunday. No trams, buses, trains or private bus services.  
New A.T. & M.O.E.A. Award came into operation.
- July 9 Saturday. Trams and trains ceased running about 1 pm. Buses normal service.
- July 10 Sunday. No trams or trains - buses normal service.
- July 11 Off peak trams reduced (about 50%) } between 9.30 am and 4.00  
Off peak buses reduced (about 50%) } and 6.30 pm and end serv  
Power ban on industry, many factories closed.

1949 (Continued)

- July 11 Weekdays - Hanna Street - St. Kilda Beach - City service reduced to 10 minutes 10.00 am to 12.00 noon. 2 extra trips at 7.34 and 7.43 am South Melbourne Beach to Thornbury. 4 inward theatre trips from South Melbourne and St. Kilda Beach to City cancelled. Coburg adjusts on account Hanna Street alterations. Preston adjusts on account of Hanna Street alterations which provided trips at 8.19 and 8.27 am ex Thornbury.
- July 13 Bus services normal to 7.00 pm then 50% reductions to last bus.
- July 16 Saturday Central 1 M. PM meals given at Cental in lieu of Abbotsford.
- July 16 to July 17 Saturday and Sunday. Same transport arrangements as July 9 and 10.
- July 17 Sunday. St. on West Melbourne route.
- July 18 Power ban on industry.
- July 23 Saturday. Trams and trains ceased running about 1 pm. Special service of buses on most tram routes. Ordinary bus services reduced about 2/3 to provide buses for this special service. 148 buses.
- July 24 Sunday. No trams or trains. Special bus service on most tram routes. 111 buses.
- July 25 Power ban on industry.
- July 30 and July 31 Saturday Sunday. Transport arrangements as for 23rd (258 buses) and 24th July (188 buses) with augmented bus services on tram routes. (Services upgraded from previous week).
- August 1 Power ban on industry.
- August 6 and August 7 Saturday and Sunday. Transport arrangements as for 30th (259 buses) and 31st July (177 buses).
- August 8 Power ban on industry.
- August 11 Settlement of coal strike announced. Mines to re-open August 15, 1949.
- 51 Leyland Tiger buses (31 seat) put into service.
- August 13 Trams resume normal Saturday roster. Deer Park - City bus continued as on account of no trains after 1.30 pm.
- August 14 Trams resume normal Sunday roster. No train services.

1949 (Continued)

- August 20 Trams, buses, trains resume normal Saturday service.
- August 21 Trams, buses and trains normal Sunday service.
- August 26 Trams and buses resume normal week-day service.
- August 29 Weekdays - Camberwell - 5 Warrigal Road trips extended to Elgar Road in PM peak.
- Suburban trains resume normal services.
- September 1 Train fares increased by 12½% approximately.
- September 2 Friday - Brunswick. Extension Coburg trips to North Coburg 12.30 to 4.15 pm.  
Friday - Coburg. 2 stand by crews to work on North Coburg service from 12.59 to 4.21 pm on account Coburg trips extended to North Coburg.
- Gas rationing lifted.
- September 11 Tram and bus fares increased by 12½% approximately. 1½d. city concession tickets abolished. Also round trip and family tickets abolished.
- September 18 Heidelberg all night bus extended to Waterdale Road.
- Weekdays and Saturdays - Hawthorn and Kew. New rosters on account 3 minutes extra running time on PM peak trips weekdays and 2 minutes on Saturday morning - Spencer Street to Richmond.
- September 25 Footscray bus. Additional 2 minutes allowed to all drivers picking up at Footscray Station. Weekday PM peak service increased from 5 to 6 minutes 5.00 to 5.30 pm.
- September 30 H.H. Bell retired as Chairman.
- October 1 R.J. H. Risson commenced duty as Chairman.
- October 9 Footscray bus. Sunshine Park terminus extended to Wright Street and Market Road.
- October 17 Weekdays and Fridays - Brunswick. Extra tram in AM peak on account of extension some Brunswick trips to Coburg.
- October 29 Saturday Preston. Service reduction in AM peak and adjustments to mid-day peak and inward theatre trips.
- November 12 All night. Newspaper tram from Hanna Street to East and West Preston and return on Saturday only at 3.20 am from Collins and Swanston Streets.
- November 13 Sunday - Brunswick. Service reduction on last round.

## 1949 (Continued)

- November 14 Weekdays - Camberwell. 4 AM peak Warrigal Road trips extended to Elgar Road.
- November 19 Saturday Brunswick - service reductions in peaks.
- November 28 Weekdays Essendon. Extra trip at 4.34 pm City to West Maribyrnong - 1 extra tram.
- December 19 Weekdays Central 2M and Port Melbourne. 7 AM peak trips to Fishermens Bend cancelled and 5 extra trips run by this saving on West Melbourne AM peak.

## 1950

- January 2 All night. Port Melbourne all night bus extended to Garden City (3 month trial).
- January 3 Shuttle service from Corner Williamstown Road and Salmon Street to Fishermens Bend connecting with private bus service from St. Kilda. Discontinued January 5, 1950.
- January 11 Weekdays Port Melbourne. Revised Fishermens Bend service on account opening Fowlers Factory.
- February 12 All Night - Sunday. Extra trip at 7.00 am Northcote to City.
- February 21 Strike track maintenance staff - claim \$1 week rise.
- February 23 Tram and bus strike from last all night trip on Thursday morning February 23 continued until April 23, 1950 re \$1 week rise.
- March 14 1 day strike suburban trains.
- March 16 Tramway (A.T. & M.O.E.A.) Union deregistered. Reregistered December 12, 1950.
- March 30 Emergency bus service from Flinders Street station to Hospitals - service provided by Board with volunteer drivers without pay - Red Cross Society members acting as hostesses.
- April 4 Government introduces emergency city transport services, but buses withdrawn on account objections by Transport Union.
- Private bus services extended to suburban stations, but buses not to run on tram routes.
- April 6 Board sends letters to strikers directing them to report to work on April 12.
- April 21 Cr. L. Tyack resigned as Board Member.
- April 23 Mass meeting of Tramway men at West Melbourne Stadium. Votes to return to work on April 24.

1950 (Continued)

- April 24 Trams and buses resume.  
Full services not running on account of many employees not returning to tramways. (All night services suspended).  
  
Weekdays, Camberwell. 3 Warrigal Road trips extended to Elgar Road.
- April 29 Saturdays - Brunswick - Reduced service 9.37 to 10.57 am on Sydney Road.
- May 2 All night - Reduced all night service resumed on 4 tram and 1 bus route with a 75 minutes headway.
- May 5 Stopwork - 2 hours at Hawthorn Depot.
- May 20 Saturdays - Brunswick - New roster providing longer meal reliefs between 12.00 and 2.00 pm on account of traffic delays - 1 AM peak tram cancelled.
- May 22 Weekdays Glenhuntly. Adjusts to cancel 4 crews from roster when required on account of staff shortage.
- June 5 Strike - 24 hours - trains.
- June 26 Weekdays - Preston - New roster on account of 2 AM and 2 PM peak trams cancelled.
- July 3 Weekdays - Kew - New roster on account of 4 AM and 5 PM peak and 2 inward theatre trams cancelled.
- July 7 Friday Hawthorn. Friday roster discontinued - Monday to Thursday to run Monday to Friday.
- July 10 Weekdays Footscray bus. Reduction in service by 4 crews.
- July 15 Saturdays Hanna Street. Reduction in service on South Melbourne and St. Kilda Beach and Toorak routes by 2 trams in AM and 2 trams in Mid-day peaks.
- July 17 Weekdays Essendon. Reduction in service by 4 trams - 6 crews less.  
  
Weekdays Central 1 M. 5 AM peak trips cancelled on North Carlton and 2 restored on Clifton Hill - Point Ormond route.
- July 22 Saturday Essendon. 3 Aerodrome, 3 West Maribyrnong and 2 West Coburg trips cancelled in AM peak.  
  
Saturday. Pram buses discontinued. Port Melbourne, Footscray Bus, Central 1 M and double deck.  
  
Saturday Central double deck reduction in AM service by 6 buses.

1950 (Continued)

- July 23 Sunday Port Melbourne. Pram bus North Kew to Garden City cancelled.
- All Night. Revised all night services 60 minutes headway. all routes except no services on West Maribyrnong, Toorak and East Malvern, Heidelberg and Sandringham and North Richmond.
- August 5 Saturday Central 2 M. Reductions to AM East Brunswick service.
- Saturday Central 1 M. Reductions to AM North Carlton service.
- Saturday Kew. Reduction of 4 inward and 1 return theatre trips.
- August 14 Weekdays Glenhuntly. New roster on account of 2 AM trams cancelled.
- August 19 Saturday Camberwell. Adjusts on account of abolition of peak running time on Camberwell - City route.
- Saturday Glenhuntly. New roster on account of William Street services cancelled, Caulfield - St. Kilda Beach service reverting to Malvern, Darling Road to run to Point Ormond from 2.10 pm in lieu of City, Elsternwick - Point Ormond cancelled from 2.10 pm on account Darling Road diverging via Elsternwick to Point Ormond. Overall reduction of 15 crews on a Saturday.
- Saturday Malvern. Caulfield - St. Kilda Beach service reverted back from Glenhuntly depot, late afternoon East Malvern service increased by 2 trams. 7.00 pm St. Kilda Beach Service via Balaclava Road reduced by 8 trams. 7.00 pm St. Kilda Beach Service via Dandenong Road increased by 3 trams.
- August 21 Through fare payable from Darling Road to City and vice versa.
- August 26 Saturday Central 1 M. Reductions on West Melbourne and North Carlton routes to save 1 operator.
- September 3 All week Preston and Central 1 M. Alterations on account of Holden Street tram service again reverting to a bus service.
- September 24 Sunday - All depots. New Sunday rosters with reduced services on all routes - 10 minute services became 12 minutes (afternoon and night).
- October 12 Basic Wage Court decision announced - unions to apply separately for \$1.00 maximum.



1950 (Continued)

- October 16 Train strike (55 days) private buses running to nearest tram stops.
- October 21 Saturday Port Melbourne. Increased AM and Midday Fishermens Bend services.
- October 26 All week Central 1 M. Emergency bus provided at Clifton Hill during peak periods.
- October 28 Saturday - Essendon. Peak running times reduced on Aerodrome, West Maribyrnong and West Coburg routes.
- October 30 Weekdays and Fridays Brunswick. 2 AM peak trips and 8 trips between 4.30 and 8.20 pm and 4 last round trips cancelled saving 2 crews.
- November 12 All Night. 12.52 am trip from City to Essendon extended to Aerodrome on all days and extra trip at 6.05 am Elsternwick to Glenhuntly Depot Monday to Saturday (not Sunday).
- November 25 Saturday Kew. Service reductions midday peak, inward and return theatre loading - 4 crews saved.
- December 10 Train strike settled - suburban services resume with reduced service.
- December 11 Train services back to 98% of normal.
- December 12 Tramway (A.T. & M.O.E.A.) Union reregistered by Arbitration Commission.
- December 17 Train fares increased.
- December 21 £8 bonus to drivers and conductors on account of rail strike.
- December 24 Sale of prepaid tickets discontinued except 3d. tickets sold at Head Office.
- Tram and bus fares increased by 1d. on all fares.
- 20 Class "S.W.6" and 1 P.C.C. (No. 980) completed.
- 12 Leyland O.P.S.4 - 41 seat buses put into service.

1951

- January 1 Tuesday to Saturday All Night. Additional all night service trip at 11.48 North Coburg and 12.22 Elizabeth Street to Brunswick on account of cancellation Neesons All Night Bus Service.
- January 15 Opening of Latrobe Street electric tram line, operated from Hawthorn Depot by extending Hawthorn - Spencer and Lonsdale Street service to Brunswick Street and Victoria Parade - 5 minutes peak and 10 minute off peak service to 6.01 pm weekdays and to 1.01 pm Saturdays. No service Sundays and Public Holidays.  
Hawthorn and Kew Saturdays. Peak running times cut out.
- January 16 Numbered stop marks on Burwood and Wattle Park routes.
- January 20 Strike on account of Hanna Street roster dispute, no trams from Hanna Street Hawthorn or Footscray and no buses from Footscray; Coburg ran out but withdrew after first trips; Malvern, Camberwell and Glenhuntly trams ran to St. Kilda Road only; Preston to Spencer Street; West Coburg to Whiteman Street; Brunswick, Central and Port Melbourne ran normal services.
- January 26 Strike - Railways - 24 hours.
- January 27 Saturday - Hanna Street. Service reductions Moreland - St. Kilda Beach. 1 tram in AM and mid-day peak, Toorak 1 AM peak and 1 last round, East and West Preston - South Melbourne and St. Kilda Beach. 1 tram AM and mid-day peak - 5 crews less.  
Saturday Preston. 2 AM peak and 3 last round trams cancelled.  
Saturday Preston and Coburg. Peak running time cancelled.
- February 12 Electricity restrictions.
- February 20 Drastic electricity restrictions on account of coal shortage. Tram services - Sunday normal, weekdays some off peak cuts, 50% off peak cuts, Saturdays 25% cuts. Train services - Sunday reduced. weekdays 20% peak cuts, 50% off peak cuts, Saturdays reduced.
- February 26 Latrobe Streets service transferred to Preston Depot - service reduced and run as a short service Brunswick Street to Latrobe Street.  
Hawthorn and Kew. Rosters adjusted on account of Latrobe Street revision.  
Weekday Hawthorn Depots services reduced.
- March 8 Weekdays - Central 1 M. Reduced services of 2 AM and 3 PM peak, 2 day off peak and 1 last round buses - 5 operators saved.

1951 (Continued)

- March 19 Weekdays - Central 2 M. Reduced East Brunswick services of 3 AM and 4 PM peak, 4 midday, 2 inward theatre and 1 last round buses, also 2 buses off PM peak Fishermens Bend service, 6 buses and 6 crews less (staff shortage).
- April 7 Saturdays Central double deck and 2 M. Services reduced - saving of 4 crews.
- April 16 Weekdays Central 1 M. Clifton Hill - Point Ormond 10 minute AM off peak service and a extra trip on PM peak and 1 bus off last round.
- April 17 Easing of power restrictions to allow increased off peak services in Collins, Elizabeth and Flinders Street 11.00 am to 3.30 pm weekdays and Fridays. Kew, Preston, Essendon, Brunswick and Hawthorn depots.
- April 18 Weekdays Central 1 M. Emergency bus at Clifton Hill 10.30 am to 10.40 pm.
- April 22 3d. overprint City Section tickets issued.
- April 23 Latrobe Street services transferred from Preston to Essendon depot.
- April 27 Some power cuts restored. Essendon and Brunswick.
- May 1 Some power cuts restored.
- May 2 Some power cuts restored (Cuts only between 8 and 10 pm).
- May 12 Saturday Hawthorn. Service reductions on Chapel Street routes between 9.00 am and 12.30 pm and 8.00 pm to 9.30 pm - 4 crews saved.
- May 19 Saturday Kew. Restoration of full North Balwyn service after power cuts.
- June 4 Ticket Machine Fares instituted in Bourke and Elizabeth Streets 7 operators at bus queues and safety zones.
- June 18 Weekdays Kew. Reduced services of 6 AM and 7 PM peak trams saving 10 crews on account of staff shortage.
- July 1 Weekdays Hanna Street. 2 minutes extra time allowed to crews to pick up East Coburg route at start of shift.
- July 2 Weekdays Essendon. Adjusts to Latrobe Street service.
- July 7 Saturdays. Further restoration of power cuts.  
Saturdays Hanna Street. Adjusts to make last day shift finished by 6.05 pm.
- July 9 Weekdays. Further restoration of power cuts.

1951 (Continued)

- July 14 Saturdays Malvern. Adjusts to make last day shift finished by 6.17 pm except sports extra.
- July 19 Stopwork - Hawthorn Depot 2.00 to 4.00 pm re delays annual holidays and day off cancelled.
- July 23 Monday to Friday Brunswick. Power cuts restored, new roster, Friday service to run on Monday to Friday.
- August 13 New crossover at University (Swanston Street) available.  
  
Weekdays Glenhuntly. New roster providing in AM and PM peak for Carnegie and Darling Road trams to run to University Crossover and East Brighton trams to run to Queensberry Street to relieve congestion at Franklin Street shunt.
- August 14 Weekdays Preston. 6 AM University trips cancelled.
- August 26 New crossover at Matthews Avenue available.  
Essendon - new rosters on account of some Birdwood Street trips extended to Matthews Avenue, West Coburg off peak service weekdays and Saturdays and all day Sunday to run to Domain Road only and service run entirely from Essendon depot.  
  
Latrobe Street service transferred to Hanna Street - increase 2 trams and 2 crews.  
  
Hanna Street. New rosters on account of West Coburg service transferred to Essendon Depot and Latrobe Street services transferred to Hanna Street from Essendon decrease 2 trams 8 crews.
- August 27 Latrobe Street service transferred from Essendon to Hanna Street.  
  
Weekdays Glenhuntly. East Brighton trams (peak periods) reverted back to Franklin Street in lieu of Queensberry Street.
- September 4 All Night - East Malvern service restored.
- October 1 Railway fares increased by 7½%.
- October 7 All Night - West Maribyrnong service restored.
- October 14 All Night - Essendon - Birdwood Street, extended to Matthews Avenue.
- October 15 Ticket machine fare collection extended to Collins and Flinders Streets.
- October 17 Stopwork - Hanna Street. 3.05 pm on account of discipline matters, did not resume. Coburg trams to City only from 8.45 pm and Preston trams to City only from 6.24 pm.

1951 (Continued)

- October 18      Strike - Hanna Street. Coburg and Preston to City only, no service on St. Kilda Beach, South Melbourne Beach, South Melbourne and St. Kilda Beach or Toorak routes.
- West Preston all night service to City only.
- October 19      Hanna Street depot resumed - all services back to normal.
- October 21      Tram and bus fares increased by 1d. on each adult fares.
- October 22      Ticket machine fare collection commenced at Footscray Station stops.
- November 19     All Night - North Richmond - St. Kilda Beach and Heidelberg - City services restored.
- November 24     Saturday Footscray tram. Power restrictions lifted, service back to normal except 11 minute slack headway in lieu of 9 minutes.
- November 26     Weekdays Footscray tram. Power restrictions lifted.
- December 2      All Night. Wattle Park service extended from Warrigal Road to Elgar Road.
- December 3      Latrobe Street service weekdays<sup>A</sup> and Saturdays again transferred to Preston depot. Weekdays Preston Latrobe Street service transferred from Hanna Street and adjust to South Melbourne and St. Kilda Beach - East and West Preston service. Increase 2 trams and 2 crews. Weekdays Hanna Street Latrobe Street service transferred to Preston decrease 2 trams and 4 crews.
- December 4      Minimum fare trams on race specials cut out.
- December 8      Saturdays Preston. Latrobe Street service transferred from Hanna Street. Saturdays Hanna Street service transferred to Preston.
- 10 Class 'S.W.6" Electric trams completed.
- 9 maximum traction trams sold to S.E.C. for use at Ballarat, Bendigo and Geelong.
- 22 Leyland O.P.S.4 and 15 A.E.C. Mark III buses (41 seat) put into service.

- 1952
- January 6 Sunday Footscray bus. Increased AM Deer Park service.  
All Night. Extension from East Kew to North Balwyn.
- February 1 Motor Omnibus Advisory Commission ceased to function  
being replaced by Transport Regulation Board.
- February 9 Saturday Brunswick. 2 mid-day trips cancelled - new  
trip at 8.28 pm from Coburg.
- February 24 All Night. Restoration of Toorak - City also East  
Coburg - South Melbourne and St. Kilda Beach and  
North Coburg - Carnegie via St. Kilda Beach  
through routed as before 1950 strike.
- March 4 Series of power blackouts on account of S.E.C. men  
on strike.
- March 14 Administration of Melbourne and Metropolitan Tramway  
Acts transferred from Minister of Public Works to  
Minister of Transport.
- March 16 All week Footscray bus. Headways adjusted to  
allow 2 minutes running time through Sunshine Railway  
Gates.
- March 17 Weekdays Central 1 M. 8 operators working on  
Footscray - Moonee Ponds route service on account of  
staff shortage at Footscray.
- April 5 Saturday Brunswick. Revised service restoring  
power cuts.
- April 7 Honesty boxes installed in double deck buses.
- April 12 S.E.C. strike ends, but power cuts to industry  
still operating.
- April 27 Weekdays - Hawthorn. New roster on account of extra  
AM and PM peak trips  
Weekdays - Kew. New roster on account of extra AM and  
PM peak trips and increased North Balwyn off peak  
service from 20 to 10 minutes.
- May 8 Stop work meeting by migrant employees on account of  
accommodation charges, services dislocated.
- May 19 Power cuts cancelled - industries to receive full power.
- May 26 Weekdays - Essendon. 5 Birdwood Street PM peak trips  
extended to Matthews Avenue.
- June 22 All week Central 1 M. New rosters on account extra  
5 minutes round trip running time on Clifton Hill -  
Point Ormond route.
- June 23 Weekdays and Saturdays Kew. Revision North Balwyn and  
Mont Albert running times.

1952 (Continued)

- July 2 Two-way radio-telephone system commenced operation from Carlton Control.
- July 21 New peak services to Spencer and Latrobe Streets from East Preston, West Preston, and Mont Albert. Kew and Preston weekdays.
- Weekdays. Hanna Street. Alterations to provide for Gisborne Street, off peak short service to be transferred to Hanna Street and 2 Hanna Street off peak runs to be transferred to Preston.
- Weekdays. Preston. Gisborne Street, off peak short service transferred to Hanna Street and 2 off peak Hanna Street runs transferred to Preston, Collins Street East and West Preston service reduced by 5 AM and 6 PM peak trams 7 E P and 7 W P AM peak and 7 E P and 6 WP PM peak trips commenced running to Spencer and Latrobe Streets with a 12 minute off peak Brunswick Street - Spencer and Latrobe Street service. Increase of 5 trams and 6 crews.
- Weekdays. Kew. 7 AM and 6 PM peak trips from Mont Albert to Spencer and Latrobe Streets commenced running 3 AM and 2 PM peak trams taken out of Collins Street service. Increase of 4 trams and 4 crews.
- July 28 Weekdays. Central 1 M. 4 tables working on Footscray - Moonee Ponds route cancelled.
- Weekdays. Footscray bus. 4 extras to do Footscray - Moonee Ponds trips previously done by Central 1 M drivers.
- August 4 All S.E.C. restrictions lifted.
- Weekdays. Central double deck. AM and PM peak service increased by 2 buses.
- Weekdays. Central 2 M. AM and PM services increased by 2 buses on East Brunswick and 1 bus on North Kew.
- August 11 Weekdays. Footscray bus. New roster incorporating changes of July 28, 1952.
- August 14 Train fares increased by up to 25%.
- August 18 Private bus fares increase by 1d. a section.
- August 24 Tram and bus fares increased.
- August 25 Weekdays. Footscray bus and Central 1 M. 2 more Footscray - Moonee Ponds tables transferred from Central to Footscray Depot.
- September 8 Weekdays. Footscray bus and Central 1 M. Remaining 2 Footscray - Moonee Ponds tables transferred from Central to Footscray Depot.

1952 (Continued)

- September 14 All week. Footscray tram. Revised services to make all trams connect at Footscray Station where possible, revised weekday service on AM and PM peaks and reduced Saturday services between 9.00 am and 8.00 pm.
- October 6 Weekdays. Central 2 M and Port Melbourne. Bus service to South Wharf via Lorimer Street commenced.
- October 11 Saturdays. Port Melbourne. Bus service to South Wharf via Lorimer Street commenced.
- Coburg Depot closed when last car ran in this day.
- October 12 All week. Brunswick. New rosters on account of closing of Coburg Depot, Coburg Depot services transferred to Brunswick. Adjustments in AM peak to extend Coburg trips to North Coburg and 4 inward and return theatre trips cancelled.
- November 3 Weekdays. Kew. 7 AM and 6 PM North Balwyn - City Latrobe Street trips commenced. Flinders Street peak trams reduced and some East Kew trips extended to North Balwyn.
- Weekdays. Hawthorn. New roster on account of North Balwyn - Latrobe Street service commencing and Flinders Street headways adjusted.
- November 9 Weekdays. Camberwell. 1 Burwood and 1 Elgar Road AM peak trips extra and 3 Burwood and 3 Elgar Road PM peak extras.
- All Week. Central 1 M. New rosters on account of alteration to West Melbourne route on account of Footscray buses extended to City. Most of West Melbourne service incorporated in Footscray Depot rosters.
- All week - Footscray bus. New rosters on account of extension of Deer Park, Sunshine Park and Sunshine Ballarat Road routes to City via Leeds, Hopkins Streets, Dynon Road, Anderson, Miller, Spencer, Lonsdale and Queen Streets to Flinders Street. The portions of West Melbourne routes between Corner Flinders and Queen to Corner Queen and Lonsdale Streets via Flinders, Elizabeth and Lonsdale Streets and from Corner Spencer and Abbotsford Streets to Queensberry and Abbotsford Streets were abandoned.
- November 10 Weekdays. Port Melbourne. Central 2 M and double deck. Adjusts to West Melbourne trips on account of Footscray buses extended to City.
- November 17 Weekdays - Central double deck. New turning movement at Northcote in peak periods, buses to run via Plenty Road, Raglan and High Streets.



1952 (Continued)

- November 19 Preston. Single track duplicated from Jacka Street to West Preston Terminus.
- November 22 Saturdays. Footscray bus. 7 extras to run extra service Tottenham to City 8.00 am to noon.
- Saturdays. Central 2 M and double deck. Adjusts on account of extra running time.
- November 24 Kew. Single track duplicated from Bulleen Road to North Balwyn Terminus.
- November 30 Sunday. Footscray bus. Additional trips in AM and afternoon.
- December 15 Kew. Balwyn Road shunt relocated at Iramoo Street, weekdays new roster on account of some Balwyn trips extended to Mont Albert.
- December 22 Monday 24 hour strike by Brunswick and South Melbourne Depots on account of dispute over Day Off Cancelled and Day in Lieu. Collins Street services rerouted via Latrobe Street, Essendon to William and Collins Streets, West Maribyrnong to Victoria and Elizabeth Streets, West Coburg to Whiteman Street, East Brighton to St. Kilda Beach, East Malvern to Caulfield to St. Kilda Junction, Glen Iris and Camberwell to St. Kilda Road, Carnegie and Darling Road, via Chapel Street to Princes Bridge.
- December 31 Wednesday. 2 hour stopwork Foot tram and bus on account of dispute over Day Off Cancelled and Days in Lieu.
- Two-way radio telephone system put into 18 motor cars.
  - 8 "S.W.6" Class Electric trams completed.
  - 24 AEC Mark III buses (41 seat) put into service.

1953

- January 11 All Night. New copies on account of staff improvement allowing a Day Off Cancelled to be eliminated.
- February 23 Weekdays. Port Melbourne. New roster on account of reduction on Fishermens Bend service, saving 3 crews 2 buses.
- Weekdays. Central 2 M. New roster on account of reduction of Fishermens Bend service.
- April 20 Mayne Nickless takes over collection of depot revenue.
- May 11 Regulation strike on trains commence, some peak trains cut out.

1953 (Continued)

- May 16 Saturday. Footscray bus. 3 extras to run Sunshine - City service 8.00 am to Noon. 2 drivers added to roster because of these 3 and 7 on November 22, 1952.
- May 18 Regulation strike on trams commences - dispute over block cars.
- May 19 Severe cuts in train services on account of regulation strike.
- June 8 Regulation strike on trains end. Still some service cuts.
- June 12 Tram Regulation strike peters out.
- June 14 New rosters at Brunswick, Camberwell, Essendon and Glenhuntly, Hanna Street, Hawthorn, Kew, Malvern and Preston Depots on account of increases in running times and addition of 4 relief conductors to roster requirements.
- June 15 Ticket machine collection extended to North Coburg, Point Ormond, Camberwell and Glen Iris routes at suburban points.
- June 19 Train services return to normal.
- June 28 Sunday. Brunswick - Hanna Street. Reduced running time of 5 minutes on Sunday morning between Franklin Street and Flinders Street. (Southern depots).
- July Introduction of owner-onus in Central City area.
- July 13 Weekdays. Preston and Kew. 3 Preston and 1 Kew extra trips in AM peak from Victoria Bridge to Spencer and Collins Streets.
- July 17 Track reconstruction in Swanston Street completed.
- July 20 First poles for overhead wires commenced being erected in Bourke Street.
- July 27 Weekdays. Central 1 M. New roster on account of rearrangement of Point Ormond service and provision of extra trip at 5.08 p.m. from Clifton Hill.
- August 3 Weekdays. Footscray bus. Charter trip at 7.40 am and 4.45 pm from Harbour Trust.
- August 24 Weekdays. Kew. 1 extra Mont Albert to Latrobe Street and 2 extras Balwyn to City in AM peak.
- September 7 Weekdays. Central 1 M. Clifton Hill - Point Ormond 1st bus at 6.22 in lieu of 6.25 then 3 extras up to 7.22 am and extension of 2 trips from St. Kilda Junction to Point Ormond in PM peak.
- September 12 Arbitration Commission decides to discontinue quarterly basic wage adjustments.
- September 13 Sunday. Essendon. West Coburg service to Domain Road only in lieu of St. Kilda Beach, also 30 minute service in lieu of 20 minutes on morning services.

1953 (Continued)

- September 13 South Melbourne Beach and South Melbourne - St. Kilda Beach (Albert Park) services re-routed at request of South Melbourne council to ease congestion at Park and Clarendon Streets corner.
- Brunswick, Hanna Street, Preston and all night. South Melbourne Beach service to City via Swanston Street, South Melbourne and St. Kilda Beach service to City via Collins Street. 30 minute service in lieu of 20 minutes on Sunday morning services. 10 minute services in lieu of 5 minutes on Saturday 2.00 to 4.00 pm on South Melbourne and St. Kilda Beach route. Weekdays South Melbourne Beach - City service 10 minute in lieu of 5 minutes 9.00 am to noon and increased AM services on East and West Preston.
- All week - Hawthorn. New rosters on account of maintaining North Richmond service to St. Kilda Beach to last tram in lieu of reverting to Prahran on last few trips.
- October 12 Minimum fare buses on trial on North Kew Route (7d.) Central 2 M weekdays.
- November 19 Strike at Footscray tram and buses from approximately 5.30 pm on account of introduction of Gibson ticket machine.
- November 20 Stopwork - Central. 1.00 to 3.30 pm.
- November 22 Footscray trams and buses resume running.
- November 23 Stopwork on Clifton Hill - Point Ormond route - Central 1 M. This was commencement of a dispute over use of 41 seat buses for 1 man operation on this route. Dispute continued for 12 months with trial periods, refusal to operate buses, stand downs, arbitrators, discontinuance of service, two man operation in peaks, until finally an independent arbitrator was appointed on December 3, 1954. From this date service reverted to a 1 man operated route at all times with 32 seat buses. Arbitrator decided against Board on January 5, 1955 and dispute settled. Further information in Annual Reports years 1954 and 1955.
- 10 Class S.W.6 Electric trams completed.
  - 37 A.E.C. Mark III Buses (41 seat) put into service.
  - New substation at High Street, East Kew completed.

During 1954 bus route numbering system introduced.

- January 18 Last double deck bus taken out of service.
- January 20 Trips being lost each day on account of 1 man bus dispute Clifton Hill to Point Ormond.
- January 27 Board discontinues Clifton Hill - Point Ormond service.
- February 2 New system for scholars concession fares (old type tickets available to April 17, 1954).
- February 4 Central 1 M. Clifton Hill - Point Ormond service resumed.
- February 6 New crossover in Sturt Street, North of Coventry Street.
- February 8 Central 1 M. 4 - 42 seat buses on trial Clifton Hill - Point Ormond.
- February 16 Central 1 M. Stand downs on account of drivers refusing to operate 42 seat buses.
- February 20 Saturday. Central 1 M. Clifton Hill - Point Ormond service again discontinued.
- February 24 to March 9 Royal visit - Queen Elizabeth II and Duke of Edinburgh.
- March 10 Commencement track work for Bourke Street conversion.
- March 13 All week - Hanna Street. 5 minutes to run out and 4 minutes to run in allowed to and from Park and Clarendon Streets.
- March 22 New work times for Head Office Staff - 8.15 am to 4.36 pm.
- April 3 Central 1 M. Clifton Hill - Point Ormond service resumed with 32 seat buses.
- April 4 Sections and fares on South Melbourne and South Melbourne and St. Kilda Beach routes altered.
- April 12 Stopwork meetings 10.00 am to 12.00 pm at several depots on account of Day Off in Lieu on Holiday rosters.
- April 13 Tram and bus strike after AM peak.
- April 14 No trams and buses.
- April 15 Trams and buses resumed running at 6.00 pm approximately.
- April 17 Last day for presentation of old type Scholars' Tickets.
- April 26 Weekdays - Kew - New roster on account of revision of North Balwyn meal breaks in AM.

1954 (Continued)

- April 26 Weekdays. Brunswick. 8.00 pm to 10.30 pm service on Brunswick - City reduced by 10 round trips and 5 minutes Moreland trams on last round cancelled.
- Weekdays. Northcote and 2 M, Port Melbourne. Adjustments on account of amended running times.
- May 2 All week. Footscray bus. Moonee Ponds - Footscray bus service replaced by tram service from Essendon Depot on account of link up on Footscray and Essendon electric tracks. South Road bus service in AM peak increased. Ballarat Road bus service increased. Decrease 4 buses - 16 drivers.
- All week - Essendon - Electric tram service commenced Moonee Ponds to Footscray, tracks joined Gordon and River Streets to . Increase 11 trams - 18 crews.
- All week - Central 1 M. Adjusts on account of Moonee Ponds - Footscray bus service cancelled. Decrease 15 buses - 12 drivers.
- May 16 Sundays. Camberwell, Glenhuntly, Malvern, Preston. Services reduced from 12 to 15 minutes afternoon and night.
- Sundays. Brunswick, Hanna Street, services reduced from 10 or 12 to 15 minutes afternoon and night.
- May 23 Sundays Essendon, Hawthorn and Kew, services reduced from 12 to 15 minutes afternoon and night.
- Sundays. Footscray tram services reduced from 11 to 15 minutes afternoon and night.
- Sundays. Central 2 M and Port Melbourne. Services reduced afternoon and night.
- May 30 Sunday. Brunswick. Extra trips on North Coburg route 1.25 to 2.40.
- June 6 All week - Footscray tram. Footscray tram services re-routed Williamstown Road amalgamated with Russell Street Ballarat Road on its own.
- Sunday - Central 1 M. Reduced services Point Ormond. 5 to 7½ afternoon 8 to 12 minutes at Night. North Carlton 11 to 16 minutes.
- June 20 Sunday - Footscray bus. Extension 4 Tottenham trips to Ashley Street and extra lay up time at Tottenham.
- June 28 Weekdays - Port Melbourne - 5.35 pm trip ex City to become minimum fare trip.

1954 (Continued)

- July 19 Weekdays - Essendon - Adjusts to West Coburg - St. Kilda Beach times to ease shunting at St. Kilda Beach.
- July 22 Transport Regulation Board recommends to Minister of Transport that M. & M.T.B. be authorised to operate a Heidelberg - City route.
- July 24 All week - Hanna Street - 6 minutes allowed to run out of depot to Park and Clarendon Streets.
- September 5 Meeting of off duty crews - protest against off peak service cuts and 41 seat buses on Point Ormond one man route.
- September 6 Regulation strike on all tram routes. Point Ormond bus operating only in peak hours Monday to Saturday incl. Sunday not run.
- Reduced services on tram routes (10 to 12 minutes) in day off peak and after 6.00 pm on Monday to Thursday, previous weekday roster becomes a Friday only roster at Brunswick, Camberwell, Essendon, Glenhuntly, Hanna Street, Hawthorn, Kew, Malvern and Preston Depots.
- September 14 M. & M.T.B. relieved of annual payment £70,000 to Infectious Diseases Hospital.
- September 15 Track men on strike - resumed work on September 24, 1954.
- October 4 Stopwork meeting - all depots - 10.30 to 3.00.
- October 5 Monday to Friday. Brunswick. Minimum fare trips commenced on North Coburg route.
- Monday to Friday. Kew. Minimum fare trips commenced on North Balwyn route.
- October 11 Monday to Friday. Kew. Minimum fare trips commenced on Mont Albert route.
- November 22 Monday to Thursday and Friday. Camberwell - 4.38, 4.48 and 4.58 pm trips ex Dudley Street extended Camberwell Junction to Camberwell.
- December 3 Monday to Thursday and Friday - Hanna Street - extra trips in Collins Street, Brunswick Street to Spencer Street, 11.15 to 2.00.
- All week - Central 1 M. Point Ormond service resumed normal service with 32 seat buses, weekdays 1 bus less in AM peak and pram bus (weekday only) on Point Ormond cancelled.
- December 13 Weekdays - Footscray bus - minimum fare trips commenced on Sunshine - Ballarat Road, Footscray - Deer Park routes.
- December 20 Weekdays - Central 2 M and Port Melbourne - increase from 7d. to 8d. on minimum fare trips.
- 59 A.E.C. Mark III Buses (41 seat) put into service.
- 13 S W 6 Electric trams completed for Essendon.

1955

- January 8 Report of independent arbitrator who ruled that all 41 seat buses should be two man operated.
- January 12 Weekdays - Port Melbourne - new table on account of hours of duty change at Standard Motor Company.
- January 20 Monday - Thursday - Preston. Extra trips Thornbury to City 9.00 to 10.40 am.
- January 23 Monday to Saturday. Hanna Street. 12.08 and 12.28 am trips ex St. Kilda Beach extended to Flinders Street.
- February 6 All week - Central 2 M. Revision of Northcote and East Brunswick services to provide even headways in Bourke Street and reduced services after 8.00 pm North Kew, Northcote and East Brunswick all joined to make the one 2 man roster.
- March 8 34 buses to use Fitzroy Rail Siding on account of building of new tram shed at Central Garage.
- March 27 Sunday and Weekdays - Footscray bus. Increased running time Sunshine - Ballarat Road by 2 minutes on "up" trips between Sunshine and Tottenham.
- New marginal rates fixed by Conciliation Commissioner.
- April 4 Monday to Thursday. Hawthorn and Kew. New rosters eliminating alternate North Balwyn, Richmond, Hawthorn trips.
- April 12 Weekdays - Port Melbourne. 2 extra AM trips Princes Bridge to Coode Canal.
- Weekdays - Central 2 M. 2 extra AM trips Queens Bridge to Coode Canal.
- June 1 New Retiring and Death Gratuities Scheme introduced.
- June 24 East Preston Depot in Plenty Road to house 100 trams completed and opened by Minister of Public Works, Hon. A.G. Warner, M. L.C.
- June 25 Saturday tram service in Latrobe Street discontinued.
- Last day of Northcote Bus Service (replaced by trams).
- June 26 All Night - Preston and Hanna Street. Adjustments to West Preston - South Melbourne and St. Kilda Beach service on account of opening of new East Preston depot.
- Opening of services from new East Preston Depot. Northcote bus route became tram operation and East Preston route diverted to new service. New route from Northcote (Dundas Street) via St. Georges Road in place of Old East Preston route.

1955 (Continued)

- June 26 East Brunswick Bus Route diverted into Lonsdale Street in lieu of Bourke Street to avoid bus and tram operation in Bourke Street. West Preston and Northcote services amalgamated with South Melbourne and St. Kilda Beach services all day Sunday and Saturday and after PM peak on weekdays.
- New rosters at East Preston, Hanna Street and Central Bus two man on account of new depot.
- All week - Kew. New rosters to co-ordinate Collins Street headways and additional running time on Mont Albert route on weekdays.
- July 10 East Brighton service re-routed via Hawthorn and Dandenong Roads except for City - William Street trips.
- Darling Road service to be known as East Malvern - Darling Road re-routed via Balacclava Road and to run from Malvern Depot instead of Glenhuntly Depot.
- East Malvern service to be known as Malvern - Burke Road.
- Point Ormond service to terminate at Elsternwick Railway Station.
- Caulfield - St. Kilda Beach (Malvern) and Darling Road - Point Ormond (Glenhuntly) services discontinued.
- All week. Malvern and Glenhuntly. New rosters on account of above route alterations.
- July 18 Monday to Friday - Hawthorn and Kew. Alterations on account of new crossover at Flinders and Spencer Street commenced operating.
- July 31 Sunday - Footscray bus. 7.02 am trip from Footscray to Deer Park extended to Fabre at I.C.I. request at guarantee rates.
- August 6 Tram strike at Malvern and Glenhuntly. Other depots ran in at various times during the day. On account of Saturday rosters dispute.
- August 12 Stop work - all depots. 9.30 to 3.00 on account of Margins decision.
- August 14 All week - Glenhuntly - adjusts to days off to allow PM shifts to do late finishing AM shifts on Saturdays.
- September 12 Weekdays - Port Melbourne. End of pram buses on North Kew - Garden City.
- October 2 New Richmond crossovers, one east of river, the other west of River Street in lieu of Richmond crossover.



1955 (Continued)

- October 30 Tram and bus fares increased, length of sections reviewed, adjusted to approximately 1 mile per section. Transfers and concession fares abolished.
- October 31 Preston. Northcote to City Latrobe Street peak trips extended to East Preston.
- November 7 Weekday. Central 2 man. East Brunswick route service reductions 6.00 pm to last bus.
- November 12 Saturday. Central 2 man. East Brunswick route service reductions 8.00 pm to last bus.
- November 21 Double curve completed at corner Union and Maribyrnong Roads.
- November 28 Monday to Thursday - East Preston. New roster extending Bell Street off peak trips to East Preston.
- December 26 to January 10, 1956 Scout Jamboree at Wonga Park Ringwood, many extra drivers used by Day Off Cancelled, spares, etc. to provide transport.
- 39 Class "W.7" Electric trams completed.
  - Advertising on exterior of trams and buses commenced.
  - New Northcote, Clifton Hill and Fitzroy Substations completed.

1956

- February 2 Weekdays - Footscray bus. New roster providing 10 minute headway on Sunshine - Ballarat Road 9.00 to 11.00 am.
- February 28 Tram services disrupted on account of dispute over women tram drivers. Preston trams ran in about 11.00 am and Hanna Street about 2.30 pm. Services restored about 4.30 pm.
- March 4 Stopwork meeting. All trams and buses 10.00 to 3.00. Meeting banned training of women as tram drivers.
- April 8 Commencement of East Brunswick Tram Service (replaced bus service) and with these buses becoming available the North Carlton route was extended to West Heidelberg (Malahang and Oriel Road) and City Terminus altered from Lonsdale and Elizabeth Streets to Lonsdale and Russell Streets.
- Lyon Street and St. Georges Road via Holden Street bus service cancelled.
- Central Bus Garage renamed North Fitzroy Depot.
- North Fitzroy tram, 2 man, 1 man and Preston. All new rosters for the whole week on account of these changes.
- April 696 trams used - maximum number to this date.

1956 (Continued)

- April 22 North Fitzroy - Commencement of use of Gibson Ticket Machines on one man buses.
- April 23 Monday to Thursday and Friday. Malvern. 1 minute extra running time on both up and down trips between East Malvern and Balaclava Junction from 2.30 to end of PM peak.
- May 7 North Fitzroy - 1 man Monday to Friday. New rosters on account of adjustments cancelled North Carlton service.
- May 14 Monday to Saturday North Fitzroy tram. New rosters on account of increased running time of 2 minutes weekdays and 1 minute Saturday.
- Monday to Thursday and Friday. Preston. New rosters on account of adjustments to Exhibition trips.
- May 28 Weekdays - Footscray bus. Minimum fare buses connected on Sunshine - City via Ballarat route.
- June 17 Weekdays. North Fitzroy 1 M. Reduction to Point Ormond service 6.30 pm to last bus.
- June 22 Saturdays. North Fitzroy 1 M. Reduction of North Carlton trips 4.30 pm to last bus.
- June New training curriculum introduced for tram drivers.
- July 1 Sunday. Glenhuntly. One man trams on Elsternwick - Point Ormond route.
- July 21 Trams and bus drivers running journals discontinued.
- July 27 Friday. Glenhuntly. Same service as Monday to Thursday on Elsternwick - Point Ormond route.
- August 12 North Fitzroy - 1 Man. City Terminus for West Heidelberg bus route extended to Bourke and Russell Streets.
- August 15 Stop work - Footscray 1.00 to 3.00 on account of dispute over 2 man buses.
- August 19 All week. North Fitzroy 1 M. New roster on account of running time variations.
- New rosters for Brunswick, Camberwell, Essendon, Glenhuntly, Hanna Street and Malvern Depots on account extra AM and PM weekday peak running time given for Swanston and William Street routes.
- 8.30 am to 9.00 am from Domain Road on up extra 3 minutes.  
4.30 pm to 5.15 pm from Domain Road on up extra 3 minutes.  
4.45 pm to 5.30 pm from City Termini on down extra 2 minutes.
- Service reductions at Hanna Street and Glenhuntly Depots.

1956 (Continued)

- August 25 Strike - Malvern Depot - on account of Saturday AM finishing times. Other depots did not run in St. Kilda Road.
- August 29 New training curriculum for Traffic Officers introduced.
- September 1 Strike - Malvern Depot - same as on August 25, 1956.
- September New training curriculum for bus drivers introduced.
- September 17 Monday to Thursday and Friday - Preston. New rosters on account of extra AM and PM peak trip on St. Georges Road.
- October 8 Weekdays - Glenhuntly. 6 depot Assistant Conductors cut out.
- October 15 Head Office pool Conductors cut out and placed at various depots.
- North Fitzroy 1 man. West Heidelberg Terminus extended to Southern and Oriel Roads (extended west along Southern Road to entrance to Olympic Village during period of Olympic Games until December 8, 1956).
- October 17 Stop work. Trams and buses 11.00 to 2.00 on account of cost of living adjustments.
- October 28 All night. Buses replace trams on Mont Albert and North Balwyn routes.
- November 1 Commencement of Special Bus Service to Olympic Village.
- November 4 Television commences in Melbourne.
- November 11 Saturday and Sunday. Malvern. By Union request 4 day shifts worked on Sundays so as 4 night shifts could do late AM finishing shifts on Saturdays.
- November 18 to December 22 North Fitzroy 1 M. New rosters increasing West Heidelberg services for duration of Olympic Games.
- November 22 Opening of Olympic Games. 60 buses used to transport officials and competitors to and from Village and M.C.G.
- November 25 A.E.C. Mark IV buses (31 seat) put into service.
- December 8 Final day of Olympic Games.

1957

- January 6 All week - Brunswick - 1 extra minute given to all trams running out from depot to East Coburg terminus.
- January 19 Last publication of Argus morning newspaper.
- January 29 Weekdays - Port Melbourne, reduction AM and PM peak Fishermens Bend services by 2 buses.
- February 17 All Night services changed from trams to buses and routes revised.
- February 18 Monday to Saturday. Camberwell, Hawthorn and Glenhuntly - AM staff trips provided.
- March 4 Weekdays. North Fitzroy 1 M. 2 extra AM and 1 PM peak trips on West Heidelberg.
- March 18 Weekdays. Port Melbourne. Reduced Fishermens Bend services on account of staff reductions at Factories.
- March 25 Weekdays - Port Melbourne and North Fitzroy 2 M. Reduced service on North Kew - Garden City 10.00 pm to 11.30 pm.
- April 7 All week North Fitzroy 1 M. New rosters on account of increased weekday West Heidelberg peak services by 3 AM and 6 PM trips.
- April 8 Monday to Thursday and Friday - Footscray bus. Reduced services for Ammunition, Ordnance and Explosive Factories.
- April 28 Monday to Saturday. Hanna Street and Preston. South Melbourne and St. Kilda Beach extension to Luna Park discontinued.
- May 13 Monday to Thursday and Friday - Camberwell, Glenhuntly, Hawthorn, Kew, Malvern, Hanna Street and Preston. Adjustments to times of duty to provide stand by on early AM shifts for missed shift cover.
- May 19 Sunday - Footscray bus. Adjusted services 1.03 to 6 pm to provide an even 15 minutes headway Sunshine via South Road, 30 minutes Sunshine Ballarat Road and 30 minutes Maidstone = 7½ minutes ex Tottenham.
- May 27 Monday to Friday. Footscray tram - Reduced services during and after AM peak.
- May 30 Revised rules and regulations for drivers and conductors introduced.
- June 23 All week. Footscray bus, North Fitzroy 1 M and 2 M, Port Melbourne - New rosters on account of reductions in North Kew - Garden City Service, increases on West Heidelberg and Footscray routes and transferring of trips from one depot to another.

1957 (Continued)

- June 23 All week - Brunswick. Pick up point on Moreland altered from Moreland and Sydney Roads to in Cameron Street. All Moreland cars to terminate in Cameron Street - 1½ minutes walking time allowed.
- July 7 All week - Camberwell, Hawthorn, Kew. New rosters on account of reduced Saturday services.
- July 21 All week - Footscray tram. New rosters on account of reduced PM peak and last round services.
- Sunday. North Fitzroy 1 M. Reduced Sunday afternoon services from 7½ to 10 minutes and night service from 12 to 15 minutes on Clifton Hill - Point Ormond route.
- All week - Malvern. New rosters on account of reductions to services on all days.
- July 26 Fridays. Brunswick, Camberwell, Essendon, Glenhuntly, Hawthorn, Hanna Street, Kew, North Fitzroy, Preston, Malvern. Friday rosters discontinued and Monday to Thursday rosters became weekdays.
- July Administration of Traffic Department re-organized by appointment of an Assistant Traffic Manager, 2 Division Traffic Superintendents and 12 District Inspectors.
- August 4 All week - Camberwell. New rosters on account of reduction of services after PM peak from 12 to 15 minutes on weekdays.
- All week - Glenhuntly. New rosters on account of reduction of services on weekdays by 3 AM and 5 PM trams and Glenhuntly Depot - City service cancelled 9.39 to 2.37 pm and on Saturdays reduced peak and evening theatre trips.
- August 11 All week - Kew. New rosters on account of cancellation of theatre trips on weekdays.
- August 12 Trams run to regulations as from this date - dispute over reduced services and broken shifts.
- August 18 Monday - Saturday. Preston. New rosters on account of Friday roster withdrawn and revised services on account of Northcote services terminating at City in lieu of South Melbourne and St. Kilda Beach from 6.45 weekdays and 12.45 Saturdays. Also theatre trips weekdays on East Preston reduced.
- Weekdays and Saturdays - Brunswick and Hanna Street. New rosters on account of reduced services.
- August 26 Stopwork - Hanna Street. 10.00 am to 12.00 noon. Protest over new rosters.
- September 6 Stopwork - Footscray. 2.00 to 4.00 pm. Re introduction of ticket machines.

- September 9 Weekdays - Hanna Street. Extra trip at 1.03 pm ex Domain Road to Frank Street on account of Barracks loading.
- September 16 Saturdays - New. New rosters on account of broken shifts becoming straight shifts on Saturdays.
- September 20 Stopwork - Hanna Street. 9.30 to 12 noon. Dispute over rosters.
- October 6 Sunday - Port Melbourne. 8.37 am trip Queens Bridge to Coode Canal cancelled.
- October 12 All week - Port Melbourne. City Terminus on Fishermens Bend route altered to Flinders Street Station from Queens Bridge and C.T.A. Weekdays after 7.00 pm, Saturdays after 1.00 pm, Sundays and holidays all day.
- October 13 Sunday. Port Melbourne. Trip to Fishermens Bend in morning cancelled.
- October 19 Saturday - Brunswick and Hanna Street, alterations to departure times of East Coburg service.  
Saturday - Essendon. New rosters on account of West Coburg service terminating at Domain Road all day instead of running to St. Kilda Beach up to 12.30 pm.
- November 12 Stopwork - Hanna Street - 11.00 to 1.00 pm. Dispute over rosters.
- November 18 Weekdays - Hanna Street - New roster to allow for later start from broken shifts, 2 early AM trips cancelled. First broken on at 6.15 am.
- November 30 Saturdays - Port Melbourne and North Fitzroy - 2 M. Reductions to last round services.

## 1958

- January 19 Sundays - Camberwell - Adjustments to Camberwell - City service to prevent 2 trams standing at Terminus and causing traffic congestion.
- January 25 Saturday. Glenhuntly. New rosters with adjusted times to even headways along St. Kilda Road.
- February 23 All week - Footscray bus. New rosters providing on Sunday increased service from hourly to 30 minutes 9.00 to 1.00 pm, 15 in lieu of 30 3.08 - 5.08 pm and 20 in lieu of hourly on Sunshine Ballarat Road route (PM increased by extending Tottenham service) improved services on Sunshine - Ballarat Road route also on weekdays and Saturdays.

- February 27 to March 4 Visit to Melbourne of Queen Elizabeth, the Queen Mother.
- March 11 Weekdays - Glenhuntly - Adjusts to allow longer lay up time in City for Carnegie service 1.09 to 3.59 pm.
- March 21 Immunisation of employees against influenza introduced and continued each year.
- March 24 Weekdays. Port Melbourne. Adjusts to C.A.C. finishing times buses.
- March 27 Weekdays. Footscray bus. Minimum fare buses on Sunshine - Ballarat Road route discontinued.
- March 31 Weekdays. Essendon. Adjusts to peak services on Aerodrome, West Maribyrnong and West Coburg.
- May 5 Weekdays. Hawthorn. North Richmond - Prahran trips diverted to St. Kilda Beach 9.11 to 4.19 pm.  
Saturdays. Hawthorn. North Richmond - Prahran trips diverted to St. Kilda Beach 8.41 to 12.49 pm.
- May 10 Saturdays. Camberwell. Camberwell Junction - Gardiner - City service between 8.09 to 1.04 pm replaced by 6 minute Camberwell - City service.
- May 19 Weekdays - Kew. 5 AM and 1 PM peak extra Simpson Street - Spencer Street trips on account of loading.
- May 26 Weekdays - Kew. 1 AM and 1 PM extra trips on North Balwyn and City - Latrobe Street and 1 extra Spencer Street - North Balwyn trip at 5.05 pm.
- June 2 Re-employment of conductresses commenced.
- June 9 Weekdays - Malvern. Increased service on Glen Iris route 1.30 to 6.00 pm.
- June 14 Saturday - Preston - Reduction on 3 pm West Preston - City trips.
- June 16 Weekdays and Saturdays - North Fitzroy 1 M. Reductions to Clifton Hill - Point Ormond services and 2 extra AM and 1 PM peak trips to West Heidelberg route. Saturday, Clifton Hill - Point Ormond service reduced 2.20 to 3.20 5 minutes to 10 minutes and 6.15 to 8.00 pm, 5 minutes to 7½ minutes.
- July 1 Pensioners' concession fares (approximately ½ ordinary fares) introduced by direction of State Government.
- July 6 Sunday - Hanna Street. Reduction of short services on St. Kilda Beach and South Melbourne Beach. Routes to give only a 15 minute through service on both routes.

1958 (Continued)

- July 6 Weekdays - Glenhuntly. 9 City Dudley Streets AM peak trams to run in at Hanna Street to save mileage.
- July 10 Saturdays - Glenhuntly. 1 man operation on Elsternwick - Point Ormond route extended from 7.16 am to 10.04 am to also operate 12.34 pm to last tram.
- July 20 Sundays - Preston and Hanna Street. Northcote - South Melbourne and St. Kilda Beach service replaced by a Northcote to City only service.
- All week - Hanna Street and Malvern, Toorak service transferred from Hanna Street to Malvern, some peak trips still run by Hanna Street.
- August 17 Sunday. North Fitzroy 2 M and Port Melbourne. Collingwood Port Melbourne service reduced from 6 to 12 minutes, 6.00 pm to last bus.
- August 23 Saturday. North Fitzroy 2 M and Port Melbourne. Port Melbourne - City services reduced from 3½ to 5 minutes 12.30 to 5.00 pm and 5 to 10 minutes 8.00 pm to 10.30 pm. Also Collingwood - City service reduced 10.30 pm to 11.50 pm.
- September 1 Weekdays and Saturdays - Preston - Hanna Street - Reduced services on Northcote - City via High Street and Northcote - City via St. Georges Road 8.00 pm to last tram - Jigger service Northcote to Thornbury.
- Weekdays - Glenhuntly. Adjusted service on Carnegie route 3.00 to 5.00 pm to provide more through trips in lieu of Glenhuntly Depot shorts.
- Weekdays and Saturdays - Brunswick and Hanna Street. Jigger service, Moreland to East Brunswick 8.30 pm to 10.30 pm.
- September 7 Sundays - Brunswick - North Fitzroy 1 M. New rosters on account of withdrawal of train service on Fawkner Line after 5.40 pm on Sundays, North Coburg tram to connect with bus (1 Man). Railway Periodical Tickets accepted as payment.
- Sunday - Essendon. Instructions re accepting Periodical Railway Tickets.
- September 14 Tram, bus and train fares increased. Minimum fares abolished at Brunswick, Hawthorn, Kew and North Fitzroy Depots.
- September 28 All week - Essendon. New Sunday rosters on account of 10 minutes service to Aerodrome in lieu of 15 Aerodrome and 7½ minutes to Essendon. New weekdays on account of 1 extra AM peak trip from West Coburg and 1 extra PM peak trip to Aerodrome. 2 inward and 3 return theatre trips on West Maribyrnong route cancelled. 1 minutes extra running time on up trips between Aerodrome and Matthews Avenue from first tram to 4.58 pm.



1958 (Continued)

- October 18 Saturday - North Fitzroy 1 M. North Carlton service increased from 7 to 3½ minutes 8.24 to 10.02 am.
- October 25 Saturday - Footscray bus. Sunshine - Ballarat Road service increased from 15 to 10 minutes 9.00 am to 12 noon - combined headway of 3½ minutes instead of 3 minutes, also inward and return theatre trips Footscray to Sunshine reduced by 2 trips.
- November 5 Widespread power failures - one hour in some areas.
- December 15 Weekdays - Essendon. West Coburg trips reverting to shunting at Whiteman Street instead of at Hanna Street Depot.
- December 20 Saturday - Footscray tram. Williamstown Road - Russell Street service reduced from 7½ to 11 minutes 12.20 to 2.00 pm, 4.40 to 8.00 pm and 10.30 pm to end. Ballarat Road - Footscray Station reduced 10 to 20 minutes 7.45 to 8.05 pm and 15 to 20 minutes 10.50 pm to end.

1959

- February 27 Victorian Railways tram line St. Kilda Station to Brighton Beach closed - substituted by a bus service run by a private operator.
- March 15 Final meeting of Billy Graham Crusade at Melbourne Cricket Ground, largest crowd ever - between 130,000 and 140,000 present.
- March 22 All week - Footscray bus. New weekday roster on account of increased service from first bus to 9.10 am on both routes.
- All week - North Fitzroy 2 M and Port Melbourne, new weekdays rosters on account of Fishermens Bend services reduced by 6 AM and 13 PM peak trips also 1 AM peak Kew - Earl Street trip cancelled.
- March 26 Stopwork - 4 hours - Malvern and Glenhuntly. Dispute over days off Easter week.
- March 31 Removal of cable tracks from Johnston Street, Fitzroy and Collingwood commenced and replaced by new concrete roadway by June 30, 1959.
- May 3 Sunday - Preston. Northcote - City via High Street service 12.55 pm to 10.00 pm cancelled and East Preston - City service 1.03 to end increased from 15 to 10 minutes.
- May 4 Railway stopwork - 1.00 to 3.00 pm - salary dispute.
- May 9 Saturday - Preston. 6 inward and 2 return Northcote - City via High Street theatre trips cancelled.

1959 (Continued)

- May 23 Saturday. Port Melbourne. New roster to provide additional sporting extras.
- May 25, 26 Services disrupted on account of dispute over new roster for pitmen.
- June 1 Weekdays - Port Melbourne. Park and ride bus introduced run from Kings Street Car Park north side of railway line to City. Ran via King, Bourke, Exhibition, Lonsdale Streets, stopping at Darrods, Pattersons, Payne Stores then back of Myers in Lonsdale Street - ran  $\frac{1}{2}$  hour service 9.30 to 4.00 pm (see Port Melbourne File Book). Ran until July 17, 1959.
- June 21 All week. Hawthorn. Adjusts to cars running on to Chapel Street route on account of elimination of North West Curve from Swan Street to Church Street. Trams had to run to Iennox Street, shunt, back to East Richmond Station then to North Richmond.
- July 17 Last day of Park and Ride Bus.
- July 19 Sunday - North Kew - Garden City. No service on account of 1 man operation dispute new rosters were to commence at North Fitzroy and Port Melbourne on this day. Port Melbourne Depot closed on Sundays from this date.
- July 21 A.T.M.O.E.A. award varied - 7d. shift allowance Monday to Friday for work between 5.00 am and 6.00 am and 8.00 pm and 1.00 am - good conduct leave abolished - 15 days annual leave instead of 12 - increased service increments.
- July 24 Stopwork - All depots - 10.30 to 1.30 dispute re training of two man bus drivers for one man operation.
- July 25 Saturday - North Fitzroy 2 M and Port Melbourne. Reduction throughout day of services on North Kew - Garden City route.
- July 26 Sunday. North Kew - Garden City route run by 29 one man cancellations.
- August 2 Sunday. North Fitzroy and Port Melbourne. New rosters on account of Port Melbourne Depot closed on Sundays - 17 North Fitzroy and 12 Port Melbourne 2 man drivers operating from North Fitzroy Depot, same number of conductors were rostered to work at other depots to provide them with Sunday work. Conductors at these other depots were rostered off.
- Revised rosters for pitmen finally adopted.
- Sunday - Brunswick and Hanna Street - New rosters on account of standing time at East Coburg and South Melbourne Beach reduced to  $1\frac{1}{2}$  minutes.

1959 (Continued)

- August 3 Weekdays - Brunswick and Hanna Street. New rosters on account of adjustment to running time on North Coburg route (Check speed book for details).
- August 8 Saturday - Essendon. Services after 6.00 pm reduced from 10 to 12 minutes - all routes.
- August 23 Sunday - Brunswick. Services after 6.00 pm reduced from 3 3/4 to 7 1/2 minutes - North Coburg route.
- All week - Glenhuntly. New rosters on account of reduced services from 12 to 13 minutes after 6.20 pm on weekdays and Saturdays and 2 PM peak weekday trips cancelled.
- All week - Malvern. New rosters on account of reduced PM peak services and from 12 to 13 minute services after 6.20 pm on weekdays. Saturdays first trams to 7.00 am reduced services from 10 to 15 minutes and after 6.20 pm, from 12 to 13 minutes.
- All day Sunday and after 6.00 pm Monday to Saturday reduced running times on Glen Iris, Malvern and Cotham Road routes.
- September 16 to 23 Princess Alexandra visit to Victoria.
- October 2 Sundays and weekdays. Port Melbourne and North Fitzroy 2 M. Some trips extended from Garden City to Tasmanian Ferry Terminal. Ran until December 19, 1959.
- October 19 Weekdays - Brunswick. New roster on account of cancellation of 1 AM and 1 PM peak tram.
- November 1 Camberwell. Reduced running time on "up" by 2 minutes between Burnley and Princes Bridge on Burwood and Elgar Road routes and by 2 minutes on "down" between Camberwell Junction and Burwood. By 1 1/2 minutes on "up and down" on Camberwell route all day Sunday and after 6.00 pm on weekdays and Saturdays.
- Sunday - service reduced to 10 to 15 minutes 1.35 to 2.05 pm on Camberwell - City route.
- Weekdays. 1 AM peak trip on Elgar Road, 1 PM peak trip William Street to Camberwell Junction and 1 PM peak trip cancelled (transferred to Hawthorn Depot).
- Saturdays. Wattle Park and Burwood services reduced 5.55 to 6.55 am 10 to 15 minutes, 5.15 to 6.15 pm 10 to 12 minutes, 6.15 pm to end 10 to 15 minutes. Camberwell route services reduced 6.10 to 6.40 am 10 to 15 minutes and 6.00 pm to end 10 to 12 minutes.
- November 2 Hawthorn. Weekdays. 5 - 6 pm Flinders and Spencer Streets to Hawthorn cancelled which as used to provide a trip on Chapel Street instead of by Camberwell Depot.

1959 (Continued)

- November 4      Boards' area of operations increased from 10 to 15 miles from G.P.O.
- November 13     New track in Park Street between Mary Street and Fitzroy Street completed, old track in Mary Street and Beaconsfield Parade abandoned. Preston, Hanna Street.
- November 15     Sunday. Essendon. Footscray - Moonee Ponds tram service replaced by buses from Footscray Depot.
- Sunday. Footscray tram and bus. Buses (1 M) in lieu of trams on local routes and on Footscray - Moonee Ponds.
- Sunday. Port Melbourne. 2 conductors off in lieu of working at Hawthorn Depot.
- Sunday. Hawthorn Depot closed on Sundays. Hawthorn - Spencer Streets and North Richmond - St. Kilda Beach route run from Camberwell Depot by Hawthorn crews. Prahran - City route replaced by 1 man bus by North Fitzroy Depot.
- Sunday. North Fitzroy 1 M took over operation of Prahran - City service from trams to 1 M buses.
- November 22     Trams commence using fly-over in Flinders Street - part of King Street Bridge project.
- November 29     Sunday. Kew. Kew and Kew Post Office - City service reduced from 7½ to 15 minutes 2.23 to 3.14 Kew Depot - City service reduced from 7½ to 15 minutes 4.28 to 4.43 and 5.18 to 5.33.
- December 5      Saturdays. Brunswick, Hawthorn, Kew, Hanna Street, North Fitzroy tram and Preston Depots. Saturday night services reduced from 10 to 12 minutes or 5 to 6 minutes. Brunswick. Additional to night reductions 2 midday City to Brunswick trips cancelled. Hawthorn. Additional to night reductions Prahran routes reduced 1st to 7 am 10 to 15 minutes and 7 to 8.20 am 10 to 12 minutes. Kew. Additional to night reductions Mont Albert midday reduced 2½ to 5 minutes, North Balwyn Richmond - City reduced 2½ to 3½ minutes. Hanna Street. Additional to night reductions South Melbourne and St. Kilda Beach morning service reduced 5 to 10 minutes. North Fitzroy tram. Additional to night reductions East Brunswick reduced 7.38 to 8.18 am and 12.12 to 1.32 5 to 10 minutes. Preston. Additional to night reductions jigger on Northcote after 7.51 pm.

1959 (Continued)

- December 6 Sunday. Footscray bus. Russell Street - Footscray service discontinued, partly covered by diverting Sunshine - Ballarat Road route buses via Argyle and Barkly Streets 1.35 pm to last bus. Moonee Ponds - Williamstown Road route services amalgamated.
- December 7 Hawthorn. Stopwork 11 am to 1 pm. Dispute re training drivers.
- December 18 Sundays and weekdays. Port Melbourne and North Fitzroy 2 M. Last day for trips extended from Garden City to Tasmanian Ferry Terminal.
- December 20 Sunday - Monday - Wednesday - Friday. Ferry service chartered by ferry company commenced operating on  $\frac{1}{2}$  hour service during certain periods.

1960

- February 6 Saturday. Essendon. Footscray - Moonee Ponds tram replaced by buses from 1.00 pm to last tram.  
Saturday. Footscray bus. Buses for trams from 1.00 pm on local routes and Footscray - Moonee Ponds. Sunshine - Ballarat Road route buses diverted via Argyle and Barkly Streets from 12.31 pm to last bus to eliminate Russell Street service and Williamstown Road amalgamated with Footscray - Moonee Ponds route.
- February 14 Sunday. All suburban and most country trains cancelled as counter to Railway Union overtime ban. Private buses extended to City from country areas. Railway Periodical Ticket Holders carried on trams and Government recouped fares.  
Sunday suburban trains were cancelled every Sunday until they resumed on December 25, 1960.
- February 24 Mr. G.F. Wraith, Deputy Chairman, died.
- March 5 Weekdays and Saturdays. North Fitzroy 2 M and Port Melbourne. North Kew buses extended from Belford Road to Burke Road during shopping hours on account of new supermarket.
- March 12 Saturday. Footscray bus. Extra bus put into Moonee Ponds - Williamstown Road route service during 15 minutes service to allow extra recovery time.
- March 22 Mr. D.H. Eakins appointed to Board as Deputy Chairman.  
Mr. F.R. Kirby appointed Chief Engineer.
- April 1 Weekdays. Camberwell. 3 AM trips extended to run out of Batman Avenue off Elgar Road route to run to University.
- April 23 Saturday. All sporting fixtures cancelled on account of 4 inches rain in past 3 days.

1960 (Continued)

- April 25 Anzac Day. First year of new observance. March in morning, sporting events allowed in afternoon.
- May 1 All week. Port Melbourne and North Fitzroy 2 M. North Kew Terminus extended to Burke Road (were running to this point during shopping hours since March 5, 1960). Peak running time reduced 6.50 to 7.43 am City to North Kew and 6.57 to 7.45 am City to Garden City.
- May 21 Saturday. Camberwell. New rosters on account of reduction of 2 AM and 3 midday peak trips on Burwood and Elgar Road route.
- June 4 Saturday. Camberwell. Saturday tables altered to provide for 6.00 pm finishes and after by PM crews.
- June 27 Weekdays. North Fitzroy 1 M. Services increased from 15 minutes to 10 minutes 10.30 am to 11.00 am ex West Heidelberg and to 12 minutes 11.00 to 2.30 pm ex City.
- Weekdays - Footscray bus. New roster on account of transfer 7.41 am ex City and 8.30 am ex Sunshine Park to Port Melbourne. Bus and driver saved to be available at Footscray Station at 8.03 am. 5.12 pm City to Albion and 5.35 City to Sunshine extended to Deer Park.
- Weekdays - Port Melbourne. Trips 7.41 am City to Sunshine Park and 8.30 am Sunshine Park run by cancellation of City to North Melbourne and City to Footscray trips.
- July 10 All week - Footscray bus. Sunshine - City via Ballarat Road service to run via Footscray Road instead of Dynon Road between Footscray and City. Up trips run via Nicholson and Napier Streets, Footscray Road, Dudley, William, A'Beckett and Queen Streets. Down trips run via Queen, Franklin and Dudley Streets, Footscray Road, Napier and Nicholson Streets.
- All week - Hanna Street - Preston. New running times between South Melbourne and St. Kilda Beach Terminus and Spencer Street.
- Sunday. West Preston - South Melbourne and St. Kilda Beach service increased from 15 to 10 minutes 1.30 to 5.30 - Northcote - City 15 minute service 1.23 to last tram cancelled. Replaced by 10 minute jigger service 1.09 to 5.37 and 15 minutes 5.37 to 11.13 pm.
- Weekdays. 1 tram cancelled off PM peak South Melbourne - St. Kilda Beach service (Hanna Street Depot). 4 AM peak Bell Street trips extended to commence from East Preston Terminus (Preston Depot).

1960 (Continued)

- July 10 Sunday - Kew - Mont Albert service reduced from 7½ to 10 minutes 1.00 to 6.00 then 15 minutes to last tram. Deepdene and Kew Post Office night service cancelled. North Balwyn - 2 afternoon Kew - Spencer Street trips cancelled.
- July 11 Weekdays - Footscray bus. As instructed bus at Footscray Station used to provide new trips 8.19 am Tottenham to City (Spare bus provided from North Fitzroy).
- Weekdays - Kew and Hawthorn - 8 minute North Balwyn and 8 minute Hawthorn service giving 4 minutes from Richmond in lieu of 12 minute North Balwyn and 12 minute Hawthorn and 12 minute Richmond 9.00 am to 12.00 midday and 12 minute North Balwyn and 12 minute Hawthorn and 6 minute Richmond 12.00 midday to 3.00 pm. 4 early AM peak trips Kew Depot to City cancelled 1 AM peak and 1 PM peak trip transferred to Hawthorn Depot and 4 inward and 2 return theatre trips run by Hawthorn cancelled.
- July 17 Special Ferry bus commenced operating. Port Melbourne.
- July 18 Weekdays. North Fitzroy 2 M and Port Melbourne - 15 AM and 5 PM peak trips on Fishermens Bend services cancelled. 1 Port Melbourne bus to run extra trip to and from Sunshine Park in AM peak.
- July 29 Power failure 6.15 pm - almost complete blackout - up to 2 hours in some areas - trams and trains affected.
- July 30 Saturday - Camberwell - Footscray tram and bus. Maximum meals of 1 hour on Saturdays.
- August 5 Mr. H. Hine retired, replaced by Mr. C.W. Miller.
- August 8 Weekdays - Malvern. Reduction of 2 round trips on Cotham Road - St. Kilda Beach route 2.15 to 4.15 to allow for greater recovery.
- September 20 Hanna Street. Depot name changed to South Melbourne.
- September 21 Stopwork - All depots - 1.00 to 3.00 pm tramways and railways.
- October 2 Elsternwick over-pass opened.
- October 3 Chadstone Shopping Centre officially opened, commenced trading next day - many private bus services altered to service centre.
- October 10 Weekdays - Brunswick. New rosters on account of increase of 1 minute running time 7.10 am to 5.06 pm on North Coburg route. 5 AM trips from Brunswick and 1 PM trip to Brunswick cancelled.

1960 (Continued)

- October 10 Weekdays - Essendon - New rosters on account of AM peak running time advanced to 7.45 am from City on Airport and West Maribyrnong routes, Airport and West Maribyrnong off peak services increased from 24 to 12 minutes.
- October 15 Saturday. Brunswick. New roster on account of 1 minute extra running time on North Coburg route 8.26 to 11.47 am - 6 Brunswick to City AM trips and 2 Coburg to City theatre trips cancelled.
- Saturday. Essendon. West Coburg AM service reduced from 5 to 8 minutes, West Maribyrnong increased from 30 to 12 minutes 8.40 to midday and North Melbourne service extended to Maribyrnong River and Ascot Vale during this period. Bulla Road service extended to Niddrie during morning period.
- Saturday. Footscray - New roster on account of cancellation of 2 Deer Park extensions to Fabrex in AM and extension of 8.03 AM trip Sunshine from Footscray to City.
- October 23 All week - Glenhuntly. Elsternwick - Point Ormond tram service cancelled. Adjustments to Carnegie running time on account of Elsternwick overpass. 1 PM peak City to West Coburg and City to Carnegie cancelled.
- All week - North Fitzroy 1 man. Clifton Hill - Point Ormond service extended to Elsternwick to replace Point Ormond - Elsternwick tram service.
- Saturday. Clifton Hill - Point Ormond service reduced from 5 to 6 minutes, 10.20 to 2.20, from 10 to 12 minutes 2.20 to 3.32 and from 5 to 6 minutes 3.32 to 6.02 pm. Also 2 new AM and 1 PM extra trips on West Heidelberg route.
- November 21 Weekdays - Camberwell - New rosters on account of 2 AM peak and 1 PM peak trips on Wattle Park route and 1 AM peak trip on Burwood route cancelled. Camberwell - City route services altered to 7 minutes service from Camberwell 6.40 to 7.30 am in lieu of 10 minute Camberwell and 10 minute Junction service, 7 minutes service from Camberwell 8.15 to 8.50 am in lieu of 5 minute Camberwell, 8 minutes service from Camberwell 8.50 to 9.50 am in lieu of 12 minute Camberwell and 12 minute Gardiner. 12 minute Camberwell Junction - City service 11.51 am to 12.39 pm cancelled and a 6 minute service in lieu of 5 minutes 2.49 to 5.49 pm ex City to Camberwell.
- November 28 Weekdays - Footscray tram - New rosters on account of reduction of services on Williamstown Road and Russell Street routes from 8 to 10 minutes 7.14 to 8.54 am, 11 to 15 minutes 8.54 to 10.54 am, 11 to 12 minutes 10.54 to 3.30 pm 8 to 10 minutes 3.50 to 5.10 pm. 6 AM peak and 1 PM peak factory trips cancelled.
- November 30 Railway stopwork - No trains 2.30 to 5.00 pm.



## 1960 (Continued)

- December 1 Weekdays. Footscray tram - extra trip ex Ammunitions Factory at 4.13 pm.
- December 2 Railway stopwork - No trains 9.30 am to 12.45 pm.
- December 25 Resumption of Sunday train services (out from February 14, 1960).

## 1961

- January 10 Weekdays - Brunswick - Trips at 8.23 am Brunswick to City, 4.35 pm City to Toorak and 5.37 pm City to Moreland cancelled.
- January 16 Weekdays - Preston - 8.20 am trip from West Preston transferred to South Melbourne Depot, trips at 7.30 am Brunswick Street to Latrobe Street, 7.43 pm Northcote to City and 10.33, 10.45, 11.09 pm City to Northcote cancelled.
- Weekdays - South Melbourne - New trip at 8.20 am from West Preston to City and 3 trips South Melbourne and St Kilda Beach to Brunswick Street cancelled.
- January 21 Saturday. Trips at 10.33, 10.45, 10.57 and 11.09 pm City to Northcote cancelled.
- February 3 Railway dispute settled - Sunday rail services to continue.
- February 27 Weekdays - Footscray bus - New rosters to provide 5 trips from Churchill Avenue to Showgrounds on account of destruction by fire of Braybrook R.C. School.
- February 28 Electricity maintenance men stopwork. Rail services disrupted, Footscray tram services affected - buses ran this service on this day.
- March 2 Weekdays - North Fitzroy 2 M - Adjusts to give more running time, Fishermens Bend.
- March 6 Weekdays - North Fitzroy Tram - Running time increased by 1 minute between East Brunswick and Exhibition between 12.09 to 5.36 ex Exhibition Buildings and 12.36 to 5.45 ex City.
- March 10 Stopwork - South Melbourne - 10.00 to 12.00 approximately on account of suspension of a driver.
- April 9 Sunday - North Fitzroy 1 man - New roster on account all Point Ormond trips extended to Elsternwick except the 11.30 pm.
- April 10 Monday to Saturday. All night. Increase to West Heidelberg - City all night running time.

1961 (Continued)

- May 1 Weekdays - Kew and Hawthorn - New rosters on account of 3 minutes extra round trip running time North Balwyn 7.00 am to 4.00 pm and Hawthorn 7.19 am to 4.15 pm.
- May 14 Sunday and Saturday - Port Melbourne - Reductions to Fishermens Bend services.
- May 15 Weekdays - Port Melbourne and North Fitzroy 2 M - New rosters on account of reduction of 32 AM and 23 PM trips off Fishermens Bend services.
- June 1 Power cuts from 6.00 pm on account of SEC dispute, trams services reduced 50%.
- June 2 Power cuts continued until 10.00 pm - up to 50% cuts.
- June 5 Weekdays - Essendon - New roster on account of cancellation of trips on West Maribyrnong, West Coburg and Moonee Ponds to provide 3 extra trips on Matthews Avenue.
- Site of 15 acres purchased for new bus workshops in new Footscray Road, West Melbourne, from State Government for £60,000.
- Golf Club House erected at Wattle Park.
- July 2 New bus services commenced operating by M. & M.T.B. from depots at East Doncaster and Warrandyte taken over from Warrandyte Transport Services (Box Hill Bus Lines). 9 acres acquired to erect a new bus depot.
- All week - Kew. City trips to North Balwyn marked to connect with East Doncaster bus.
- All week - North Fitzroy 2 M - Extension from North Kew to Thompson and Manningham Roads (Bulleen Terminus).
- Sunday. North Fitzroy 2 M and Port Melbourne. Garden City morning service reduced to 30 minutes.
- July 3 Weekdays - North Kew trips extended to Bulleen to give approximately 10 minute in peaks, 20 minutes in day off peak and 24 night services. Garden City service reduced by 11 AM, and 6 PM peak trips and from 10 to 12 minutes night service.
- July 8 Saturday. North Kew trips extended to Bulleen to give 10 minute morning, 20 minute to 4.30, 10 minute to 6.00 and 24 minute night services. Garden City night service reduced 10 to 12 minutes.
- July 9 Mr. H.A.A. Warner - Secretary - retired on account of ill health - Mr. W. Aird appointed. Mr. J.J. Fischer - Civil Engineer - retired - Mr. R.H.B. Hart appointed.

1961 (Continued)

- August 14 Weekdays - Malvern - New roster on account of reductions in AM and PM peaks on Glen Iris and Toorak routes and reduction of PM peak William Street trips on Glen Iris 7 to 5 trips and Malvern 6 to 5 trips.
- August 28 Weekdays. Glenhuntly - New roster on account of 2 AM peak trips cancelled and reduction of PM peak William Street trips by 2.
- Weekdays - Essendon - New roster on account of reduction of West Maribyrnong AM and PM peak service and reduction to AM and PM peak St. Kilda Beach to William Street service.
- October 1 Weekdays - Camberwell - New roster on account of cancellation of 8.23 am ex Wattle Park and of 1 PM peak trip from William Street to Camberwell Junction.
- October 8 Sunday - Preston - East Preston service reduced 10 to 15 minutes 5.45 pm to last tram. West Preston service reduced 10 to 15 minutes 1.48 pm to 5.30 pm.
- Sunday - Brunswick - Combined Coburg service reduced 5 to 7½ minutes 1.28 pm to 5.42 pm and 7½ to 15 minutes 5.42 pm to 10.14 pm.
- Sunday - South Melbourne - South Melbourne and St. Kilda Beach service reduced 10 to 15 minutes 1.48 pm to 5.33 pm.
- October 9 Weekdays - South Melbourne - 1 AM peak Moreland to City and 1 PM peak City to South Melbourne Beach cancelled and South Melbourne and St. Kilda Beach service reduced 5 to 6 minutes 6.49 to 7.49 am and 4 to 5 minutes 8.19 to 8.31 am, 3½ to 4 minutes 4.27 to 4.51 pm and 4 to 5 minutes 5.12 pm to 5.24 pm.
- October 15 Sunday. Was to have been starting date of some tram services being replaced by 1 Man bus - 5 week delay on account of Arbitration Court Hearing. See November 19, 1961.
- November 19 Sunday. Brunswick - Extra trips at 5.43 and 5.58 pm Coburg to City to Brunswick.
- Sunday. Replacement of some tram services by 1 man buses - Hawthorn - Spencer Street tram service discontinued, replace by 1 man bus between Hawthorn and Hawthorn Bridge to connect with North Balwyn tram service.
- East Malvern - City tram service replaced by a 1 man bus service (North Fitzroy and Doncaster) by extension of City to Prahran via Chapel Street 1 man bus to East Malvern.
- Malvern - Burke Road tram service altered to run only between Malvern and Orong Road to then connect with East Brighton tram service.

## 1961 (Continued)

- November 19 West Maribyrnong - City tram service replaced by a 1 man bus service, operated from Footscray by Essendon tram drivers who were trained as bus drivers. Later Union would not allow a member to be both a tram and bus drivers, the Essendon drivers than had to make a choice.  
5 weeks of protracted negotiations were conducted in the Arbitration Court with Senior Commissioner Taylor finally decided in the Board's favour (see October 15, 1961). Malvern, Glenhuntly, Hawthorn, Kew, Essendon, North Fitzroy and Doncaster Depots.
- December 2 Saturday - Footscray bus - New roster on account of new trips at 6.37, 7.05, 7.28 and 7.46 am from Sunshine - Ballarat Road to City and Ballarat and South Road services altered to 6 minute service on each route instead of 10 Ballarat and 5 South Road 8.00 am to mid-day.
- December 17 All week - Scenic Tour Bus to Warrandyte and Park Orchards from corner Flinders and Russell Streets commenced. Run from North Fitzroy Depot.
- December 21 Installation of carbon collectors instead of trolley wheels on trams completed.
- Cable Tracks abandoned:  
Crockford, Bay and Beach Streets, Port Melbourne  
Lonsdale, Russell and Lygon Streets, Melbourne  
Spencer Street, Melbourne from Abbotsford Street to Latrobe Street  
Market Street, Melbourne, from Collins Street to Flinders Lane  
City Road, South Melbourne from Moray Street to Pickles Street.

## 1962

- January 22 Weekdays - Port Melbourne - New roster on account of reduction of 11 AM and 9 PM peak trips on Fishermens Bend routes.  
Weekdays - North Fitzroy 2 M. - New roster on account 1 extra AM and PM peak trip on Fishermens Bend route.
- January 23 Weekdays - Port Melbourne - 2 extra AM peak trips to Fishermens Bend.
- January 27 Saturday - Doncaster - Extra trip at 7.40 pm Ringwood to Park Orchards.
- February 6 Weekdays - Doncaster - School trips for Beverly Hills and Doncaster State cancelled and new trips for Doncaster Park State and St Brigids Schools provided.
- February 11 Sunday - Preston - East Preston times adjusted to provide connections at Northcote.

1962 (Continued)

- February 12 North Fitzroy - Afternoon Warrandyte Tour Bus trip cancelled.
- February 19 Weekdays - Doncaster - Extra AM trips to Templestowe High from Doncaster Depot and 3.30 pm trip from Doncaster Park State to Greythorne.
- February 26 Stopwork - Malvern - Other lines out in sympathy - re tram drivers driving buses on Sundays.
- March 9 Stop Work Meeting of employees at Footscray 11.25 am to 2.36 pm over one-man buses replacing Footscray trams.
- March 11 Warrandyte - Park Orchards Tour Bus to run only on Sundays, Wednesdays, Saturdays and Public Holidays.
- Footscray tram routes converted to one-man bus operation - no service this day - dispute over one-man or two-man buses.
- March 12 to March 20 No service on old Footscray Tram Routes during this period, apart from Saturday afternoon and Sunday one-man bus service which operated as in the past.
- March 19 Weekdays - Doncaster - 2 extra drivers to provide trips at 7.51 am Reynolds Road to City and 5.20 pm City to Templestowe and extra school trips for Norwood and Templestowe High and Mitcham Junior Schools.
- March 20 Stop-Work meeting at Footscray Depot re one-man operation old tram routes. All Footscray buses off the road for approximately one hour - services restored approximately 4.00 pm with one-man buses running on old tram routes.
- March 26 One-man bus service withdrawn from old Footscray tram routes - no services for next six weeks apart from Saturday afternoon and Sunday services which ran as usual.
- Weekdays - Footscray bus - Extra bus on Deer Park route on account of heavy loading.
- April 2 Weekdays - Doncaster - Heidelberg and Nunawading North routes amalgamated to provide better recovery time for buses from Heidelberg.
- April 13 First Standard Gauge Passenger Train arrives at Spencer Street at 12.30 pm. Various ceremonies - Regular service commences April 16, 1962.
- R.C. Drummond appointed Traffic Manager.
- April 13 to November R.J.H. Risson, Chairman, inspected transport undertakings in Great Britain, Europe and North America. D.H. Eakins, Deputy Chairman, became Acting Chairman and B.H. Misson, Acting Board Member.
- April 15 All week - Doncaster - Adjusts to provide more running and recovery time.

1962 (Continued)

- April 18      Toorak Theatre burnt out at 3.00 am - buses running from Toorak to Chapel Street connecting with trams to City, services back to normal on April 24, 1962 (Roster Department worked to 4.30 am on April 19, 1962).
  
- April 19      Weekdays - Doncaster - Shopping extras East Doncaster Junction to Box Hill via Blackburn and Doncaster Junction to Box Hill via Station Street.
  
- April 23      Greyhound racing at North Melbourne Football Ground discontinued.
  
- May 6         Sunday - Doncaster - St. Thomas Church trip cancelled.
  
- May 7         Weekdays and Saturdays - Footscray. Old Footscray tram routes recommenced operation by 1 man buses after High Court decision of May 4, 19 (see March 11, 1962).
  
- May 13        Sunday - North Fitzroy - 1 M. Bulleen to Garden City service reduced 6 to 10 minutes 1.00 to 6.00 pm ex Garden City and 6 to 10 minutes 1.30 to 6.00 ex Kew. Weekdays 2 M 1 AM and 4 PM peak trips cancelled off Bulleen - Garden City route.  
                  Saturdays 2 M. Service from Collingwood decreased 2½ to 3 1/3 minutes 10.00 to 11.40 am, 6 trips off midday peak, 5 to 10 minutes 2 to 4 pm, 3 1/3 to 5 minutes 4 - 5 pm, 5 to 10 minutes 5.30 to 6.30 pm. Service from City reduced 2½ to 3 1/3 minutes 10.20 to midday, 6 trips off midday peak, 3 1/3 to 5 minutes 1.30 to 2.00 pm, 5 to 10 minutes, 2.00 to 4.20 pm, 5 to 10 minutes 5.50 to 7.00 pm.  
                  Weekdays - Port Melbourne. Bulleen - Garden City service reduced by 3 AM and 5 PM peak trips.  
                  Saturdays. Bulleen - Garden City service reduced 5 to 10 minutes 7.58 to 8.38 am, 4 trips 9.12 to 9.48 am and 4 trips in midday peak.
  
- May 27        All week - Malvern - New rosters on account of service reductions and reduced running times.  
                  Glen Iris and Malvern - Sunday all day weekdays and Saturdays from 5.16 pm up and 6.01 pm down - 1 minute less Toorak Sunday and Saturday all day weekdays 6.15 to end 1½ minutes less.  
                  Cotham Road Sunday, weekdays and Saturdays "down" all day 2 minutes less.  
                  Weekdays. Cotham Road, Glen Iris, Malvern, Toorak and East Malvern 13 to 15 minutes 6.15 pm to last.  
                  Sunday. Cotham Road 10 to 15 minutes 1.15 to 5.20 pm.  
                  Saturdays. Cotham Road 5 to 6 minutes 10.00 to 1.00 pm, 10 to 12 minutes 1.00 to 6.00 pm, 13 to 15 minutes 6.00 pm to last.  
                  Glen Iris. 5 to 10 7.55 to 8.20, 5 to 6 8.20 to 1.00, 10 to 12 1.00 to 6.00, 13 to 15 6.00 to last.  
                  Malvern. 10 to 12 1.00 to 6.00, 13 to 15 6.00 to end.  
                  East Malvern. 10 to 12 1.00 to 6.00, 13 to 15 6.00 to end.  
                  Toorak. 7½ to 8 8.40 to 11.30, 10 to 12 1.00 to 6.00, 13 to 15 6.00 to end and 3 midday peak trips cancelled.

1962 (Continued)

- June 5 Stop work - Malvern - 12.00 to 3.00 re roster dispute.
- June 10 All week - Camberwell - Running time on Burwood and Elgar Road routes reduced by 2 minutes Sunday all day, weekdays and Saturdays 5.30 pm to end.  
 Sunday - Burwood and Elgar Road 15 to 20 minutes 1.00 pm to end.  
 Weekdays - Camberwell 12 to 15 minutes 6.15 to end.  
 Saturdays - Burwood and Elgar Road - 3 AM and 3 midday trips cancelled, 10 to 12 minutes 1.00 to 6.00 and 12 to 15 minutes 6.00 to 7.00 pm. Camberwell 3 AM trips cancelled, 10 to 12 minutes 1.00 to 6.00 pm and 12 to 15 minutes 6.00 pm to end.
- June 11 Weekdays - Glenhuntly - Carnegie and East Brighton 13 to 15 minutes 6.15 pm to end.
- June 16 Saturdays - Carnegie - 10 minutes Carnegie and 10 minutes Glenhuntly Depot service replaced by a 7½ minutes Carnegie service 8 to 12.25 pm then Carnegie 10 to 12 minutes 1.00 to 6.00 pm, 13 to 15 minutes 6.00 to end - East Brighton 3 AM and 2 midday trips cancelled, 10 to 12 minutes 1.00 to 6.00 pm and 13 to 15 minutes 6.00 to end.
- June 25 Weekdays - Glenhuntly - New roster to provide shorter spreads on broken shifts by reduction on Carnegie 10 to 12 minutes 5.25 to 6.13 am and on East Brighton 6.14 to 6.50 am.
- July 1 All week - Brunswick and South Melbourne - Running time East Coburg - South Melbourne Beach reduced by 1 minute Sunday all day, weekdays and Saturdays 5.23 pm to end.  
 Sunday - South Melbourne - West Preston - South Melbourne and St. Kilda Beach service times adjusted to allow more time at Northcote Terminus for jigger service tram.  
 Sunday - Preston - East Preston - City and West Preston - South Melbourne and St. Kilda Beach services times adjusted to allow more time at Northcote Terminus for jigger service team.  
 Sunday - North Fitzroy tram - East Brunswick times adjusted to fit in with East Preston service.
- July 2 Weekdays - Brunswick - East Coburg - South Melbourne Beach. 1 AM and 1 PM peak trip cancelled, 12 to 15 minutes 6.35 pm to end, Moreland to St. Kilda Beach, 12 to 15 minutes 6.35 to end.  
 North Coburg 6 to 7½ 6.35 to 7.30 pm, 12 to 15 7.30 to 10.30 pm, 6 to 7½ 10.30 to 11.15 pm, 6 to 12 11.15 to end. Service increased from 12 to 8 minutes 9.00 am to 1.08 pm.  
 Weekdays. South Melbourne - South Melbourne Beach - East Coburg, 1 AM and 2 PM peak trips cancelled, 12 to 15 minutes 6.50 pm to end. St. Kilda Beach - Moreland, 2 AM and 1 PM peak trips cancelled 12 to 15 6.50 pm to end, South Melbourne and St. Kilda Beach - West Preston. 6.37 am trip cancelled 12 to 15 minutes 6.05 pm to end.

- July 2 Weekdays - Preston - New roster 6.40 am altered to run only from Bell Street to provide a later broken shift start and 1 PM peak trip on South Melbourne and St. Kilda Beach - West Preston route transferred from South Melbourne Depot service 12 to 15 minutes 6.20 pm to end.
- Stopwork - Brunswick and South Melbourne - 11.30 to 3.00 - roster dispute.
- July 7 Saturdays - Brunswick - East Brunswick - City service cancelled 9.30 to 11.20 am, East Coburg - South Melbourne Beach, 10 to 12 minutes 1.38 to 6.35 pm, 12 to 15 minutes 7.37 pm to end. Moreland - St. Kilda Beach 2 AM and 2 midday peak trips cancelled, 10 to 12 minutes 1.34 to 6.35 pm, 12 to 15 minutes 7.46 to end. Extra tram on Moreland - St. Kilda Beach service 8.00 am to 1.00 pm to allow more recovery time. North Coburg 2 midday trips cancelled, 3 1/3 to 5 minutes 12.10 to 1.40 pm, 5 to 6 1.40 to 4.30 pm, 6 to 7 1/2 6.35 to 7.30 pm, 12 to 15 minutes 7.30 to 10.30 pm, 6 to 7 1/2 10.30 to 11.5 pm, 6 to 12 minutes 11.15 pm to end.
- Saturdays - South Melbourne - 10 to 12 minutes 1.50 to 4.40, 5 to 6 minutes 4.40 to 5.50, 12 to 15 minutes 7.50 to 10.45 pm, 6 to 7 1/2 minutes 10.45 to 11.15, 12 to 15 minutes 11.15 pm to end.
- St. Kilda Beach - Moreland 5 to 10 minutes 8.30 to 11.05 am, 10 to 12 minutes 1.40 to 5.40 pm, 12 to 15 minutes 7.50 to 10.53 pm, 6 to 7 1/2 10.53 to 11.38 pm. Extra tram on.
- St. Kilda Beach - Moreland service 8.00 am to 1.00 pm to allow more recovery time.
- South Melbourne and St. Kilda Beach - West Preston 10 to 12 minutes 1.50 to 6.05 pm, 12 to 15 minutes 6.05 pm to end, 2 minutes extra running time between Spencer and Spring Streets 8.44 am to 12.15 pm (Collins Street).
- Saturday - Preston - East Preston service 5 to 6 minutes 12.59 to 4.22 pm, West Preston - South Melbourne and St. Kilda Beach service 10 to 12 minutes 1.50 to 6.05 pm and 12 to 15 minutes 6.05 pm to end. 2 minutes extra running time between Spring and Spencer Streets 8.36 to 12.05 pm (Collins Street).
- Saturdays - Service reduced 10 to 12 minutes 1.13 to 4.13 pm North Fitzroy tram.
- July 9 Stopwork - Brunswick and South Melbourne 11.30 to 2.30 - Roster dispute.
- July 10 Span and Kings Bridge sags - affects Hawthorn, Kew.



- July 11 Kings Bridge overpass and Flinders Street overpass closed pending inspection (Closed July 23). During this closure buses ran on Monday to Friday 6 am to 6 pm to and from Market and Flinders and Spencer Streets and to Spencer and Lonsdale after 6 pm. Garden City buses were diverted (See Annual Report).
- July 15 Weekdays - Hawthorn - Hawthorn, North Richmond and Prahran - City reduced 12 to 15 minutes 6.15 pm to end.  
Sundays - Essendon - West Coburg. Running time reduced by 2 minutes "up and down" all day.
- July 16 Weekdays - Kew - Mont Albert reduced 6 to 7½ 6.15 to 7.30 pm, 12 to 15 minutes 7.30 to 10.30 pm, 6 to 7½ minutes 10.30 to 11.00 pm and 12 to 15 minutes 11.00 to end. North Balwyn reduced 12 to 15 minutes 6.15 pm to end.  
Weekdays - West Coburg reduced by 2 AM peak and 1 PM peak trips and West Maribyrnong by 1 PM peak trip. Aerodrome, West Coburg and West Maribyrnong services reduced 12 to 15 minutes 6.15 pm to end.
- July 21 Saturdays - Kew - Mont Albert reduced by 4 trips in AM peak, 5 to 10 minutes 9.00 to 11.30 am and from Deepdene 3½ to 5 minutes 9.00 to 11.30 am and 5 to 10 minutes 1.00 to 6.00 pm, from Mont Albert 6 to 7½ minutes 6.15 to 7.30 pm, 12 to 15 minutes 7.30 to 10.30 pm, 6 to 7½ minutes 10.30 to 11.00 pm and 12 to 15 minutes 11.00 to end. North Balwyn reduced by 1 AM and 1 midday peak trip and from Kew 5 to 10 minutes 9.00 to 11.30 am, from North Balwyn 10 to 12 minutes 1.00 to 6.00 pm and 12 to 15 minutes 6.00 to end.  
Saturdays - Hawthorn - Hawthorn, North Richmond and Prahran - City reduced 10 to 12 minutes 1.00 to 6.15 pm and 12 to 15 minutes 6.15 pm to end. All week running time reduced by 1 minute on up and down Hawthorn - Spencer Street route.  
Saturday. Aerodrome reduced by 1 AM peak trip and West Maribyrnong by 1 AM and 1 mid-day peak trip. Aerodrome service 10 to 12 minutes 2.00 to 4.00 pm, 5 to 6 minutes 4.00 to 6.15, 12 to 15 6.15 to end. West Coburg 10 to 12 minutes 1.00 to 6.15 pm, 12 to 15 minutes 6.15 to end. West Maribyrnong 10 to 12 minutes 1.00 to 4.30 pm, 5 to 6 minutes 4.30 to 6.15 pm and 12 to 15 minutes 6.15 to end.
- July 23 Flinders Street overpass reopened for traffic after being shored up with timber. Kings Bridge and overpass still closed.
- July 29 All week - North Fitzroy 1 man - Diverted trips to and from Heidelberg Repatriation Hospital (See December 9, 1962).

1962 (Continued)

- August 12 All week - Doncaster - 2 extra relief drivers added to roster.
- August 26 All week - Essendon - Adjustments to Domain Road and West Coburg departure times in short running time period to allow for 3 minutes at West Coburg.
- September 3 Weekdays - Camberwell - Extra 6 minutes recovery time at Camberwell Terminus 2.15 to 4.30 pm. Burwood and Elgar Road service alternate trips after PM peak to give more even recovery time at suburban termini.
- Eastern lane of Kings Bridge Overpass reopened for traffic.
- September 8 Saturday. Burwood and Elgar Road adjustments as for weekdays.
- September 17 Weekdays and Saturdays - Brunswick and South Melbourne - alteration to Moreland - St. Kilda Beach and East Coburg - South Melbourne Beach for Moreland - St. Kilda Beach to become the through service with jigger on East Coburg 7.44 to 10.29 pm to give more recovery time at East Coburg and South Melbourne Beach termini.
- September 25 Rail strike - 24 hours - no trains.
- November 11 Sunday - Doncaster - East Malvern service included in roster instead of by cancellations.
- November 12 Weekdays and Saturdays - Doncaster - New rosters on account of reductions to Mitcham, Cassella Street service, additional service Donvale - Mitcham during day off peak and Saturday morning and East Doncaster Junction - Mitcham service rerouted via Mitcham Road.
- Weekdays - Preston - Rearrangement of East Preston PM peak service. New roster.
- Weekdays and Saturdays - Hawthorn - 1 minute extra (4) to run out from Depot to Hawthorn Terminus.
- November 22 Mr. B.H. Misson, Acting Board Member, retired.
- December 9 All week - North Fitzroy 1 man - Heidelberg Repatriation Hospital diverted trips discontinued (See July 29, 1962).
- December 17 Weekdays - Camberwell - 1 extra minute for trams running out of Depot in AM and PM peak for Camberwell Junction - Dudley Street service.
- December 17 Weekdays - Preston - Elimination of 5 Thornbury meals.

1963

- January 14 to May 6 Footscray Tram Tracks abandoned and rails removed:-  
 Barkly Street from Droop Street to Russell Street including Droop Street Junction.  
 Ballarat Road from Gordon Street to Summerhill Road including Gordon Street Junction.  
 Irving and Nicholson Streets from Leeds Street to Buckley Street.  
 Victoria, Charles and Gamon Streets and Somerville Road from Buckley Street to Williamstown Road.  
 Buckley Street from Nicholson Street to Victoria Street.
- February 23 Royal Tour - Her Majesty the Queen Elizabeth II and H.R.H. Prince Philip arrives aboard Royal Yacht "Britannia" at North Wharf 11.00 am. Attends Races at Flemington during afternoon and State Reception at Melbourne Town Hall at night.
- February 24 Royal Tour - Her Majesty the Queen attends Scots Church during morning.
- February 25 Royal Tour - Public Holiday - H.M. the Queen watches Moomba Procession during morning - approximately 750,000 attend. Opens Royal Children's Hospital during afternoon. Attends State Dinner at night. Royal Yacht sails from Port Melbourne at 11.00 pm.
- March 12 Weekdays - Preston - New rosters on account of reduction of meals taken at Thornbury.
- March 18 Weekdays - North Fitzroy 2 man - New roster on account of 2 trips at 7.30 and 7.41 am ex East Doncaster Junction run instead of by Doncaster Depot.
- Weekdays - Doncaster - New roster on account of 2 trips at 7.30 and 7.41 am ex East Doncaster Junction transferred to North Fitzroy 2 M, these buses used to provide new trips at 7.05 East Doncaster Junction and 8.00 Templestowe to City 8.00 Box Hill to Heidelberg 8.30 to Box Hill 8.57 to Doncaster Junction.
- March 27 Stopwork - track staff - re air compressor operators.
- March 30 All week - North Fitzroy - Warrandyte - Park Orchards Tour bus discontinued (See December 1961).
- April 6 Saturday. North Fitzroy 1 man - Extra trip at 5.45 am ex West Heidelberg.
- April 7 Federal Government announces decimal currency to commence in 1966.
- April 18 10% increase in basic wage (Metal Trades Award) also 3 weeks annual leave, 4 weeks for shift workers.
- April 29 Weekdays - South Melbourne - AM run outs to Toorak given 2 extra minutes.

1963 (Continued)

- May 19 Sunday - Doncaster - From 7.55 pm Box Hill to Reynolds Road trips to terminate at East Doncaster Junction.
- May 25 Saturday - Preston - Adjusts to reduce time worked on Jigger cars.
- May 27 Weekdays - Essendon - New roster on account of 8.12 am ex Niddrie cancelled and 1 AM and 2 PM emergencies cancelled to save 2 crews.
- June 11 Weekdays - Port Melbourne - PM ferry trip incorporated into roster.
- June 24 Weekdays - Hawthorn and Glenhuntly - New rosters to ease continuous work and rearrange emergencies for charter work.
- July 8 Kew - Weekdays - New roster on account of rearrangement of emergencies for charter work.
- July 15 Footscray - Weekdays - Holt Street trips extended to Ardeer.
- July 26 Mr. J. Walker Treasurer retired, replaced by Mr. J.S. Tilson.
- August 1 Malvern. Saturdays. Refusal to do sports extras north of City.
- August 5 Essendon - Weekdays. Alterations to cancel shunting at Maribymong River.
- August 12 Footscray. Weekdays. Extra trip at 6.57 am Tottenham to City.
- August 19 Footscray local service weekdays. Revised after AM peak to last.
- August 24 Footscray local service Saturday morning. Reduced from 7½ to 10 minutes 9.15 am to noon.
- August 28 to August 29 S.E.C. stopwork from Midnight Wednesday 28th to 5.30 am Friday 30th - Severe power restrictions tram and train by 50% from 7.00 pm to 1st tram on Friday. Home lighting and heating restrictions.
- September 9 New weekday rosters at North Fitzroy 2 M and Port Melbourne. On account of peak reductions.
- October 1 Railway stopwork meetings throughout Victoria, tramway stopwork in sympathy trams and buses off road 1.00 to 3.30 pm.
- October 12 Essendon - Saturdays - Reductions to AM and midday peak services on Aerodrome, West Maribymong, West Coburg and Footscray - Moonee Ponds routes.

1963 (Continued)

- October 20 New Doncaster rosters for Sunday, weekdays and Saturdays - North Balwyn - East Doncaster - Box Hill off peak services replaced by an additional 2 hourly East Doncaster - City service and Mitcham to East Doncaster Junction extended to Box Hill in off peak periods.
- November to March 1964 First employment of university students during vacation period.
- November 4 Doncaster - weekdays. Extra trips costing 1 driver and trial service North Nunawading and Nunawading Station commenced.
- November 17 Essendon Depot - Sundays - Reduced services as follows - 16-24 minute Aerodrome - Niddrie service converted to 30 minutes Aerodrome service Sunday morning and reduced Aerodrome service from 15 to 20 minutes 6.00 pm to last. West Coburg - Domain Road reduced from 15 to 20 minutes 5.50 pm to end.
- Footscray Depot - Sundays. Reduced services as follows - Sunshine - City via South Road reduced from 30 to 60 minutes 1.00 to 5.30 then cancelled to last bus. Sunshine - City via Ballarat Road reduced from 15 to 20 minutes 1.00 to 5.15 pm and 20 to 30 minutes 5.15 pm to end. Williamstown Road - Footscray - Moonee Ponds reduced from 15 to 16 minutes in afternoon. West Maribyrnong - City service reduced from 25 to 30 minutes in morning and 15 to 20 minutes after 6.30 pm to last.
- November 24 Preston Depot. Sundays - Reduced services on East and West Preston from 15 to 20 minutes 6.00 pm to last. Northcote - City (St. Georges Road) service Sunday morning - 30 minute connecting service in lieu.
- North Fitzroy - East Brunswick service, Sundays reduced from 25 to 30 minutes 8.26 am to 12.26 pm and 15 to 20 minutes 6.12 pm to end.
- Kew Depot Sundays - Reduced services on Mont Albert and North Balwyn routes reduced from 15 to 20 minutes 6.00 pm to end.
- South Melbourne Depot Sundays. Reduced services on St. Kilda Beach, South Melbourne Beach and South Melbourne and St. Kilda Beach routes from 15 to 20 minutes 6.00 pm to end.
- Brunswick Depot - Sundays. Revised services as follows, Moreland - City service cancelled - replaced by connecting service all day. East Coburg - South Melbourne Beach service reduced from 15 to 20 minutes 6.00 pm to last. North Coburg service reduced from 15 to 20 minutes 7.53 am to 1.10 pm. North Coburg service increased from 15 to 10 minutes 1.10 pm to 5.50 pm. North Coburg service reduced 15 to 20 minutes 5.50 pm to last. Coburg 15 minutes service 1.13 to 5.58 pm cancelled. Fawcner Bus Service reduced from 15 to 20 minutes 5.30 pm to last.

- November 30 Brunswick. Saturday. North Coburg service reduced on Saturday morning.
- December 1 Malvern. Sunday. Cotham Road - St. Kilda Beach, Glen Iris and Toorak services reduced from 16 to 20 minutes 5.45 pm to last, and on Malvern - Orrong Road 15 to 20 minutes 6.00 pm to last.
- Camberwell. Sunday. Camberwell - City service hospital extras cancelled in afternoon and 15 to 20 minutes 5.30 pm to end.
- Glenhuntly. Sunday. Services reduced 15 to 20 minutes 5.45 pm to last tram.
- Hawthorn - Sunday. North Richmond - St. Kilda Beach service (run from Camberwell) reduced from 15 to 20 minutes 5.45 pm to end.
- North Fitzroy. Sunday Services Reduced. Clifton Hill - Elsternwick from 15 to 20 minutes 6.50 pm to last, withheld from 15 to 20 minutes 5.40 pm to last, Bulleen 20 to 30 minutes 1.00 to 6.00 pm and 24 to 30 minutes 6.00 pm to last. Also North Kew service during afternoon.
- December 4 Warrandyte - Park Orchards Tourist bus recommences - to operate Sundays, Wednesdays, Saturdays and Public Holidays. "Ten Plus Bus Tour".
- December 6 Mr. W.J. Richards, Assistant Traffic Manager retired (see January 9, 1964).
- December 7 Saturday. Revision of Clifton Hill - Elsternwick route service. North Fitzroy 1 man.
- December 18 Doncaster. Mitcham - Box Hill service diversion via Wetherby Road to Renshaw Street commenced during day off peak time and Saturday morning.
- During 1963 - 1964 Board abandoned tram tracks in Glenhuntly Road between Brighton Road and Point Ormond.

1964

- January 9 Mr. J.H. Ritchie appointed Assistant Traffic Manager.
- February 15 Saturday. Glenhuntly. Reduced AM services on Carnegie and East Brighton routes.
- February 24 New rosters on South Melbourne and Brunswick Depots on account of increased running times on Moreland - St. Kilda Beach and East Coburg - South Melbourne Beach routes - weekdays.

1964 (Continued)

- March 2 Train stopwork - 11.00 am to 3.00 pm - dispute over peephole installation.
- March 13 Stopwork - Hawthorn Depot 2.45 - 5.30 pm - dispute over sacking of an employee - some crews from Camberwell, Malvern and Kew Depots refused to run over common routes during this period.
- March 15 Footscray. Local and City services incorporated in the one roster.
- March 16 Weekdays pram buses at Footscray Depot discontinued.
- March 20 Rail strike - 24 hours.
- April 18 Saturday - 4 Malvern crews refused to do sports extras north of City.
- April 25 Reduced weekday peak services on all Camberwell Depot routes. 6 trams and 6 crews less.
- May 28 and  
May 29 24 hour stoppage by 100,000 State Government workers - tram, bus and train services curtailed after 7.00 pm on Thursday 28th, also gas and electricity cuts as a prelude to stoppage commencing at midnight - no trams, buses or trains running from midnight Thursday - severe electricity and gas restrictions. Dispute over Government workers' claims for higher wages and extra annual leave.
- May 31 North Fitzroy 1 M. Sunday service increased from 15 to 10 minutes 2.00 to 3.00 pm ex North Kew and 4.40 to 5.40 pm ex Garden City.
- Reduced running time on West Heidelberg route 6.11 pm ex West Heidelberg and 6.59 pm ex City. Sundays.  
North Fitzroy 1 M.
- June 1 Clifton Hill - Eslerwick weekdays service reduced 10 to 15 minutes 10.00 pm to last bus. North Fitzroy 1 M.
- June 7 Warrandyte - Park Orchards Tourist bus discontinued "Ten Plus Tour Bus".
- June 8 2 minutes extra running time when running special from North Fitzroy Depot to West Heidelberg. Weekdays. North Fitzroy 1 M. During 1964/1965 forecasts were prepared of tram and buses services for 1975 and 1984 for Metropolitan Transport Committee.
- July 6 New Essendon weekday roster eliminating Maribymong River shunting on account of new bridge construction, some adjustments to peak services.
- July 20 Essendon. Extra peak period recovery time at Niddrie.

1964 (Continued)

- July 27 North Fitzroy tram and Preston. Weekdays extra recovery time at termini 2.30 to 6.00 pm.
- August 1 North Fitzroy tram and Preston. Bourke Street services extra standing time in City on Saturday morning and reduced Saturday morning services.
- August 10 New Footscray weekdays roster on account of adjustments to peak services.
- August 17 New Fitzroy 1 man weekday roster on account of AM peak adjustments to Clifton Hill - Elsternwick service.
- August 25 New Malvern Depot weekday and Saturday rosters to commence September 7, 1964 posted incorporating jigger service on Malvern - Burke Road after 6.00 pm to connect with East Brighton trams.
- September 3 Malvern Depot decides new roster will not be worked.
- September 7 Malvern Depot services ceased by 8.25 am - other depots refused to run over common routes.
- September 8 Stopwork meeting Festival Hall, all cars run in approximately 10.00 am, no further services for rest of this day.
- September 9 Malvern Depot ceased at 7.45 am. } Other depots declare  
 September 10 No Malvern Depot services. } Malvern routes black  
 September 11 No Malvern Depot services. } Some services diverted  
 - No services in St. Kil Road
- September 12 Malvern Depot returns to work, roster conference with Board to follow.
- September 14 New Malvern weekday and Saturday rosters - Malvern - Burke Road to Orrong Road connect East Brighton tram 5.55 pm to end.
- September 27 Fare increases, trams and trains.
- October 19 Reductions to Carnegie and East Brighton AM and PM peak weekday services. Glenhuntly.
- October 22 Long service leave amended to provide 19½ weeks after 15 years service in lieu of 26 weeks after 20 years service.
- October 25 State Incremental Payment Scheme commenced.
- November 9 32 new buses (A.E.C. Regal Mark VI) commenced at Doncaster.
- November 12 Death of Mr. H.H. Bell, C.B.E., past Chairman of M. & M.T.B.
- November 23 New Malvern weekday roster incorporating some union requests.
- December 14 North Fitzroy 2 man. Port Melbourne. Collingwood short trips commenced using roundabout at Studley Park Road and Boulevard.
- Abandonment of tram tracks and rails removed in Glenhuntly Road - Brighton Road to Point Ormond.



1965

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- February 8 AM and PM school trips for St Bridgets - Greythorn. Doncaster.
- February 13 Hawthorn Depot closed after last tram in on this Saturday night.
- February 14 Burwood route diverted to run via Power Street, Bridge Road and Flinders Street to Spencer Street in lieu of Batman Avenue. Glenhuntly Depot to run Prahran - Batman Avenue, Kew Depot to run North Richmond - Prahran, St. Kilda Beach.
- North Richmond - St. Kilda Beach (Kew - Richmond)  
Sunday bus services discontinued - North Fitzroy.
- February 15 Extra running time weekday PM trips from Iatrobe Street to East and West Preston. Preston.
- 20 new buses (A.E.C. Regal Mark VI) commenced at Footscray.
- February 22 More running time for cars running out from Glenhuntly to Prahran - City route - weekdays and Saturdays.
- February 24 Stopwork - North Fitzroy and Port Melbourne Depots - 9.00 am to 2.00 pm, protest against proposed introduction of 1 man buses on Bulleen - Garden City and Fishermens Bend routes.
- February 28 Trip from Kew Mental Hospital to City on Sundays. North Fitzroy 1 M.
- March 8 Was to of been commencement of 1 man operation of Bulleen - Garden City and Fishermens Bend bus routes. Board stopped by Commissioner Horan in Sydney on March 4 who ruled that existing 2 man routes could only be altered by Union agreement. This decision to be tested in High Court.
- March 13 Earlier trip at 5.50 am from North Sunshine on Saturdays. Footscray bus.
- March 16 Duplication of track near North Coburg Terminus and a "Y" shunt installed. Brunswick.
- March 21 Mr. D.H. Eakins, Deputy Chairman, retired.
- March 22 Mr. F.R. Kirby appointed Deputy Chairman.
- April 12 Lennox and Swan Street crossover removed. Camberwell and Glenhuntly.
- April 25 Kew. 4 AM and 6 PM weekday peak trips on North Balwyn and Mont Albert cancelled and Kew Depot - Spencer Street off peak service cut back to River Street - 6 trams less.
- May 8 Reduction in services, Brunswick and South Melbourne routes on Saturdays.

- May 10 Extra AM and PM weekday peak trips at Doncaster. 1 extra bus.
- May 17 AM and PM weekdays peak trips at South Melbourne cancelled - 1 tram less.  
Extra recovery time at Burwood in PM peak. Camberwell weekdays.
- May 22 Brunswick. Saturday day shifts to finish earlier.
- May 23 Extra Sunday trip from Reynolds Road to City. Doncaster.  
Reduction of North Fitzroy 2 man and Port Melbourne services on account of staff shortages, 4 buses less at North Fitzroy and 1 less at Port Melbourne.  
Sunday, Fawkner bus extended to Gowrie, 40 minute service 5.30 pm to end. North Fitzroy 1 man.
- June 8 New Doncaster Depot opened. Buses ran out from old depot in AM then change over took place during the day.
- June 13 Revision Doncaster Depot services and new allowances on account of move to new depot.
- June 19 Sandown Racecourse opens.
- June 28 5 AM and 7 PM weekday peak trips on North Coburg and Iygon Street routes cancelled - 7 trams less and Moreland PM jigger service 7.44 pm to last tram in lieu of 10.29 pm. Brunswick.
- July 5 New weekday trip at 6.09 am from Newmans Road. Doncaster.
- July 12 Reduction 2 minutes running time Ballarat Road local service. Weekdays. Footscray.  
More recovery time at Burwood during PM peak. Weekdays. Camberwell.  
More recovery time at North Balwyn prior to PM peak. Weekdays. Kew.
- July 26 Glenhuntly Depot peak service reductions on account of staff shortage, 2 trams less required all PM peak trips at least 4 minutes recovery in City. Weekdays.
- August 2 Revision of West Preston route services - jigger service on Northcote after 6.30 pm. East Preston PM service increased from 12 to 10 minutes but Northcote short service cancelled. Preston. Weekdays.  
Increased recovery time in City 9.01 to 3.57 pm - West Heidelberg route. Weekdays. North Fitzroy 1 M.  
Reduced service on East Brunswick route 7.41 pm to last tram - weekdays. North Fitzroy tram.

- September 9 High Court upheld Boards appeal against Commissioners Horan's decision of March 4, 1965 re 1 man operation.
- September 13 Malvern Depot peak service reductions on account of staff shortage and reduced Toorak off peak from 8 to 10 minutes 9.23 to 11.03 am. All PM peak trips 4 minutes recovery in City weekdays. 5 trams less required.
- October 9 Reduction to Williamston Road - Footscray and Moonee Ponds services and cancellation of 3 outward theatre extras on Saturdays. Footscray.
- October 24 Last bus on Sunday night extended from Point Ormond to Elsternwick. North Fitzroy 1 M.
- October 25 Increases in AM and PM peak on Nunawading North service. Doncaster.
- October 30 Reduction Saturday, Fishermens Bend services. Port Melbourne.
- November 1 Reconstruction of Maribyrnong River Bridge in progress.  
3 minutes recovery time at Flinders and Elizabeth Streets 4.00 to 5.44 pm weekdays. Brunswick.  
3 AM and 3 PM peak West Coburg trips weekdays, transferred from Essendon to South Melbourne Depots.
- November 5 Vicrail Tramway Sandringham to Black Rock closed replaced by buses.
- November 6 4 trips, Fishermens Bend cancelled Saturday morning. North Fitzroy 2 M.
- November 15 14 peak trips cut back from Point Ormond to Carlisle Street. Weekdays. North Fitzroy 1 M.
- November 22 Revision Dudley Street, weekday peak services. Camberwell, Malvern, South Melbourne.
- November 28 Reduced Sunday Fishermens Bend services. Only 4 trips to run. North Fitzroy 1 M.
- November 29 Russell Street local service discontinued, Williamstown Road and Ballarat Road amalgamated.  
Sunshine - Ballarat Road rerouted via Argyle and Barkly Streets.  
2 extra AM and PM peak trips - Sunshine to City weekdays. Footscray.
- December 5 New adjusted fare scale in preparation for introduction of decimal currency (February 14, 1966).
- December 17 Stopwork - North Fitzroy and Port Melbourne - 4 hours - 1 man operation dispute.
- December 21 North Fitzroy - 2 man and Port Melbourne on strike against 1 man operation, no services on Fishermens Bend - City and Garden City - Bulleen routes - (Resumed March 29, 1966)

- January 22 Rearrangement of curves at South Caulfield Junction (Glenhuntly) and new crossover in Hawthorn Road at South Caulfield Junction (Glenhuntly).
- January 24 Extra recovery time in City for East Preston and East Brunswick routes 11.54 to 3.30 pm weekdays. Preston, North Fitzroy tram.
- February 1 10 o'clock pm closing of Hotel commences.
- February 8 Tram and rail services curtailed after 7.00 pm, also gas and electricity cuts on account of 48 hour strike to commence at midnight.
- February 9 48 hour strike by Government workers over claim for  
February 10 extra leave, no trams, buses or trains, gas and electricity restrictions.
- February 11 Extra trip at 4.00 pm from Kew Cemetery to Doncaster Junction weekdays. Doncaster.
- February 14 Decimal currency commences. New fare scale.
- February 16 Extra 2 AM and 3 PM weekday peak trips on Doncaster services - 2 extra buses. Doncaster.
- March 15 Adjustments to Camberwell - City service to give more running time through Junction - weekdays. Camberwell.
- March 29 North Fitzroy 2 man and Port Melbourne Depots return to work with services reduced (on strike since December 21, 1965). (Board to reinstate 2 man roster - Minister's direction).
- March 30 Removal of Bowen Street crossover. Bowen Street trips extended to Hartwell - weekdays and Saturdays. Camberwell.
- May 16 Reduction to Fishermens Bend AM and PM peak services weekdays. Port Melbourne.  
5 buses (two man) off AM peak, 3 off Collingwood off peak service and 2 off PM peak weekday services on account of staff shortage. North Fitzroy 2 M.
- May 23 Peak reductions on 2 trams at Kew Depot weekdays on account of staff shortage.
- June 4 3 trips cancelled on Fishermens Bend route - Saturdays.
- June 26 Relocation of crossover at Elizabeth Street in Collins Street.
- June 27 Extension of City service from East Doncaster Junction to Donvale West (Starvation Corner) weekdays. Doncaster.
- July 4 Revised AM peak Toorak service - weekdays. Malvern.

1966 (Continued)

- July 5 Stopwork - Preston - 7.30 am - 4.30 pm - Dispute over suspended employee.
- July 25 Adjustments to PM services on North Coburg route - Monday to Friday. Brunswick.
- July 30 Port Melbourne Depot ceases operating when last bus runs in on this Saturday.
- August 1 New North Fitzroy 2 man roster incorporating Port Melbourne services. Monday to Saturday.
- August 14 Fare increases.
- September 5 Extra trip at 4.33 pm Racecourse Road to Moonee Ponds weekdays on account of factory loading. Essendon.
- September 19 Extra recovery time in weekday PM peak at Batman Avenue for Prahran trams. Glenhuntly.
- September 22 S.E.C. strike, restrictions commenced in PM.
- September 23 Electricity restrictions cancelled, trams nearly full services, trains  $\frac{1}{2}$  service in A.M.
- September 26 Extension 3.40 pm trip from Kew Cemetery from Deep Creek to Warrandyte. weekdays. Doncaster.
- Some S.E.C. workers still on strike - some power restrictions - transport not affected.
- Peak trips to and from Northland for staff preparing for opening on Centre. Weekdays. North Fitzroy 1 M.
- September 27 S.E.C. workers return to work, power restrictions lifted.
- October 4 Northland Shopping Centre opens. Service of approximately 10 minutes peak and 20 minutes off peak provided during shopping hours. Increased West Heidelberg service from 12 to 10 minutes, Monday to Friday 11.00 to 3.00 pm 15 minute service to Northland Saturday morning.
- October 8 Reduced Saturday services, Williamstown Road - Ballarat Road 10 to 12 minutes 8.50 am to 1.00 pm Footscray.
- Reduced Saturday services, Footscray - Moonee Ponds 10 to 12 minutes 8.50 am to 1.00 pm Essendon.
- October 10 Extension 6.37 and 7.09 am and 5.18 pm trips from City to Northland Monday to Friday North Fitzroy 1 M.
- October 15 Extension 6.37 and 7.04 and 7.19 am trips Saturday from City to Northland Saturday. North Fitzroy 1 M.
- October 21 Visit to Melbourne of Lynden B. Johnson - President United States of America.

1966 (Continued)

- November 14 Adjustments to departure times of Bulleen and Garden City trips. 10 minute off peak Collingwood - Port Melbourne service replaced by 10 minute Collingwood - City service from 11.38 am. 4.36 Fishermens Bend and 5.05 Coode Canal trips cancelled. Weekdays. North Fitzroy 2 M.
- November 21 Weekday peak running time to commence at 3.30 in lieu of 4.15 pm from Elsternwick. North Fitzroy 1 M.
- November 27 West Heidelberg route running time reduced by 2 minutes after 6.00 pm all days. North Fitzroy 1 M.
- December 2 Duplication of track between Crozier and Harding Street, East Coburg and "Y" shunt at East Coburg Terminus.
- December 25 West Heidelberg route running times reduced at various times all week. More West Heidelberg trips extended to Northland - weekdays and Saturdays. North Fitzroy 1 M.
- late 1966 Substations at Corner Greville and Punt Road Prahran and at 131 Chapel Street South Yarra completed.
- Substations at Nelson Street St Kilda demolished on account of St Kilda Junction improvement scheme.
- 1967
- January 8 Sunday Gowrie bus extended to Upfield - 60 minutes in lieu of 40 minute service 5.30 pm to end. North Fitzroy
- January 15 Reduced running times Footscray routes - all day Sunday, after 6.00 pm weekdays and after 12.36 pm Saturdays. Sunshine - Ballarat Road route altered to run via Ashley and Barkly in lieu of Ashley and Argyle Streets.
- January 16 More recovery time in PM peak at Batman Avenue for Elgar Road route. Weekdays. Camberwell.
- Revised running times on Essendon Aerodrome, West Maribyrnong and West Coburg routes. Essendon.
- February 6 2 extra weekday trips at 3.40 and 5.34 pm from City to Donvale West. Doncaster.
- February 22 Stopwork - Preston - 2½ hours - on account of employee not allowed to work in tan shoes.
- February 23 No Preston Depot trams run in AM. All other depots stopped work for meeting. All services resumed from 6.00 pm.
- March 9, 10, 13 3 AM and 3 PM peak trips extended to Latrobe University for staff members. North Fitzroy 1 M.

1967 (Continued)

- March 14 Opening of Latrobe University. Some West Heidelberg trips extended in AM and PM peaks and 1 hour off peak day service provided. North Fitzroy 1 M.
- March 15 Stopwork - all depots - 4½ hours.
- March 18 8 West Heidelberg Saturday trips extended to Latrobe University. North Fitzroy 1 M.
- April 3 Camberwell. Adjusts to reduce tables in excess of 8 hours 15 minutes weekdays and Saturdays. Camberwell.
- April 4 Tivoli Theatre, Bourke Street, burnt out at midnight.
- April 8 Reduced Saturday services - Fishermens Bend routes. 2 AM trips cancelled also 40 minute service after 12.40 pm leaving only 6 trips running for remainder of Saturday. North Fitzroy 2 M.
- April 10 Preston. Adjusts to reduce tables in excess of 8 hours 15 minutes weekdays and Saturdays. Preston and Brunswick.
- May 6 Extra Saturday trip at 7.32 am from Queens Bridge to Coode Canal. North Fitzroy 2 M.
- May 8 Adjustments to Sunday night - Monday morning. All night service so that 4 drivers have stand by suitable to run roller skating extra exit trips from Festival Hall on Sunday night.
- May 13 Extra Saturday trip at 6.54 am from Queens Bridge to Coode Canal via Williamstown Road. North Fitzroy 1 M.
- May 15 Reconstruction of tracks on new Maribyrnong River Bridge, completed June 9, 1967.
- May 20 Reduced Saturday services - East and West Preston routes all day. Preston.
- Reduced Saturday services - East Brunswick route, 10 to 12 minutes 1.00 to 8.00 pm and 12 to 15 minutes 8.00 to last. North Fitzroy tram.
- Reduced Saturday services - South Melbourne and St. Kilda Beach route, 10 to 12 minutes 1.00 to 2.00 pm. South Melbourne.
- Reduced Saturday services - Mont Albert route, 10 to 12 minutes 1.00 to 4.30 pm and 5 to 6 minute 4.30 to 6.00 pm.
- June 4 Brunswick and Essendon. Sunday. New rosters on account of North Coburg times altered after 6.00 pm to allow for up and down connections with Moreland trams and even headway in Elizabeth Street.
- June 5 5.11 pm weekday Dudley Street to Malvern - Burke Road cancelled. Malvern.

1967 (Continued)

- June 10 Reduced Saturday services on all Malvern Depot routes from 1st tram to midday and more recovery time on Cotham Road, Glen Iris and Toorak routes. Malvern.
- June 25 Reconstruction of and High Street Junction, curves in south west section abandoned.
- July 3 Brunswick - Weekdays. New roster adjusting North Coburg PM peak service.  
2 minutes extra travelling time from Glenhuntly Depot to pick up at Prahran Terminus.
- July 8 Glenhuntly. Saturday. New roster to provide early AM stand by in lieu of early Conductor - Driver.
- July 16 New inspectors and depot starters rosters.
- July 17 Reduced running time weekdays and Saturday up trips on West Coburg route. Essendon. Also affected Malvern, Glenhuntly, South Melbourne.
- July 30 New crossover east of Camberwell Junction at Butler Street completed, replacing crossover at Junction. Camberwell.  
Sundays - Brunswick, Glenhuntly, Malvern, North Fitzroy 1 M, Preston, South Melbourne, adjusts to provide early AM standby.
- August 5 Reduction to early AM Saturday Carnegie service. Glenhuntly.
- September 25 Weekdays - Preston - PM peak run in trams reduced to 1 minute shunting time at terminus.
- October 14 Saturdays. New Brunswick and South Melbourne rosters on account of service reductions on North Coburg - City, Moreland - St. Kilda Beach and East Coburg - South Melbourne Beach routes.  
South Melbourne. Saturday. St. Kilda Beach 10 to 12 7.50 to 11.45, 5 to 6 12.20 pm, 10 to 12 1.45 pm.  
South Melbourne Beach 8 to 12 8.00 8.35 am, 5 to 6 8.35 to 12.30 pm, 10 to 12 12.30 to 1.50 and weekdays after 6 pm to end.
- October 16 Weekdays and Saturdays Doncaster - cancellations off peak Donvale, Casella Street service.
- October 22 All week - Preston - Reduction of 4 relief tables.
- October 23 More recovery time on Cotham Road - St. Kilda Beach service. Weekdays. Malvern.
- October 30 Weekdays - Malvern. Glen Iris cars to shunt to up track at Terminus on arrival 4.00 to 6.15 pm.



1967 (Continued)

- October 30 Weekday. Mitcham - Ringwood Shopper service. Also Melbourne - Doncaster Junction extended to Donvale Post Office. Doncaster.
- October 31 Eastland Shopping service opened. Doncaster.
- November St. Kilda Junction realignment of tracks.
- November 4 Saturday - 8 extras on Warrandyte, Park Orchards, North Ringwood - Ringwood and 1 hour Mitcham - Ringwood shopper service. Doncaster.
- November 12 Camberwell - Glenhuntly. 6 Camberwell and 4 Glenhuntly relief tables cancelled.
- November 27 Fire in Mail Exchange, Spencer and Bourke Streets - 3 hour traffic disruption.
- November 29 10% shift allowance granted also increases to hourly rate of Conductor and Driver trainers from 10 cents to 15 cents (Conductors) and 20 cents (Drivers).
- December 2 Saturday - Malvern - Adjustments to Cotham Road service 4.40 to 5.10 and last round.
- December 4 Extension Donvale West to Donvale Post Office, Mitcham to Box Hill off peak service discontinued and replaced by Mitcham - Box Hill via Nunawading service. Doncaster. 1 hour off peak service via Renshaw Road commenced.
- December 5 Award variations by Commissioner Horan.
- December 22 Memorial service for late Prime Minister, Harold Holt, drowned at Portsea.
- December 31 M. & M.T.B. took over Rouch and Kennedy Bus Service, operated by Doncaster. Box Hill North to East Kew and Blackburn North to Box Hill Routes. (10 buses, 24 drivers). (Ran separately until June 9, 1969). Doncaster.

1968

- January 6 Saturday Renshaw Street (Doncaster) service cancelled and reductions to Park Orchards - Ringwood - Eastland service. Doncaster.
- January 15 Weekday Renshaw Street (Doncaster) service cancelled. Doncaster.
- February Crossover at St. Kilda Junction removed (In St. Kilda Road). Glenhuntly, Malvern, South Melbourne.
- February 12 Reductions to weekday and Saturday Bulleen - Garden City services after 6.00 pm. Weekday Ingles Street service to Fishermens Bend cancelled from 6.21 pm to 11.45 pm and replaced by a 35 minute service via Williamstown Road 6.40 to 11.20 pm. North Fitzroy 2 M.

1968 (Continued)

- February 12 2 minutes extra running time for weekday Toorak "down" trips 5.45 to 6.12 pm. Malvern.
- February 19 Extra trips and adjustments to Doncaster Depot trips.
- March 3 Sunday morning and late afternoon Latrobe University trips. North Fitzroy 1 M.
- March 4 Adjustments to West Heidelberg service to provide Latrobe University trips. North Fitzroy 1 M.
- March 21 Malvern Depot refused to run out onto Cotham Road - St. Kilda Beach service and whole service (Cotham Road) off road by 8.01 on account of dispute over transfer of inspector. Service back to normal by 3.53.
- April 19 New crossover at Gardiner and Glenferrie (Scotch College) (Completed April 11, 1978).
- April 28 Reduction in running times on Carnegie and East Brighton routes, 8.10 pm Suburban end and 9.00 pm City end. Only Malvern - Burke Road route. Malvern. Glenhuntly.
- May 6 Express bus - Elgar and Belmore Roads to City. AM and PM peak trips weekdays. Doncaster.
- May 12 Weekdays - Preston - Reductions in AM and PM peaks to save 1 tram and 1 crew.
- May 19 Friday Saturday and Sunday revenue stolen from Doncaster Depot safe.
- May 20 Weekdays Preston - Reduction in AM and PM peaks to save 1 tram and 1 crew.
- May 27 More recovery time on East Brighton weekdays.
- June 3 12 minute weekday off peak service Tooronga Road and High Street to City. Malvern. (Ran until March 17, 1969).
- Extra recovery time on North Balwyn route prior to PM weekday peak. Kew.
- Weekdays - Preston - Reductions in AM and PM peaks to save 1 crew and 1 tram. Preston.
- June 11 Extra recovery time on Carnegie route, weekdays. Glenhuntly.
- June 17 Extra recovery time on Latrobe Street PM service. Preston.
- Extra recovery time Mont Albert route prior to weekday PM peak. Kew.

- June 22 Saturday - Brunswick - New roster to provide earlier football specials. Brunswick.
- June 29 New Dynon Road Bridge at North Melbourne Station opened for traffic.
- June 30 Weekdays - Preston - Reductions in AM and PM peaks to save 1 crew and 1 tram. Preston.
- July 14 Sunday, 15 minute afternoon service on St. Kilda Beach - City route. South Melbourne.
- July 20 Saturday, reduction from 10 to 12 minute service, Cotham Road to St. Kilda Beach, 8.37 to 9.37 am. Malvern.
- July 22 West Coburg - Whiteman Street trips extended back to South Melbourne Depot on account of request from police to eliminate Whiteman Street shunting when possible. Essendon.
- 8.13 am weekday trip Camberwell Junction to Dudley Street cancelled. Camberwell.
- 8.22 am weekday trip Glen Iris to Dudley Street cancelled. Malvern.
- September 15 Reduction in running times Footscray routes. Sundays - all day, weekdays - 6.30 pm to end, Saturdays - 1.00 pm to end.
- September 30 3 AM and 3 PM weekday trips St. Kilda Beach to Dudley Street cancelled. Essendon and South Melbourne.
- October 15 Increases to pay rates drivers, conductors and 1 man operators.
- October 20 Electric line in Wellington Street, St. Kilda Junction to Chapel Street abandoned on account of St. Kilda Junction renewal project.
- Adjusted running times for whole week, Bullen - Garden City route, reduced services after 6.00 pm Sundays from 15 to 20 minutes same route.
- November 4 Running commenced on new tracks through St. Kilda Junction.
- November 15 Stopwork - all depots - 5 hours on account of protest all night and Sunday service cuts.
- November 17 Footscray. Sunday. West Maribyrnong buses terminate at Union and Maribyrnong Roads with passenger transfer to Williamstown Road - Moonee Ponds service. Notice C 1432.
- All night services ceased running. Some extra staff trips were provided in both morning and night.

- November 17 Sunday Upfield bus service increased to 30 minutes  
5.30 pm to end.
- Reduced Sunday afternoon and night services, basically  
from 15 to 20 minutes in afternoon and 20 to 30 minutes  
at night. All Depots.  
West Coburg service to terminate at Collins and William  
Streets. No service Collins Street to Domain Road.  
East Malvern - Batman Avenue bus service to run entirely  
from North Fitzroy.
- November 18 Revised running time City (Dudley Street) to York Street  
on all William Street routes.
- Revised weekday North Coburg afternoon and PM peak service  
for extra recovery time.
- November 25 Staff trip at 5.42 am from Simpson Street to Kew Depot -  
weekdays and Saturdays.
- December 2 Staff trip at 5.22 am ex Hawthorn and Dandenong Roads to  
Glenhuntly Depot extended back to St. Kilda Junction.
- December 9 Weekdays, Malvern. Adjusts to give minimum of 5 minutes  
in City 4.00 to 5.45 pm - Glen Iris and Toorak.
- Tooronga Road service on High Street cut back to St. Kilda  
Road (cancelled March 17, 1969).
- December 10 Automatic points commenced operating from 12.00 noon.
- December 11 St. Kilda Junction underpass opens to traffic.
- 1969
- January 9 Tram services at Glenhuntly Depot stop over conductor  
working with blacklisted Dr. Pesteranvich. Most trams  
South of Yarra stopped at 12.30 pm.
- January 10 Stopwork - all depots - 5 hours on account of  
Dr. Pesteranovich dispute.
- January 12 Adjustments to provide connections at Footscray between  
Williamston Road - Ballarat Road service and city buses.  
Early trip 5.45 am from Deer Park and 6.05 am from  
Sunshine via Ballarat Road.
- January 18 Early trip at 5.45 Saturday from Deer Park.
- January 20 1 AM and 2 PM Camberwell Junction - Dudley Street trips  
cancelled.
- January 21 New Peel Street crossover available for use.
- January 26 Fare increases.

1969 (Continued)

- January 30 Australia-wide train strike.
- January 31 Australia-wide train strike.
- February 2 to March 23 Glenhuntly Depot closes on Sundays. Services run from Malvern (East Brighton) and South Melbourne Depots (Carnegie).
- February 3 Weekdays. Glenhuntly. New roster on account of East Brighton PM peak reduced by 3 trips and Prahran - City 15 to 20 minutes 6.00 pm to last and Carnegie East Brighton 15 to 20 11.00 pm approximately to end.
- Weekdays. Kew. New roster on account of St. Kilda Beach - North Richmond reduced 6.00 pm to last.
- February 8 Saturday. Kew. New roster on account of St. Kilda Beach - North Richmond - St. Kilda Beach reduced 15 to 20 minutes 6.00 pm to last car.
- Saturday. Glenhuntly. New roster on account of East Brighton and Carnegie reduced 8 to 10 minutes Saturday morning and Prahran - City 15 to 20 minutes 6.00 pm to end.
- Kew and Balwyn. Saturday.
- February 9 Glenhuntly. Weekdays - New roster on account of 2 AM and 2 PM William Street trips cancelled.
- February 12 Australia wide stoppage of trains.
- February 13 Australia wide stoppage of trains. Returns at midnight after 48 hours stop.
- February 20 Removal of tracks in Wellington Street - St. Kilda Road to Chapel Street.
- February 25 Train stoppage. Stopwork meeting 1 pm to 4 pm.
- March 5 New crossover in Brighton Road and Glenhuntly Road and crossover at Elsternwick Station withdrawn.
- March 12 Glenhuntly Depot on strike at 6.30 pm over blacklisted driver and conductor taking tram out into service.
- March 13 All trams and buses run-in 9.30 am and remain on strike all day.
- March 14 Trams and buses return to work from 5 pm. Dispute over driver Pesteranovich and conductor Brooker settled.
- March 17 Tooronga Road off peak service cancelled.
- March 23 Increases to State Incremental Payment Scheme.

1969 (Continued)

- March 30 Glenhuntly Depot re-opens on Sundays (Closed from February 2, 1969). Commencement of "City Travel Concession Cards" 12 single journeys for \$1.00.
- May 5 Weekdays. North Fitzroy 2 man. New roster on account of extra trip at 7.45 am ex Bulleen.
- May 16 24 Hour Strike following the gaoling of C. O'Shea. Over 200,000 Unionists on strike. Power restrictions 7 am to 7 pm. Trams and buses out all day. Trains stop 10 am to 3 pm.
- May 20 24 hour Australia wide strike over the goaling of C. O'Shea. 30 Unions on stike in Victoria. Electricity cuts 7 am to 7 pm. Gas outs 8 am to 6 pm May 21, 1969. Trams and trains not run.
- May 21 C. O'Shea leaves gaol after 6 days for Contempt of Court.
- May 26 Weekdays. Essendon - new roster on account of trips departing West Coburg 7.21 to 8.03 am and 2.00 and 3.00 pm given more recovery time on account of late returning.
- June 2 Weekdays. Mont Albert service reduced from 15 to 20 minutes 8.18 to 10.14 pm from City. North Balwyn, Burwood, Elgar Road, Camberwell services reduced from 15 minutes to 20 minutes 8.15 pm to last tram.
- June 7 Saturdays. Mont Albert service reduced from 15 to 20 minutes 8.18 to 10.14 pm from City. North Balwyn, Burwood, Elgar Road, Camberwell services reduced from 15 minutes to 20 minutes 8.15 pm to last tram.
- June 9 North Blackburn - Box Hill re-routed via Martin Street, Heathfield Rise, Toogoods Rise, Middleborough Road, Katura Street, Koonung Road to Springfield Road.
- Extra running time for PM peak trams running from Kew Depot to City (Iatrobe Street). Kew - weekdays.
- Doncaster Depot - Rouch and Kennedy routes incorporated with other Doncaster routes. Also 1 minute extra running time between East Doncaster Junction and Doncaster Junction.
- June 21 Saturday - Footscray. New roster on account of extra trips at 10.57 am Sunshine to Ardeer and 11.27 am Sunshine to Deer Park 7.46 am Sunshine via Ballarat Road and 7.55 Sunshine via South Road came 2 section return sports extras provided.
- June 23 Weekdays - Glenhuntly. New roster to provide greater recovery time at Franklin Street for Carnegie runs.
- July 7 Weekdays - South Melbourne. 11 trips on Iatrobe Street service transferred from Preston Depot.

1969 (Continued)

- July 7 Weekdays and Saturdays - Doncaster. Service increased from 25 to 20 minutes on account of adjustments to route and running times on North Blackburn - Box Hill route - portion of route North of Rosalea Street, Heathfield Rise, Katura and Koonung Road.
- Some off peak Latrobe Street service run by South Melbourne. 11 trips.
- Weekdays. Preston, North Fitzroy tram. Off peak service of 6 minutes between North Fitzroy and City commenced.
- Alteration to route of North Blackburn - Box Hill route. (On trial since June 9, 1969 see Annual Report).
- July 10 Sunday AM meals at Clifton Hill eliminated. North Fitzroy 1 man.
- July 12 Saturday, special bus ran from Showgrounds Main Gate in Epsom Road through Showgrounds to Racecourse.
- July 14 Weekdays - Footscray. New roster on account of all Fabrex trips except 6.45 am ex Footscray and 4.09 ex Febrex cancelled and adjusts to AM peak Deer Park headway.
- July 27 Cancellation of some Sunday Sunshine park trips.
- July 28 New crossover in Victoria Parade west of Hoddle Street.
- August 6 S.E.C. strike, 24 hour power cuts, reduced tram and train services.
- September 1 Crossover in Spencer Street, south of Bourke Street withdrawn from use.
- September 14 Deer Park Terminus extended to Marcellin Court from Station Street and weekdays service reductions in both peaks-new roster.
- September 15 Crossover in Glenferrie Road at Malvern Town Hall removed and new run in and out layout at Depot, giving direct access to either track.
- September 30 Doncaster Shopping Town opened various services diverted or commenced to provide shopping trips. Some staff trips commenced running on September 15, 1969.
- October 6 Kew Depot - City off peak service cut back to Hoddle Street.
- October 27 Weekdays - Camberwell - New roster on account of 3.05 Camberwell to City cancelled to provide more recovery time Camberwell and City termini.
- November 10 Aquila Street Shopping Town service replaced by 30 minutes North Balwyn service weekdays and Saturdays.

1969 (Continued)

- November 10 Weekdays - Essendon - New roster on account of 1 table taken out of roster, decrease of 1 tram.
- November 14 S.E.C. strike, power restrictions - no trams or trains.
- November 27 to S.E.C. strike from midday November 27, 1969 to midday  
November 29 November 29, 1969 power restrictions, - no trams or trains.

1970

- February 15 Malvern and Glenhuntly. Weekday and Saturday service reductions from 15 to 20 minutes after 8.00 pm on Carnegie, East Brighton, East Malvern, Malvern, Glen Iris, Toorak and Cotham Road - St. Kilda Beach.
- March 1 Brunswick all days. Running time between East Coburg and East Brunswick reduced from 5 to 4 minutes all day.
- March 2 Milton Street, Glenhuntly staff tram extended to St. Kilda Junction. Glenhuntly.
- Weekday and Saturday service reductions from 15 to 20 minutes after 8.00 pm on East Preston, West Preston, East Brunswick, South Melbourne and St. Kilda Beach, Moreland, East Coburg, South Melbourne Beach, St. Kilda Beach also Jigger service on Moreland from 6.45 pm ex City.
- Additional staff trip AM and PM to and from St. Kilda Junction. Weekdays and Saturdays. South Melbourne.
- 8 minute Mont Albert and 8 minute Hoddle Street weekday off peak service altered to 12 minute Mont Albert and 12 minute Deepdene service. Kew.
- March 7 Saturday - extra car in Chapel Street from 10.00 am to midday. Kew.
- March 16 Nolan Street tracks completed. Down trams commenced March 10, 1970, up trams March 12, 1970. Brunswick and South Melbourne.
- March 23 Weekday - extra recovery time during AM peak all Malvern routes.
- April 2 New crossover in Collins Street, east of Russell Street. Preston, South Melbourne, Kew.
- April 5 to Visit of Royal Family, Queen Elizabeth II, Duke, Prince  
April 8 Wales, Princess Anne.
- April 11 Moonee Ponds - Footscray reduced to 30 minutes service after 8.00 pm. Footscray Saturday.
- April 13 Moonee Ponds - Footscray reduced to 30 minutes service after 8.00 pm. Essendon. Weekday.



1970 (Continued)

- April 19 Reduced weekday peak services on North Coburg, East Coburg, Moreland, South Melbourne Beach and St. Kilda Beach.
- April 26 Adjusted running times on Clifton Hill - Elsternwick route. All days 1 M.
- May 4 Weekdays - North Fitzroy tram. New roster on account of PM peak trips cancelled to provide 2.00 to 6.30 standby.
- May 8 Some East Malvern runs transferred to Glenhuntly Depot on account of Malvern staff shortage.
- Friday. Vietnam Moratorium March in City streets from 3.00 pm.
- May 11 Brunswick - Adjusts to weekdays and Saturdays days off to provide all night shift tables work on either Sunday or Saturday broken shifts excepted.
- May 24 Weekday - Footscray. New roster on account of AM and PM peaks reduced by 2 buses.
- Weekday and Saturday - Doncaster - New roster - see memo book.
- June 16 Weekday and Saturday service reductions on North Coburg from 15 to 20 minutes after 8.05 pm. Also Aerodrome, West Maribyrnong and West Coburg. Brunswick and Essendon.
- June 29 Weekdays - North Fitzroy 1 M - New roster on account of cancel 6.17 and 7.46 am ex West Heidelberg to provide trip at 7.20 am East Doncaster.
- June 30 Sir Robert Risson, Chairman, retired.
- July 1 Mr. F. Kirby commenced as Chairman.
- Mr. F.D. Snell commenced as Deputy Chairman.
- July 20 60 minute shopping service Thompsons and Templestowe Roads via Thompson and Manningham Roads to Shoppingtown weekdays and Saturday (morning only). Doncaster.
- July 27 Weekdays - Extra recovery time during AM peak - Carnegie and East Brighton routes.
- August 3 Train stoppage - 10.00 am to 12.00 noon.
- August 4 24 hour train strike.
- August 7 S.E.C. strike, power restrictions - no trams or trains.
- August 17 Extra recovery time Essendon Aerodrome in PM peak.
- Extra running time - North Coburg to Coburg 4.08 to 4.58 pm weekdays. Brunswick - Monday to Friday.
- August 25 Tram stoppage - 11.30 am to 3.00 pm - Budget protest.

1970 (Continued)

- August 27 S.E.C. strike, power restrictions - no trams or trains.
- September 7 S.E.C. strike, power restrictions - no trams or trains.
- September 11 M.O.A. stopwork (M. & M.T.B., M.M.B.W., C.R.B., M.H.T.)  
1.00 to 5.00 pm .
- September 22 Show Day included in A.T. & M.O.E.A. Awards as a Public  
Holiday.
- September 28 Double track - Warrigal Road to Elgar Road completed.
- September 29 Weekdays - Preston - South Melbourne - New rosters on account  
of cuts to West Preston - South Melbourne - St. Kilda Beach service  
in afternoon and PM peak to provide extra standby at both depots.
- September Computer operating equipment installed.
- October 3 Camberwell - City service reduced from 10 to 12 minutes  
8.30 to 9.30 am Saturday.
- October 12 Reductions to AM and PM peak weekday services on  
Fishermens Bend.
- October 15 Span of West Gate Bridge collapses (Footscray side),  
34 killed, many injured.
- October 19 Camberwell - New roster on account of increased recovery  
time AM and PM weekday peaks on Camberwell - City route.
- November 6 Railway stopwork 12.00 noon to 3.00 pm.
- November 24 24 hour train strike.
- November 29 Prefix No. 2 added to Clifton Hill - Elsternwick and  
West Heidelberg route bus route numbers.
- December 12 Extra car on Toorak, Saturday 12.00 to 6.00 pm to give  
extra recovery time, 12 minute service in lieu of 10  
and 11 minutes, 4.30 to 6.00 ex City.
- December 13 Increases to State Incremental Payments Scheme.
- December Tram 1024 commenced operating as an advertising tram.

1971

- January 2 Saturday. Lower Templestowe - Shopping Town service  
cancelled except for 8.37 Lower Templestowe and 12.15  
Shopping Town. Doncaster.
- January 18 Weekdays. Cancellation of 3 round trips Lower Templestowe  
to Shopping Town. Doncaster.
- January 25 Weekdays - Preston. New roster on account of AM peak  
adjustments. Preston.

1971 (Continued)

- February 8 Weekdays. 4 extra AM and PM peak trips on Doncaster routes. 3 extra buses. Doncaster.
- March 1 3 extra trams used to provide a 2 minute weekday off peak service in Collins Street - trams used on Brunswick Street and South Melbourne and St. Kilda Beach route. Preston, South Melbourne.
- March 12 New bus bay in Studley Park Road, West of Kew Junction commenced from 3.00 pm.
- March 22 Weekdays. Extra AM and PM peak trips on Doncaster routes. 1 extra bus. Doncaster.
- March 23 F.E.D.F.A. strike - power cuts.
- March 24 F.E.D.F.A. strike - power cuts.
- March 25 F.E.D.F.A. strike - power cuts.
- March 29 Weekdays. Brunswick Depot crews to work only approximately 2 hours at a time on jigger trams.
- April 3 Saturdays. Brunswick Depot crews to work only approximately 2 hours at a time on jigger trams.
- April 25 Increases to service increments payments.
- May 2 Sunday. Brunswick Depot crews to work only approximately 2 hours at a time on jigger trams.
- June 6 Sunday. Upfield train service on Sunday cancelled. (Previously ran up to 6.00 pm then tram and bus connection only).
- North Coburg services increased on account of train cancellations. Brunswick.  
West Coburg - City service diverted into Elizabeth Street instead of William Street and service increased from 20 to 15 minutes 1.00 to 6.00 pm. Essendon.  
East Malvern bus service transferred from North Fitzroy to Doncaster (Doncaster) and North Fitzroy to run bus service on Upfield all day (North Fitzroy 1 M).
- June 7 Weekdays - Brunswick - New roster on account of adjusts to Moreland jigger departures on night service.
- June 13 Sunday. Doncaster. 5 minutes extra given to buses between Doncaster Depot and Batman Avenue.
- June 21 Weekdays. North Fitzroy 2 M. Down Garden City trips 8.04 to 9.18 am given up to 6 minutes extra from Victoria Street to depart Elizabeth Street.

- July 4 Rail strike - no trains.
- July 5 Rail strike - no trains.
- Weekdays - Malvern. 2 extra AM peak trips from Glen Iris and 1 extra PM peak trip to Toorak.
- July 9 Friday only. Glenhuntly. Extra tram on Prahran - City for recovery time 2.30 to 6.00 pm.
- Friday only. Kew. Extra tram Prahran - North Richmond for recovery time 2.30 to 6.00 pm.
- July 12 Weekdays - Preston. New roster AM peak reduced by 2 trams and PM peak by 1 tram.
- July 14 Ballarat tram No. 36 arrives in Melbourne (See September 20, 197
- August 16 Weekdays. North Fitzroy tram. New roster providing extra recovery time prior to PM peak.
- August 17 Court rules in N.S.W. in favour of 1 man Atlantean buses on express routes.
- August 27 Removal of tracks in Sturt Street between Kavanagh and Nolan Streets.
- August 29 Fare increases.
- September 19 Closure of Ballarat Tramways, last tram No. 40 to Sabastobol at 10.15 pm.
- September 20 Ballarat tram No. 36 operates five days for "Tourist Development Week".
- September 21 Relocation of shunts in Collins Street at Spencer Street. Kew. South Melbourne. Preston.
- October 4 Western run in to Hawthorn Depot removed.
- Extra 5 minutes running time between Camberwell and Gardiner weekdays 7.40 to 8.30 am.
- Adjustments to Toorak and Glen Iris weekday and Saturday headways 5.20 to 8.00 pm ex City to give more recovery time.
- October 22 A.T. & M.O.E.A. stopwork meeting 1.00 to 3.00. Doncaster stopped all day.
- New Friday roster to allow more recovery time on North Coburg route. Brunswick.
- October 31 Commencement of daylight saving.

- November 1 Weekdays - Essendon - New roster eliminating excessive lay up at Moonee Ponds on Moonee Ponds - Footscray route.
- November 7 Sunday. Doncaster. New roster on account of East Malvern services included in roster, IID being separate.
- November 8 2 minutes extra running time in peaks, weekdays, on East Doncaster - Blackburn Station route, extension of 7 trips from East Doncaster Junction to East Doncaster and an extra trip from Box Hill to Heidelberg. 1 extra bus.  
Stopwork meeting - Driver Mevel dispute Preston Depot.
- November 9 Stopwork meeting - Driver Mevel dispute Preston Depot.
- November 10 Preston Depot on strike - Camberwell and North Fitzroy stopped at 7.00 pm. Depot meetings endorsed union action.
- November 11 Invasion of Head Office by A.T. & M.O.E.A. Union lead by Industrial Officer.
- November 12 Commissioner Iytleton ordered re-instatement of Driver Mevel. Union meeting over pay demands and Driver Mevel.
- November 13 A.T. & M.O.E.A. Strike.
- November 14 A.T. & M.O.E.A. Strike.
- November 16 Box Hill Service deviated to run via Marchiori Road. Mitcham via Blackburn service introduced.
- November 26 Introduction of late night shopping on Fridays. Extra trips run for Northland Shopping Centre. Friday North Fitzroy 1 M.
- November 29 Housing Commission Hostel at Fishermens Bend closes. Weekdays. North Fitzroy 2 M.
- December 3 2 trips from Footscray to Sunshine at 9.03 and 9.13 pm for night shopping. Footscray.  
Trips at 8.50 pm to Mont Albert and 9.12 pm to East Kew for night shopping. Kew.  
Trip at 9.01 pm Spencer Street to Camberwell Junction for late shopping. Friday. Camberwell.  
M.O.A. Stop Work Meeting 3.00 pm Tram and Buses Operated.
- December 6 M. Q.A. Stop Work Meeting - Trams and Buses stopped 8.00 pm.
- December 7 No trams and buses - account of 24 hour M.O.A. Strike.
- December 14 M.O.A. Meeting Resolved Strike for December 16, 1972.
- December 16 M.O.A. Strike - no trams or buses.

1972

- January 11 9% rise to Public Servants - M.O.A. Strike Call.
- January 14 No Strike. Case to be re-opened.
- January 28 Friday night shopping trips commenced on some Doncaster services.
- February 2 to February 15 Overtime ban by S.E.C. workers Power Restrictions - Services cut by 50%.
- February 10 Overtime ban by S.E.C. workers.
- February 15 Flash Floods - Services disrupted.
- February 16 Flash Floods - Services disrupted Western Suburbs.
- February 17 Severe Flooding in City Area. PM peak services disrupted some up to 9.00 pm. 3 inches of rain between 4.05 and 5.05 pm. Elizabeth Street like a river Batman Avenue cut off.
- March 6 Weekdays. Essendon. Adjusts to eliminate 4 broken shifts Abbotsford Street meals.
- March 14 Extra trips at Doncaster - 1 extra bus. Doncaster.
- March 17 A.T. & M.O.A. Stop Work Meeting. 10.00 am - 2.00 pm. No Service.
- March 24 A.T. & M.O.E.A. 24 Hour Stoppage - Sick Leave Claims.
- April 11 Ferry bus to operate only on Monday, Wednesday and Friday. Sunday 1 M. Weekday and Saturday 2 M.
- April 12 A.T. & M.O.E.A. Stop Work Meeting 10.00 to 2.30 pm.
- April 16 Closure of Bendigo Trams - Last tram No. 26 ran in at 6.05 pm.
- April 17 Earlier starting time for Public Servants, adjustments to AM peak headways North Balwyn and Burwood. Weekdays Kew and Camberwell.
- April 21 24 hour rail stoppage.
- April 24 Adjusts to Mont Albert AM peak headway - 8.21 am Mont Albert cancelled to run at 7.19 am on account of Public Servants. Weekdays Kew.
- May 12 Friday night shopping service of 10 minutes on East Coburg - South Melbourne Beach route at Brunswick and South Melbourne Depots 6.30 to 9.30 pm also on North Coburg route.
- May 26 Friday roster at Essendon for night shopping service on Essendon Aerodrome route 6.30 to 9.20 pm. Essendon.
- May Crossover in William Street and Collins Street removed.

- June 5 Extension of Deer Park route to Robinsons Road (Deer Park West) Sunday July 31, 1977. Footscray.
- June 7 to June 9 Rail Stoppage.
- June 10 Adjusts to provide hourly service all day to Deer Park West. Saturday. Footscray.
- June 13 Hourly East Kew - Shopping Town service off peak weekdays and Friday night. Doncaster.
- June 17 Hourly East Kew - Shopping Town service Saturday morning. Doncaster.
- June 18 Revised running time Bulleen - Garden City route also service reductions Saturday morning Bulleen, Garden City and Fishermens Bend routes. North Fitzroy 2 man.
- June 23 Fridays extra recovery at Essendon Aerodrome and Niddrie for service trips in PM peak. Essendon.
- June 25 Revised running time Moreland - St. Kilda Beach and East Coburg - South Melbourne Beach routes also reductions of services Saturday. Brunswick and South Melbourne Depots.
- June 26 Increased running time in peaks on Iatrobe Street - Kew, Preston Depots.
- June 28 A.T. & M.O.E.A. Stopwork Meeting 8.45 to 1.25 pm over sick leave.
- June 30 Friday rosters at Preston and North Fitzroy (Tram) Depots to provide services for late night shopping.
- July 30 Revised running time Doncaster routes.  
Increased services - Doncaster routes - 10 extra buses.
- New timetables on all Doncaster routes incorporating increased services and running times was introduced. Eight additional buses were required to provide the following increases:
- (1) Warrandyte - Melbourne weekday service increased by eight trips in the AM peak and five in the PM peak with additional running time of ten minutes (peak) and five minutes (off peak). In addition, an hourly off peak service between Newmans Road (Templestowe) and Melbourne was introduced, with extra trips from Melbourne at 7.30 pm and 8.30 pm to Donvale Post Office connecting with buses to Newmans Road (Templestowe) at High Street and Doncaster Road.

1972 (Continued)

- July 30
- (2) Heidelberg - Box Hill weekday services increased by one extra trip in AM and PM peaks and off peak service increased from 30 to 20 minutes. Peak running times were increased by eight minutes and off peak by three minutes.
  - (3) The East Doncaster - Blackburn weekday service increased by two trips in AM and PM peaks with additional peak running time of three minutes.
  - (4) The Warrandyte - Park Orchards weekday service increased by one minute extra running time throughout the day.
  - (5) The Ringwood - Mitcham - Blackburn - Box Hill weekday service increased by four minutes running time at peak periods.
  - (6) The Doncaster Road - Box Hill weekday service increased by two trips (AM peak) and one trip (PM peak) with increased AM peak running time of two minutes.
  - (7) Saturday service was introduced on the Newmans Road (Templestowe) - Melbourne route during the day and night similar to weekdays, and the Heidelberg - Box Hill Saturday morning service was increased from 30 to 20 minutes.
- July 31
- Reduced weekday peak services on Clifton Hill - Elsternwick route also reduced from 15 to 20 minutes service after 7.24 pm. North Fitzroy 1 M.  
Reduced West Heidelberg service from 15 to 20 minutes after 8.05 pm also more trips extended to Latrobe University at night.
- August 1
- Extra lay up time in PM peak on account of late running from Latrobe to Spencer Streets. Kew Weekdays.
- August 5
- Cancellation of connects at North Balwyn with buses from East Doncaster. Kew. Saturday.
- Saturday. Reduced night services on Clifton Hill - Elsternwick and West Heidelberg as per weekdays. 1 M.
- August 14
- Chrysler Factory at Fishermens Bend closes.
- August 21
- Rail Strike.
- August 27
- Increases to State Incremental Payments Scheme.
- August 29
- Single track siding west of Cameron Street in Moreland Road removed.
- September 4
- Extra running time to depart Elizabeth Street for Garden City 5.20 to 6.50 pm weekdays. 2 M.
- Rail Stoppage - 4 hours.
- September 25
- Doncaster. Weekdays and Saturdays. Connecting point alter from Greythorn Road to Ellsa Street.



1972 (Continued)

- September 25 Revised tram route numbers - William and Latrobe Street routes. Kew, Preston, Malvern, Glenhuntly.
- September 29 Tram No. 900 commenced as second advertising tram.
- October 2 Monday to Thursday and Saturday - A run transferred from Kew to Glenhuntly on account of staff shortage.
- October 13 Friday. Preston and North Fitzroy (tram). New rosters giving extra recovery 2.38 to 9.30 pm, also increased services 6.00 to 9.30 pm for late shopping.
- October 14 Preston and North Fitzroy (tram). Reduced services 1st tram to midday on Saturdays.
- Brunswick - Extra recovery time North Coburg route Saturdays 9.15 to 12.30 pm.
- October 27 Friday - 10 minute service provided City to North Coburg 8.30 to 9.30 pm.
- October 30 Monday to Thursday. Kew. Weekdays became Monday to Thursday roster incorporating Memos to run trams to Glenhuntly.
- November 2 S.E.C. strike - power restrictions. 30% tram cuts.
- November 4 Friday only roster incorporating Memo for extra tram on Chapel Street and shopping trips. Friday Kew.
- November 16 Rail Strike.
- November 17 S.E.C. Strike.
- November 20 Doncaster. Weekdays. Transport buses at Templestowe in lieu of High and Manningham.
- November 27 Glenhuntly. Weekdays and Saturdays. New trip at 6.23 am St. Kilda Junction to East Brighton connecting with 6.04 trip ex City to Carnegie.
- December 1 Friday. Camberwell Junction to Prospect Hill Road in Burke Road as a mall. Trams only allowed to run this day only.
- December 4 Reductions to AM and PM peak services on Fishermens Bend routes 2 M.
- December 15 Friday. Preston - trams running in, in PM peak given extra running time from East and West Preston.
- December 17 A.T. & M.O.E.A. Award variations - shift allowances increase from 10% to 15%, double time for overtime after 3 hours in lieu of 4 hours and training allowances increased by 5 cents per hour to 20 cents conductors and 25 cents drivers.

1973

- January 1 17½% annual leave loading applies to all leave falling due from this date.
- February 9 Friday. Camberwell Junction to Prospect Hill Road in Burke Road as a mall, trams only allowed to run this day only.
- February 12 "Y" type shunt completed at Footscray Terminus.
- February 18 to 40th International Eucharistic Congress held in Melbourne.  
February 25 Many extra chartered trams and buses required during this period.
- February 19 New train timetables.
- February 26 and M.O.A. Strike - No trams or buses.  
February 27
- March 2 Extra trip at 8.55 pm from City to North Kew for late shopping (2 M bus).  
  
New one man Friday roster providing an extra 15 minute service City to North Carlton 7.31 to 9.26 pm for late shopping.
- March 9 New Kew Friday roster providing at 10 minute service City to Mont Albert 7.40 to 9.20 pm for late shopping.
- March 25 Sunday. 3 extra trips extended to Latrobe University. North Fitzroy 1 man.
- March 26 Monday to Friday. 1 extra trip extended to Latrobe University. North Fitzroy 1 man.
- March 30 3 extra trips at 9.04, 9.12 and 9.27 pm Fridays to Niddrie for late shopping. Essendon.
- March 31 Saturday. 3 extra trips extended to Latrobe University North Fitzroy 1 man.
- April 2 Weekdays 2 man. Trip at 11.05 pm from Kraft to Fitzroy and Acland Streets special charter fare.
- April 8 Sunday, Weekdays, Friday and Saturday. Part of North Richmond - Prahran, St. Kilda Beach service (Kew) transferred from Kew to Glenhuntly - on account of staff shortage at Kew (Glenhuntly).
- April 20 to Rail Strike.  
April 24
- May 18 New curve from West track in Elizabeth Street to South track in Latrobe Street. Old curve in South track to Rathdowne Street to East track Elizabeth Street removed.
- May 24 Rail Strike.

1973 (Continued)

- June 11 Extra recovery time Camberwell - City route weekdays 5.50 to 6.35 pm. Camberwell.
- June 17 Revision of running time Carnegie and East Brighton routes, extra time during day off peak services. Glenhuntly.
- Revision of running time Cotham Road - St. Kilda Beach, East Malvern, Malvern, Glen Iris and Toorak City routes - extra time during day off peak services and reduced running time after 8.00 pm. Malvern.
- June 18 Adjusted PM peak services Bulleen, Garden City and Fishermens Bend services to give more recovery time. North Fitzroy 2 man.
- June 20 S.E.C. Strike power restrictions from 6.00 pm.
- June 21 Thursday. S.E.C. Strike power restrictions trams not affected.
- June 22 Friday. S.E.C. Strike power restrictions minor peak cancellations.
- June 23 Saturday. S.E.C. Strike power restrictions tram services no affected.
- June 24 Sunday. S.E.C. Strike power restrictions tram services not affected.
- June 25 Monday. S.E.C. Strike power restrictions minor peak cancellations.
- June 26 S.E.C. Strike over, back to normal services.
- June 29 Brunswick, preston, South Melbourne Depots, adjustments in PM peak to provide a 6 minute in lieu of 8 minute service on St. Kilda Beach route 4.51 to 5.21 pm, tram obtained by cancelling a tram on the South Melbourne and St. Kilda Beach route.  
2 minutes extra running time between Moreland or East Coburg and Park Street. Brunswick Monday to Thursday and Friday, South Melbourne weekdays.
- June 30 New siding completed in Victoria Parade, East of Brunswick Street. Kew and South Melbourne.
- July 5 Gisborne Street shunt removed. Kew, Preston, South Melbourne.
- June  
July  
August Reductions were made at some depots which had relief tables in excess of 15%.
- July 9 Extra recovery time Mont Albert route PM peak weekdays and Friday. Kew.

1973 (Continued)

- July 9 Extra recovery time East Preston route afternoon. Weekdays and Friday. Preston.
- July 23 Revision South Melbourne and St. Kilda Beach PM peak services and extra recovery time on West Preston and East Preston routes - Preston and South Melbourne Depots.
- August 6 Extra tram on Cotham Road service during PM school exit to give more recovery time. East Malvern and Glen Iris alternating trips after 8.00 pm to even out recovery time. Weekdays. Malvern.
- August 11 Malvern and Glen Iris alternating times after 8.00 pm as weekdays. Saturday. Malvern.
- August 12 All week Doncaster. Additional 2 relief drivers to bring reliefs to 15%.  
All week Footscray. Reduction 2 reliefs to bring reliefs to 15%.
- August 17 Fridays, Preston, extra 2 minute running time between East Preston and Northcote 3.34 to 5.09 pm.
- August 19 Transfer of 2 West Coburg weekday AM and PM peak trips to South Melbourne Depot. Essendon.  
All week Brunswick. Reduction 8 reliefs to bring reliefs to 15%.
- August 24 Fridays, Preston. Extra 2 minutes running time between East Preston and Northcote 3.34 to 5.09 pm.
- August 26 All week (Sunday to Saturday) reductions in running time North Richmond - St. Kilda Beach and Prahran - City routes after 8.00 pm - Kew and Glenhuntly Depots.
- August 31 Fridays, Preston. Extra 2 minutes running time between East Preston and Northcote 3.34 to 5.09 pm.
- September 2 All week - Camberwell - reduction of 2 relief tables to reduce to 15%.
- September 26 Public Holiday payment rate increased to double time and half.
- September 30 All 45 and 50 cent fares reduced to 40 cents and City + 1 section concession card for \$1.00.
- October 21 Reduction in running time on North Balwyn and Mont Albert after 8.00 pm Kew.
- October 21 Camberwell - City route 2 minutes extra running time for day off peak service and more recovery time after PM peak, reduction in running time on Camberwell, Burwood and Elgar Road after 8.00 pm. Camberwell.

1974 (Continued)

- March 1 Strike - Preston - 24 hours on account of rosters.
- March 4 Extra bus on Williamstown Road - Ballarat Road, on weekdays to allow for more recovery time 2.50 to 4.42 pm. Weekdays. Footscray.
- March 12 AM trip from Kew - Earl Street to Garden City and PM trip from Fishermens Bend cancelled to provide extra AM trip from Donvale Post Office and school trips at Doncaster in afternoon. Weekdays. North Fitzroy 2 M.
- March 25 Latrobe Street off peak, Monday to Friday service reduced from 12 to 15 minutes service 9.10 am to 4.21 pm, allows for more recovery time. Preston.
- March 27 Stopwork - Doncaster - 4 hours on account of pedestrian crossing in Box Hill.
- April 22 Weekdays - Camberwell - on account of new shunt at Power Street, Glenhuntly and Riversdale Road trips extended to Power Street.
- April 26 Strike - Essendon and Footscray M. C.A. 24 hours. No trams or buses were able to run from these Depots.
- April 29 Midday South Melbourne extras extended from Franklin Street to University. Weekday. South Melbourne.
- May 3 Last day of Kew Friday roster - Monday to Thursday to operate Monday to Friday.
- May 6 Collingwood meals on broken shifts eliminated. Weekday. North Fitzroy 2 M.
- May 13 Last Latrobe Street to North Balwyn trip at 5.43 pm weekdays cancelled. Weekdays. Kew.
- May 19 Wearing of caps became optional.
- May 27 Abbotsford Street meals on broken shifts eliminated. Monday to Thursday and Friday. Essendon.
- Rearrangement of West Heidelberg off peak services, Monday to Friday, to increase service to Latrobe University from 60 minute to 30 minute. A 7½ minute service to West Heidelberg made up by 30 minute University, 15 minute Northland and 30 minute West Heidelberg and broken shift meals at Clifton Hill eliminated. North Fitzroy 1 M.
- May 31 Stopwork - Brunswick - 3 hours, re loan of staff to other depots. North Fitzroy 1 M.
- June 3 Headway adjustments to allow more recovery time at Moreland and East Coburg. Monday - Thursday and Friday. Brunswick.

- October 22 Glenhuntly Friday roster, became their weekday roster to give extra tram on Prahran - City 2.00 to 6.00 each day.  
Monday to Thursday, Kew Depot, extra tram on Prahran - North Richmond 3.00 to 6.00 pm.
- October 25 Conductors Training School transferred from Nicholson Street to Hawthorn.  
S.E.C. Strike, power restrictions for industry on a day on day off basis - Swanston Street the dividing line. AM and PM peak cuts to tram services from Friday, October 26, 1973 to Thursday, November 15, 1973 inclusive. No cuts on Saturday or Sundays.
- November 1 Rail Strike - 24 hours.
- November 19 Power restrictions lifted.
- December 2 Extra 2 minutes running time Elgar Road, Burwood after 8.00 pm. Camberwell.
- December 10 Revised train timetables.
- December 17 Temporary diversion to rails in Latrobe Street between Elizabeth and Swanston Streets on account of underground rail works.
- 1974
- January 3 4½ hour stoppage - wearing of shorts - Doncaster Depot.
- January 29 Extension Lower Templestowe Terminus to Swanston Street - 2 minutes running time allowed. Doncaster. Weekdays.
- January 31 Stopwork - Doncaster - 4½ hours - wearing of shorts.
- February 1 Bus Drivers allowed to wear dark blue or grey shorts during summer.
- February 4 2 minutes extra running time Latrobe University to Crissane Road, weekdays 4.04 to 5.10 pm.
- February 6 Increases to State Incremental Payment Scheme.
- February 17 Weekdays - Glenhuntly - Kew. On account of staff shortage at Kew 79R transferred to Glenhuntly.
- February 18 East Templestowe - Shopping Town weekday shopping service commenced. Weekdays. Doncaster.
- February 27 AM peak trips on Fishermens Bend, Garden City, North Kew cancelled to provide an extra trip from Donvale Post Office. Weekdays. North Fitzroy 2 M.

- June 3 2 minutes extra running time Monday to Friday on South Melbourne and St. Kilda Beach to Spencer Street 9.15 am to 4.07 pm and an extra tram on this service 2.55 to 4.22 pm for extra recovery time. Weekdays. South Melbourne.
- June 7 Stopwork - Preston - 5 hours, on account of ban on overtime.
- June 9 Strike - Preston - 24 hours, on account of ban on overtime.
- June 10 2 early AM trips extended from Deer Park to Deer Park West. Weekdays. Footscray.  
Roster Committee set up to hear roster submissions.
- June 12 Stopwork - all depots - 4 hours, on account of staff shortage.
- June 14 Stopwork - Preston - 2½ hours, overtime ban withdrawn.
- June 18 Kew temporary weekday roster on account of acute staff shortage, considerable service reductions. 19 crews taken out and became as instructed.
- July 5 New Friday roster Footscray. On account of heavy loading and traffic conditions on Friday nights, an additional two minutes running time was provided for buses from Footscray to the City and return between 5.45 pm and 8.45 pm on up trips and 6.30 pm and 8.40 pm on down trips.
- July 15 Additional trip - University to City. Because of heavy loading on trams ex University to Southern destinations, a short section trip at 5.00 pm from University was introduced. Cut back to run from Queensberry Street from August 5, 1974. Weekdays. South Melbourne.  
Increased off peak service to Northland. During the off peak hours 9.30 am to 3.30 pm a number of West Heidelberg buses were extended to Northland Shopping Centre. Monday - Thursday and Friday 1 Man.
- July 22 New service - East Doncaster - Shoppingtown. A new shopper service provided from East Doncaster to Shoppingtown via George Street 9.00 am, 10.15 am, 11.35 am, 1.00 pm and 2.25 pm from East Doncaster. 9.55 am, 11.22 am, 12.45 pm, 2.06 pm and 3.17 pm from Shoppingtown. Doncaster. Weekdays.
- August 2 24 hour strike by North Fitzroy Revenue Clerks - only Doncaster - City trips run. Paid in at Doncaster.

1974 (Continued)

- August 11 New timetable and rosters - Essendon Depot. A complete revision of the Essendon Rosters was introduced to eliminate crews' meals taken at the Abbotsford Street mealroom on weekdays - adjustment of running times to transfer 1 minute from outer ends of routes to the section one out from the City - 1 extra tram on North Melbourne route off peak to provide extra recovery time - extra recovery time after PM peak on all routes. On Fridays, from 1.00 pm to 3.30 pm from the City an extra tram used to extend the Niddrie service to Essendon Airport and provide more recovery time.
- August 17 Saturday - 4 mid-day City to West Coburg trips cancelled.
- August 19 Additional recovery time - Camberwell route. Adjustments made to Camberwell service to provide additional recovery time at the City terminus on a number of trips in the PM peak. Camberwell. Weekdays.
- August 30 Stopwork - 10.00 to 2.00 pm. Log of claims. A.T. & M.O.E.A.
- September 6 Strike - 24 hours all depots. A.T. & M.O.E.A.
- September 9 Extra trip at 7.57 am ex City to Camberwell for Prahran high loading. Weekdays. Camberwell.
- Extra bus on weekday mid-day Collingwood - City shorts for extra recovery time. North Fitzroy 2 M.
- September 16 Special school trips - Dandenong Road. To cater for heavy school loading along Dandenong Road, 5 trams South Caulfield to City between 7.45 am and 8.15 am were shortened to Chapel Street, then returned to Orrong Road to complete trip to the City - likewise 2 trams from Malvern (Burke Road) ran to Chapel Street then returned to Orrong Road. Glenhuntly and Malvern Depots. Times of these trips were altered on September 30, 1974.
- September 23 More recovery time at Dudley Street for PM weekday Malvern Depot services.
- September 28 Bundy clock keys and Malvern Depot altered to relate to run Nos instead of table numbers.
- October 15 Crossover renewed at new location (Drysdale Street) in Wattleree Road, East of Glenhuntly Road.
- October 28 Two North Fitzroy runs operating on Doncaster routes AM and PM peak transferred to Doncaster depot. Two buses transferred also. Weekdays Doncaster. Monday to Thursday and Friday North Fitzroy 1 M.
- November 11 Weekdays - Kew. 2 extra return school trips and more recovery in PM school period. Mont Albert.



- November 17 At the request of the Returned Servicemen's League, one trip per day, Sunday to Saturday, has been diverted from the West Heidelberg route at Criel Road via Banksia Street to the Repatriation General Hospital - 1.40 pm from City and 4.07 pm from Hospital. North Fitzroy Depot 1 man.
- Alteration to Uniform Dress Rule. On November 1, 1974,, shorts and socks were made available to Bus Drivers who wished to wear them.
- After further depot resolutions, regarding the wearing of shorts and socks by tram crews, permission was granted for the wearing of shorts and suitable socks purchased by employees, provided they were of the same colour as those issued to Bus Drivers.
- Shorts and socks will be available for issue to all traffic staff for the 1975/75 summer season.
- With the introduction of the new "Z" class trams commencing operation as service trams, the Board approved the issue of new style uniforms for Traffic staff.
- The new uniforms are of a modern cut and design and are brown in colour with a yellow shirt and matching brown tie.
- The wearing of caps (which is now optional) and present issue blue uniforms will gradually be phased out.
- November 18 Increase to temporary timetable - Kew Depot. Owing to an improvement to the manpower position at Kew depot, two AM peak and four PM peak trips were restored, in addition to the off peak Richmond to Spencer Street service.
- November 25 Dickens Street runs extended to Point Ormond. All AM and PM peak buses which terminated at Dickens Street were extended to Point Ormond.
- December 1 Introduction of Maternity and Paternity Leave.
- December 6 Increased service North Coburg route - Friday night. From 8.40 pm to 9.20 pm the 10 minutes frequency City to North Coburg was increased to 8 minutes. Friday Brunswick.
- December 9 Increase to temporary timetable - Kew Depot. Two additional tables restored to roster to provide extra trips 2 AM and 2 PM peak.

1975

- January 16 Additional recovery time - West Maribyrnong route.  
Off peak service altered during the day (weekdays) to alternate the North Melbourne and West Maribyrnong service in order to transfer excess recovery time from North Melbourne to West Maribyrnong. Monday - Thursday and Friday. Essendon.
- Additional recovery time - Malvern route.  
Trams on the Toorak, Glen Iris, East Malvern and Malvern routes given 5 minutes recovery time, in lieu of 2 minutes, in the City between 6.00 pm and 8.00 pm Monday to Saturday. In addition, all Malvern trams departing from the Dudley Street shunt in the PM peak given 10 minutes recovery time. Weekdays. Malvern.
- February 3 New services - Doncaster Depot route.  
With the introduction of 9 National buses (these buses commenced in January 1975), services were increased on all routes by the employment of 14 extra drivers. Running times were increased on the Templestowe - City route by 2 minutes and peak running time was extended to 5.55 pm. Doncaster. Weekdays.
- February 17 Extra running time - North Coburg route.  
From North Coburg to Bell Street the running time was increased by 2 minutes from 6.40 am to 9.00 am. Several trips in the PM peak ex North Coburg given more recovery time in City. Brunswick. Monday - Thursday and Friday.
- February 19 Removal of Orrong Road and High Street crossover. Memo 73.
- February 22 Additional recovery time - North Coburg route.  
One extra tram in service on North Coburg route on Saturday afternoons from 1.18 pm to 5.28 pm ex North Coburg to provide extra recovery time. Brunswick. Saturday.
- March 11 New Malvern weekday roster, peak service adjustments and a extra trip 8.15 am ex Glen Iris to City and school trips in afternoon replacing trips lost on account of Kew temporary table in operation.
- March 13 Stoppage Kew Depot - 3 hours 11.00 to 2.00 pm on account of parking restrictions imposed on streets around the Depot.
- March 17 Monday - Thursday and Friday North Fitzroy 1 M Extra recovery time at Elsternwick during AM peak.
- Adjusts to Essendon Depot - West Coburg - City PM peak service on account of cancellation of 4 trips done by Glenhuntly - Monday to Friday.
- Glenhuntly 4 PM peak weekday West Coburg trips cancelled and used to replace Cotham Road school trips in afternoon which were lost when Kew temporary weekday table commenced.

1975 (Continued)

- March 21            Stoppage 12.00 noon for rest of day at Kew Depot - re parking restrictions.
- April 7            Camberwell - City route extra recovery time in City 6.50 to 7.50 pm Weekdays. Camberwell.
- Increased service - Latrobe University.  
On request from Latrobe University, additional trips run at 8.20, 8.45, 9.15 and 9.45 am from City to University and 9.37, 10.07, 10.37 and 5.06 pm from University. Monday - Thursday and Friday. North Fitzroy 1 M.
- April 14            Additional recovery time - Glenhuntly route.  
East Brighton and Carnegie cars given 5 minutes recovery time in City from 5.45 pm to 8.00 pm and PM peak cars from Dudley Street given 10 minutes recovery time (weekdays). Weekdays and Saturdays. Glenhuntly.
- Owing to an improvement in the manpower position, 4 additional AM and PM peak trips restored on North Balwyn and Mont Albert plus restoration of Simpson Street and Hoddle Street AM peak services. Weekdays. Kew.
- Increased service - Melbourne University.  
Because of heavy northbound loading from Flinders Street Station in the AM peak occasioned by an extension to the Teachers Training College at Grattan Street, 4 Camberwell, 3 Glenhuntly and 3 South Melbourne trams were extended to the University. Weekdays. Camberwell, Glenhuntly, South Melbourne.
- April 21            Preston - spare tram provided at Thornbury 2.30 to 8.00 pm Monday to Friday.
- April 28            Additional trips at 2.22 pm from City and at 3.14 and 7.06 pm from Latrobe University - Weekdays and Fridays. North Fitzroy 1 M.
- Alterations to weekday off peak Collingwood - City service to provide 6 minutes at Collingwood and 12 minutes at Market Street in lieu of 15 minutes and 3 minutes on account of City area traffic. Also afternoon trip Balwyn High to Bulleen. North Fitzroy 2 M.
- April 30            Ceremony at Preston Workshops to mark release of first "Z" trams.
- May 1              Doncaster and North Fitzroy (1 M). Adjusts to arrival and departure times of Heidelberg Repatriation trips - Sunday, Monday to Friday and Saturday.
- May 12             24 hour rail strike.
- May 16             Stopwork. 10.00 to 2.00 pm all depots. Re log of claims. Brunswick and South Melbourne did not resume - no trams in Elizabeth Street, Essendon trams terminated at Haymarket. West Preston - South Melbourne - St. Kilda Beach, South Melbourne cars not running. Preston no fares collected until 5.30 pm.

1975 (Continued)

- May 26 Camberwell - City route Monday to Friday and Saturday.  
Extra recovery time in City 7.05 to 8.24 pm. Camberwell.
- June 9 Increased services - Doncaster Depot.  
Six additional National buses became available and weekday services were increased by providing 6 new City trips (AM peak and mid-afternoon). Templestowe - City off-peak service increased 60 to 40 minute, Doncaster Road - City off-peak service increased from 30 to 15 minutes, Mitcham - Box Hill and East Doncaster - Box Hill via Blackburn services increased 60 to 30 minutes. New trips at 8.35 pm City to Newmans Road and 9.05 pm Shoppingtown to Box Hill were provided on Fridays.
- Saturday services were increased to provide trips at 12.13 pm and 1.12 pm Donvale Post Office to City, 6.00 pm City to Donvale Post Office and at 3.07 and 4.07 pm from Blackburn Station to East Doncaster.
- The service to date is operating very successfully and, apart from minor adjustments and additions, should meet requirements for some time.
- Additional running time - Bulleen - City route.  
Running time on the Bulleen - City route were increased on Weekdays by 8 minutes on up trips between 7.30 am and 8.30 am ex Bulleen, by 4 minutes on down trips 4.03 pm to 5.04 pm and 5.46 pm and 6.19 pm ex Market Street.
- Weekdays - Camberwell - Extra recovery time in City 6.08 to 6.35 pm - Camberwell - City route.
- June 13 Strike - 24 hours - A.T. & M. Q.E.A. all depots - wage claim.
- June 23 Strike - 24 hours - A.T. & M. Q.E.A. all depots - wage claim.
- June 30 Camberwell - weekdays - extra recovery time at Camberwell Terminus 3.20 to 4.10 pm and at Burwood during PM peak.
- The first five "Z" trams commenced service from North Fitzroy depot Monday to Friday and Saturday.
- July 4 Stopwork - 10.00 to 2.00 pm all depots - discuss wage claim.
- July 7 An extra 2 minutes running time was allowed between 7.00 and 8.00 am, Monday to Friday, on trips from Domain Road to Flinders Street - West Coburg route. Also alternate trips from Airport - Bulla Road, weekday off peak to even recovery time. Essendon. Glenhuntly.
- July 14 Additional trip to Latrobe University.  
On account of heavy loading to the Latrobe University, an additional trip at 7.52 am from the City, Monday to Friday, was introduced. North Fitzroy 2 M.

- July 18 24 hour strike by State Government blue collar workers in sympathy with Geelong Harbor Trust Workers in their claim for retention of S.I.P.S. - no trams or buses.
- July 19 24 hour stoppage of A.T. & M.O.E.A. members on account of actions by M.O.A.
- 24 hour strike by M.O.A. shift workers - given "day off in lieu of a Public Holiday worked" on July 18, 1975 when A.T. & M.O.E.A. held a 24 hour strike. Day was reinstated by Arbitration Court.
- July 27 Footscray - Sunday. Because of late running during the afternoon, buses on the West Maribyrnong route, which previously terminated at Ascot Vale and connected with buses on the Moonee Ponds - Williamstown Road service, were through routed to Williamstown Road. A connecting service from Moonee Ponds to Ascot Vale was also introduced.  
An additional bus was used, thus permitting extra recovery time at Williamstown Road.
- July 28 Extra recovery time at Glen Iris 8.28 to 8.56 am - Weekdays. Malvern.
- Extra recovery time in City for Camberwell route trams 3.50 to 4.50 - Weekdays. Camberwell.
- August 4 Additional recovery time and running time Camberwell route. Trams departing 3.51 to 4.27 pm provided with increased recovery time 5 to 10 minutes. Trips departing Camberwell 3.00 to 4.00 pm given 2 minutes extra running time to Camberwell Junction. Weekdays. Camberwell.
- August 10 Fare increases.
- August 25 Peak running times extended to trams arriving in City to 6.00 pm in lieu of 5.40 pm Monday to Friday. In addition, recovery time on all Elizabeth Street routes extended to 6 minutes, 6.00 pm to 8.20 pm on Fridays. Essendon Airport, West Maribyrnong and North Coburg routes. Essendon and Brunswick.
- September 1 New timetable and rosters - North Fitzroy Depot one man. With the introduction of 7 National buses at North Fitzroy, a number of adjustments were made to the timetable as follows:
- An increase in service on West Heidelberg route - 2 minute frequency in lieu of 2½ minute, 5.06 pm to 5.23 pm, 2½ minute in lieu of 3 minute to 5.36 pm.
- The 6.59 am, 4.05 pm and 4.21 pm trips from the City extended to Latrobe University. The 6.22 am trip from City extended to Crissane Road account heavy factory loading.

- September 1 On Fridays, the short service City to North Carlton discontinued and, instead, a through service to West Heidelberg of 10 minutes frequency, 7.00 pm to 8.06 pm and 12 minutes 8.06 to 9.13 pm was introduced in place of the 15 minutes through service and 15 minutes North Carlton service.
- Extra recovery time at Elsternwick for Clifton Hill buses 4.50 to 5.20 pm.
- September 2 Opening of Highpoint West Shopping Centre. The above complex opened on September 2, 1975 and the Williamstown Road to Rosamond Road bus service was extended northerly along Rosamond Road to Centre between 8.37 am and 4.15 pm and 8.37 to 12.00 midday Saturday. In addition, a new service from Deer Park to the Centre operates an hourly service 9.30 from Deer Park to 4.00 pm from the Centre on weekdays and 8.30 am to 12.15 pm on Saturdays.
- The Moonee Ponds - Footscray tram service, which passes close to the Centre, was increased on Friday nights from 30 minutes to 15 minutes frequency 6.00 pm to 9.00 pm.
- September 7 Traffic lights at Camberwell Junction turned on.
- Running times were increased on Sunshine - City by 2 minutes on up trips 6.01 pm to last bus weekdays, 12.36 pm to last bus Saturdays and all day Sundays and Public Holidays. Footscray.
- Alterations to Clifton Hill departures for Elsternwick so that buses from West Heidelberg connect 6.00 pm to last - Sunday North Fitzroy 1 Man.
- September 12 Essendon - Friday - Footscray - Moonee Ponds increased from 30 minutes to 15 minutes service 6.00 to 9.00 pm on account of Highpoint West Shopping.
- September 22 Rail Strike - 24 hours.
- September 29 Extension of East Kew - Doncaster Road route. The above service which formerly terminated at Doncaster Road was extended northerly along Victoria Road to King Street, a distance of 1.9 kilometres and 3 minutes walking time allowed for takes at Doncaster and Wetherby Road (all week). Weekdays. Doncaster.
- Revision of Preston timetable and rosters. Following consultations with Preston employees, a revision of the timetable was made to provide:
- (1) 2 minutes extra running time from East Preston to Dundas Street (1 minute from depot) 3.27 pm to 5.30 pm from East Preston. Preston.

1975 (Continued)

- September 29 (2) Extension of PM peak running times fifteen minutes later on East Preston route with provision of peak running times on down trips until 9.10 pm on Fridays.
- (3) Alternating trips on West Preston and Northcote services 8.50 am to 3.40 pm with an extra tram to provide recovery time on both routes.
- Thornbury meals on Sundays deleted.
- The East Brunswick service received the same adjustments to running times as (2) above. North Fitzroy tram.
- October 6 Footscray - Monday to Friday - extra trips at 3.25 and 3.51 pm Highpoint West - Footscray.
- October 8 Stopwork - 10.00 to 2.00 A.T. & M.O.E.A. - discuss log of claims.
- October 10 Fare increases.
- October 26 Doncaster - Sunday - adjusts to East Kew - Box Hill departure times to provide connects with North Balwyn trams at East Kew.
- October 30 Doncaster ran in 2.00 to 4.30 pm - ban on National buses on account of brakes. Ban lifted on November 5, 1975 after adjustments to braking system.
- November 3 Kew - weekdays- extra AM and PM peak trips on North Balwyn. 1 extra tram required.
- November 8 Doncaster Depot stop work meeting 12.00 pm to 4.30 pm to show dissatisfaction with their Union Executive.
- November 14 State wide strike to voice protest over the replacement of the Whitlam Labor Government by the Governor General Sir John Kerr - no trams or buses 12.00 pm to 4.30 pm.
- November 17 Rail Strike - 24 hours.
- Footscray - Monday to Friday - extra trips at 4.13 and 4.24 pm Highpoint West to Footscray.
- December 1 Relocation of City Terminus - Fishermens Bend route. On account of work in connection with the Underground Rail Loop, Queens Wharf Road was closed to traffic and a new terminus for Fishermens Bend buses was established in Market Street, west side, just north of Flinders Street. Buses then travel via Market Street, Flinders Lane and lower Kingsbridge to Yarra Bank Road. An additional 3 minutes running time on down trips was allowed. Weekdays and Saturdays. North Fitzroy 2 M.
- December 5 Extra Friday shopping trip at 8.59 pm City to West Preston - South Melbourne Depot.

- January 18 North Fitzroy Depot. East Brunswick route fully operated by "Z" trams (13).
- February 3 Doncaster - Monday - Friday. Extra school trips in AM and PM 1 bus required.
- February 23 Preston 5 "Z" trams Monday to Friday and 6 Saturdays commenced on East Preston route.
- February 25 Dispute over Depot Starters Rosters - an additional shift (day shift) request to be incorporated in each depot rotation. Ban placed by M.O.A. meant that meal reliefs and break of shifts normally covered by anyone other than a Depot Starter were not covered.
- February 26 Ban still imposed on Depot Starter coverage.
- February 27 Ban still imposed on Depot Starter coverage. M.O.A. stop work meeting at 12.00 pm - did not resume this day. Trams and buses ran as close to normal as possible.
- February 28 24 hour strike by M.O.A. members over Depot Starters Roster dispute - trams and buses ran as close to normal as possible.
- March 10 Commissioner Paine handed down his decisions on A.T. & M.O.E.A. log of claims. See July 1976 for roster variations.
- March 30 Malvern Depot ran in at 12.15 pm to discuss log of claims - did not resume again this day. Glenhuntly Depot ran in at 3.05 pm in sympathy with Malvern - did not resume again this day.
- April 2 M.O.A. stop work meeting at 4.00 pm over Depot Starters Roster dispute - did not resume this day. Trams and buses ran as close to normal as possible.
- April 17 Doncaster. Saturday. Extra trip at 11.15 pm from City to Donvale - Springvale Road.
- April 20 North Fitzroy 1 M - Monday to Friday. 5.06 and 6.14 pm trips ex Latrobe University extended to run to City instead of Nicholson Street.
- May 3 Additional 5 "Z" trams on East Preston route. Monday to Friday Preston.
- May 8 Additional 4 "Z" trams on East Preston route. Saturday. Preston.
- May 24 Rail Strike - 24 hours.
- May 29 Doncaster - Saturday. An afternoon service between 1.05 and 6.03 pm commenced on North Blackburn - Box Hill route.



1976 (Continued)

- June 5           Doncaster - Saturday. North Balwyn - Shopping Town trips cancelled. Buses to and from City in Doncaster Road to run into Shopping Town. Extra trips at 10.20 am Donvale to City and 10.20 am City to Depot.
- June 16           General A.T. & M.O.E.A. stop work meeting 9.00 am to 1.00 pm - Medibank issue.
- June 17           Doncaster Depot ran in at 2.30 pm account of Union Delegate Donnelly being required to attend the Disciplinary Panel for running his bus in without permission - did not resume this day.
- June 18           Doncaster Depot - 24 hour strike over Donnelly issue.
- June 19           Doncaster Depot - 24 hour strike over Donnelly issue.
- June 20           Doncaster Depot - 24 hour strike over Donnelly issue.
- June 21           Doncaster Depot - 24 hour strike over Donnelly issue.
- June 22           Doncaster Depot resumed normal operations at 3.10 pm.
- June 30           State wide strike - 24 hours - Medibank issue - no trams or buses or trains.
- July 4           Fare increases.

A.T. & M.O.E.A. Award changes granted by Commissioner Paine commence.

Additional sign on and pay in time.

Following an Arbitration Court decision, sign on times were increased by 2 minutes for Conductors and 5 minutes for One Man Bus Drivers - Pay in time of 5 minutes was also given to both categories (see also November, 1976). The limit of work on straight shifts was reduced from 9 3/4 hours to 9 hours and spread penalties on broken shifts was altered to be time and half 9 1/2 to 10 1/2 hours (in lieu of 9 3/4 to 10 3/4) and double time after 10 1/2 hours (in lieu of after 10 3/4).

Additional walking time to pick up points.

In conjunction with the changed award conditions (above) walking times were increased as follows:

Moreland route	2 minutes in lieu of 1 1/2 minutes
Camberwell route	5 minutes in lieu of 2 minutes UF
Camberwell route	3 minutes in lieu of 2 minutes DC
East Brighton route	6 minutes in lieu of 5 minutes UF
Glen Iris route	4 minutes in lieu of 3 minutes
Malvern route	6 minutes in lieu of 5 minutes
East Brunswick route	2 minutes in lieu of 1 minute
St. Kilda Beach route	6 minutes in lieu of 5 minutes
South Melbourne	9 minutes in lieu of 6 minutes
St. Kilda Beach route	} 4 minutes in lieu of 2 minutes UF
South Melbourne Beach route	
Deer Park route	} 9 minutes in lieu of 7 minutes
Sunshine Park	
Sunshine	7 minutes in lieu of 5 minutes (when relieved)

- July 4 Hours of Duty limited to 8½ hours.  
Following a deputation from the A.T. & M.O.E.A. it was decided to limit the length of all shifts to a maximum of 8 hours 15 minutes. Camberwell, Brunswick, Preston, North Fitzroy, Kew, Malvern, Glenhuntly.
- Cost of new award conditions.  
Various service adjustments to eliminate using extra staff and to reduce shifts.  
To implement the 3 foregoing items the platform staff was increased by 8 drivers, 8 conductors and 2 one man operators. (Camberwell 2, South Melbourne 2, Doncaster 2, OMJ, Essendon 2, Preston 2).
- July 12 State wide strike - 24 hours - Medibank issue - no trams, buses or trains.
- July 16 Mr. F.D. Snell appointed Chairman on account of retirement of Mr. Kirby.
- August 16 On request from depot Delegate all trips after 8.00 pm from the City to West Heidelberg were extended to Latrobe University to eliminate excessive lay-over time when drivers were being threatened. Weekdays and Saturdays. North Fitzroy 1 M.
- August 19 Stoppage - Doncaster Depot 10.30 am to 1.00 pm - Mark III bus dispute.
- August 23 Running time from Camberwell terminus to depot increased from 10 to 12 minutes. Weekday PM - peak only. Camberwell Depot.
- August 24 Provision of short runs Mark III buses - Doncaster. To overcome a depot resolution limiting the use of Mark III buses to Melbourne routes, agreement was reached with the depot Delegate to operate these buses on 22 selected short runs. Monday to Thursday and Friday Doncaster.
- August 26 and August 27 24 hour S.E.C. Strike - no trams and trains
- September 6 Reduction of service - Fishermens Bend route. Owing to reduced patronage, 4 AM and 4 PM trips on Fishermens Bend route were cancelled with a saving of one bus. Weekdays. North Fitzroy 2 M.
- September 20 Mr. K.D. Downing appointed Deputy Chairman.  
  
North Fitzroy - 2 man - weekdays - 4.49 pm to Fishermens Bend and 5.05 pm ex C.C. cancelled.
- September 23 Paymaster ticket commenced \$3.00 on sale Railway Stations and Tourist Bureau allows unlimited travel on day of issue.

- October 7           Essendon Depot - Essendon Airport commenced using new terminus in Matthews Avenue, North of Vaughan Street. Track to Airport along Vaughan Street abandoned - work completed October 29, 1976.
- October 9           Night Trotting at Moonee Valley Racecourse. With the opening of Trotting at the Moonee Valley Racecourse a new service from the City to Moonee Ponds was introduced. Saturdays - Essendon.
- October 11          4 hour rail stoppage 9.00 am to 1.00 pm.  
October 17          Division of roster - East Preston Depot. With an increase from 15 to 24 'Z' trams, Preston depot rosters were divided into two, providing tables 1 to 92, W operation, and 101 to 162, Z operation. Provision for 'Z' crews to do W. work once every 7 weeks.
- October 18          All East Brunswick and East Preston route trams given 4 minutes at Bourke and Spencer Streets 7.30 to 9.00 am. Monday to Thursday and Friday. Preston, North Fitzroy tram.
- November 7          From this date an extra 5 minutes was given to one man drivers who, run a bus in at meal, through a misunderstanding of Commissioner Pains judgement this 5 minutes had not been given to O.M.U.'s. Footscray and North Fitzroy and Doncaster Depots were all gradually corrected and this was completed by middle January, 1977.
- November 8          Preston - weekdays 5 to 10 minutes stand by put on some PM peak runs last trips at East Preston to allow for late running and to avoid turn backs. From this date other runs have been given this standby and also other depots.

## 1977

- January 21          Doncaster - Friday. Friday large memo incorporating late shopping trips replaced by a separate Friday roster.
- February 1          Improved connections Mont Albert - St. Kilda Beach Trams. Mont Albert trams leaving the City between 8.00 pm and 11.00 pm, weekdays and Saturdays, adjusted to connect with St. Kilda Beach trams at the corner of Cotham and Glenferrie Roads. Weekdays and Saturdays. Kew.
- February 2          Additional school trips - Doncaster Depot. An extra trip to St. Johns School, Mitcham, 8.40 am from Dunlaven Avenue and Springvale Road returning at 3.40 pm.
- February 7          An extra trip to East Doncaster High School, 7.50 am from Warrandyte Recreation Ground, returning at 3.33 pm.
- Extra trips to Whitefriars College, from East Doncaster Junction at 8.05 am from Mitcham at 8.23 am and from school to East Doncaster Junction at 3.20 pm.

- February 14 An extra service trip from the corner of Manningham Road and George Street at 8.15 am to Heidelberg Station to cater for additional school loading. Also trip at 3.31 pm Church and Doncaster Roads. Doncaster.
- February 28 An extra trip at 8.13 am to Donvale and Mitcham High Schools from Nunawading Station and adjustments to some school trips. Doncaster.
- March 9 4 hour rail stoppage 11.00 am to 3.00 pm.
- March 15 Additional trip - Templestowe to City.  
Because of a reduction to service to Norwood High School in the AM peak, an extra trip to the City from Templestowe was introduced in a heavy loading period. (7.31 am). Monday to Thursday and Friday Doncaster.
- March 16 and March 17 Visit Queen Elizabeth II and Duke of Edinburgh.
- March 21 An extra trip at 8.20 am to Norwood High School from Park Orchards. Doncaster.
- April 4 Monday to Thursday and Friday. Footscray.  
Earlier first bus - Tottenham to City.  
At the request of a number of passengers an additional trip at 5.27 am from Tottenham to the City was introduced, Monday to Friday. This allowed the introduction of an earlier trip from the City to Deer Park at 6.00 am. The previous first trip times were 6.04 am and 6.25 am respectively.
- April 12 Kew - weekdays - extra AM and PM peak trip on Mont Albert - 1 tram.
- April 26 Reduction Fishermens Bend service.  
Weekdays North Fitzroy 2 M. Owing to fall in patronage two trips in the AM peak at 6.53 am from Queens Bridge and 7.31 am from Princes Bridge to Fishermens Bend were cancelled resulting in the saving of one bus.  
  
Because of an increase in patronage extra trips were introduced at 4.29 pm from the City to Latrobe and at 4.39 pm, 5.23 pm and 6.28 pm from Latrobe. North Fitzroy 1 man. Monday to Thursday and Friday.  
  
Extra trip Kew Cemetery to Newmans Road.  
Monday to Thursday and Friday. Doncaster.  
Because of heavy school loading and complaints from passengers, unable to board buses at North Balwyn, an extra trip from Kew Cemetery at 3.51 pm to Newmans Road was introduced. In addition, an Inspector was placed at North Balwyn at school exit time to assist with the loading of buses.

1977 (Continued)

- May 2 Additional trip - West Heidelberg route.  
At the request of passengers the bus departing West Heidelberg at 6.00 am was extended to depart Dougharty and Waterdale Roads at 5.57 am.
- Full "Z" tram operation - East Preston route.  
New rosters were introduced on account of full "Z" tram operation on the East Preston route. Rosters were arranged so that 12 "Z" class crews would revert to "W" operation about each seven weeks in order to retain familiarity of that type of operations. The new arrangements meant an increase of 4 crews. (38 "Z" trams).
- May 21 Additional trips - Doncaster Depot Saturday.  
Two new trips on Saturdays from the City at 4.50 pm and 5.15 pm to Donvale Post Office were introduced to cater for Saturday afternoon sporting loading. In addition, the 5.00 pm trip to Donvale Post Office was re-routed to Newmans Road and the 5.32 pm bus from the City was extended from Deep Creek to Warrandyte Bridge.
- May 30 Camberwell - weekdays trips at 3.32 pm North Richmond to Prahran, 4.32 North Richmond to Windsor and 5.30 Princes Bridge to Wattle Park cancelled - save 1 tram.
- First "Volvo Bus" in service at North Fitzroy.
- June 3 On account of late running on Friday nights, caused by severe traffic congestion in the City area, an extra tram was placed in service to provide an extra 10 minutes recovery time at East Preston on all trips leaving City between 6.00 pm and 9.00 pm. Preston Depot.
- June 4 Reduction in service to Trotting meetings.  
Saturday. Essendon.  
Due to a fall in attendance at Night Trotting fixtures during the winter months service was reduced on Saturdays with a saving of 3 crews.
- June 20 North Fitzroy - 2 man - weekdays - cancellation PM peak trips off Fishermens Bend and adjusts to PM school trips also 5.55 am Nicholson and Johnston Streets staff trip to Depot cancelled. Saving of 1 bus in PM peak.
- July 3 Transfer East Malvern run to North Fitzroy.  
Because of a refusal by a North Fitzroy stand by driver to work on East Malvern Sunday bus service (foreign road), a Doncaster run was transferred to North Fitzroy. By North Fitzroy by cancellation. Sunday Doncaster North Fitzroy 1 M.
- July 24 Reversion to full services, Kew Depot.  
Because of an improved manpower position, the temporary reduced weekday timetables in operation (operated from June 18, 1974) were replaced by full services, and included an extension of the Kew depot - City service to Mont Albert 9.00 to 11.00 am - 2.00 to 3.00 pm and to Deepdene 11.00 am to 2.00 pm with provision for more recovery time. River Street trips extended to Richmond - East Side.

- July 25 Glenhuntly - Kew weekdays - on account of staff improvement at Kew, 79 run Kew transferred back to Kew Depot from Glenhuntly (see February 17, 1974).
- Camberwell - weekdays. Extra tram on off peak River Street to Spencer Street service so as to extend to Richmond - East Side with more recovery.
- July 31 Footscray - Sunday. All Deer Park trips extended to Deer Park West (extension to Deer Park West Monday to Saturday commenced June 5, 1972).
- August 1 Footscray. Monday to Friday. Extra trips extended to Deer Park West 9.00 am to 3.00 pm to give 30 minutes service in lieu of hourly.
- Footscray. Monday to Saturday. 11.31 pm trip extended to Deer Park West.
- Introduction of "Z" trams - Burwood route.  
Camberwell - weekdays.  
Five "Z" trams were placed into service on weekdays.
- August 5 24 hour stoppage - trams, buses and trains - log of claims and S.I.P.S. flow on from N.S.W.
- August 12 4 hour stoppage - trams and buses - log of claims.
- August 15 Additional running time - South Melbourne Beach. Monday to Friday.  
At the request of Union Delegates at South Melbourne and Brunswick depots, an extra 2 minutes running time from South Melbourne Beach to Kingsway was granted on up trips 4.00 to 5.15 pm.
- August 21 Doncaster - Sunday - extension of trips from Reynolds Road and Deep Creek at 11.14 am and 3.07 pm to provide connection with Warrandyte bus.
- September 6 24 hour stoppage - trams and buses - log of claims.  
September 27 24 hour stoppage - trams and buses - log of claims.  
September 28 to Weekday tram service at all depots reduced by approximately 25%  
October 26 on account of S.E.C. Latrobe Valley Workers Strike.  
October 24 New shunt at St. Kilda Beach Terminus for Cotham Road and North Richmond route cars - 2 new crossovers in lieu of siding.
- November 3 4 hour stoppage on account of Government decision to appeal against \$6.00 increase.
- November 14 North Fitzroy 2 M - weekdays. Extra 2 minutes running time between Bulleen and North Kew 7.14 to 7.30 am.
- November 21 North Fitzroy 1 M. Monday to Friday. Extra 2 minutes running time from Elsternwick to Point Ormond on up trips 4.00 to 6.00 pm.

- November 25 1½ hour stoppage - Glenhuntly - re toilets at Luna Park Terminus.
- December 5 Camberwell - weekdays - 5 extra "Z" trams commenced operating.
- Essendon - Monday to Friday - extra tram in off peak (day) on West Coburg.
- December 10 Camberwell - Saturdays - 10 "Z" cars commenced operating.

## 1978

- January 9 Doncaster - 4 hour stoppage over proposed Eastern Freeway services.
- January 23 Eastern Freeway services. Doncaster. North Fitzroy 1 M, 2 M Monday to Friday. (1 M 12 buses and 14 DO'Cs).  
On January 23, 1978, the Board introduced services on the Eastern Freeway.
1. Templestowe - City via Thompsons Road.
  2. Newsmans Road - City via normal route to High Street and Manningham Road thence via Manningham and Thompsons Roads.
  3. East Doncaster - City via George Street, Manningham and Thompsons Roads.
  4. Donvale - City via normal route to Doncaster Junction thence via Williamsons, Manningham and Thompsons Roads.

On the City end of the freeway, buses exit via a special run off lane with priority lights into Hoddle Street thence via Johnston Street, Wellington Street, Victoria Parade, Gisborne, MacArthur, Collins, Exhibition and Flinder Streets to a special stand in Russell Street at the head of the existing bus ways.

Routes 2 and 4 above operate at peak times Monday to Friday only, whilst routes 1 and 3 operate to the City at peak times only and to Shoppingtown during off peak hours 9.00 am to 4.00 pm Monday to Friday.

The service proved very popular from the outset and resulted in 2 extra AM peak trips (6.40 East Doncaster and 6.55 Templestowe) being introduced on February 13, 1978. Monday to Thursday and Friday. North Fitzroy 1 M.

A further 2 AM (7.00 and 8.25) and PM (4.20 and 6.03) peak trips were introduced on March 6, 1978 and whilst the service is barely coping with the demand, it is foreshadowed that additional trips will be required in the near future. Also 1 AM Newmans Road extended to depart Warrandyte at 7.15 am and 5.17 pm to Newmans Road extended to Warrandyte. Doncaster. Monday to Thursday and Friday.

1978 (Continued)

- January 23      Doncaster - Monday to Friday. In conjunction with new rosters for freeway services, a new shopper service commenced between Templestowe and Shoppingtown via Thompsons Road with connections with buses to City at Bulleen. East Doncaster - Shoppingtown via George Street service increased from hourly to  $\frac{1}{2}$  hourly.
- January 29      Fare increases - new monthly permits and day tripper tickets commenced.
- February 17     North Fitzroy 1 M - Friday - 2 extra trips at 8.15 pm City to East Doncaster and 9.15 pm City to Donvale.
- February 22     Doncaster - North Fitzroy - Monday to Friday. To provide 3 extra trips from Kew Cemetery by Doncaster 3 trips ex City at 3.11 and 3.21 to East Doncaster and 3.25 to Donvale - Springvale Road transferred to North Fitzroy.
- March 14        Brunswick - South Melbourne - Monday to Friday. 3 extra trips at 8.12, 8.19 and 8.25 am from City to Domain Road on account of heavy loading.
- April 9          9 Revenue Clerks stopped work at 7.00 pm on account of alleged lack of security at depots on account of Armaguard Strike.
- Camberwell - all week. New rosters - split into "Z" and "W" on account of 7 extra "Z" trams commenced running on weekdays. Sunday. Burwood service by "Z" trams. Weekdays 6.56 Wattle Park and 8.15 am Elgar Road and 7.34 am Princes Bridge to Wattle Park, 5.14 Princes Bridge to Elgar Road cancelled. Trip at 8.15 am ex Frank Street to Camberwell Junction on account of St. Kilda Road "down" loading.
- April 12        Evers Street and Royal Parade crossover removed and replaced by a new Brunswick crossover at Brunswick Road.
- May 1            The installation of the crossover at Grant Street provides shunting for Essendon trams which previously ran to South Melbourne depot. This provided for more efficient operation for trams entering and leaving South Melbourne depot.
- Toorak service extended to University and additional tram off peak - Toorak to provide additional recovery time, an extra tram used during day off peak, weekdays. Also to provide additional service to and from the Melbourne University, the Toorak service was extended from Victoria Street during the off peak hours on weekdays. Malvern.
- May 15          Sir Robert Menzies dies - funeral on May 19, 1978.



- May 15 Additional recovery time - Bourke Street routes. Monday to Thursday and Friday. Preston. North Fitzroy tram. One extra tram on each of the 3 routes East Preston, East Brunswick - North Fitzroy and Exhibition utilised during the day off peak period to provide more recovery time at each termini - East Preston 9 minutes (7), East Brunswick 9 minutes (7), North Fitzroy 7 minutes (5), Exhibition 5 minutes (3) and City 7 minutes (3).
- June 19 Additional running time - Garden City. Weekdays North Fitzroy 2 M. Because of severe traffic congestion in City Road during AM peak, 3 minutes extra running time provided on trips 8.06 to 8.46 am ex Garden City.
- June 28 National rail strike - 24 hours - not in Western Australia.
- July 2 Timetable alterations East Kew - Doncaster Road (Sundays) Doncaster. Changed departure times from Box Hill due to new train timetable timetable and extension of Katrina Street trips to Doncaster Road after 7.00 pm.
- July 11 Glenhuntly - 4 hour stoppage over rosters.
- July 12 Camberwell - from first tram this day, trams departed from new Burwood Terminus at Gilmour and Somers Street (Y shunt at Warrigal Road removed after 6.30 pm on July 11, 1978).
- July 19 Official opening of East Burwood extension at 3.30 pm by Premier Hamer.
- July 20 Opening of East Burwood extension. Camberwell. Burwood tram service extended to East Burwood - Middleborough Road (1st tram 5.49 am ex East Burwood). Ten of the trams operating the Camberwell - City service transferred from Camberwell Depot to operate from Malvern Depot.
- Altered departure times from Spencer Streets on weekdays off peak, Saturday mornings and Sunday afternoons to allow 4 minutes in City. 5.03 and 5.30 pm trips from Dudley Street on weekdays terminated at Camberwell Junction in lieu of Camberwell. 18 minutes running time between East Burwood and Camberwell Junction Sunday mornings and all day Public Holidays.
- Malvern - weekdays - new roster on account of 10 runs of Camberwell - City service transferred from Camberwell - operated by 14 cancellations daily, extra school trip at 3.40 pm Domain Road to Toorak.
- Kew - all week - new rosters providing 4 minutes recovery time at Spencer and Lonsdale Streets Terminus on weekday day off peak. Saturday morning and Sunday afternoon.

- August 6 Extension of trips to Latrobe University. Sunday.  
North Fitzroy 1 Man.  
Trips from the City at 1.28 pm and 5.30 pm to Dougherty  
and Waterdale Roads and 10.00 am from West Heidelberg to  
the City extended to Latrobe University on Sundays.
- August 28 Additional trip North Blackburn route. Weekdays.  
Doncaster.  
An additional trip provided from Box Hill Station at  
5.55 pm to North Blackburn on weekdays to cater for  
passenger demand.
- September 1 Brunswick Depot ran in at 2.00 pm and East Preston  
ran in at 4.30 pm over Conductress Biggs refusing to  
join Union.
- September 2 24 hour stoppage East Preston and Brunswick depots  
on account of Conductress Biggs. South Melbourne depot  
trams ran to Franklin Street and to Spencer Street and  
Collins Street.
- September 3 24 hour stoppage East Preston and Brunswick Depots on  
account of Conductress Biggs. South Melbourne Depot  
trams ran to Franklin Street and to Spencer and  
Collins Street.
- September 4 24 hour stoppage East Preston and Brunswick Depots.  
All other depots ran in at 9.00 am on account of  
Conductress Biggs.
- September 5 to Stoppage all depots on account of Conductress Biggs.  
September 7
- September 8 Services resumed at 3.00 pm.
- September 11 Malvern - weekdays. Adjust to Glen Iris service  
6.45 to 7.46 am on account of late running.
- October 2 Additional running time between Glenhuntly Depot and  
Prahran. Glenhuntly.  
At the request of the Union Delegate at Glenhuntly  
Depot, an extra 2 minutes running time from Glenhuntly  
Depot to Prahran and an extra 3 minutes from Prahran to  
Glenhuntly Depot, for trams running into and out of  
service on Chapel Street, was granted. Weekdays 9.00 am  
to 6.30 pm, Saturdays 10.00 am to 6.30 pm. 6.13 am to  
Depot to commence from Brighton Road at 6.10 am  
Weekdays.

November 13 Alterations to Bulleen Route services. Weekdays. North Fitzroy 2 man.  
At the request of the Union Delegate at North Fitzroy Depot, the following alterations were carried out:-

1. The running time from Bulleen to the City between 7.30 am and 8.45 am weekdays was reduced from 52 minutes to 44 minutes due to reduced traffic congestion following the opening of the Eastern Freeway.
2. The 'off peak' Belford Road North Kew service was extended to Bulleen - 10 minute frequency to and from Bulleen.
3. The Collingwood - City midday 'short' service was cancelled.

Alterations to Fishermens Bend services. Weekdays  
North Fitzroy 2 man.

The 'off peak' Ingles Street service was cancelled and the services via Williamstown Road and Lorimer Street increased from a 45 minute to a 30 minute frequency.

7.29 am trip from North Kew cancelled used to provide trip at 7.43 am ex Donvale - Springvale Road.  
6.41 WH - 8.21 Donvale - Springvale Road -  
3.52 City to Donvale - Springvale Rd and 5.40 City to Northland transferred to 1 man.

North Fitzroy 1 M - Monday to Friday. New rosters - increase of 8 drivers, on account of 5 DCC's doing freeway trips (January 23, 1978) together with  
6.41 WH , 8.12 Donvale - Springvale Road  
3.52 to Donvale - Springvale Road and 5.40 City to Northland transferred from 2 man.

Introduction of 'Z' trams to Wattle Park route. Weekdays and Saturdays. Camberwell.  
5 'Z' trams commenced service on this route.

November 15 Official opening Westgate Bridge at 11.30 am - traffic commenced 3.30 pm approximately.

November 20 New bus route North Altona - City (Queen and Bourke Streets) via Westgate Bridge. Weekdays. Footscray. A new weekdays service commenced with a 15 minute 'peak' and a 30 minute 'off peak' frequency, at a cost of 4 buses and 6 drivers by cancellation.  
First bus 6.45 am to City and 6.10 pm from City.

December 5 and 48 hour train strike  
December 6

- January 19 Whiteman Street crossover removed.
- January 27 2 hour stoppage North Fitzroy trams over lifeguards on "Z" trams.
- February 4 Tourist tram service (No. 214). Camberwell Sunday. A special service between Princes Bridge and Hawthorn Depot using vintage trams on Sundays commenced. (Camberwell crew, trams berthed at South Melbourne Depot).
- Extension of Box Hill - Doncaster North service to Templestowe. Weekdays. Doncaster.  
The Box Hill - Doncaster North service extended to Templestowe via King Street, Church Road and Serpells Road on an hourly frequency weekdays. 9.15 am to 2.25 pm.
- New trip East Doncaster Junction to Melbourne. Weekdays. A new early trip was provided from East Doncaster Junction on weekdays at 5.35 am to Melbourne.
- Donvale Post Office destination altered to Donvale - Springvale Road.
- Additional walking time - Doncaster Depot. Weekdays and Saturdays.  
An allowance of 3 minutes was given to drivers to pick up on 'down' trips at Doncaster Depot thus discontinuing the practice of drivers changing buses in the depot yard and provision of transport buses for E.D.J. changeovers.
- Alterations to running time - Doncaster - City route. Weekdays.  
Running times from Melbourne to the Doncaster area were reduced by up to 4 minutes between 2.50 pm and 5.30 pm due to improved traffic conditions associated with the Eastern Freeway on weekdays.
- February 14 1½ hour stoppage Glenhuntly over rosters.
- March 1 3 hour stoppage Kew Depot over parking around Depot.
- March 13 Malvern - weekdays - Cotham Road - Beach service - 7.27 to 8.07 am - increased 10 to 8 minutes.
- March 26 Doncaster. Monday to Friday - 9.22 am East Doncaster trip extended to depart King and Tucker at 9.20 am.  
Footscray. Monday to Friday - extra earlier trip at 6.24 am Altona North to City via Westgate.
- March 30 Milton Street crossover relocated nearer to Brighton Road and Chapel Street. Glenhuntly.

1979 (Continued)

- April 2 Camberwell - weekdays - extension of 6 AM peak Burwood trips to depart from East Burwood and 1 depot trip to depart from Burwood.
- North Fitzroy 1 M Monday to Friday - extra trip at 5.22 pm City to East Doncaster via freeway and George Street.
- April 17 Preston - Monday - Thursday - 2 extra trips 8.16 and 8.33 am City to Exhibition.
- April 21 Preston - Friday - 1 extra trip at 8.33 am City to Exhibition.
- April 26 Crossover in Toorak Road, East of Chapel Street removed. Malvern.
- April 28 North Fitzroy 2 man - Saturday - 5.55 am trip ex North Kew extended to depart Bulleen at 5.46 am, 11.40 am Queens Bridge to Fishermens Bend and 12.00 Fishermens Bend to City cancelled.
- May 2 North Fitzroy tram - Monday - Friday - midday and PM peak trip from City to East Brunswick, done by AM and PM emergencies when available, cancelled.
- May 9 24 hour stoppage, trams, buses and trains on account of wage parity with N.S.W.
- May 17 S.E.C. power cuts, trams cut approximately 20%.
- May 19 North Fitzroy tram - Saturday - 9.12 am trip from East Brunswick cancelled, extra tram on East Brunswick service 1.24 to 6.04 pm to give more recovery time.
- May 21 1 hour 40 minutes stoppage by Traffic Officers - services not affected.
- May 26 and May 27 Saturday and Sunday. Centenary celebrations of Prahran - Festival in Chapel Street between Toorak and Malvern Roads. No vehicles in this section from early AM on Saturday 26th to late PM Sunday 27th.
- June 4 Camberwell - weekdays - extra 4 "Z" trams on Elgar Road route.
- Essendon - Monday - Thursday, Friday, Saturday - adjustments to even recovery times at West Coburg and Domain Road 4.30 to 8.00 pm.
- June 9 Camberwell - Saturdays - extra 5 "Z" trams on Elgar Road route.
- June 11 North Fitzroy 2 man, weekdays. 3 extra trips between 9.01 to 9.59 am - City to Collingwood.

1979 (Continued)

- June 21 24 hour national stoppage over arrest of union officials in Western Australia, no trams, buses or trains - power restrictions - also 15 M.O.A. members.
- June 27 Snap train stoppage - 3.30 to 6.30 - protest re rejection of wage claim.
- June 29 to July 2 4 day stoppage - trams, buses, trains, N.S.W. parity dispute.
- July 2 Doncaster - Monday to Friday. Extra trips at 9.09 and 9.49 Newmans Road via High Street to City.
- July 5 12 hour stoppage - wage parity with N.S.W. dispute - all depots.
- July 6 24 hour stoppage - wage parity with N.S.W. dispute - all depots.
- July 26 3 hour stoppage - wage parity with N.S.W. dispute - North Fitzroy Depot.
- August 2 2 hour stoppage - wage parity with N.S.W. dispute - Brunswick Depot.
- August 3 3 hour stoppage - wage parity with N.S.W. dispute - Glenhuntly Depot.
- August 4 North Fitzroy 1 man - Saturday - 10.07 and 11.12 am trips ex City extended Dougherty and Waterdale to Latrobe University.
- August 5 Camberwell - all week - new rosters on account of Camberwell Depot "Z" operation only remainder of Camberwell - City service transferred to Malvern. Sunday - running time between East Burwood and Camberwell Junction reduced to 18 minutes 5.28 to 8.23 pm. Weekdays - 2 extra trips at 7.28 am and 4.18 pm to and from East Burwood, 5 PM peak trips extended from Warrigal Road to Elgar Road. Some AM and PM peak trips on Elgar Road route cancelled. All AM trips out of Batman Avenue to University cancelled (most replaced run by Essendon and South Melbourne Depots).
- Malvern - all week - new rosters on account of transfer of remainder of Camberwell - City service from Camberwell and transfer of East Malvern route to Glenhuntly. 1 minute walking time given for relief outside depot on Cotham Road - Beach service (not on broken shifts or when travelling to other routes). Some weekday peak trips cancelled. Takes on Saturday morning on Toorak route done on a car in - car out basis.

1979 (Continued)

- August 5 Glenhuntly - all week - new rosters on account of transfer of East Malvern route from Malvern. Weekdays some AM and PM peak trips cancelled, extra tram on North Richmond - St. Kilda Beach service 12.54 to 2.57 for more recovery time. Saturdays 2 trips cancelled on Chapel Street routes.
- August 6 Kew. Weekdays and Saturdays - adjusts to North Richmond - St. Kilda Beach off peak weekdays service on account of extra tram (by Glenhuntly) 12.54 to 2.57 to provide more recovery time.
- August 16 4 hour stoppage - wage parity N.S.W. dispute - Preston.
- August 17 3 hour stoppage - regression Driver Mekhail - Glenhuntly.
- August 19 Camberwell - Sunday - adjusts to Tourist Tram service on account of both trams located at Camberwell.
- August 20 7 hour stoppage - re Driver Mekhail - Glenhuntly.
- August 21 24 hour stoppage - re Driver Mekhail - Glenhuntly.
- August 22 24 hour stoppage - re Driver Mekhail - Glenhuntly..
- August 23 and August 24 48 hour stoppage - wage parity N.S.W. dispute - all depots.
- August 25 3 hour stoppage - re Driver Mekhail - Glenhuntly.
- September 3 Footscray - Monday to Friday - 3 minutes extra running time depot to Altona North in AM peak.
- September 16 Fare increases - Section Saver Tickets introduced.
- October 1 2 hour stoppage - provision of safety zone at North Coburg and depot cleaner - Brunswick.
- October 10 4 hour stoppage - new rosters - Preston.
- October 18 and October 19 48 hour stoppage - wage parity N.S.W. dispute - all depots.
- October 22 Doncaster - Monday to Friday - extra trip at 9.20 am from Newmans Road via freeway.
- Brunswick, Essendon, Kew, North Fitzroy tram, Preston, South Melbourne - Monday to Friday. New rosters on account of reductions in AM and PM peaks.
- Footscray. All week - new rosters on account of Altona North service incorporated into roster (previously by cancellation). Extra freeway trips at 7.40 am and 3.45 and 4.55 pm. Monday to Friday. Reductions in AM and PM peak Monday to Friday.

1979 (Continued)

- October 22 North Fitzroy 2 M - Monday to Friday. Reductions in AM and PM peaks.
- North Fitzroy 1 M - Monday to Friday. New rosters on account of 15 AM and 10 PM additional trips on Eastern Freeway. Reduction in AM and PM peaks on West Heidelberg route and revision of Clifton Hill - Elsternwick service from 1st bus until after PM peak.
- October 27 Brunswick, Essendon, Kew, North Fitzroy tram, Preston, South Melbourne - Saturday - new rosters on account of reductions Saturday morning and afternoon services.
- Footscray - Saturday - reduction to Sunshine - City via South and Ballarat Roads Saturday morning.
- North Fitzroy - Saturday. Reductions Saturday morning and afternoon services.
- North Fitzroy - 1 man - Saturday. Reductions to services Saturday morning and afternoon.
- Camberwell - Saturday. Reduction of 3 trips to East Burwood and 1 trip to Elgar Road at midday.
- November 5 Doncaster - Monday to Friday - early trip at 6.04 am Donvale - Springvale Road by connection at East Doncaster Junction.
- December 3 North Fitzroy - 1 man - Monday to Friday - AM and PM trips on West Heidelberg route diverted to run via Eastern Freeway (AM 8 up and 4 down. PM 4 up and 8 down).
- December 23 Doncaster - Sunday - 8.47 am Warrandyte and 10.04 am Ringwood trips cancelled - new trips provided at 8.40 am Hogan Avenue via East Doncaster and 9.50 am from City.

1980

- January 14 Brunswick - Monday to Friday - 5 "Z" cars commenced operating on North Coburg route extra tram on North Coburg service during day off peak for recovery time. Monday to Thursday 8.50 am to 3.30 Friday 8.50 am to 1.50 pm.
- January 31 and February 1 48 hour S.E.C. stoppage over Workers Compensation. No power for trams - buses did not run in sympathy.
- February 11 24 hour stoppage - Workers Compensation - all depots.
- March 3 North Fitzroy - 2M - weekdays - reductions AM and PM peaks to make 59T as instructed.



1980 (Continued)

- March 4            2 hour stoppage - Assistant Conductor roster - South Melbourne Depot.
- March 5            4 hour stoppage - re depot foremen strike - Traffic Officers - services O.K.
- March 11           1½ hour stoppage - workers compensation - Head Office staff.
- March              Commencement of bus lane operation in peaks in Johnston Street.
- March 11           Footscray - Monday to Friday - extra trip at 8.20 am Altona North to City via freeway.
- March 24           24 hour stoppage - workers compensation - all depots. Doncaster. Monday - Friday. 2 extra buses allocated to depot to be used to run extra peak trips when staff available.
- March 29           Brunswick - Saturday - adjustments to North Coburg service between 7.48 and 8.58 am to provide 3 extra return sports extra.
- Essendon - Saturday - adjustments to West Coburg and West Maribyrnong services between 6.00 and 7.28 am to provide 3 extra return sports extras.
- Kew - Saturday - adjustments to North Balwyn and Mont Albert services between 7.29 and 8.27 am to provide 3 extra return sports extras and 1 as instructed table.
- April 6            North Fitzroy - 2 M - all week. Assistant Conductors reduced by 2.
- South Melbourne - all week. Assistant Conductors reduced by 4.
- May 1              3 hour stoppage - reduction of tram services - Essendon services.
- May 4              Footscray - all week - Assistant Conductors reduced by 1 on account of 4 Saturdays shifts cancelled.
- May 5              3 hour stoppage - reduction of tram services - Essendon Depot.
- May 8              4 hour stoppage - reduction of tram services - Preston Depot.
- May 12             Brunswick - Monday to Friday - 7 extra "Z" trams on North Coburg route - 4.51 pm City to North Coburg on Monday to Thursday and 5.02 pm City to North Coburg on Friday cancelled.

1980 (Continued)

- May 12                   Glenhuntly - weekdays - AM and PM peak services on Chapel Street routes reduced from 10 to a 12 minute service, extra tram on North Richmond - St. Kilda Beach service 9.54 am to 12.54 pm to provide more recovery time. Alternate trips on East Malvern and Carnegie to eliminate some of the transport trams to and from Balaclava Junction. Extra tram on East Malvern service after 8.19 pm to provide more recovery time. 9.04 pm trip City to Carnegie on Fridays cancelled.
- Kew - weekdays - adjustments to Chapel Street routes as per Glenhuntly entry.
- May 17                   Brunswick. Saturday - 10 "Z" trams commenced operating on North Coburg route.
- Glenhuntly - Saturday - Chapel Street routes reduced from 15 to 20 in early morning, 10 to 12 minutes to midday, 15 to 20 minutes 5.30 to 6.30 pm. Services on Carnegie and East Brighton reduced from 10 to 12 minutes 8.00 am to midday.
- Kew - Saturdays - adjustments to Chapel Street routes as per Glenhuntly entry.
- June 3                   3 hour stoppage - reduction tram services - Camberwell Depot.
- June 7                   Footscray - Saturday - reduction to Sunshine to City via Ballarat Road service 10 to 12 minutes 7.18 to 11.40 am and 8 to 12 minutes 11.40 am to 12.12 pm.
- June 13                  4 hour stoppage - reduction of tram services - all depots.
- June                    End of service of A.E.C. Mark III buses after 29 years in service.
- June 21                  Preston - Saturday. Reduction to East Preston route from 5 to 10 minutes 11.43 am to 12.13 pm, 8 to 10 minutes 12.13 to 12.53 pm, 10 to 12 minutes 6.39 to 7.41 pm.
- North Fitzroy tram - Saturday - reduction to East Brunswick route from 10 to 12 minutes 12.48 to 5.34 pm, and 10 to 12 minutes 6.44 to 7.47 pm.
- North Fitzroy 2 man. Saturday - reduction to Garden City route from 10 to 12 minutes 7.48 am to 2.00 pm, 10 to 15 minutes 2.00 to 6.00 pm and 12 to 15 minutes 6.00 to 7.32 pm. Reduction to Bulleen route from 10 to 12 minutes 7.48 am to 1.50 pm, increased from 20 to 15 minutes 1.50 to 6.28 pm, reduced from 12 to 15 minutes 5.28 to 6.35 pm. Kew - Earl Street 20 minute service 2.11 to 5.11 pm cancelled, 11.12 pm City to North Kew cancelled.

1980 (Continued)

- June 28 Malvern - Saturday - reduction to services on Cotham Road, Toorak, Camberwell, Glen Iris and Malvern routes from 10 to 12 minutes 8.00 am to midday.
- July 12 Essendon - Saturday - reduction to services - Airport 10 to 12 minutes 7.16 am to 1.12 pm, Bulla Road 10 to 12 minutes 9.13 to 12.24 pm, West Maribyrnong 10 to 12 minutes 8.23 am to 1.15 pm, West Coburg 10 to 12 minutes 8.22 am to 12.32 pm.
- July 13 Camberwell - Sunday - Tourist tram cancelled until October 5, 1981.
- July 26 North Fitzroy 2 man - Saturday - 5.57 am trip City to Bulleen cancelled.
- July 31 11 hour stoppage - re fare increases - Kew Depot.
- August 1 24 hour stoppage - re fare increases - Kew Depot.
- August 2 Footscray - Saturday - 5.45 am ex Deer Park extended to depart Deer Park West at 5.43 am.
- Camberwell - Saturday - Reduction to services - East Burwood 10 to 15 minutes 7.09 to 8.08 am and 10 to 12 minutes 8.08 to 12.32 pm, Elgar Road 10 to 12 minutes 8.06 am to 12.30 pm.
- Kew Saturday - reduction to services - North Balwyn 10 to 15 minutes 7.59 to 8.16 am and 10 to 12 minutes 8.29 to 12.41 pm; Mont Albert 10 to 12 minutes 7.30 am to 12.44 pm.
- August 3 Fare increases. Metrocards introduced.
- August 10 North Fitzroy - 1 man - Monday to Friday. Reduced AM and PM peak services on Clifton Hill - Elsternwick route with all buses going to Elsternwick in lieu of some to Point Ormond only. Freeway trips previously done by cancellation included in roster.
- August 14 to August 19 6 day train strike.
- August 16 North Fitzroy - 1 man - Saturday. Reduction to services - West Heidelberg 10 to 12 minutes 6.30 am to 12.45 pm 10 to 12 minutes 3.30 to 7.21 pm, Clifton Hill - Elsternwick 10 to 12 minutes 9.00 am to 1.00 pm and 10 to 12 minutes 4.00 to 6.00 pm. Running time reduced on "up" West Heidelberg route by 5 minutes 8.00 to 9.59 am.
- August 18 3 hour stoppage - assaults on crews - South Melbourne Depot.
- August 27 3 hour stoppage - reduced Saturday services - Brunswick Depot.

1980 (Continued)

- August 31 Brunswick - all week - new rosters split in "Z" and "W" sections.
- Sunday. 6 "Z" trams operation and North Coburg route and 1 "W" tram.
- September 1 North Fitzroy - 2 man - weekdays - 4.37 pm City to Belford Road cancelled, bus used to provide trip at 4.01 pm City to Kew - Earl Street.
- Monday to Friday. 10 extra "Z" trams operating on North Coburg route. 8 assistants cancelled.
- September 6 Saturday. 4 extra "Z" trams operating to make North Coburg route all "Z" operation.
- Preston - Saturday - reduction to services - West Preston 10 to 12 minutes 7.08 am to 12.20 pm Northcote jigger service 10 to 12 minutes 7.14 am to 12.26 pm.
- South Melbourne - Saturday - reduction in services - St. Kilda Beach to City only in lieu of Moreland from first tram to 9.26 am, South Melbourne and St. Kilda Beach 10 to 12 minutes 6.45 am to 12.30 pm.
- September 19 3 hour stoppage - prepaid tickets - Footscray Depot.
- October 5 Camberwell - Sunday - Tourist Tram recommenced operating.
- October 10 Brunswick - Friday - Coburg service extended to North Coburg 9.37 am to 3.53 pm to give 12 minutes recovery time at North Coburg. 4.31 and 4.54 pm trips City to Coburg and 3.07 pm Brunswick Road to North Coburg cancelled.
- October 13 North Fitzroy 2 man - weekdays - 7.31 and 7.45 am trips ex Market Street cancelled to provide trips commencing from Bulleen 8.14 and 8.22 am in lieu of from North Kew.
- October 20 North Fitzroy 2 man - weekdays - 3.34 City to Kew and 3.27 Belford Road to Garden City cancelled to provide extension of 2.28 Garden City to Bulleen in lieu of Belford Road and new trip at 3.30 Hodgson Street (Zavier Prep) to Bulleen.
- Preston - weekdays - 2 AM and 3 PM peak trips cancelled to relieve congestion of trams travelling over hump. Cancelled Thornbury to Northcote only.
- November 4 Cup Day - North Fitzroy 1 M and 2 M - Basic holiday service reduced.
- November 7 Doncaster - Friday - extra trip 6.50 pm City to Newmans Road.

1980 (Continued)

- November 8      Doncaster - Saturday - extra trip 6.40 pm Warrandyte Rec to Doncaster and Balwyn Roads.
- November 24     Malvern - weekdays - extra trip 3.18 pm Domain Road to Toorak on school days.
- November 25     Malvern - weekdays - adjustments to provide more recovery time in City, 5.30 to 7.02 pm on Glen Iris route.
- December 1      Doncaster - Monday to Friday - extensions to provide trips at 6.51, 7.31 and 7.56 am from Deep Creek to City and at 4.39 and 4.54 pm from City to Deep Creek.
- North Fitzroy - 1 man - Monday to Friday. Commencement of down town free bus service from Olympic Park car parks to Elizabeth and Lonsdale Streets 9.30 am to 3.30 pm run via Batman Avenue, Punt Road, Brunton Avenue, Wellington Parade South, Flinders, Russell and Lonsdale Streets.

1981

- January 12      3 hour stoppage - emergency crews to other depots - South Melbourne Depot.
- January 19      North Fitzroy - 2 man - weekdays - 11.30 pm special bus ex Draft to St. Kilda Station cancelled.
- 2 hour stoppage - attitude of Depot Foreman - Footscray Depot.
- North Fitzroy - 1 man - Monday to Friday - extra buse on free bus service for recovery time.
- February 1      North Fitzroy - 1 man - Sunday - All Fishermens Bend trips to run via Will Road in lieu of Ingles Street.
- Brunswick - all week - Final stage of "Z" tram conversion for North Coburg route.
- February 2      Monday to Thursday - 27 Z trams and 3 W trams to operate North Coburg route (5 extra "Z" trams). All Coburg trips 9.37 am to 3.53 pm extended to North Coburg to give 10 minutes recovery at North Coburg. All trips ex City 9.30 am until after PM peak given 4 minutes recovery in City.
- Monday to Friday. Extra trips at 7.29, 8.15 and 8.35 am Coburg to City and 4.11 City to Coburg and 5.05 and 5.22 to North Coburg requiring 2 extra trams and 2 crews by daily cancellation these trips ran until mid March then were cancelled - trams taken off July 27, 1981

1981 (Continued)

- February 2 North Fitzroy - 2 man - weekdays. New roster on account of proposed cancellation of Port Melbourne train line. Fishermens Bend service 1 st bus to 6.41 pm to commence from Swanston and Flinders Street (outside Gas Office) and from Fishermens Bend at S.E.C. after 6.41 pm Elizabeth Street stop is the terminus. All trips to and from Y.M.C.A. discontinued. 12 AM and 14 PM trips to and from City to Graham Street and Williamstown Road included. These trips not run on account of train service still operating and they never ran being deleted October 8, 1981.  
Down Bulleen running time increased 48 to 49 minutes 7.44 to 9.02 am and 45 to 49 minutes 9.03 am to 4.02 pm.
- Essendon - Monday to Friday. All trips on Essendon Airport and West Maribyrnong routes adjusted to give a minimum of 4 minutes in City 9.24 am until after PM peak.
- February 6 Friday - 27 Z and 3 W trams to operate North Coburg route (5 extra "Z" trams). All trips ex City 9.30 am until after PM peak given 4 minutes recovery time in City.
- February 7 North Fitzroy - 2 man - Saturday. Fishermens Bend - Queens Bridge trips altered to Elizabeth Street Station terminus.
- February 21 Doncaster - Saturday - extra trip at 6.35 pm Warrandyte to City.
- March 1 Kew - all week - to eliminate takes at North Richmond terminus after 7.00 pm cars to run in and out of Kew Depot (see May 10, 1981).
- March 2 Mr. C. Faure commenced as new Board Member.
- March 16 Brunswick - Monday to Friday - extra AM and PM peak trips, 2 trams and run by cancellation each day cancelled.
- March 18 3 hour stoppage - transfer of Tram Driver Ocal to bus driver - South Melbourne Depot.
- March 20 2 hour stoppage - discipline of Driver Eraser - Brunswick Depot.
- April 3 4 hour stoppage - resignation of A.T. & M.O.E.A. Secretary D. Shooter - Essendon Depot.
- April 6 Footscray - Monday to Friday - 2 extra trips at 7.10 and 7.54 am Altona North to City via freeway.  
Doncaster - Monday to Friday - additional tram on Prahran - City route 10.50 to 2.26 pm to give more recovery time.

1981 (Continued)

- April 14 to April 21 Preston - weekdays - some AM and PM peak trips to shunt in Plenty Road to ease problems with hump signal lights.
- April 21 Doncaster - Monday to Friday - extra trips at 7.50 ex depot and 7.34 ex East Doncaster via George Street via freeway. 11.45 am East Doncaster and 12.46 City to Donvale - Springvale Road on Fridays transferred to North Fitzroy 1 man.
- April 25 North Fitzroy 1 man - Friday. 11.45 am East Doncaster and 12.46 City to Donvale - Springvale Road transferred from Doncaster.
- April 27 Essendon - Monday to Friday. "Z" trams commenced operating on Airport and West Maribyrnong routes - 7.06 am trip ex Niddrie on Fridays cancelled.
- May 10 Kew - all week - alterations to eliminate cars running in and out of Kew Depot to North Richmond - St. Kilda Beach route after 7.00 pm (See March 1, 1981).
- May 11 Camberwell - weekdays - 7.54 am Burwood extended to depart from East Burwood.
- May 18 North Fitzroy - 2M - weekdays - transport bus provided for 6.22 and 6.24 pm takes at Nicholson and Johnston Streets.
- May 22 Preston - Friday. New Friday roster with extra trams on day off peak service to provide more recovery time in City - 10.40 to 2.40 pm 13 minutes instead of 7 minutes and 2.40 to 4.20 5 minutes instead of 3 minutes. Trips at 7.00 am ex East Preston and 4.16, 5.01, 5.10 and 6.29 pm ex City cancelled.
- North Fitzroy tram - Friday - new Friday roster as for Preston Depot, trips at 8.09 am ex East Brunswick and 4.24, 4.40 and 5.21 pm ex City cancelled.
- May 25 Kew - weekdays - adjusts to eliminate St. Kilda Town Hall changeovers.
- June 7 Camberwell - Sunday - cancellation of Tourist Tram service (Resumed October 3, 1982).
- June 8 Queens Birthday - all tramdepots basic holiday services - services were reduced to provide the following service 1st tram to 7.00 am 30 minutes in lieu of 20 minutes, 7.00 to 8.00 am 20 in lieu of 15 minutes, 8.00 am to 6.00 pm 15 minute in lieu of 12 minutes then as ordinary weekdays to end. No Alterations to Doncaster and Footscray - (See November 4, 1980 for North Fitzroy 1 and 2 man).

1981 (Continued)

- June 9 North Fitzroy - 1 man - Monday to Friday - free bus route altered to via Batman Avenue, Punt Road, Brunton Avenue, Wellington Parade South, Flinders Street, Russell Street, Lonsdale Street to Elizabeth Street and return via Queen Street, Flinders Street, Queens Bridge, Maffra Street, City Road, Alexandra and Swan Street to car park.
- June 15 Brunswick - Monday to Friday - adjusts to give recovery time of 9 minutes at North Coburg and 5 minutes in City 9.18 am to 4.00 pm.
- June 28 New shunts at Elizabeth Street terminus. Brunswick, Essendon.
- June Bus, tram interchange at Clifton Hill.  
New meal room and toilet block at Abbotsford Street.
- June 29 North Fitzroy - 2 man - Monday to Friday - extra trip at 8.16 am Kew to City.  
Doncaster - Monday to Friday - commencement of Greensborough Shopper service by extension of East Templestowe service through to Greensborough to provide hourly off peak service.  
Introduction of Greensborough shopper service. 1 M Monday to Friday.  
Alterations to provide a new shopper service from Doncaster Shoppingtown to Greensborough during the off peak period. A one hour service will operate between 9.40 - 3.30 on a recommendation from the Regional Organisation of Councils.  
Additional trip - Bulleen route. 2 M weekdays. Due to heavy loading additional trip provided at 8.16 am ex Kew Junction to Market Street.  
Alterations West Heidelberg route. 1 M Monday to Friday.  
Adjustment to extend 8.14 am trip ex West Heidelberg to depart Latrobe University at 8.08 am following requests from passengers.
- July 18 Alternations to Saturday Fishermens Bend and Garden City Services. 2 M Saturday.  
Saturday morning services reduced on Fishermens Bend route by (4) trips and reduced by (2) trips on Garden City due to lack of patronage.
- July 19 4 assistant conductors at Essendon cancelled.
- July 20 Alterations to East Preston weekday service. Monday to Friday.  
"PM" peak recovery time increased at East Preston between 3.28 and with an additional tram in service on Fridays to maintain even headway.



1981 (Continued)  
Alterations and increases or decreases to services.

DEPOT	DAY	DATE	STAFF INCREASE	STAFF DECREASE	ROLLING STOCK INCREASE	ROLLING STOCK DECREASE	KILOMETRES INCREASE	KILOMETRES DECREASE
<u>Tram</u>								
North Fitzroy	Friday	26. 6.81	-	-	-	-	445	-
South Melbourne	Weekdays	24. 8.81	-	-	-	-	-	3,92
	Saturdays	19. 9.81	-	-	-	-	-	49
	Weekdays	5.10.81	-	-	-	-	-	1,84
	Weekdays	9.11.81	-	-	-	-	-	2,60
	Weekdays	10. 5.82	-	-	-	-	-	24,55
Assistants	Full Week	20.7.81	-	4	-	-	-	-

INCREASE

Manpower

0  
4  
6  
8

Bus Drivers  
Tram Drivers  
Conductors  
One Man Operators

Vehicles

Nil  
Nil

Trams  
Buses

Kilometres

Nil  
93,661

Trams  
Buses

DECREASE

Manpower

4  
Nil  
8  
Nil

Bus Drivers  
Tram Drivers  
Conductors  
One Man Operators

Vehicles

1  
Nil

Trams  
Buses

Kilometres

38,274  
Nil

Trams  
Buses

Note: Overall staff increase of 6 employees.

1981 (Continued)

- July 20 Additional "Z" trams - Essendon Depot. Monday to Friday. Additional 7 "Z" trams placed in service on the West Maribyrnong and Airport routes.
- July 22 Power restrictions effecting trams and trains in peak periods.
- July 23 Power restrictions effecting trams and trains in peak periods.
- August 2 Sunday football at M.C.G. Essendon v Collingwood 65,000 attendance.
- August 3 Alteration to Deer Park route. Footscray. Monday to Friday.  
The 3.14 pm trip ex Footscray to Albion extended to Deer Park West due to heavy loading.
- August 9 Sunday football at M.C.G. South Melbourne v Carlton 25,000 attendance.
- August 10 Alteration to Deer Park route. Footscray Monday to Friday.  
Adjustment to extend 7.35 am trip ex Deer Park to depart Deer Park West at 7.33 am due to passenger demand.
- August 17 Alterations to Sydney Road service. Brunswick. Monday to Friday.  
7.00 to 9.00 am ex North Coburg 2 trips shortened to Coburg.  
Weekday North Coburg and Coburg services reduced from (8) minute to (10) minute plus additional recovery time to improve even headways between 8.58 am and 10.05 am.  
Run out trams allowed (1) minute extra to depart Brunswick and service from North Coburg adjusted between 3.25 pm and 5.10 pm to allow standard recovery time of (4) minutes in City.
- August 23 Cancellation of St. Kilda Beach and Port Melbourne train services on Sundays.
- August 24 Alterations to weekday West Preston service. Preston. Weekdays.  
(1) "AM" trip cancelled from West Preston and recovery time increased and (1) additional trip in Latrobe Street provided due to heavy loading from Museum Station.  
  
Reduced weekday and Saturday train services on St. Kilda Beach and Port Melbourne - 25 minutes 5.45 am to 7.42 pm on!  
  
Extension of East Doncaster route. Doncaster Monday to Friday.  
(3) trips in "AM" peak and (4) trips in "PM" peak extended from East Doncaster Terminus via Blackburn Road to Serpells Road due to passenger requests.

1981 (Continued)

- August 31 Additional trip - West Maribyrnong. Essendon Monday to Friday.  
Due to heavy loading on West Maribyrnong an extra trip provided at 7.47 am in lieu of 7.42 Niddrie.
- September 7 Additional trip on East Doncaster extension. Doncaster Monday to Fridays.  
(1) additional trip extended from East Doncaster to Blackburn and Serpells Roads at 6.59 am weekdays due to request from passenger.
- September 19 Weekend bus service to Sunshine West. Footscray. Saturday and Sunday.  
By request from the Local Member that all trips from 11.34 am Saturday ex Sunshine Park and all trips on Sunday to and from Sunshine Park to run to Sunshine West via Hampshire Road, Wright Street and Fairbairn Road to Tallintyrne Road. During this period the Sunshine Park trips are discontinued.  
  
South Melbourne Saturday 5.47 am trip ex Beach and 6.20 City to Beach cancelled.  
  
Brunswick Saturday 8.34 am trip ex Moreland and 7.50 am ex Beach cancelled.
- September 30 to Commonwealth Heads of Government Meetings in Melbourne.  
October 7
- October 5 Introduction of North Coburg - Upfield weeknight bus service. Brunswick and North Fitzroy 1 M weekday and Saturday.  
Commencement of North Coburg to Upfield Bus Service 7.00 pm to 12.18 am weekdays and Saturday connecting with North Coburg tram service - due to cancellation of Train service from 7.00 pm.
- October 19 Additional "Z" trams - Essendon Depot. Monday to Friday. Further 6 "Z" trams placed in service on the West Maribyrnong and Airport routes.  
4 minutes recovery time in City in peak periods.  
6.51 am West Maribyrnong to City cancelled.  
  
Recovery time Fishermens Bend service. Monday to Friday. 2 M.  
(1) extra bus provided during "off peak" service to allow more recovery time in City. 7.04 am trip Princes Bridge to Fishermens Bend via Lorimer Street cancelled.
- October 22 4 hour stoppage at Footscray re rosters.
- October 30 4 hour stoppage at all Depots re Wage Rise.
- November 2 Increase North Altona service. Footscray Monday to Friday. Due to increased loading during the AM and PM peaks, extra trips provided ex North Altona at 7.37 am and 8.08 am and ex Queen and Bourke Streets at 3.55 pm, 4.25 pm and 5.01 pm. 7.33 Sunshine and 8.05 Duke via Ballarat Road and 4.26 City to Sunshine and 4.55 City to Duke Street Ballarat Road cancelled.

1981 (Continued)

- November 2      Alteration to West Maribyrnong route. Essendon. Monday to Friday.  
Adjustment to extend 8.21 am trip ex Ascot Vale to depart West Maribyrnong at 8.12 am due to heavy loading.
- November 20      3 hour stoppage at Malvern re Pay Issue decision.  
  
2 hour non-collection of Fares at Malvern and Glenhuntly re Pay Issue.
- November 21      5 hour stoppage at Footscray re Bus 204.
- November 23      2 hour non-collection of Fares at South Melbourne, North Fitzroy re Pay Issue.  
  
2 hour stoppage at Camberwell and Glenhuntly re Pay Issue.
- November 24      2 hour non-collection of Fares at Brunswick, Camberwell, Essendon, Kew and North Fitzroy re Pay Issue.
- December 6      Sunday Zoo - City service. Essendon. Sunday.  
Introduction of special "L" class tram service to operate from Flinders and Elizabeth Streets to the Zoo Sundays only. (permanent in roster February 14, 1982).  
  
Free travel on Board's vehicles.  
On each Sunday, commencing December 6, 1981 until Sunday January 31, 1982 Free travel was made available on all the Board's vehicles by a direction from the Premier's Department. This resulted in a substantial increase in patronage throughout the period of operation.
- December 11      Extra trip at 3.35 CC to City via Williamstown Road.  
2 M weekdays.
- December 20      Extra tram on City - Beach service (summer) on account of extra loading on account of free travel etc.
- December 21      Alterations Moreland service. South Melbourne and Brunswick. Monday to Friday.  
(1) minute extra running time for all trips ex Moreland between 3.15 pm and 5.30 pm due to traffic congestion at Cameron Street.

1982

- January 31      Increased freeway services. 1 M Monday to Friday.  
(2) additional trips added (7.21 and 7.50 ex Templestowe) to the "AM" peak service and (1) PM peak trip (5.20 to George Street East Doncaster) with additional school trip from North Balwyn due to increased loading.
- February 2      Wires over High and Chapel Street out.

1982 (Continued)

- February 28 Alterations to North Balwyn Sunday service. Kew Sunday. The "AM" North Balwyn service to run through to Spencer Street between 9.30 am and 12.30 pm, eliminating the connection of East Burwood service at River Street due to increased patronage along Bridge Road.
- March 7 Free Travel on Board's Vehicles. On Sunday March 7, 1982 Free travel was again implemented because of Moomba activities.
- March 14 Additional "Z" trams - Essendon Depot all week. Additional 8 "Z" trams placed in service on West Maribyrnong and Airport routes (split rosters commenced).
- March 22 Alterations to Doncaster Road service. Doncaster Monday to Friday. Alteration to divert (1) "AM" peak trip (Depot to City) from the Freeway to run through Greythorne area due to heavy loading.
- March 23 Alteration to Bulleen service. 2 M weekdays. Adjustment to extend the 7.26 am Collingwood to depart Kew - Earl Street at 7.16 am because of passenger demand.
- April 5 Alteration to East Brighton service. Glenhuntly weekday. Adjustment to extend the 6.08 am South Caulfield Junction to depart East Brighton at 5.58 am because of passenger request.
- April 7 Alterations to Bulleen service. Weekdays 2 M. (3) minutes extra running time for all trips ex Bulleen to Bellevue between 7.35 am and 8.35 am due to traffic congestion in Thompsons Road.
- April 10 Alteration to East Brighton Saturday service. Glenhuntly Saturday. Adjustment to extend the 6.01 am from South Caulfield Junction to depart East Brighton at 5.51 am due to passenger request.
- Alteration to Doncaster Road - East Kew Saturday service. Doncaster Saturday. Adjustments to provide a 20 minute Saturday afternoon service on Doncaster Road - East Kew route to connect with train service at Box Hill.
- April 26 Alteration to school trip - Doncaster area. Doncaster Monday to Friday. The 7.45 am trip High Street and Manningham Road to Kew Cemetery cancelled to provide a new trip at 7.54 am from Doncaster Road via Middleborough Road to Box Hill, due to increased school loading.
- May 3 Alterations to North Coburg services. Monday to Friday. Adjustments to "AM" peak service from North Coburg and Coburg to provide trips at 7.57 am and 8.03 am in lieu of 7.26 am and 8.36 am due to heavy loading.

1982 (Continued)

- May 10 Alterations to Collins Street service. South Melbourne, Kew, Preston Monday to Friday.  
Adjustments to all trips arriving at Spencer and Collins Streets to be given (2) minutes extra recovery time between 9.15 am and 3.30 pm. (1) additional tram in service from Preston to run between Brunswick Street and City to maintain rostered service.
- May 14 Alterations to North Coburg Friday service. Brunswick. Friday.  
Trips departing North Coburg between 3.30 pm and 4.00 pm to be given extra recovery time due to late running in City "PM" peak period.
- May 16 New Labor Government restores St. Kilda Beach and Port Melbourne train services.
- May 17 Alterations to North Coburg service. Brunswick. Monday to Thursday.  
Adjustment to extend 4.45 pm trip ex Brunswick to depart North Coburg at 4.35 pm due to heavy loading from Commonwealth Clothing Factory.
- Alteration to Moreland service. Brunswick South Melbourne Monday to Friday.  
(3) minutes extra running time for all trips ex Moreland to East Brunswick between 3.15 pm and 5.25 pm due to traffic congestion at Cameron Street.
- June 4 1½ hour stoppage at Doncaster re 8 hour shifts.
- June 7 Alterations to Doncaster area services. Doncaster Monday to Friday.  
Due to opening of F.19 Freeway from Doncaster Road existing Donvale Freeway trips re-routed to run onto Freeway from Doncaster Road and a new service (Route 266) to run from East Doncaster via Blackburn Road, Doncaster Road and Freeway to City in peak periods only. Adjustments also to school trips through Greythorne to be extended from Kew Cemetery to Kew Junction and (4) "No set down" buses from Balwyn Road to Hodgson Street Kew were introduced.
- Alterations to Bullen service 2 M weekdays.  
(2) additional trips from Kew Junction to Market Street in "AM" peak to alleviate heavy loading along Johnston Street.
- June 14 Alterations to school trip Doncaster area. Doncaster Monday to Thursday.  
Adjustment to provide additional Kew Junction trip from East Doncaster at 7.30 am by cancellation of 7.52 am Doncaster Junction to Box Hill, to relieve heavy loading through Greythorne.
- June 28 Downtown free bus service 10 to 20 minutes North Fitzroy 1 M Monday to Friday.

1982 (Continued)

Interruptions to Services

July 22	1981	Power restrictions effecting trams and trains in peak periods.
July 23	1981	Power restrictions effecting trams and trains in peak periods.
October 22	1981	4 hour stoppage at Footscray re Rosters.
October 30	1981	4 hour stoppage at all Depots re Wage Rise.
November 20	1981	3 hour stoppage at Malvern re Pay Issue decision.
November 20	1981	2 hour non-collection of Fares at Malvern and Glenhuntly re Pay Issue.
November 21	1981	5 hour stoppage at Footscray re Bus 204.
November 23	1981	2 hour non-collection of Fares at South Melbourne, North Fitzroy re Pay Issue.
November 23	1981	2 hour stoppage at Camberwell and Glenhuntly re Pay Issue.
November 24	1981	2 hour non-collection of Fares at Brunswick, Camberwell, Essendon, Kew and North Fitzroy re Pay Issue.
June 4	1982	1½ hour stoppage at Doncaster re 8 hour shifts.

By comparison there were 10 stoppages during the previous year.

1982 (Continued)

Revenue Protection

Ticket Checking

A comparison of the irregularities for year ended June 30, 1981 and 1982 are summarized as under:

	1981*	1982
Total Number of Trips Checked	176,125	208,326
Total Number of Irregularities	28,466	38,052
<u>Break-up of Irregularities:-</u>		
Uncollected Fares and Intercepted Fares	7,734	9,332
Passengers Overriding	11,320	14,535
Journal Irregularities	2,810	2,474
Ticket Irregularities	4,474	9,622
Failed to Tender Fare	11	166
Miscellaneous	2,117	1,923
<u>Total</u>	28,466	38,052

\* Note: 1981 figures closed off at May 2, 1981

<u>Number of Officer days</u>	14,073	18,472
<u>Average Number of checks per Officer day</u>	12.52	11.28
<u>Average Number of Irregularities per Officer day</u>	2.02	2.05



1982 (Continued)

Alterations and increases or decrease to services

	<u>Increase</u>	
<u>Manpower</u>	4	Bus Drivers
	62	Tram Drivers
	66	Conductors
	24	One Man Operators
<u>Vehicles</u>	3	Trams
	Nil	Buses
<u>Kilometres</u>	160,000	Trams
	119,057	Buses
	<u>Decrease</u>	
<u>Manpower</u>	Nil	Bus Drivers
	Nil	Tram Drivers
	Nil	Conductors
	Nil	One Man Operators
<u>Vehicles</u>	Nil	Trams
	1	Buses
<u>Kilometres</u>	Nil	Trams
	Nil	Buses

Note: Overall staff increase of 156 employees.

1982 (Continued)

- July 5 Additional running time - Clifton Hill - Elsternwick route. Due to increased traffic congestion an additional 2 minutes running time provided ex Elsternwick between 7.00 am and 9.00 am weekdays to Point Ormond.
- July 19 Additional trip - East Doncaster Junction to Springfield and Surrey Roads, North Blackburn. Following passenger requests ex City on Eastern Freeway buses an additional trip from East Doncaster Junction along Blackburn Road provided at 5.54 pm weekdays.
- July 26 Additional running time - North Coburg route. Following Union requests and time checks an additional 2 minutes running time provided each way between 6.45 am and 5.57 pm weekdays and between 8.26 am and 12.24 pm Saturdays.
- August 9 Additional 'Z' trams - Essendon Depot. Additional 8 'Z' trams placed in service on the Airport and West Maribyrnong routes.
- August 30 Additional trip North Altona route. Due to heavy loading an additional trip provided from North Altona at 8.45 am to the City.
- September 6 Additional running time - Bulleen - Garden City route. Following Union complaints and time checks, running times on this route were completely revised - weekdays only.
- September 13 Additional recovery time - East Brunswick route. Following Union requests and time checks, additional recovery time provided at East Brunswick terminus on weekdays between 7.45 am and 9.35 am and 4.08 pm and 6.23 pm.
- October 4 Extension of East Doncaster service to Deep Creek. Due to passenger demand the hourly 'off peak' East Doncaster - City service extended from and to Deep Creek on weekdays.
- October 25 Additional trip - Templestowe to City via Freeway. Due to heavy loading an additional trip provided from Templestowe at 8.04 am to City via the Eastern Freeway.
- November 1 Alteration to Park Orchards terminus. Following requests from local residents, the terminus of the Ringwood - Park Orchards route extended from Alva Avenue and Park Road to Enfield Avenue and Park Road, Park Orchards.
- Additional trip - Ringwood - Park Orchards route. On account of passenger requests an additional trip provided from Ringwood Station at 5.48 pm to Park Orchards weekdays.

## 1982 (Continued)

- November 15 Alteration to Deer Park - City route.  
Due to heavy loading the 6.00 am and 7.02 am trips from Deer Park extended to commence from Deer Park West on weekdays.
- November 22 1 hour 20 minutes stoppage at Footscray re Rosters and Bus Route 223.
- November 29 Additional 'Z' trams Essendon Depot.  
A further 8 'Z' trams placed in service on the Airport and West Maribyrnong routes.

## 1983

- January 17 Extension of Donvale Freeway trips to Park Orchards and additional trips Donvale - City route via Eastern Freeway. Following requests from local residents the 7.37 am trip from Donvale to the City via the Eastern Freeway extended to commence from Park Orchards at 7.25 am, with a return trip from the City at 5.32 pm extended from Donvale to Park Orchards. Due to heavy loading a new trip was provided from Donvale at 8.10 am to the City via the Freeway and an additional return trip at 5.40 pm ex the City (weekdays).
- Extension of 'off peak' Ringwood - Park Orchards route to Mitcham.  
Following requests from local residents 'off peak' trips from Ringwood to Park Orchards were extended via Park Road to Mitcham and vice versa.
- February 1 3 hours 10 minutes stoppage at East Preston re 'Z' class trams.
- February 8 3 hours 10 minutes stoppage at East Preston re 'Z' class trams.
- February 28 Alteration to Deer Park - City route.  
Due to heavy loading the 8.15 am trip from Deer Park extended to commence from Deer Park West on weekdays.
- February 28 Nineteen day month rosters introduced to all depots.
- April 15 Alteration to Deer Park - City route.  
Due to heavy loading the 8.45 am trip from Deer Park extended to commence from Deer Park West on weekdays.
- April 19 Extension to East Preston route.  
East Preston tram terminus extended from Tyler Street to Boldrewood Parade. All trips extended to new terminus.
- April 29 Introduction of Sunday Donvale - City service.  
Four trips provided from Donvale to and from the City Sundays.

1983 (Continued)

- May 2 Additional 'Z' trams to Essendon.  
A further 8 'Z' trams placed in service at Essendon Depot  
and placed on the West Coburg route.
- June 6 Additional running time -Moreland - St. Kilda Beach and  
East Coburg - South Melbourne Beach.  
Following Union requests and time checks, running times  
on these routes were revised and increased on weekdays.

1983 (Continued)

Interruptions to Services

November 22 1982	1 hour 20 minutes stoppage at Footscray re Rosters and Bus Route 223.
February 1 1983	3 hours 10 minutes stoppage at East Preston re 'Z' class trams.
February 8 1983	3 hours 10 minutes stoppage at East Preston re 'Z' class trams.

By comparison there were 9 stoppages during the previous year.

1983 (Continued)

Revenue Protection

Ticket Checking

A comparison of the irregularities for year ended June 30, 1982 and 1983 are summarized as follows:

	1982	1983
Total Number of Trips Checked	208,326	187,109
Total Number of Irregularities	38,052	28,793
<u>Break-up of Irregularities:-</u>		
Uncollected Fares and Intercepted Fares	9,332	8,564
Passengers Overriding	14,535	12,764
Journal Irregularities	2,474	2,068
Ticket Irregularities	9,622	4,136
Failed to Tender Fare	166	116
Miscellaneous	1,923	1,145
<u>Total</u>	38,052	28,793