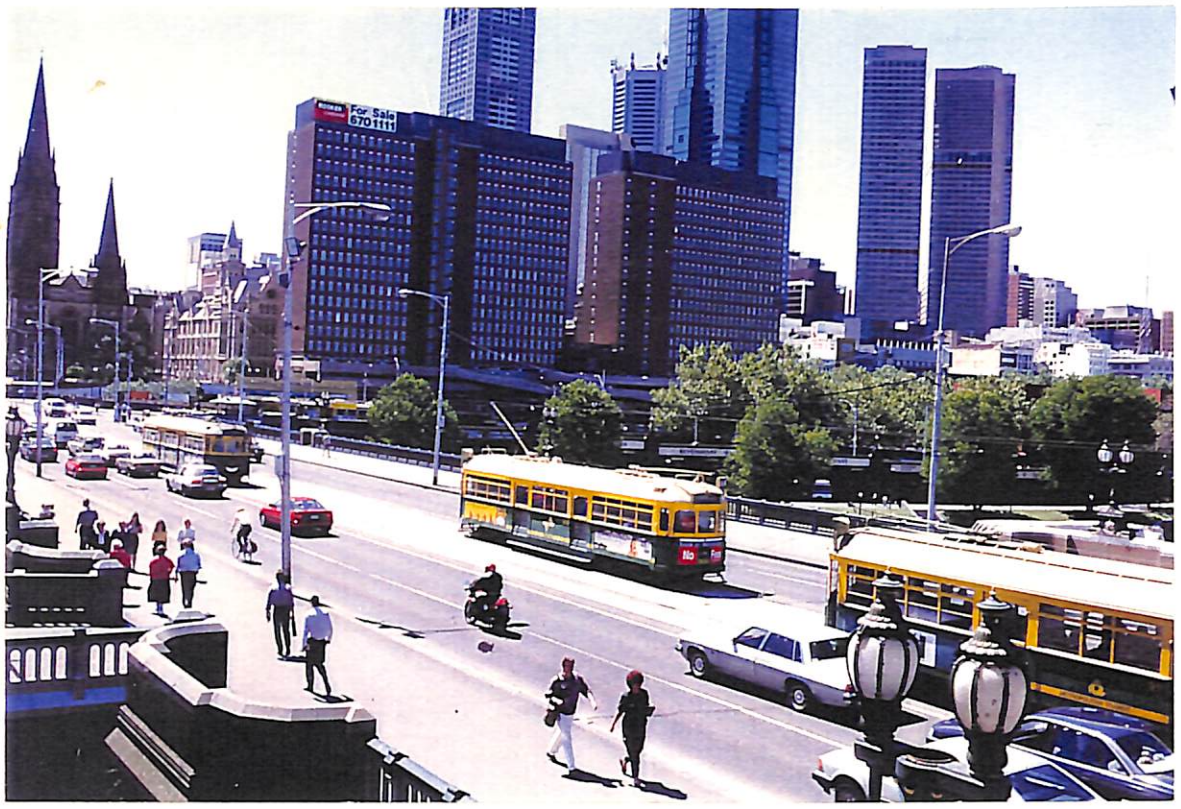


TIME-LINE HISTORY OF

MELBOURNE'S

GOVERNMENT

CABLE AND ELECTRIC TRAMS

AND BUSES

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Colour Photographs: Ray Marsh

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CONVERSION TABLES

CURRENCY

6d	=	5c
1/-	=	10c
2/-	=	20c
10/-	=	$1
£1	=	$2

MEASURES

1 inch	=	2.54 cm
1 foot	=	30.48 cm
1 yard	=	91.44 cm
1 mile	=	1.60 km
1 lb	=	.453 kg
1 ton	=	1016 kg
1 acre	=	.404 ha

Abbreviations:

FN&PTT	- Fitzroy, Northcote & Preston Tramways Trust
HTT	- Hawthorn Tramways Trust
MB&CTT	- Melbourne, Brunswick & Coburg Tramways Trust
NMETL	- North Melbourne Electric Tramways & Lighting Co. Ltd
P&MTT	- Prahran & Malvern Tramways Trust
M&MTB	- Melbourne & Metropolitan Tramways Board
MTA	- Metropolitan Transit Authority
PTC	- Public Transport Corporation (Met Tram)

OPENING & CONVERSION DATES

ELECTRIC LINES

	OPENED	BY	CONVERSION COMPLETED
Box Hill to Doncaster	14/10/89	Private	
Closed	06/01/96		
St.Kilda Station to Middle Brighton (Park Street)	07/05/06	VR	
Keilor Road, Essendon & Maribyrnong River to Flemington Bridge	11/10/06	NMET&LCo	
St.Kilda Station to Middle Brighton extended to Brighton Beach	22/12/06	VR	
Tooronga Road to Chapel Street via High Street	30/05/10	P&MTT	
Burke Road to Malvern Town Hall via Wattletree & Glenferrie Roads	30/05/10	P&MTT	
High Street line extended from Chapel Street to Punt Road	14/05/11	P&MTT	
Wattletree Road to Chapel Street via Glenferrie & Dandenong Roads	16/12/11	P&MTT	
High Street line extended from Punt Road to St.Kilda Road	14/09/12	P&MTT	
Dandenong Road to St.Kilda Beach via Hawthorn & Balaclava Roads	12/04/13	P&MTT	
Malvern Town Hall to Kew Post Office & Deepdene via Glenferrie & Cotham Rds	30/05/13	P&MTT	
Essendon lines extended to Cable terminus at North Melbourne	27/08/13	NMET&LCo	
Darling Road to Elsternwick via Balaclava, Hawthorn & Glenhuntly Roads	13/11/13	P&MTT	
Grange Road to Elsternwick via Glenhuntly Road	13/11/13	P&MTT	
High Street line extended Tooronga Road to Glen Iris	29/03/14	P&MTT	
Caulfield Station loop via Derby Road	20/06/14	P&MTT	
Cotham Road line extended Kew Post Office to Victoria Bridge (East side),	24/02/15	P&MTT	
Burke Road to St.Kilda Road via Malvern Road	08/04/15	P&MTT	

	OPENED	BY	CONVERSION COMPLETED
Kew Post Office to Kew Cemetery via High Street	08/05/15	P&MTT	
Glenhuntly Road line extended Elsternwick to Point Ormond	04/06/15	P&MTT	
Victoria Bridge (east side) to Cable terminus (west side)	04/07/15	P&MTT	
High Street, Kew line extended Kew Cemetery to Strathalbyn Street	22/11/15	P&MTT	
Loop at St.Kilda Beach (Carlisle St)	18/03/16	P&MTT	
Princes Bridge to Power Street via Swan Street	06/04/16	HTT	
Holmes Road to Bell Street via Moreland & Sydney Roads	27/04/16	MB&CTT	
Swan Street line extended Power Street to Auburn Road via Riversdale Road	07/05/16	HTT	
Sydney Road line extended Bell Street to Bakers Road	14/05/16	MB&CTT	
Riversdale Road line extended Auburn Road to Bowen Street	31/05/16	HTT	
Riversdale Road line extended Bowen Street to Warrigal Road, Burwood	10/06/16	HTT	
Wallen Road to Hawthorn Bridge via Power Street & Burwood Road	21/06/16	HTT	
Moreland Road to Park Street via Holmes Road & Lygon Street.	14/08/16	MB&CTT	
Cotham Road line extended Deepdene to Mont Albert	30/09/16	P&MTT	
Riversdale Road line extended Burke Rd to Wattle Valley Road	16/10/16	HTT	
Lygon Street line extended Park Street to Queensberry Street via Madeline St (now Swanston Street)	31/10/16	MB&CTT	
Holmes Road line extended Moreland Road to Bell Street via Nicholson Street	31/10/16	MB&CTT	
Riversdale Road line extended Wattle Valley Road to Highfield Road	09/11/16	HTT	
Riversdale Road line extended Highfield Road to Boundary Road (Warrigal Road)	23/12/16	HTT	

	OPENED	BY	CONVERSION COMPLETED
Malvern & Burke Roads to Camberwell Station	06/12/17	P&MTT	
Burke Road line extended Camberwell Station to Deepdene (Cotham Road)	07/03/18	P&MTT	
Sandringham to Black Rock	10/03/19	VR	
East & West Preston to Barkly Street via St.Georges Road	01/04/20	FN&PTT	
Footscray lines, (Ballarat Road, Williamstown Road & Russell Street)	06/09/21	FTT	
Mt.Alexander Road line extended Keilor Road to Gillies Street	07/07/23	M&MTB	
Hawthorn Bridge to Barkers Road via High Street	07/07/23	M&MTB	
Siding from Fletcher Street, Essendon via Napier.Street	28/08/23	M&MTB	
Madeline Street line extended Queensberry to Lonsdale Street		M&MTB	13/04/24
Toorak Road to Swan Street via Chapel & Church Streets	08/07/24	M&MTB	
Church Street line extended Swan St to Victoria Street, North Richmond	20/10/24	M&MTB	
High Street line extended Strathalbyn Street to Burke Road, East Kew	11/01/25	M&MTB	
Hawthorn Road line extended Glenhuntly Road to North Road (Brighton Cemetery)	01/03/25	M&MTB	
St.Georges Road line extended Barkly Street to Lygon Street via Holden St	24/03/25	M&MTB	
Mt.Alexander Road line extended Flemington Bridge to Collins Street via William Street	19/07/25	M&MTB	
Flemington Road to Daly Street via Royal Park	19/07/25	M&MTB	
Daly Street line extended to Albion Street via Melville Road	10/10/25	M&MTB	
St.Kilda Beach to City Road via Albert Park, Sturt Street & St.Kilda Rd	30/10/25	M&MTB	
Beaconsfield Parade to Chapel Street via Fitzroy & Wellington Streets		M&MTB	27/12/25

	OPENED	BY	COVERSION COMPLETED
St.Kilda Jct to Domain Road via St.Kilda Road (temporary track)	27/12/25	M&MTB	
St.Kilda Road to Sturt Street via Park & Hanna Streets	27/12/25	M&MTB	
City Road to Flinders Street		M&MTB	27/12/25
Flinders Street to Lonsdale Street via Swanston Street		M&MTB	24/01/26
City Road to Domain Road		M&MTB	28/03/26
St.Kilda Jct to Domain Road (permanent tracks)		M&MTB	09/05/26
St.Kilda Jct to Brighton Road & Chapel Street		M&MTB	29/08/26
Chapel Street to Glenhuntly Road via Brighton Road	29/08/26	M&MTB	
Sandringham to Black Rock extended to Beaumaris	01/09/26	VR	
Chapel Street line extended Toorak Road to Windsor Station		M&MTB	31/10/26
Chapel Street line extended Windsor Station to Carlisle Street		M&MTB	19/12/26
Chapel Street line extended Carlisle Street to Brighton Road	19/12/26	M&MTB	
Glenhuntly Road line extended Grange Road to Carnegie	19/12/26	M&MTB	
St.Kilda Road to Orrong Road via Toorak Road		M&MTB	17/04/27
Toorak Road line extended Orrong to Glenferrie Road		M&MTB	08/05/27
Melville Road line extended Albion Street to Moreland Road	15/05/27	M&MTB	
Melville Road line extended Moreland Road to Bell Street	26/06/27	M&MTB	
Lonsdale Street to Swanston Street via Spencer & Flinders Street		M&MTB	14/07/27
Flinders Street line extended Swanston Street to Hawthorn Bridge		M&MTB	04/12/27
Wattletree Road line extended	24/06/28	M&MTB	

	OPENED	BY	CONVERSION COMPLETED
Glenferrie Road to Dandenong Road			
Riversdale Road line extended Warrigal Road to Elgar Road	01/07/28	M&MTB	
Simpson Street siding	28/07/28	M&MTB	
Racecourse Road direct between Victoria Street and Flemington Road	04/08/29	M&MTB	
Victoria Bridge to Brunswick Street via Victoria Parade		M&MTB	15/09/29
Brunswick Street to Spencer Street via Gisborne & Collins Streets		M&MTB	08/12/29
Barkly Street to Victoria Parade via Brunswick Street		M&MTB	26/10/30
Flemington Bridge to Victoria Street via Flemington Road & Elizabeth Street		M&MTB	24/09/35
Flemington Road to Victoria Street via Abbotsford Street & North Melbourne		M&MTB	17/11/35
Elizabeth Street line extended from Victoria Street to Flinders Street		M&MTB	17/11/35
Flemington Road to Leonard Street via Royal Parade & Sydney Road		M&MTB	12/01/36
Sydney Road line extended Leonard Street to Park Street		M&MTB	23/02/36
Sydney Road line extended Park Street to Moreland Road		M&MTB	26/04/36
Keilor Road line extended Gillies Street to Birdwood Street	07/02/37	M&MTB	
East Kew line extended from Burke Road to Bulleen Road	13/06/37		
Beaconsfield Parade (South Melbourne Beach) to Flinders Street via Victoria Avenue and Clarendon Street		M&MTB	25/07/37
Hawthorn Road line extended North Road to Nepean Highway	05/12/37	M&MTB	
High Street line extended Bulleen Road to North Balwyn	11/12/38	M&MTB	
Raleigh Road line extended Maribrynong River to West Maribyrnong	22/12/40	M&MTB	

	OPENED	BY	CONVERSION COMPLETED
Raleigh Road to Williamson Road via Wests Road	06/07/41	M&MTB	
Ballarat Road to River Street via Gordon Street	14/09/41	M&MTB	
Union Road (Ascot Vale) to Mt.Alexander Road via Maribyrnong & Ascot Vale Roads	24/05/42	M&MTB	
Keilor Road line extended Birdwood Street to Essendon Aerodrome	16/05/43	M&MTB	
Sturt Street to Collins Street via Hanna, Queensbridge, & William Streets	03/02/46	M&MTB	
Spencer Street to Brunswick Street via Latrobe and Victoria Streets	15/01/51	M&MTB	
Gordon Street line extended River Street to Williamson Road	02/05/54	M&MTB	
Tyler Street (East Preston) to Spencer Street via Plenty Road and Bourke Street	26/06/55	M&MTB	
Blyth Street (East Brunswick) to Spencer Street via Nicholson Street	08/04/56	M&MTB	
Chapel Street to St.Kilda Junction via Queensway	21/10/68	M&MTB	
Sturt Street to St.Kilda Road via Nolan Street (Southbank Boulevard)	12/03/70	M&MTB	
Brunswick Street siding in Victoria Parade	30/06/73	M&MTB	
Toorak Road/Burwood Highway line extended Warrigal Road to Middleborough Road	20/07/78	M&MTB	
Plenty Road line extended Tyler Street to Boldrewood Parade	19/05/83	M&MTB	
Plenty Road line extended Boldrewood Pde to Latrobe University	20/01/85	MTA	
Siding installed at Domain Road Interchange.	17/11/86	MTA	
Plenty Road line extended Latrobe University to Bundoora	26/04/87	MTA	
Clarendon Street to Fitzroy Street via Light Rail (ex St.Kilda Railway)	22/11/87	MTA	

	OPENED	BY	CONVERSION COMPLETED
Clarendon Street to Port Melbourne via Light Rail (ex Port Melb Railway)	20/12/87	MTA	
Matthews Avenue line extended Essendon Airport to Dromana Avenue	24/01/93	PTC	
Burwood Highway line extended Middleborough Road to Blackburn Road	04/07/93	PTC	
Bourke Street to Flinders Street via Spring Street (City Circle)	29/04/94	PTC	
Terminus in Spencer Street north of Latrobe Street (City Circle)	29/04/94	PTC	
Plenty Road line extended Bundoora (Mc.Leans Road) to Bundoora (R.M.I.T.)	12/10/95	PTC	

OPENING AND CLOSING DATES

CABLE LINES

		OPENED	CLOSED
Richmond - Spencer Street	via Flinders St	11/11/85	29/06/27
Nth. Fitzroy - Spencer Street	via Collins St	02/10/86	12/07/30
Victoria Bridge - Spencer Street	via Collins St	22/11/86	13/07/29
Clifton Hill - Spencer Street	via Bourke St	09/08/87	26/10/40
Nicholson Street - Spencer Street	via Bourke St	30/08/87	26/10/40
Brunswick - Flinders Street	via Elizabeth St	01/10/87	11/01/36
Johnston Street	via Swanston St	28/12/87	15/04/39
Brighton Road - Queensberry St	via Swanston St	11/10/88	26/12/25
Prahran	via Swanston St	26/10/88	28/08/26
North Carlton	via Swanston St	09/02/89	02/08/36
Toorak	via Swanston St	15/02/89	02/10/26
Northcote - Preston	via High St	18/02/90	26/10/40
North Melbourne	via Elizabeth St	03/03/90	29/09/35
West Melbourne	via Elizabeth St	18/04/90	20/07/35
South Melbourne	via Collins St	17/06/90	13/03/37
Port Melbourne	via Collins St	17/06/90	13/03/37
St.Kilda Beach - Windsor	via St.Kilda Jct	27/10/91	29/08/25
St.Kilda Beach	via Swanston St	18/12/97	26/12/25

CLOSING DATES

ELECTRIC LINES

	CLOSED
Black Rock - Beaumaris (VR)	01/09/31
Lygon Street - St.Georges Road via Holden St (Southern track only)	25/10/39
Coburg Depot	12/10/52
Thornbury Depot	24/06/55
Sandringham - Black Rock (VR)	05/11/56
Middle Brighton (Park St) - Brighton Beach (VR)	01/01/57
Elwood Depot - Middle Brighton (VR)	01/07/57
St.Kilda Station - Elwood Depot (VR)	28/02/59
Elsternwick - Point Ormond	23/10/60
Footscray local lines	11/03/62
Hawthorn Depot	13/02/65
Wellington Street (St.Kilda)	20/10/68
St.Kilda Road - Nolan Street via Sturt St	16/03/69
Moreland Road siding	29/08/72
Holden Street	19/01/76
Vaughan Street (Essendon Aerodrome)	07/10/76
North Fitzroy Tram Depot	19/12/93
South Melbourne Tram Depot	08/02/97

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.
1873	
September	First Cable tramway in the world opened in Clay Street, San Francisco, USA.
1878	
	Melbourne Omnibus Co. voluntarily wound up and re-formed as the Melbourne Tramway and Omnibus Company.
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 the Bijou Theatre).
1883	
October	Bill authorising the Melbourne Tramways Trust to build and operate or lease tramways became law - Act 47 Vic. No. 765.
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 30 June, 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.

December 20	Horse tramway in Station Street, Fairfield, from Fairfield railway station to Mansfield Street, Thornbury, constructed by C.H. James opened.
1885	
November 11	Melbourne's first cable tramway, the Richmond line, opened for traffic. (Sydney was first in Australia with two lines, none in other States). Commencement of 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 from east side of Victoria Bridge to Kew Cemetery, constructed by Melbourne Tranways Trust.
-	Beaumaris - Cheltenham Horse Tramway opened.
1888	
February	Moorabbin Council authorised the Beaumaris Tramways Co. Ltd. to construct a horse tramway from Cheltenham railway station via Beaumaris to Sandringham railway station and operate it on a 30 year lease.
May 17	Horse tramway opened from Cheltenham railway station to Beaumaris (Ricketts Point).
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 Co. was formed to construct and operate it on a 30 year lease.

1889

February 9	North Carlton cable line opened.
February 14	Coburg (Sydney Road) horse tram line opened from Moreland Road to Gaffney Street, constructed and operated by the Northern Tramway Co., and later by Coburg City Council.
February 15	Toorak cable line opened.
April	Horse tram line in Glenhuntly Road from Elsternwick to Glenhuntly railway station opened, constructed by Caulfield Tramway Co. Ltd.
May 16	Foundation stone of Northcote enginehouse laid by Sir W.J.Clarke, M.L.C.
June 4	Beaumaris horse tramway extended from Beaumaris to Sandringham railway station.
October	Moonee Ponds horse bus line opened.
October 14	Box Hill - Doncaster electric line of the Box Hill and Doncaster Tramway Co. Ltd. opened - the first electric tramway in Australia.

1890

January 27	Hawthorn horse tram line opened. Hawthorn to Hawthorn Bridge extended back to Auburn and Riversdale Roads, constructed by Melbourne Tramways Trust.
February 18	Northcote cable line opened. This line was operated by the Clifton Hill, Northcote and Preston Tramway Co., and was the only cable line not run by the MT&O Co.
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 from Royal Parade to Zoo, constructed by Melbourne Tramways Trust.
April 18	West Melbourne cable line opened.
June 17	South Melbourne cable line opened.
June 20	Port Melbourne cable line opened.
August 8	Kew horse tramway extended across Victoria Bridge to the west side.
-	Fairfield horse tramway closed.

1891	
June 5	Box Hill to Doncaster electic line closed.
October 27	Windsor (Esplanade) cable line opened - this completed the cable tramway system.
October 27	Dandenong Road horse bus line opened.
-	Melbourne Tramway & Omnibus Co. Ltd. built new Head Office at 673 Bourke Street West (corner of Godfrey Lane).
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.
March 19	Box Hill to Doncaster electric line re-opened.
April 30	Fitzroy and South Melbourne cable lines amalgamated.
September 14	East Brunswick horse bus line opened.
1893	
April 21	Port Melbourne cable line extended to Gisborne Street.
May 11	Fitzroy and South Melbourne cable line amalgamation cancelled.
July 7	Northcote cable line ceased operations owing to losses and the lessee Company's assets passed to the ES&A Bank.
1894	
January 15	Church Street, Richmond horse bus line opened (Summer only for the first six 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.
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 the 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.

1901

March 23 — 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.

\- — Glenhuntly Road horse tramway closed.

1903

March 7 — Moonee Ponds horse bus line closed.

May 10 — Malvern Road horse bus line closed.

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 - June	Construction of the power house at Essendon, track work for NMET&LCo, and track work for the St.Kilda - Brighton electric street railway commenced.

1906

April 26	First meeting of Prahran and Malvern Council's Tramway Conference.
May 7	VR - Victorian Railways electric line from St.Kilda railway station to Head Street, Elwood opened. The track was laid to the VR's broad gauge of 5'3", instead of the normal tramway gauge of 4'8 1/2". It was constructed to the VR's track gauge in the event of through running from Flinders Street station. A three road depot and power house were built in Elwood at the corner of St.Kilda and Head Streets.
May 25	Noyes Bros. Melbourne, submitted detailed report on proposed Prahran to Malvern (High Street) Tramway.
October 11	Essendon electric lines from Flemington Bridge to North Essendon (Keilor Road), and Saltwater River (now Maribyrnong River) opened. A six road depot was built in Mount Alexander Road. These are the present 13 to 18 roads at Essendon Depot.
December 22	VR - Extension of the VR line from Head Street (Elwood) to Brighton Beach railway station opened.

1907

March 7	VR - Elwood Depot and all rolling stock destroyed by fire. An emergency bus service was implemented.
March 17	VR - St.Kilda - Brighton service recommenced after acquiring trams from Sydney.
June 20	VR - Elwood Depot rebuilt with two roads.
August 1	VR - Elwood Depot extended with the construction of an additional 3 road shed.
October	Application was 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 "Tramways at Malvern" and 55, No.1218 "Tramways 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. It was later re-constituted to include neighboring councils as lines expanded.

September 10 — Northcote Council leased Northcote cable line to Meakin and Thomas until 30 June, 1916.

1909

October 20 — First rail laid in High Street, Prahran.

- — Malvern Depot in Coldblo Road built. This was a six road shed with Workshops.

1910

May 29 — Prahran to Malvern via High street horse bus line closed.

May 30 — Chapel Street to Tooronga Road via High Street, and Malvern Town Hall to Wattletree and Burke Roads via Glenferrie Road electric lines opened. Chapel Street to Glenferrie and Wattletree Roads was double track, with single track from there to both terminii.

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 line closed.
Church Street (Richmond to South Yarra) horse bus line closed.

December 16 — Dandenong Road (Wattletree and Glenferrie Roads - Windsor railway line) opened. Services were provided from Wattletree Road.

1912

March 31 — Dandenong Road electric line extended from Windsor railway line a short distance to Chapel Street, connecting with the Windsor cable line.

September 14 — High Street electric line extended to connect with the St.Kilda Road cable line.

- Malvern Depot extended. Roads lengthened, a car repair shop built on the north side of Coldblo Road, and a re-wheeling shop erected at the western end of the depot. An access track to both was built along Coldblo Road.

- Northern Extension Tramway League formed to construct an electric tramway along St.Georges 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 from Dandenong Road via Hawthorn and Balaclava Roads electric tramway opened, with side of road terminus at St.Kilda.

May 7 — VR - St.Kilda - Brighton line duplicated from Elwood Depot to St.Kilda railway station. A connection was made to the railway system at St.Kilda station to facilitate transporting trams to Newport Workshops. Curves were built at rear of depot connecting the two sheds.

May 30 — New lines opened from Malvern Town Hall via Glenferrie Road to Cotham Road, Kew, and from Kew Post Office along Cotham Road to Burke Road, Deepdene. Services were provided through to St.Kilda Beach.

August 27 — The Flemington Bridge terminus of the Essendon lines was extended further south across Moonee Ponds Creek to provide a more convenient connection with the cable trams.

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, East Malvern (with the exception of loop at Caulfield railway station) opened.

November 13	Electric line from corner Grange and Glenhuntly Roads, Caulfield via Glenhuntly Road to Brighton Road, Elsternwick. The "grand union" junction at Balaclava and Hawthorn Roads as we know it today commenced operation.
-	Railway level crossings at Armadale station in High Street, and Malvern station in Glenferrie Road were replaced by grade separations.
-	Malvern Depot was extended to house 65 trams.
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 line.
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 the 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, submitted detailed scheme for St. Georges 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. closed for reconstruction as an electrified tramway.

December 17 — Substation at Rusden 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 18 — Hawthorn Road duplicated from Balaclava Road to Glenhuntly Road.

January 22 — Foundation stone for Kew Depot laid.

February 24 — Electrification of Kew horse tramway, from Victoria Bridge via Barkers Road and High Street to Cotham Road opened as double track. Services operated from Kew Post Office and St.Kilda Beach (from Malvern Depot ?).

February 28 — Duplication of track in Glenhuntly Road from Hawthorn Road to Brighton Road opened.

April 8 — Electric line from St.Kilda Road via Commercial and Malvern Roads to Burke Road opened.

May 8 — Electric line extended from Kew Post Office via High Street to Kew Cemetery terminus of the horse tram. Kew Depot, at the corner of High Street and Barkers Road with six roads opened on this date.

June 4 — Extension of the electric line in Glenhuntly Road from Brighton Road to Point Ormond opened as double track. The portion of line from Elsternwick station to Brighton Road duplicated at this time. Services to Point Ormond operated from Darling Road (East Malvern), whilst the service from Grange Road continued to terminate at Elsternwick station.

July 14 — Electric line extended from east side of Victoria Bridge to cable terminus on the 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 extended from Kew Cemetery to Strathalbyn Street, Kew opened as double track.
December 5	Sydney Road horse tramway closed.
December 30	Act No. 2816 constituting the Footscray Tramways Trust received Governor's assent.
-	Tourists' round trip tickets inaugurated by Melbourne Tramway and Omnibus Co. Ltd. and Prahran and Malvern Tramways Trust - 16 miles for 9d.
-	Contracts let for construction of Melbourne to Burwood electric line tracks and strengthening the Wallen Road bridge.
-	Hawthorn Depot completed.
-	Coburg Depot completed.
-	Act No. 2818 constituting the Tramway Board passed.
-	Service operated by double deck buses in Lygon Street opened by private company.
-	The centre poles in High Street and Glenferrie Roads, Malvern, removed.
1916	
January 18	The Tramway Board appointed by the Governor-in-Council.
	The Tramway Board assumed its statutory authority taking over from the MT&O Co as an interim measure.
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. closed for electrification.

March 1 — Melbourne Tramways Trust dissolved, its interests being vested with the Tramway Board.

March 18 — Balloon loop at St.Kilda Esplanade (end of Carlisle Street) opened. A cafe called La Loop Cafe constructed in the centre of the loop.

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 Wallen Road and Power Street electric line of the Hawthorn Tramways Trust opened with double track. Also a depot on the same corner with four roads and a basement workshop opened.

April 27 — Electric line in Sydney Road, Coburg, from Moreland Road to Bell Street, built as double track opened by Melbourne, Brunswick and Coburg Tramways Trust, together with a five road depot opened.

May 3 — East Brunswick horse bus line closed.

May 7 — Extension of the Hawthorn electric line from Power Street to Auburn Road and Riversdale Road as double track opened.

May 14 — Extension of Sydney Road electric line from Bell Street to Bakers Road, North Coburg, track being double to Wilson Street.

May 31 — Extension of Hawthorn electric line from Auburn Road to Bowen Street via Riversdale and Camberwell Roads as double track.

June 10 — Extension of Victoria Street electric line from west side of Victoria Bridge to cable tram terminus opened.

June 10 — Final extension of the 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 Wallen Road and Power Street via Power Street and Burwood Road, over Hawthorn Bridge to Richmond cable terminus as double track opened by HTT. Operated as a shuttle service.

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 the lessee and operated directly by the Northcote Council - the first Council in Victoria to operate a tramway.

August 14 — Extension of Sydney Road electric line from Sydney and Moreland Roads to Park Street, East Brunswick, via Moreland and Holmes Roads and Lygon Street, built as double track.

September 30 — Extension in Cotham Road from Burke Road, Deepdene, to Union Road, Mont Albert, opened. Services were provided from Mont Albert to Victoria Bridge, with the St. Kilda Beach service continuing to terminate at Deepdene.

October 16 — Electric line form Camberwell and Burke Roads, to Wattle Valley Road, Camberwell, via Riversdale Road opened by HTT.

October 31 — Extensions from Park Street to Queensberry Street, Melbourne, via Lygon, Elgin and Madeline (now Swanston) Streets, built as double track. Also from Moreland Road and Nicholson Street to Bell Street, East Coburg, via Nicholson Street opened, by MB&CTT.

November 9 — Extension from Wattle Valley Road to Highfield Road via Riversdale Road by HTT opened.

December 22 — Final extension in Riversdale Road, from Highfield Road to Boundary (now Warrigal) Road, Wattle Park opened by HTT.

\- — Kew Depot completed.

\- — Service of double deck buses in Lygon Street closed.

1917

February — VR - A third car shed at Elwood Depot was built.

March 31 — Wattle Park purchased by the Hawthorn Tramway Trust from Miss Effie Ball for £9,000 was officially opened by His Excellency the Governor of Victoria, Sir Arthur Stanley, KCMG. 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 the costs, (£1,180)).

August 11 — Foundation stone of new bridge over Merri Creek in St. Georges 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 station opened as double track by PMTT.

\- — A second three road shed at Hawthorn Depot completed to house a further 25 trams.

\- — Construction of Footscray electric lines commenced.

1918

March — F.A. McCarty left Hawthorn Tramways Trust.

March 7 — Extension from Camberwell station to Cotham Road, Deepdene, via Burke Road opened as double track by PMTT. Operated as a shuttle service due to railway level crossing being incomplete.

Mont Albert line duplicated from Burke Road to Deepdene railway level crossing.

April 28 — Camberwell railway level crossing through running of trams along Burke Road commenced.

April 30 — Duplication of track in Waverley Road from Finch Street to loop at Tennyson Street opened.

May — M.K. Wescott appointed Engineer of MB&CTT, replacing S.S.D. Robertson, appointed to HTT, and the Chairman took over the management.

June 5 — S.S.D. Robertson appointed Engineer and Manager, HTT.

September 10 — First sod turned for the St. Georges Road line, south of Merri Creek bridge by Chairman C. Ottery.

November — Construction of Footscray electric lines completed.

\- — The terminus in Swanston Street at Queensberry Street has been relocated further south to provide a more convenient connection with the cable trams.

\- — The railway level crossing in Glenferrie Road at Glenferrie station was replaced by grade separation.

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	VR - Sandringham - Black Rock electric street railway opened, Built to standard gauge, to allow for the eventual possibility of connecting to the main Melbourne electric system. Built as double track except for the portion in the vicinity of Sandringham station, which was single due owing to the narrow width of Station Street. A three road depot was constructed in the Sandringham railway yard.
March 16-22	PMTT tram strike.
July 16 - August 27	Seamen's strike. Coal restrictions. No trams on Sundays and none after 7:00pm on weekdays for 6 weeks.
August 15	L.A. Cleveland resumed duty as Secretary, HTT on return from war service.
October 19	North Carlton power house converted from coal to electric operation.
October 31	The Tramway Board dissolved.
November 1	The 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.
-	The railway level crossing in Burke Road, Camberwell, replaced by grade separation.

1920

January 20	Last meeting of MB&CTT.
January 27	Trial run made on completed St.Georges Road electric line to East and West Preston, by FN&PTT.
January 29	Last meeting of FTT.
January 30	Last meeting of HTT.

February 1	Northcote cable line taken over by M&MTB together with the following electric tramway undertakings :- Prahran & Malvern Tramways Trust Hawthorn Tramways Trust Melbourne, Brunswick & Coburg Tramways Trust Fitzroy, Northcote & Preston Tramways Trust Footscray Tramways Trust (see 1920 Annual Report for further details).
February 2	Prahran & Malvern Tramway Trust dissolved.
February 5	Last meeting of FN&PTT.
February	Regulation strike on eastern electric lines 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 21 June, 1920.
April 1	East and West Preston electric lines opened to cable terminus, St.Georges Road, North Fitzroy. Built as double track in St.Georges Road, and single to Gilbert Road and Miller Street, also single to Plenty Road and Tyler Street. Thornbury Depot also commenced operation.
April 23	Wages increase of ½d. per day granted to all employees, plus 2d. per day to first year cable gripmen and conductors, also C.O.L. adjustments each January 1, and July 1, until 1922 - July 1, 1920, C.O.L. increase was 5/6d. per week.
June 1	Convertor station machinery and switch gear purchased from the Melbourne Electric Supply Co. Ltd. at the original cost, and new agreement for supply of electricity made, saving £9,800 a year.
June 13-18	Gas strike. No electric or North Carlton cable trams. Also no cable trams after 6:00pm.
June 21	1d. sections introduced on suburban ends of cable lines.
June 30	£30,000 of surplus distributed to municipalities under Section 89 of Act 2995.
June	Colour light signals introduced on the "Hump" overbridge in Miller Street, Preston.
September	The M&MTB divided its inherited electric system into to two areas. The Eastern system based on P&MTT and HTT, the Northern system, based on MB&CTT, FN&PTT and FTT.

December 24	Fitzroy and South Melbourne cable lines amalgamated - reducing number of cars in Collins Street at 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 - February 28	Stewards and Seaman's strike. No trams after 7:00pm.
March 7	Fares increased by ½d. on Sundays and Holidays, and section fares by ½d. Overlapping sections abolished.
March 12	Experimental all-night service between midnight and 5:20am, instituted from Princes Bridge and Camberwell Junction, operated from Hawthorn Depot. It was discontinued after a few weeks.
September 1	Power supply made available to Footscray electric lines by Victorian Railways, supplied from Newport power station.
September 6	Footscray electric lines opened, built as double track from the depot in Buckley Street to Barkly and Droop Streets, with the remainder as single track. The depot was built with four roads.
October 1	T.P. Strickland took up duties as Chief Engineer.
October 20	Services operating from St.Kilda Beach via Balaclava and Glenferrie Roads, altered to terminate at Victoria Bridge, with services from Deepdene to St.Kilda Beach discontinued.
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.
November	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 and 3 single truck electric cars completed.

-	Steam plant from North Carlton cable power house installed at Richmond power house.
-	Holden Street Workshops, near the North Fitzroy cable/electric tram terminus, was adapted from a former timber store for new tram construction pending construction of a central workshop.
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&MTB on General Scheme for future development on Tramways made to Minister for 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 NMELT&L Co. Ltd. (through State Electricity Commission) and vested in the M&MTB.
	Dr. Carlton A. Ellis commenced duty as M&MTB Medical Officer at a salary of £500/annum.
September	Electric auxiliary drive put into operation at St.Kilda Road cable power house.
November	Strike for two days on Coburg electric lines.
November 30	General Scheme for future development presented to Minister for Public Works.
-	Scissors crossover installed at Batman Avenue terminus.
1923	
February 14	Mont Albert line duplicated from Deepdene railway crossing to the passing loop at Talbot Avenue.
February 25	Williamstown Road line duplicated from Footscray Depot to the corner of Gamon Street and Somerville Road.
March 15	T. O'L. Reynolds appointed Deputy Chairman.

March 23	Darling Road line duplicated from Tennyson Street to the terminus.
March 29	Glenhuntly Road line duplicated from South Caulfield Junc. to Laura Street, Glenhuntly.
March	Chairman Alex Cameron left for America and Europe on an investigation tour.
	Town Planning Commission created by State Government and T.P. Strickland appointed a member.
April 5	New wages agreement with A.T.E.A. giving increase of 4d. per day to traffic staff - cost to M&MTB £60,000 per annum. Wage increases since December 31, 1919 over £250,000 per annum. 3 days Good Conduct leave, time and half for Sundays and holidays.
April 12 - 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 detail with each proposal in turn.
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 two Safety electric cars from U.S.A.
July 7	New line opened in Church Street, Hawthorn, from Barkers Road to Hawthorn Bridge, constructed as double track. Service provided by diverting the East Kew route from Victoria Bridge to the cable terminus at Hawthorn Bridge.
July 7	Extension of Essendon electric line from Keilor Road to Gillies Street opened as single track.
August 23	Glenhuntly Depot opened. The depot was built with nine roads, (six under cover). Operation of the Point Ormond/Elsternwick - Darling Road, and Grange Road were transferred from Malvern Depot.
August 25	Electric single track spur line in Napier Street to Essendon Football ground opened.

September 30	Existing tram tracks will be rated by Municipalities for the 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 4	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 M&MTB to operate motor buses "for purpose of aiding or relieving traffic on tramways".
1924	
January 12	Puckle Street line from Moonee Ponds Junc to Railway Station, which only operated on race days, closed.
February 1	Chairman, Alex Cameron returned from overseas.
February 11	Bell punch ticket 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.
April 5 - April 19	Tramway strike.
April 13	Extension of Coburg electric line as double track with centre poles from Queensberry Street to Lonsdale Street via Swanston Street opened.
May 5 - May 19	General tramway strike. Gripmen refused to train a student, believing he had applied for employment as a Special Constable during the Police strike.
June 24	Two 1-man Safety cars into service - Wallen Road to Hawthorn Bridge operated from Hawthorn Depot.
June	A second six road shed for 30 cars opened at Essendon Depot.

July 8	Opening of Chapel Street electric line as double track from Toorak Road to Church and Swan Streets, Richmond with through routing to Princes Bridge. (A connecting track was provided at the Toorak Road terminus to allow Prahran and Toorak cable cars access to their depot).
August 29	Duplication of Essendon line in Pascoe Vale Road from Moonee Ponds Junc to Buckley Street.
October 20	Extension of Church/Chapel Street electric line from Swan Street to Victoria Street, North Richmond as double track opened. Service provided from Toorak Road terminus in addition to the Princes Bridge service, operated from Hawthorn Depot.
October	Construction of a central workshop commenced at Preston, opposite Preston Depot.
December 15	Maribyrnong River line duplicated in Maribyrnong Road, Ascot Vale from Bowen to Hotham Streets.
December	An additional five road shed accommodating 35 cars constructed at Coburg Depot.
-	Motor Omnibus Act, 1924 passed and regulations made to prevent wasteful and unnecessary competition by motor buses along tram routes.
-	12 electric bogie cars completed.
-	12' driving wheels replaced by 14' wheels at Nicholson Street cable power house to increase rope speeds from 11 to 13 m.p.h.
-	Church Street bridge completed - M&MTB 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.
1925	
January 3	Elsternwick - City bus service opened. (Conversion purposes, Annual Report 1925).
January 11	Extension of electric line in High Street, Kew from Strathalbyn Street to Burke Road, East Kew, as double track to Clyde Street and single to the terminus.

February 1	Connecting curves installed at Riversdale and Glenferrie Roads, Hawthorn. Motor Omnibus Act came into force to control and regulate bus operations.
February 7	Russell Street line duplicated from Droop Street to Summerhill Road, West Footscray.
February 20	Burwood line duplicated from Bowen Street to Smith Road, Hartwell.
March 1	Extension of electric line in Hawthorn Road, Caulfield, from Glenhuntly Road to North Road (Brighton Cemetery) opened as double track to Saturn Street, single to terminus. Service operated from North Road to Windsor via Dandenong Road.
March 8	Northcote cable line connected with Clifton Hill cable line, providing through service to Bourke and Spencer Streets.
March 24	Holden Street electric line from St.Georges Road via Barkly, Pilkington, Holden Streets and Brunswick Road to Lygon Street opened as double track from Nicholson to Lygon Streets and single from Nicholson Street to St.Georges Road. East and West Preston trams were extended over the new line to the City terminus at Swanston and Lonsdale Streets.
April	The Showgrounds level crossing on the Maribyrnong River line was replaced by a grade separation.
May 1	Revision of fares and sections.
June	Paint and body shops completed at new Preston Workshops.
July 17	Holden Street line duplicated from Nicholson Street to near Pilkington Street.
July 19	New electric line opened from Collins Street via William and Peel Streets, Flemington Road, private right of way through Royal Park, Grantham and Dawson Streets to Daley Street, West Brunswick. Built as double track with centre poles in William and Peel Streets. The North Melbourne cable line was cut back to Abbbotsford Street, and the line to Flemington Bridge was replaced with electric trams, providing depot access and also allowing Essendon and Maribyrnong River services to reach the City terminus in William Street.
August 23	Level crossing at Clifton Hill replaced with a grade separation.

August 29	St.Kilda (Esplanade) and Windsor cable lines closed.
August 30	Esplanade - City and Windsor bus route opened.
October 10	Extension of West Brunswick electric line from Daly Street via Melville Road to Albion Street opened as double track to Hunter Street and single to the terminus.
October 30	Electric line from Fitzroy Street and Beaconsfield Parade, St.Kilda, via Mary, park, Danks, Mills Streets, Canterbury and Albert Roads, Clarendon, Park and Sturt Streets and City Road to St.Kilda Road opened as double track. Sidings at South Melbourne football ground and Albert Park Beach opened. A new depot at Hanna Street opened with a nine road shed and two open roads.
December 19 - January 19	"Go-slow" strike on Essendon lines over roster 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	St.Kilda Beach-Windsor electric line opened from Barkly Street via Acland Street, Esplanade, Fitzroy and Wellington Streets joining existing electric line in Dandenong Road. Built as double track, with connections to existing lines at Beaconsfield Parade and Carlisle Street. Services from Wattletree Road and Brighton Cemetery extended to St.Kilda Beach. New track was also laid from Hanna Street Depot via Park Street to Domain and St.Kilda Roads. This allowed a tram service operated by Hanna Street Depot to run from St.Kilda Beach to Flinders Street on temporary tracks, pending conversion of the cable tracks.
-	Prahran and Toorak cables lines operated only to City Road.
-	Esplanade-City and Windsor bus route closed.
-	East Malvern-Murrumbeena bus route opened.
-	46 motor buses placed in service.
-	Howard Street, North Melbourne cable depot completed for use during Flemington Road conversion.

- Applications for tramway reserves in St.Kilda, Brighton and Flemington Roads were not approved by the Minister.

- Metropolitan Town Planning Commission's first report endorsed the M&MTB's general policy regarding co-ordination of trams and buses in the metropolitan area.

- 89 W class electric cars completed.

- 2 cable dummies removed from service.

- Nelson Street, Windsor substation completed.

- VR - The southern shed at Elwood Depot converted to a workshop.

1926

January 24 — Electric line in Swanston Street from Lonsdale to Flinders Street opened as double track. East and West Preston trams through-routed to St.Kilda Beach via South Melbourne, operated jointly by Preston and Hanna Street Depots. North Coburg trams were through-routed to St.Kilda Beach via St.Kilda Road, and East Coburg trams terminated in the City, jointly operated by Hanna Street and Coburg Depots.

January 29 — Toorak conversion bus route opened.

January 30 — Prahran and Toorak cable lines operated to St.Kilda Road only.

March 28 — St.Kilda Road electric line opened as double track, (City Road to Park Street).

April 17 — Williamstown - Newport bus route opened.

May 1 — Fares increased on all lines, (no extra charges for Sundays and holidays).

May 15 — Balwyn Road - Burnley Street, (Kew Depot via Barkers Road) bus route opened.

May 16 — High Street (Glen Iris) and Malvern Road electric lines commenced operation to the City via St.Kilda Road.

May 31 — Victoria Street (City) siding opened.

July 5 — Wattle Park line duplicated from Camberwell Junction to Wattle Valley Road.

July 10 — East Preston line duplicated from Bell to Gower Street.

July 24	North Carlton cable Depot closed and cars operated from Carlton Depot.
August 28	Prahran cable line closed.
August 29	Electric line from St.Kilda Junction to Elsternwick railway station opened as double track. Service was provided from Elsternwick - City operated by Glenhuntly Depot, with some trips operated by Hanna Street Depot.
	Chapel Street, Prahran conversion bus route opened, Brighton Road to Domain Road via Chapel Street and Toorak Road.
September 1	VR - Extension of electric street railway from Black Rock - Beaumaris opened as single track throughout
October 2	Toorak cable line closed.
October 18	Remaining portion of line from Holden Street to Barkly Street, North Fitzroy duplicated.
October 31	Electric line in Chapel Street from Toorak Road to Windsor railway station opened as double track. The cable car depot connection removed.
	North Williamstown bus route closed.
November 1	Commencement of Moreland Road to City Road electric service. Albion Street destination sign altered to Moreland Road.
November 29	Elsternwick - Point Ormond service operated by 1-man trams.
December 1	Glenhuntly Road duplicated from Laura Street to west side of Glenhuntly railway crossing.
December 5	Gardiner trams operated from Malvern Depot.
December 6	East Coburg electric line extended from Moreland Road to Crozier Street.
	West Preston trams terminated at Miller Street, Thornbury, and passengers transferred to East Preston cars to the city during the off-peak.
December 18	Chapel Street, Prahran bus route closed.
December 19	Chapel Street electric line extended from Windsor railway station to Brighton Road (Prahran) as double track, and connecting curves into the Elsternwick line at Brighton Road. Services were provided from Prahran to both North Richmond (operated by Hawthorn Depot) and Princes Bridge (operated by Glenhuntly Depot). Two sets of curves one north, and one south at

Swan and Church Streets, and one set of curves at Carlisle and Chapel Streets were installed. Extension of electric line from Grange road via Glenhuntly and Truganini Roads to Koornang Road, Carnegie opened as single track.

December 20 — Transfers issued between East Preston electric and Northcote cable trams.

- Holden Street Workshops closed, equipment transferred to the new Preston Workshops.

- Store, timber sheds and substation buildings at Preston Workshops completed.

- Riversdale Road outside Wattle Park regraded by Box Hill Council, M&MTB contributing £4,000.

- Former substation next to Essendon Depot purchased from SEC and converted to Traffic offices.

- Cable depots in Brighton Road and Acland Street converted to bus garages, also one erected on land adjacent to Victoria Street Depot.

- Substation at 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 removed from service. 49 electric bogie cars completed. 10 motor buses placed in service.

1927

February 2 — Single track connecting line from Elizabeth Street (Haymarket) to Victoria Street terminus opened, allowing Essendon electric lines to be connected to the rest of the system.

February 4 - February 8 — 8:30pm, February 4 to 4:00pm, 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 as double track. Service provided to City via Swanston Street operated by Hanna Street Depot.

East Coburg cars through-routed to Elsternwick.

Toorak bus route operated from Orrong Road to Elizabeth Street (East Malvern railway line), Malvern only.

April 21 - 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 2	East Coburg line duplicated from Moreland Road to Crozier Street.
May 7	Toorak Bus route closed.
May 8	Extension of electric line in Toorak Road from Orrong Road to Glenferrie Road opened as double track with connecting curves into Glenferrie Road.
May 15	Richmond cable line closed from Spencer and Bourke Streets via Flinders Street to Swanston Street.
	Extension of West Brunswick electric line from Albion Street via Melville Road to Moreland Road opened as double track.
June 19	Murrumbeena terminus renamed "Carnegie".
June 26	Extension of West Brunswick electric line from Moreland Road via Melville Road to Bell Street opened as double track to Reynard Street, single to the terminus.
June 28	West Preston electric line duplicated along Miller Street from St.Georges Road to Gilbert Road.
June 29	Richmond cable line closed 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. (Operated as a shuttle service from Hanna Street Depot via a single track curve from St.Kilda Road into Flinders Street).
July 23	Electric line extended from Bourke Street to Lonsdale Street via Spencer Street, and in Flinders Street to the East side of Swanston Street.
July 25	Mont Albert line duplicated from Wharton Street to the terminus.
July 30	Albert Park and Elsternwick routes extended from Lonsdale Street via Swanston Street to Victoria Street.

August 7	West Coburg route duplicated from Hunter Street to Albion Street, West Brunswick.
August 22	West Preston line duplicated in Gilbert Road from Miller Street to Bell Street.
September 9	Crossover installed at Kew Depot, in High Street north of Barkers Road.
September 16	Tourist tram service commenced operation.
September 17	Electric cars commenced running from Swanston Street to Melbourne Cricket Ground for Football finals and horse races only, operated from Hanna Street Depot.
October 13	Railway crossing in Nicholson Street, Footscray replaced by grade separation.
October 14	"Strathalbyn Street" destination altered to "Kew".
October 20	Glen Iris route duplicated from Tooronga Road to the terminus, a crossover being provided at Tooronga Road. Burwood route duplicated from Smith Road to Through Road, a crossover being provided at Smith Road.
October 28	Entrance to Glenhuntly Depot duplicated.
November 3	East Preston route duplicated from East side of "Hump" bridge to Bell Street. A passing loop was installed on the west side.
November 23	Parliamentary Committee on Public Accounts recommended that the M&MTB 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 of Hawthorn Bridge on account of repair work.
December 3	Richmond conversion bus service closed.
December 4	Electric line from Swanston Street via Flinders Street, Wellington Parade and Bridge Road to Hawthorn Bridge opened. Kew, East Kew, operated by Kew Depot through routed to Spencer Street via Flinders Street, similarly Hawthorn route, operated by Hawthorn Depot through routed to the City.
December 23	Wattle Park route duplicated from Wattle Valley Road to Middlesex Road, a crossover being provided at Wattle Valley Road.

December 24	East Preston line duplicated from Gower Street to Wood Street.
December 26	North Richmond to Prahran route extended to Point Ormond via new curves at Brighton and Glenhuntly Roads on Summer Sundays and Public Holidays only.
December 31	Reservoir private bus line closed, Transport Club members 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.
-	Richmond cable depot converted to bus garage.
-	Toorak and Richmond cable powerhouses closed.
-	71 cable cars and 73 cable dummies taken out of service. 37 "W" class electric bogie cars, 7 "X" class, and 1 "Y" class electric cars completed.
1928	
March 3	Private bus service from Preston to Spencer Street closed.
March 24	St.Kilda Beach via South Melbourne route extended to Luna Park on Summer Sundays.
March 28	West Preston route duplicated from Bell Street to Jacka Street.
April 7	Strike on Eastern system - cars resumed running at 5:00pm. East Coburg trams shunted at St.Kilda Junction.
April 8	North Richmond - Point Ormond and Luna Park - Victoria Street (via Albert Park) service closed.
April 13	An additional six road shed constructed at Kew Depot. An additional outside road was constructed. This connected to the tracks in High Street.
May 25	Maribyrnong River route duplicated form Union Road to Hotham Street, Ascot Vale. The corner of Maribrynong and Union Roads remained single track, due to inadequate clearance with a corner building.

June 11	The crossover in City Road at St.Kilda Road was relocated around the corner into Sturt Street.
June 23	Wattletree Road corner to Esplanade electric line closed.
June 24	Wattletree Road connecting line from Glenferrie Road to Dandenong Road, built as double track opened. East Malvern to Victoria Street, City route diverted to operate via Wattletree and Dandenong Roads, in lieu of High Street. This provided a City service via Dandenong Road for the first time.
June 26	Tourist tram discontinued.
June 29	East Malvern - Esplanade electric line opened. (weekends only).
June 30	Ballarat Road route duplicated from Barkly Street to May Street, as necessary for increased headways, due to driver only operation.
July 1	One-man operation introduced on the Ballarat Road route. The service frequency was almost doubled, and the through-routing altered so that Williamstown Road cars ran to Russell Street, and Ballarat Road cars terminated at Footscray Station.
July 1	Extension of electric line in Riversdale Road from Boundary Road (now Warrigal Road) to Elgar Road, Wattle Park opened. Constructed as single track with a passing loop.
July 3	Passing loop installed at Edna Grove on the East Coburg route.
July 19	The two crossovers north of Lonsdale Street in Swanston Street, replaced by a single crossover south of Latrobe Street.
July 28	Siding installed in Wellington Parade at Simpson Street to handle sporting traffic.
August 8	Crossover in Swanston Street north of Victoria Street, relocated to south of Queensberry Street.
September 14	Judge Beeby delivered a new Award for ATEA.
September 17	Tourist tram resumed operation. 2d and 3d strip tickets at 6 for 1/- and 8 for 2/- sold on all lines.
November 30	Essendon route duplicated in Fletcher Street, from Pascoe Vale Road to Essendon Station.
December 19	Commencement of route numbers on electric trams.

December 23 — North Richmond - Prahran service diverted to St.Kilda Beach (Luna Park), at night and Saturday and Sunday afternoons, (in lieu of Point Ormond, as tried the previous summer). This service operated until the following April, and then on every summer.

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 the financial depression felt.

- Mess room at Preston Workshops completed.

- 72 "W" class electric bogie cars and 3 "X1" single truck cars completed. "X" class cars 217 & 218 transferred to Glenhuntly Depot. First "W" class car converted to "W2".

- 33 cable cars and 33 cable dummies removed from service:

- Crombie Lane, City, building purchased for use as a substation.

- Cinematograph film of M&MTB's undertaking made and shown in metropolitan theatres, and a copy sent to London for exhibition at Australia House.

- St.Kilda Road cable powerhouse, Toorak cable powerhouse, 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.G. Strangward died. R.A. Spencer appointed Secretary.

January 26 — Princes Bridge - Esplanade (via Chapel Street) electric service commenced.

January 29 — North Coburg route duplicated from Gaffney Street loop to last curve prior to the terminus.

January — The southern-most of the two crossovers in St.Kilda Road at City Road removed.

March 23 — Preston Depot expanded with the addition of a five road shed.

March 31	Essendon route duplicated in Mt.Alexander Road from Shamrock Street to Bulla Road. The track was relocated from the western roadway to a central reservation, and laid in open ballast.
April 13	East Preston route duplicated from St.Georges Road to west side of "hump" bridge.
April 21	Combined fares issued between Brunswick cable and Coburg electric line.
May 5	Combined fares issued between Fitzroy cable and Preston electric line.
May 16	Williamstown Road route duplicated from Gamon Street to the terminus, to allow a more frequent service to operate in preparation for one-man operation.
May 29	Franklin Street signal box commissioned, to facilitate terminating trams on Swanston Street routes.
June 9	One-man operation introduced on the Williamstown Road route. This service reverted to through running to Ballarat Road, Russell Street route trams once again terminated at Footscray Station. The "Pay as you enter" system was altered to "Pay as you enter" on trips to Footscray Station, and "Pay as you leave" on trips from Footscray Station, to speed up loading.
June 28	Tourist tram discontinued.
June 30	Mont Albert trams were diverted to operate to the City via Bridge Road, Flinders and Spencer Streets, sharing the route with the East Kew service, as an interim measure pending conversion of the Victoria Street cable route. Combined fares were issued via Victoria Street with transfer at Kew Post Office.
July 13	Victoria Street cable line closed. (Victoria Street 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 commenced operation.
August 1	Tracks installed on rebuilt Spencer Street bridge, in preparation for future South Melbourne route. (Opened in 1937).

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, North Melbourne between Mt.Alexander and Racecourse Roads officially abandoned.

September 14 — Fitzroy cable line closed. The remainder of the route was truncated at Victoria Parade, and The Port Melbourne and South Melbourne cable lines ran to Market Street only. Port Melbourne cable depot closed, and cars transferred to South Melbourne.

Victoria Street conversion bus route closed.

September 15 — Electric line from Victoria Bridge to Brunswick Street via Victoria Street and Victoria Parade opened. Constructed as double track with crossovers at Hoddle Street and Victoria Bridge. The track in Victoria Parade was placed in a central reservation in open ballast, the former cable line being in the northern roadway. An interim service was provided by extending the St.Kilda Beach - Victoria Bridge route to Brunswick Street.

Collins Street conversion bus route (Brunswick to Spencer Streets) opened.

September 24 — A single track connecting curve was installed from the North Richmond terminus in Church Street into Victoria Street, together with a facing crossover in Victoria Street.

November 2 — North Richmond - Esplanade service resumed.

November 21 — Route numbers allocated for all Swanston Street services.

December 8 — Electric line from Brunswick Street to Spencer Street via Victoria Parade, Gisborne and Collins Streets opened. Built as double track, with crossovers at Gisborne and Elizabeth Streets, plus two at Spencer Street. The Mont Albert route was diverted to operate via Victoria and Collins Streets to the City. The St.Kilda Beach - Brunswick Street route was altered to operate only as far as Cotham Road, operated by Malvern Depot.

Camberwell Depot housing 63 cars on nine roads under cover opened. Burwood and Wattle Park routes transferred from Hawthorn Depot, and Camberwell - City route transferred from Malvern Depot. As a consequence, Princes Bridge - Prahran route was transferred back to Hawthorn Depot from Glenhuntly Depot. A single track

curve was installed on the north-west corner at Camberwell Junction to allow access to and from the depot.

- Signal cabin erected at St.Kilda Junction.

- Old section of Coburg Depot re-constructed.

- Non-ferrous foundry at Preston Workshops completed.

- 46 "W2" class 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 service discontinued.

May 7 — Concession fares to Studley Park Road extended to Victoria Bridge.

June 8 — Balwyn Road bus service reduced.

June 30 — Single track curve installed from Batman Avenue terminus into St.Kilda Road.

July 12 — Fitzroy cable line closed. (Victoria Parade to Barkly Street terminus).

July 13 — Fitzroy conversion bus route opened. (Victoria Parade to Barkly Street).

July-August — All Footscray trams fitted with graphite lubricated trolley shoes. (Removed 1940).

August 29 — Russell Street route duplicated from Summerhill Road to Clarke Street, in preparation for one-man operation.

August — Malvern Depot fan (roads 3-6) altered to provide improved clearance for bogie cars.

September 6 — Crossover installed in Brunswick Road at Lygon Street.

September 13 — One-man operation commenced on the Russell Street route. Fare boxes were fitted to all Footscray trams, but were removed in 1936.

September 22	Tourist bus resumed for the summer season.
October 25	Fitzroy conversion bus route closed.
October 26	Fitzroy electric line opened. East and West Preston trams diverted via this route and into Collins Street. St.Kilda Beach via South Melbourne trams altered to run through to East Coburg, with Elsternwick trams terminating in the City. A shuttle service was introduced along Brunswick Rd and Holden St between Lygon Street and St.Georges Road, operated by Preston Depot.
November 2	6d. combined fare from corner Glenhuntly and Hawthorn Roads via Elsternwick, or corner Balaclava and Hawthorn Roads, via Balaclava Road to City.
November 15	"St.Kilda Beach via South Melbourne" destination altered to "South Melbourne & St.Kilda Beach".
December 10	Crossover in Lygon Street, East Brunswick at Albion Street removed.
December 31	Newport - Williamstown bus route closed.
-	A new nine road running shed was constructed at Malvern Depot, on the north side of Coldblo Road, on the site of the former workshop.
-	52 "W2", 4 "Y1", 1 "W3" and 6 "X2" electric cars completed.
-	10 bodies from Thornycroft "J" buses transferred to new AEC chassis.
1931	
Jan-March	"U" class 205, 209, and 211 fitted with bow-collectors for use on Holden Street shuttle.
February 2	Depots and routes regrouped, Mr. Simpson - Northern system, Mr. Davidson - Southern system.
February	Wages and salaries reduced by 10%.
March 17	Crossover installed in Riversdale Road east of Power Street to facilitate operation of trams from Hawthorn route to Hawthorn Depot.
April 5	T. O'I. Reynolds, Deputy Chairman, died.
April 30	Balwyn Road bus route closed.
May 30	Tourist bus ceased operation.

June	Single track connecting curve installed on south-west corner of Camberwell Junction, plus a crossover in Burke Road on the north side of the junction.
June 5	Electric trams ran for midnight picture show at the Regent Theatre, Collins Street - fare 6d. This service operated on at least one more occasion.
September 1	Black Rock - Beaumaris section of Victorian Railways electric street railway closed. (The track was not removed until 1939).
September 13	Fare section terminating at Glenferrie Station, altered to Burwood Road, Hawthorn.
September 21	Tourist bus resumed for the summer period.
October 11	Funeral of Sir John Monash.
October 26	Special 2d. and 3d. tickets for use by unemployed sick on Brunswick and Coburg routes sold to Brunswick and Coburg Councils at half rate.
December 13	Family concession tickets issued on the Wattle Park route Saturdays and Sundays only - 2/6 return.
-	Last two "W2" class cars completed. 5 "W3" cars also completed.
-	Engineering and cable repair work transferred from Nicholson Street repair shops to Preston Workshops.
1932	
January 1	Senior Scholars tickets, (over 17 and under 19) issued at a slight increase over Junior rates.
January 22	Special 2d. and 3d. tickets at half rates for use by unemployed sick on all routes through the City of Richmond.
January 24	City section tickets at 8 for 1/- introduced.
February 13	Essendon route duplicated in Pascoe Vale Road from Buckley Street to Fletcher Street, with a crossover provided south of Fletcher Street, also one in Fletcher Street east of Napier Street.
February	A siding was installed from Burke Road near Harris Avenue, north of Gardiners Creek, to enable works cars to obtain supplies of sand. It was removed during World War 2.

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 the winter months.
-	An additional open road installed at Essendon Depot.
-	Substation at Preston Workshops completed.
November	Track under the Caulfield railway bridge at Normanby Road relaid, with one track passing either side of the centre pylon. Previously both tracks passed on the east side of the pylon.
-	3 "W3" class electric cars completed.
1933	
March	Arbitration Court varies "Cost of living" table, increasing basic wage by 4/10 per week.
April	"Y1" 613 loaned to Victorian Railways to test driver only operation on the Sandringham - Black Rock route. It was returned in May.
July 25	Last day of trotting at Richmond racecourse.
November 25	Crossover installed in Lygon Street south of Park Street.
-	2 "W3" and 1 "W4" class cars completed.
-	Two tennis courts, Curator's lodge, and dressing shelter completed at Wattle Park.
1934	
January 8	Carnegie route duplicated across Glenhuntly railway crossing. A crossover was provided on the west side.
April	Arbitration Court ordered that 10% cut in wages and salaries no longer applies. New scale of adjustments fixed basic wage for Melbourne at £3/4/- per week.
June 1	East Preston line duplicated from Wood Street to the terminus at Tyler Street.
June 24	Elsternwick - City, Carnegie - Elsternwick, and Darling Road - Elsternwick routes combined to form through routes from Carnegie - City, and Darling Road - City, both operating via Elsternwick. At certain times, Darling Road trams would continue to operate to Point Ormond.

July 30	Wattle Park route duplicated from Middlesex Road to Boundary (later Warrigal) Road.
October 12	Burwood route duplicated from Through Road to the terminus.
October 15	Showgrounds siding opened in Union Road, Ascot Vale.
October 16 to October 19	Tramway strike.
October 27	Facing crossover at Thornbury converted to a trailing crossover.
December 2 - December 19	Wallen Road bridge weakened by flood waters. During repair, trams for Chapel Street, ran from Kew Depot, Burwood and Wattle Park trams diverted via Bridge Road to Swanston and Flinders Streets. A short service was operated from Princes Bridge to Burnley. A temporary meal room was installed at Church Street and Bridge Road.
December 8	Drivers and conductors with over 10 years service, given an increase of 3/- per week by Arbitration Court.
December 11	The City terminus of Swanston Street routes was altered by extending the double track closer to Elizabeth Street, and installing a new crossover on the east side of Bouverie Street.
December	Dr.W. Kent Hughes succeeded Dr. Carlton A. Ellis deceased,, as Medical Officer.
	Bonus of £8,000 distributed to traffic employees for extra strain during Centenary celebrations.
-	M&MTB'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.
-	5 "W3", 2 "W4" and 4 "CW5" class electric cars completed. The CW5 class cars were allocated to Camberwell Depot for use on the Wattle Park and Burwood routes.
1935	
February 7	The western end of Victoria Street at Elizabeth Street altered to double track with a crossover.
March 12	Crossover installed in St.Georges Road, North Fitzroy, at Fergie Street.
July 15	H.H. Bell appointed Deputy Chairman.

July 20	North Melbourne and West Melbourne cable lines closed.
July 21	West Melbourne bus route opened along cable route, operated from Nicholson Street Depot. North Melbourne conversion bus route opened. (Flemington Bridge to Victoria and Elizabeth Streets).
September 24	North Melbourne electric line opened from Flemington Road via Abbotsford, Queensberry, Erroll and Victoria Streets, to Elizabeth Street, terminating outside Victoria Market. A shuttle service was operated by cars from Essendon Depot.
September 28	Elizabeth Street cable line closed. Brunswick cable line truncated to Victoria Market.
September 29	North Melbourne conversion 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.
November 16	Brunswick cable line truncated to Leonard Street.
November 17	Brunswick conversion bus route opened (Leonard Street to Flinders Street).
	Elizabeth Street route opened from Victoria Street to Flinders Street, as double track with a crossover at Lonsdale Street. The North Melbourne shuttle was extended to operate over the new line.
December 29	New double track line between the Haymarket and Victoria Street opened. The single track connecting line in the western carriage-way removed. Maribyrnong River trams re-routed to operate via North Melbourne, and Essendon (Gillies Street) re-routed to Elizabeth and Flinders Streets via the Haymarket.
December 31	Alex Cameron retired as Chairman.
-	Office building in Victoria Parade, at the corner of Young Street for traffic, uniform, and per-way staffs, completed.
-	Malvern Road storage depot, Fitzroy cable power house, and Johnston Street cable depot sold.
-	2 "W4", 1 "CW5", and 12 "W5" class electric cars completed.

1936

January	Crossover in High Street, Kew at Park Hill Road removed.
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 opened along Royal Parade from Haymarket to Leonard Street opened as double track. An interim service was operated from the City to Leonard Street, operated by Essendon Depot.
February 2	North Coburg route duplicated from Wilson Street to Gaffney Street.
February 23	Electric line extended along Royal Parade to Park Street, as double track. The Leonard Street crossover was relocated to Ievers Street.
April 25	Brunswick conversion bus route closed.
April 26	Electric line opened from Park Street to Moreland Road via Sydney Road as double track. This completed the Brunswick cable conversion. A crossover was installed south of Moreland Road. The North Coburg route was diverted to operate via Sydney Road and Elizabeth Street to Flinders Street. On the same day Brunswick Depot was completed, as a nine road shed, which provided cars for the North Coburg route. The service to St.Kilda Beach via Swanston Street was extended via double track to a stub terminus opposite Moreland Station, and continued to operate from Coburg and Hanna Street Depots. This extension in Moreland Road was constructed to allow access to Brunswick Depot from Sydney Road.
May 25	Fisherman's Bend, Holden's Motor Works bus route opened via Flinders and Lorimer Streets and Williamstown Road. Operated from Nicholson Street Depot.
June 24	Connecting curves at Glenferrie Road and High Street on the north-west and south-east corners removed, leaving only the south-west corner curves for access to Malvern Depot.
July 1	Wages of daily paid employees increased by 6d. per day - cost to M&MTB £50,000 per annum.

August 1	North Carlton cable line closed,(operating from Carlton Depot).
August 2	North Carlton bus route opened, operating along ex cable route, with extensions to Blyth and Nicholson Streets, East Brunswick, via Nicholson, Park, Rathdowne, Elgin, Lygon, Russell and Flinders Streets to Elizabeth St.
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	Construction of new Head Office building commenced.
October 26	Essendon line duplicated along Keilor Road from Bulla Road to terminus at Gillies Street.
October 30	Carnegie line duplicated from east side of Glenhuntly station level crossing to Yendon Road.
November 1.	Family Excursion tickets at 2/6 introduced to Wattle Park and beaches on Sundays.
November 29	Caulfield - City service introduced operating from Balaclava Junction, via Balaclava Road, High Street, and St.Kilda Road, operated from Malvern Depot. Darling Road - Esplanade service via Balaclava Road discontinued.
December 26	Footscray - Moonee Ponds via Maribyrnong bus route opened. Footscray - Moonee Ponds via Ascot Vale bus route opened. Footscray - Sunshine Station via Ballarat Road bus route opened, using 14 seat Bedford buses.
-	57 "W5" class cars completed, and 9 "W1" class cars converted to "W2"'s.
-	12 Leyland Cub motor buses with 24-seat bodies placed into service.
-	West Brunswick substation completed.
-	New coat type uniform adopted for traffic staff.

1937

February 7	Extension of Essendon route from Gillies Street to Birdwood Street as double track opened.
February 14	All Night tram services commenced on the following routes:- East Kew - City via Flinders Street. Mont Albert - City via Collins Street. North Coburg - Camberwell via Swanston Street. Coburg - Sth.Melb & St.Kilda Beach via Swanston Street. Essendon - Sth.Caulfield Junc. via Swanston Street and Elsternwick. These services were driver-only operated, charging higher fares than normal, and ran from Essendon, Brunswick, Kew, Camberwell, Glenhuntly and Hanna Street Depots.
February 15	Crossover installed in Flinders Street at Market Street.
March 13	South Melbourne and Port Melbourne cable routes closed.
March 14	Port Melbourne bus route opened along the cable route (one man operated). South Melbourne conversion bus route opened.
May 29	Crossover installed in William Street at Lonsdale Street.
June 13	East Kew route duplicated from Clyde Street to Burke Road, and extended from that point to Bulleen Road, as double track.
July 1	Wages loading of 3/- per week granted by Arbitration Court.
July 25	South Melbourne electric line opened from Beaconsfield Parade via Victoria Avenue, Bridport Street, Montague Street, Park Street, Clarendon Street to Spencer Street. Services were through-routed to East and West Preston via Collins Street with new connecting curves at Spencer and Collins Street. Services were operated by Hanna Street and Preston Depots. 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.
September 10	Brighton Cemetery route duplicated from Saturn Street to the terminus at North Road.

September 16 — New Head Office building opened by the Minister of Public Works - The Hon. G.L. Goudie, MLC. - 98% of materials used of Australian origin and workmanship.

September 18 — Crossover installed in Balaclava Road east of Balaclava Junction.

September — Head Office moved from 673 Bourke Street to new Head Office building, 616 Little Collins Street.

October 1 — Staff transferred to new building.

October 6 — A 9-hole golf course laid out at Wattle Park, and officially opened by the Chairman.

November — Bow collectors removed from "U" class cars.

November 7 — Buses commenced replacing cable trams on Sunday mornings on the Collingwood route.

December 5 — Extension of Brighton Cemetery route to Point Nepean Road, Brighton, as double track to Eric Street, single.to terminus. "Brighton Cemetery" destination altered to "South Caulfield".

December 9 — VR - The Wellington Street crossover on the St.Kilda - Brighton route removed. (Middle Brighton trams always terminated at the Park Street crossover.

December 31 — In addition to the normal all-night tram services, late night services until approximately 3:00am operated on the following routes:
Moreland (via Lygon Street)
East Coburg
North Richmond - St.Kilda Beach
Swan Street, Richmond
Kew (Cotham Road) - St.Kilda Beach
East Brighton
All other routes had services operating up to one hour later than normal.

- 24 "W5" class cars completed. All except # 426, 432, 436 and 478 converted from "W1" to "W2" class cars.

- 8 Leyland Cub, 10 Bedford and 8 Federal petrol buses, 17 Leyland Tiger, 1 Daimler, and 1 Leyland Cub diesel buses entered service.

- Port Melbourne Garage (29 buses), and Footscray Garage (12 buses) completed.

- South Melbourne cable powerhouse sold.

March	Crossover in William Street north of Collins Street removed.
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	VR - Motor bus service from Sandringham station via Beach Road to Beaumaris opened.
June	Freight car siding installed in Hanna Street per-way yard.
July 1	Statutory payments to Licensing Fund discontinued.
July 23	Footscray - Ascot Vale bus route suspended.
August 8	Footscray - Sunshine bus route extended to Deer Park.
September	Wages increase of 1/- per week - cost to M&MTB, £25,000 per annum.
September 8	Hawthorn per-way yard closed, and the track leading to the basement removed.
October 4	Chairman and Secretary return from overseas.
October 15	East Brighton - St.Kilda Beach via Dandenong Road service discontinued.
October 16	Balaclava Junction - St.Kilda Beach via Dandenong Road service commenced operated by Malvern Depot. East Brighton - City via Balaclava Road service commenced operated by Glenhuntly Depot. Extension of 6d. Concession fare from Malvern and Burke Roads to Leura and Burke Roads.
December 11	Extension of East Kew route from Bulleen Road via Doncaster Road to Balwyn Road, North Balwyn opened as single track.
December 22	Collingwood - Point Ormond bus route via Hoddle Street, Punt Road, and Barkly Street opened.
-	12 "W5" class cars completed. Four remaining "W1" class cars rebuilt to "SW2" class with air operated sliding doors.
-	South Melbourne cable depot sold.

-	M&MTB stated it should be controlling authority for motor buses in the metropolitan area.
1939	
March 7	Canadian Leyland Tiger tourist bus placed into service.
April 15	Carlton cable route closed. (Buses commenced operating from 21:35)
April 16	Carlton bus service opened along the cable route to Johnston Street Bridge, Collingwood.
May 14	Caulfield Station - South Caulfield via Bambra Road bus route commenced operation.
July 19	Newmarket Station - New Pig Market, Brooklyn bus route commenced operation - Wednesdays and Thursdays only.
October 1	Working hours reduced from 48 per week to 88 per fortnight - cost to M&MTB £60,000 per annum. Rises in C.of L. totalling 4/- per week - cost to M&MTB an additional £46,000 per annum.
October 25	Holden Street shuttle tram (Lygon Street to St.Georges Road) replaced by bus service. The southern track was removed, the northern track retained as a connecting line.
November 4	Curves from Glenferrie Road turning east into Cotham Road removed, the curves turning west remaining.
-	5 "W5", 9 "SW5", and 1 "SW6" class cars completed.
-	Double deck bus body imported as prototype for 45 Leyland Titan TD5 chassis on order.
-	11 Leyland Cub 23 seat diesel buses completed.
-	Fuelling bay erected at North Fitzroy Garage.
-	T.P. Strickland, Chief Engineer, retired.
-	Application to extend East Brunswick bus route via Nicholson and Albion Streets to Sydney Road approved but not operated on account shortage of buses.
-	Second section of North Fitzroy bus garage, and new Traffic Offices were completed, and former cable repair workshop buildings were re-modelled for bus garage purposes.
-	Collingwood garage parking area and Mess room opened.

-	Increased accommodation provided at Footscray garage for operation of services to Munitions works and Annexes.
-	Fare concessions given to members of the Armed Forces.
-	Staggering of working hours arranged after conference of Public Bodies.
-	Alex Cameron died.
-	Colin Templeton died.
-	Cable/electric "H" crossing at Swanston and Lonsdale Streets removed, also cable track curve from Swanston into Lonsdale Streets removed.
1940	
March 20	Maribyrnong River route duplicated from Lennox Street to the terminus.
March 31	Extra late trips on tram and bus routes owing to trains ceasing at 22:30 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 the Armed Forces.
April 9	Extra Sunday trips discontinued.
May 13	Carlton cable depot closed.
July 10	Tourist bus services withdrawn and buses used for ordinary services.
October 1	Petrol rationing commenced.
October 26	Northcote and Nicholson Street cable routes closed. Buses substituted for cable trams at 9:17pm. First double deck buses on Bourke Street.
December 9	Footscray - Ascot Vale - Moonee Ponds bus route closed.
December 22	Extension of Maribyrnong River route to Explosives Factory (West Maribyrnong) as single track, with a storage siding at the terminus.
December 29	Collingwood bus route extended to Kew.
-	1 "SW5", and 15 "SW6" class cars completed.

- Expansion of Defence work and rationing of petrol placed great strain on public transport services.

- Clothing workshop established at Hawthorn Depot.

- Footscray - Sunshine - Deer Park bus route altered to operate via Ashley and Essex Streets, and extended by 1 mile to serve Munitions works.

1941

January 19 — Kew bus route extended to North Kew.

March 1 — Concession fares to members of the Armed Forces extended to children's half fare rate.

March 2 — VR - Connection to railway at St.Kilda Station removed.

March 24 — Pram bus placed in service on Northcote - City route.

April 28 — All night tram services greatly expanded due to petrol rationing and increased shift work.

West Maribyrnong - City via North Melbourne.
Essendon - Glen Iris via Swanston Street.
Essendon - East Malvern via Swanston Street.
West Coburg - City via Elizabeth Street.
North Coburg - Carnegie via Swanston Street and St.Kilda Beach. An additional service operated from Coburg - Elsternwick via same route.
East Coburg - Sth. Melb & St.Kilda Beach
East Preston - South Melbourne Beach.
East Kew - City via Flinders and Spencer Streets, terminating at Collins Street.
Mont Albert - City
Wattle Park - Princes Bridge.
Burwood - Princes Bridge.
Camberwell - City.
East Brighton - City.
Service frequencies were usually every hour, with 30 minute services operating to Essendon, Coburg, and Elsternwick via St.Kilda Beach, plus workings to the munitions factories as required.

June 22 — West Maribyrnong route duplicated from Van Ness Avenue to Wests Road.

July 1 — M&MTB required to make monthly payments of 2½% on pay-roll on all wages in excess of £20 per week towards Child Endowment - cost to M&MTB £38,000 per annum.

July 6	Double track branch from the West Maribyrnong route in private right-of-way adjacent to Wests Road to Ordinance Factory (williamson Road). A single track triangular junction with the West Maribyrnong route provided. No regular service provided, only as required for shift workers.
July 20	Lygon Street - St.Georges Road bus route closed, (trams substituted) on account war time bus shortage.
July 21	Fisherman's Bend via Salmon Street bus route opened.
August 3	Port Melbourne bus route extended to Garden City.
	West Preston - Thornbury all-night tram service commenced, connecting with the East Preston - City service.
August 10	Toorak - City all-night tram service commenced.
August 11	Bus services from North Fitzroy, Coburg, and North Essendon to Munitions Factory, Maribyrnong commenced operation.
August 15	Heidelberg all-night bus route commenced operation.
	Northcote - Port Melbourne all-night bus service commenced operation.
August 24	North Richmond - St.Kilda Beach all-night service commenced operation.
September 14	Extension of Ballarat Road tram route, extended via Gordon Street to River Street opened, an interim service provided using a single track.
	Conductresses employed for the first time, due to staff shortages.
September 27	Brighton - Elsternwick station all-night bus route commenced operation.
November	Dr. W. Kent-Hughes died. Dr. J.J. Daly replaced him.
November 9	Service to the Ammunition Factory, which began on September 14, commenced using double track. No regular service offered, operating only as required for shift workers.
November 16	Garden City bus route through routed via Port Melbourne to City.

December 12	Friday night shopping abolished. Restricted lighting conditions imposed in Melbourne and suburbs to June 1943.
-	11 "SW6" class cars completed.
-	An additional open road constructed at Glenhuntly Depot.
-	C. of L. adjustments increased basic wage from 76/- + 6/- loading to 81/- + 6/- loading - cost to M&MTB £62,000 per annum. Other approved loadings and margins cost £67,000 per annum.
-	14 Leyland Tiger and 6 Austerity buses placed into service.
-	Third section of North Fitzroy bus garage completed.
-	Extension at #1 car-shed at Essendon completed.
-	Extension to Footscray bus garage completed.
-	New substation at West Maribyrnong completed.
1942	
February 11	Blackout rehearsal 9:30pm - 10:30pm. Trams and buses stopped running.
February 12	Reduced lighting on all trams and buses.
February 24	For security reasons, restrictions were imposed on certain destination displays for the duration of the war. Explosives Factory, Ordnance Factory, and Ammunition Factory were not to be used.
March 12	Air-raid rehearsed in afternoon.
March 31	Air-raid rehearsal - trams and buses turned short in the City.
April 1	West Maribyrnong route duplicated from Maribyrnong River to commencement of double track at Van Ness Avenue.
April 6	The single track connecting curve from St.Kilda Road into Flinders Street was disconnected.
April 25	Anzac Day march not held.
May 8	Announcement of clothing rationing caused rush buying from retail stores.
	Crossover in St.Georges Road, Thornbury, at Woolton Avenue removed.

May 15	Commencement of Brown-out - trams and buses operated at reduced speed.
May 24	Brown-out lifted - trams and buses resumed normal operation.
	Electric line (connecting Moonee Ponds with West Maribyrnong route) from Mt. Alexander and Ascot Vale Roads to Union and Maribyrnong Roads opened as double track. No regular service operated, used as required for shift workers.
June 1	New conditions accepted by the Union, including reduction meal relief spread, increased signing off time, and increased penalty rates for spread of hours 5¼ to 4¾.
June 13	First distribution of Food and Clothing ration books.
June 14	West Maribyrnong route duplicated from Wests Road to terminus.
June 30	M&MTB 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	The eastern curve from Raleigh Road onto the Ordnance Factory branch duplicated, and a facing crossover installed in Raleigh Road on the east side of the junction.
August 2	Portion spread reduced from 5¼ to 4 hours.
August 17	Fisherman's Bend (Y.M.C.A. City Road to Aircraft Factory, Williamstown Road via Salmon Street) bus route opened.
September 22	VR - The crossover prior to Brighton Beach terminus removed.
October 3	Introduction of Austerity Saturdays - no races on first Saturday of each month.
November 15	M&MTB 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 Factories at Tottenham.
-	4 "SW6" class cars completed.
-	Additional war loading of 1/6 per week on wages - cost to M&MTB £73,000 per annum.
-	49 Austerity body buses placed into service.

- A new carshed with 6 additional tracks replacing the two open roads at Essendon completed.

- Properties adjoining Footscray and Port Melbourne garages purchased to accommodate additional 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 powerhouse for producer gas units on motor vehicles.

1943

January 29 — South Caulfield bus route closed at request of Commonwealth Land Transport Board, buses being required for Fisherman's Bend routes.

March 1 — Taxi services curtailed between 12:30am and 5:30am.

April 22 — Essendon Depot entrances altered. Northern entrance removed, and a facing crossover installed in Mt.Alexander Road prior to the southern entrance.

April 24 — Stop work meetings at North Fitzroy and Port Melbourne, (no buses except on Munitions routes). Malvern and Brunswick trams ceased running during the afternoon.

May 16 — Essendon route extended from Birdwood Avenue to Essendon Aerodrome, built as double track in Keilor Road and reserved track. This extension made at the request of the Commonwealth Government.

May 19 — Victoria's tramways declared a protected industry.

June 30 — £50,000 of surplus funds distributed to Municipalities.

July 7 — "X1" 459 sent to Preston Workshops for repair after colliding with an army tank in Footscray.

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

July 16 — Picture theatre matinees finished earlier - 4:00pm - 4:15pm.

August — M&MTB reviewed bus operations in Bourke Street, and concluded they were not successful and the routes be converted to tram as soon as possible after the end of the war.

September 2	Track on the Maribrynong River trams only bridge duplicated, and a crossover installed on the east side.
September 19	Manpower Authority, M&MTB and Union agreed to 13 day fortnight be adjusted to 6 days per week, with 25% staff required to work one day extra each week.
October 7	Straight track at the Raleigh Road/Ordnance Factory junction duplicated, and the single track western connecting curve disconnected.
November 6	End of Austerity Saturdays - normal racing resumed:
-	9 "SW6" class cars completed.
-	10 Austerity buses placed in service.
-	C. of L. increases during year added £57,000 to M&MTB's operating expenses.
-	North Essendon substation completed.
1944	
February 15	Serious bush fires throughout Victoria. Electricity services disrupted. Suburban train services reduced until further notice.
February 17	Tram services reduced 25% between 10:00am and 3:00pm, and 8:00pm to 10:00pm.
February 25	Electricity restrictions lifted - services returned to normal.
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 30	£45,813 of surplus funds distributed to Municipalities under Section 76 of the M&MTB's Act.
July 10) July 17} July 24)	No races owing to coal shortage.
July 25	Railway services resumed normal running. Ballot by traffic employees on running race specials - majority voted "No".
August	C.of L. increase of 1/- per week - cost to M&MTB £13,000 per annum.
August 27	New Traffic Offices at Essendon opened.

September 11	Special peak bus services between Ordnance Factory, Maribrynong, and Munitions Stores, Tottenham.
September 18	Curtailment of services on Footscray, Brunswick, Essendon, and Coburg due to manpower shortage.
September 25	Curtailment of services on Hawthorn, Hanna Street, Kew, Glenhuntly, Preston, Camberwell, and North Fitzroy.
September 30	One day tram and bus strike - D.O.C.'s and annual leave.
October 21	Record crowd of 86,000 attended Caulfield Cup meeting - first since 1939.
December 21	A double track siding was installed at Dudley and William Streets. A double track line was completed from Hanna Street Depot via Hanna Street, Queensbridge Street, Market Street, Flinders Lane and William Street to Collins Street. A crossover was installed in Queensbridge Street. No services operated over this route until 1946 due to wartime restrictions.
-	6 "SW6" class cars completed.
1945	
April 5	Retiring and death gratuities and long service leave liberalized.
May	Lease of Hanna Street Depot site renewed for further 20 years (approximately 7 acres).
May 13	Two person operation restored to all Footscray trams, following threat of industrial action by traffic staff, due to severe overcrowding caused by wartime conditions.
May 17	Acute shortage of milk due to bad seasons. No deliveries to offices, and other supplies severely rationed.
June	VR - Victorian Railways Commissioners state their intention to close Sandringham electric street railway.
June 30	£50,000 of surplus funds distributed to Municipalities.
July 29	Footscray station - Sunshine bus route extended to Sunshine Park via Hampshire Road and Wright Street.

August 15	V.P. Day - Japan surrendered. Public holiday proclaimed. Trams and buses turned short on the outskirts of City, and all vehicular traffic prohibited from entering City proper.
August 18	Some manpower restrictions lifted.
September 11	Approval to operate some Fisherman's Bend bus services via Lonsdale Street.
October 1	Commencement of general demobilization of armed services. Petrol rationing increased. Restrictions on private bus routes lifted.
October 2 to October 4	Tram and bus strike over roster dispute from 8:30pm.
October 7	Six day week recommenced at Coburg.
October 14	Six day week recommenced at all other tram depots.
November 1	Baby carriages allowed with certain restrictions on all days, and all day on Sundays, Saturdays, and holidays.
December 3	Pram buses operated on North Kew and Garden City routes.
December 4	Pram buses operated on Footscray routes - Sunshine to Footscray, and Moonee Ponds to Footscray.
December 16	Further cut of 25% in tram services.
December 17	Coal strike ends.
December 17	New tram schedules introduced - last cars to leave the City by midnight.
December 30	Collingwood - Point Ormond bus route extended from Johnston Street via Hoddle Street to Queen's Parade, Clifton Hill.
December 31	West Maribyrnong extension 4d. concession fare abolished.
-	14 "SW6" class cars completed.
-	16 Ford Austerity buses placed in service.
-	First 102-lb grooved tramway rail made in Australia by B.H.P.

1946

January 1	Concession fares for munitions workers between City and Newmarket station withdrawn.
January 6	Commencement of maximum meal break on Sundays of 1 hour 30 minutes.
January 14	Commencement of five day week for staff.
February 3	Services commenced from West Coburg to St.Kilda Beach operating over new trackage already built in William and Hanna Streets, operated by Essendon and Hanna Street. Peak hour services were provided to and from Dudley Street terminus to the following southern routes operating in St.Kilda Road: Toorak, Camberwell, Glen Iris, East Malvern, East Brighton, and Carnegie.
April 10	Head Office revenue office closed.
May 1	Defence Services concession fares abolished.
May 27	SEC cuts due to coal shortage. Tram services reduced by 33% in off-peak, and by 50% after 7:45pm.
June 11	Tram services return to normal after SEC cuts.
June 30	Deepdene level crossing in Whitehorse Road removed.
	One-man bus service on Footscray tram routes on Sunday mornings, 30 minute service. No Sunday morning services prior to this date.
	S.M. Richardson, Manager, W. Simpson, Assistant Manager, and S.S.D. Robertson, Distribution Engineer, retired. Their places were filled by G.F. Wraith, B.H. Misson, and J.J. Cassidy respectively. G.H. Barker succeeded G.F. Wraith as Controller of Stores.
June 30	Five additional roads added to the Body shop, and other extensions made to the Lifting shop at Preston Workshops.
	Purchase of War Savings Certificates by M&MTB for employees on military service during the war years amounted to £184,948.
July 13	West Maribrynong route services reduced after 10:30pm, on account of RAAF vacating the Showgrounds.
July 14	Meal reliefs provided on all night rosters by cancellation of certain trips.

September 2	Prams carried on Footscray - Deer Park bus route.
September 19	Opening day of Royal Agricultural Show - first show since 1939.
October 7	Train, tram and bus strike re weekend penalty rates. Footscray trams and buses ran, and Preston ran as far as Victoria Parade - all other depots out.
October 13 to November 17	Footscray Sunday morning buses not run on account of dispute over one-man units.
October 21 to October 29	Train, tram and bus strike over weekend penalty rates - out for 9 days. Settlement gave time and half for Saturday, and double time for Sunday.
November 1946 to May 1947	Metal trades strike. Tram brake shoes had to be procured from small country foundries, automobile brake lining was also used.
November 24	Sunday morning bus services on Williamstown Road, Ballarat Road, and Russell Street cancelled.
December 31	Last day of issue of Defence Force concession tickets, these continued to be accepted until 28 February 1947.
-	16 "SW6" class cars completed.
-	3 Ford Austerity buses placed into service.
1947	
January 1	Fares for children revised from 3 to under 12, to from 4 to under 14.
January 16	West Coburg route duplicated from Reynard Street to the terminus at Bell Street.
March 24 to May 9	All bus services ceased operating from midnight March 23 on account A.E.U. strike.
April 5	Bus drivers laid off, but many conductors kept on to do tram assisting on account of overcrowding, recruiting of conductresses ceased until 8 September 1947.
April 16 to July 7	Tram services reduced by 50% between 10:00am and 4:00pm - electricity restrictions.
May 8	East Brighton route duplicated from Eric Street to the Terminus at Point Nepean Road.
May 10	Bus services resumed after 47 days off.

June 9	Tram services off-peak restored to 75% of normal services.
June 22	Trips which were cancelled on all-night services on 14 July 1946, to cover meal reliefs, were re-instated.
	As the AT&MOEA considered that the M&MTB's cost estimate to concede to a 7hr 20min day, 44 hour week, weekday day shifts to finish by 6:30pm, Saturday day shifts to finish by 4:30pm, extra running time, and 5 minutes standing time at all suburban terminii were excessive, two of its representatives were permitted to work with Roster personnel to examine and suggest improvements to the Board, who would consider any of their proposals.
July 7	25% off-peak power cuts discontinued - normal services resumed.
	Southern route Dudley Street services, altered to run in and out of Essendon to save mileage.
July 21	Electricity restrictions eased.
August 25	Carnegie route duplicated from Yendon Road to Truganiñi Road.
September 8	Recruiting of conductresses commenced again.
	Full Arbitration Court judgement reduced hours worked per week to 40 hours from 1 January 1948.
October 21	Special passes and prepaid 2d. and 3d. tickets issued to R.S.L.
November 10	Glenhuntly weekday day shifts to finish by 6:40pm, and some day shifts to work on Sundays.
-	11 "SW6" class cars completed.
-	2 Austerity, and 2 standard body Ford's placed in service.
-	Five roads added to the paint shop, and seven roads added to truck and machine shop at Preston Workshops.
1948	
January 4	Commencement of 40 hour week.
January 4	Tram and bus strike all depots for 13 days, on account of 40 hour roster dispute. Settled by Comm. Blackburn who ruled M&MTB to introduce 5 day - 40 hour week by 25 April.

January 17	Tram and bus services resumed. 6 day, 40 hour week commenced at all depots. Increase of 164 employees.
April 25	5 day, 40 hour week commenced at all depots. Increase of 344 employees.
July	Complete ban on gas for industrial uses, Friday 3 July, Saturday 4 July, and Sunday 5 July.
July 1	Increased fares of 1d. on most metropolitan bus routes.
July 7	Further restrictions in the use of electricity.
July 11	Trams running reduced services on Sundays.
August 4	Newmarket - Brooklyn Pig Market service (Wednesday and Thursday) cancelled.
August 15	Gas rationing ends.
August 30	Northcote bus route altered at terminus to avoid turn at Dundas Street in peak traffic.
October 4	Repatriation Department in new building in Hanna Street.
October 16	Saturday Dudley Street services on East Malvern, Glen Iris, Toorak, and Camberwell routes discontinued.
October 29	North Fitzroy, Coburg, and North Essendon to Munitions Factory, Maribyrnong bus routes, operated by North Fitzroy and Footscray discontinued.
November 8	Gas rationing on account of coal strike.
November 11	Gas rationing lifted.
November 13	Gas employees strike.
November 15	Gas strike settled. Government proclaims Essential Services Act.
November 17	24 hour tram, bus and train strike on account of Essential Services Act.
November 21	Deer Park and Sunshine Park bus routes, altered to operate via South Road and Monash Street. An hourly service maintained Footscray to Sunshine via Ballarat Road route.
November 27	Cabinet announces settlement of Essential Services Act dispute.
December 26	Port Melbourne - Elsternwick - Brighton all-night bus route extended to Sandringham station.

-	3 "SW6" class cars completed.
-	16 Leyland Tiger 31 seat buses placed in service.
-	Two open roads added at Essendon Depot.
1949	
January 17	No double deck buses on East Brunswick route on Sundays.
February 21	City ticket concession in Collins Street extended to Flinders and Spencer Streets.
April	Two trucks for PCC type electric tram (980), received from the USA.
June	"Vimy House" purchased by Tramways Mutual Benefit Society, for use as a hospital.
	Special trip introduced on Saturday mornings at 3:20am, Swanston Street to East and West Preston for cartage of newspapers.
June 2	Free travel for policewomen wearing uniform.
June 28	Mr.R.H. Risson appointed Chairman effective from 1 October 1949.
	Cr.L. Tyack appointed member of the 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 coal strike. Most large stores, banks, etc. in City closed.
July 3	Sunday - No trams, buses, trains, or private bus services.
	New AT&MOEA Award came into operation.
July 9	Saturday trams and trains ceased operating at 1:00pm, buses continued to operate normally.
July 10	No Sunday trams or trains - buses operated normal service.
July 11	Off-peak trams and buses reduced by 50%. Power ban on industry, many factories closed.
July 13	Bus services normal till 7:00pm, then 50% reduction to last bus.

July 23 — Trams and trains ceased running on Saturday after 1:00pm. Special bus services operated over most tram routes. Ordinary bus services reduced by 2/3.

September 2 — Gas rationing lifted.

September 11 — Tram and bus fares increased by 12½%. 1½d City concession tickets, and round trip, and family tickets abolished.

September 18 — Heidelberg all-night bus route extended to Waterdale Road.

September 30 — H.H. Bell retired as Chairman.

October 9 — Sunshine Park bus route extended to Wright Street and Market Road.

- 10 "SW6" class cars completed.

- "SW5" 840 fitted with longitudinal upholstered seats in drop centre, to test seat layout proposed for PCC car 980 under construction.

- 51 Leyland Tiger 31 seat buses placed in service.

1950

January 2 — Port Melbourne all-night bus route extended to Garden City (3 month trial).

January 3 — Shuttle bus service from Williamstown Road and Salmon Street to Fisherman's Bend, connecting with private bus from St.Kilda commenced. Discontinued 5 January 1950.

January 11 — Fisherman's Bend services revised account opening of Fowler's factory.

February 21 — Strike by track maintenance staff - claim £1 per week.

February 23 to April 23 — Tram and bus strike - claim £1 per week.

March 16 — AT&MOEA Union de-registered.

March 30 — Emergency bus service from Flinders Street station to hospitals - service provided by M&MTB 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 over tram routes.
April 6	M&MTB sends letters to strikers directing them to return to work on 12 April.
April 21	Cr.L. Tyack resigned as Board Member.
April 23	Mass meeting of Tramway men at West Melbourne Stadium, voted to return to work on 24 April.
April 24	Trams and buses resumed operation. Full service not operating on account of many employees having found alternative employment. All-night services suspended, with gradual return by July 1950.
May 2	Reduced all-night service resumed on four tram and one bus route with a 75 minute headway.
July 23	Revised all-night services to 60 minute headways on all routes except, West Maribyrnong, Toorak, East Malvern, Heidelberg, Sandringham and North Richmond, which had no service.
August 19	Remaining Saturday William Street services on Carnegie and East Brighton discontinued. Caulfield to St.Kilda Beach via Dandenong Road reverted to Malvern Depot. On Saturdays Darling Road to operate to Point Ormond after 2:00pm i.l.o. City, Elsternwick to Point Ormond cancelled after 2:00pm.
August 21	Through fare payable from Darling Road to City.
September 3	Holden Street shuttle service reverted to buses. Single line connecting track still utilized for special workings.
September 24	Sunday services on all routes reduced from 10 to 12 minutes, afternoon and nights.
October 12	Basic wage Court decision announced - unions to apply separately for £1 maximum wage increase.
October 16	Suburban train strike for 55 days. Private buses operating to nearest tram stops.
December 10	Train strike settled.
December 12	AT&MOEA Union re-registered by Arbitration Commission.
December 21	£8 bonus paid to drivers and conductors on account of rail strike.

December 24	Sale of prepaid tickets discontinued except for 3d. tickets sold at Head Office.
-	All fares on trams and buses increased by 1d.
-	17 "SW6" class cars, and one PCC (980) completed.
-	12 Leyland 41 seat OPS1 buses placed in service.
1951	
January 1	Additional all-night service on North Coburg route account cancellation of Neesons all-night bus service.
January 15	LaTrobe Street electric line opened as double track from Brunswick Street via Victoria Parade and LaTrobe Street to Spencer Street, and via Spencer Street to Lonsdale Street. Double track connecting curves at William Street, and a single track curve ar Elizabeth Street installed. Crossovers were provided at Nicholson Street, Swanston Street, Elizabeth Street, and Spencer Street. Service was provided by extending the Hawthorn to Spencer and Lonsdale Street route via LaTrobe Street to Brunswick Street, 6:00am - 6:00pm weekdays, and 6:00am - 1:00pm Saturdays. No service Sundays or holidays.
January 16	Numbered tram stops introduced on Burwood and Wattle Park routes. (Extended to the remainder of the system).
January 20	Strike at Hanna Street Depot. No trams from Hawthorn, and no buses or trams from Footscray. Coburg ceased running after first trips. Malvern, Camberwell, and Glenhuntly ran only to St.Kilda Road, Preston to Spencer Street, West Coburg to Whiteman street, the rest of Essendon, Brunswick, Central and Port Melbourne operated normally.
February 12	Electricity restrictions.
February 20	Drastic electricity restrictions on account of coal shortage. Tram services - Sunday normal, some peak cuts, 50% off-peak cuts, Saturday 25% cuts. Train services - Sunday reduced, 20% peak cuts, 50% off-peak cuts, Saturday reduced.
February 26	LaTrobe Street service altered to operate as a shuttle from Spencer to Brunswick Streets, and transferred from Hawthorn to Preston Depots.

April	All-night services improved to hourly intervals on the following routes: South Melbourne Beach Carnegie via Sth.Melb & St.Kilda Bch, Esplanade and Elsternwick. East Brighton Glen Iris Camberwell Burwood Wattle Park - Warrigal Road - some trips extended to Elgar Road. Mont Albert West Preston East Coburg North Coburg West Coburg East Kew Essendon (BirdwoodStreet) - some trips extended to Aerodrome. East Preston route was served by extending to Northcote bus.
April 17	Easing of power restrictions, some services increased during the peaks.
April 22	3d. overprint City section tickets issued.
April 23	LaTrobe Street services transferred from Preston to Essendon Depot.
June 4	Ticket Issuing Machines instituted in Bourke and Elizabeth Street . Seven operators at bus queues and safety zones.
July 12	Tracks in High Street, Kew at Harp Road straightened.
August 13	Crossover installed in Swanston Street north of Faraday Street outside Melbourne University. AM and PM peak Carnegie and Darling Road services extended to University and East Brighton extended to Queensberry Street to alleviate congestion at Franklin Street.
August 26	Crossover installed at Matthews Avenue, Niddrie on the Essendon route. West Coburg route off peak weekdays and Saturday afternoon, and all day Sunday altered to operate only to Domain Road, and operated entirely by Essendon.
August 27	LaTrobe Street route transferred from Essendon to Hanna Street.
September 4	All-night East Malvern service restored on a hourly timetable.
October 7	All-night West Maribyrnong service restored operating every 75 minutes.

October 14	All-night Essendon (Birdwood Street) service extended to Matthews Avenue.
October 15	Ticket machine fare collection extended to Collins and Flinders Streets.
October 18	Strike at Hanna Street. East Coburg and Preston to City only, no service on St.Kilda Beach, South Melbourne Beach, South Melbourne & St.Kilda Beach or Toorak routes.
October 21	Tram and bus fares increased by 1d. on each adult fare.
October 22	Ticket machine fare collection commenced at Footscray station stops.
November 19	All-night North Richmond to St.Kilda Beach and Heidelberg - City services restored.
December 2	All-night Wattle Park service extended from Warrigal Road to Elgar Road.
December 3	LaTrobe Street route transferred from Hanna Street back to Preston.
December 4	Minimum fare trams on race specials abolished.
-	3 "SW6" and 4 "W6" class cars completed.
-	22 Leyland OPS1, and 15 AEC Mark III 41 seat buses placed in service.
1952	
January 6	All-night East Kew route extended to North Balwyn.
February 1	Motor Omnibus Advisory Commission ceased to function, being replaced by Transport Regulation Board.
February 24	All-night Toorak - City, East Coburg - South Melbourne and St.Kilda Beach, North Coburg - Carnegie via St.Kilda Beach, through-routed as before 1950 strike.
March 14	Administration of Melbourne and Metropolitan Tramway Acts transferred from Minister of Public Works to Minister of Transport.
April 7	Honesty boxes installed on double deck buses.
April 12	SEC strike ends, but power cuts to industry still in effect.
May 8	Stop-work meeting by migrant employees on account accommodation charges, services dislocated.

May 19	Power cuts cancelled - industries to receive full power.
July 2	Two-way radio-telephone system commenced operation at Carlton Control.
July 21	New peak services to Spencer and Latrobe Streets from East Preston, West Preston, Mont Albert.
August 4	All SEC restrictions lifted.
August 24	Tram and bus fares increased.
October 6	Bus route to South Wharf via Lorimer Street introduced operated from Port Melbourne.
October 12	Coburg Depot closed as an operating depot. All services and trams transferred to Brunswick. A tenth road added to Brunswick outside the shed. All cars stored at Brunswick transferred to Coburg which continued in use as a storage depot.
November 3	Commencement of North Balwyn - LaTrobe Street service during peak hours.
November 9	Deer Park, Sunshine Park, and Sunshine via Ballarat Road extended from Footscray to City via Leeds and Hopkins Streets, Dynon Road, Miller, Spencer, Lonsdale, and Queen Streets to Flinders Street. The portions of the West Melbourne routes from the corner Flinders and Queen Streets to corner Queen and Lonsdale Streets, via Flinders, Elizabeth, and Lonsdale Streets, and from corner Spencer and Abbotsford Streets to Queensberry and Abbotsford Streets operated by Central and Port Melbourne, abandoned.
November 17	New turning movement for buses at Northcote in peak periods - via Plenty Road, Raglan and High Streets.
November 19	West Preston route duplicated from May Street to terminus at Regent Street.
November 21	Balwyn crossover relocated one stop further east to Iramoo Street.
November 24	North Balwyn route duplicated from Bulleen Road to the terminus at Balwyn Road.
December 22	24 hour strike at Brunswick and Hanna Street. Collins Street services diverted via LaTrobe Street, Essendon via William Street to Collins Street, West Maribyrnong to Victoria and Elizabeth Streets, West Coburg to Whiteman Street, East Brighton to St.Kilda Beach, East Malvern to St.Kilda Junction, Glen Iris and

	Camberwell to St.Kilda Road, Carnegie and Darling Road to Princes Bridge via Chapel Street.
-	4 "W6" class cars completed.
-	24 AEC Mark III 41 seat buses placed into service.
-	Two-way radio telephone system placed into 18 motor cars.
-	Two open storage roads with pits installed at Preston Workshops.
1953	
March 20	Connecting curve from Kew Depot to down track in Barkers Road installed.
April 20	Mayne Nickless took over revenue collection.
May 18	Regulation strike on trams commenced over use of block cars.
June 12	Regulation strike on trams ends.
June 14	Four relief conductors added to the rosters at all tram depots.
June 15	Ticket machine fare collection extended to North Coburg, Point Ormond, Camberwell, and Glen Iris routes at suburban locations.
July 3	West Preston terminus moved to north side of Regent Street to clear the intersection.
July 20	First poles erected in Bourke Street.
September 12	Arbitration Commission decides to discontinue quarterly basic wage adjustments.
September 13	West Coburg - St.Kilda Beach route reduced to operate only during peak hours on weekdays.
	South Melbourne Beach and South Melbourne and St.Kilda Beach routes altered to South Melbourne Beach to East Coburg via Swanston Street, and South Melbourne & St.Kilda Beach to East and West Preston via Collins Street, on request from South Melbourne Council to avoid congestion at Park and Clarendon Streets.
October 12	Minimum fare buses on trial on North Kew route (7d.)

November 19	Strike on trams and buses at Footscray on account of introduction of Gibson ticket machines.
November 22	Footscray trams and buses resumed operation.
November 23	Stopwork on Clifton Hill - Point Ormond route. This was commencement of dispute over use of 41 seat buses for one-man operation on this route. The dispute continued for twelve months with trial periods, refusal to operate buses, stand downs, arbitrators, discontinuance of service, two-man operation in the peaks, until finally an independent arbitrator was appointed on 3 December 1954. From this date service reverted to one-man operation at all times with 32 seat buses. Arbitrator decided against M&MTB on 5 January 1955, and dispute settled.
-	37 AEC Mark III 41 seat buses placed in service.
-	New substation in High Street, Kew completed.
-	Track in Epsom Road, Ascot Vale, realigned between Racecourse Road and the Showgrounds railway bridge.

1954

January 18	Last double deck bus taken out of service.
January 20	Trips being lost each day on account one-man dispute Clifton Hill - Point Ormond.
January 27	M&MTB discontinues Clifton Hill route.
February	Overhead modified opposite Essendon Aerodrome so that it energized only when a tram approached. This was done as a safety measure in case a plane crashed.
February 2	New system of scholars concession fares, (old style tickets available till 17 April 1954).
February 4	Service resumed on Clifton Hill route.
February 6	Crossover installed in Sturt Street, South Melbourne, at Hanna Street.
February 8	Four 42 seat buses on trial on Clifton Hill route.
February 16	Stand downs commenced on account drivers refusing to operate 42 seat buses.
February 20	Clifton Hill route once again discontinued.
March 10	Commencement of track work for Bourke Street conversion.

April 3	Clifton Hill route resumed using 32 seat buses.
April 13	Two day tram and bus strike over holiday rosters.
May 2	Electric line from Ordnance Factory via Williamson Road, Rosamond Road, and River Street to the Ammunition Factory terminus at Gordon Street built as double track. The Footscray - Moonee Ponds bus route was discontinued, and replaced by a tram service operated by Essendon Depot, which had an additional four open roads constructed. Single truck trams operated from Footscray Depot to Moonee Ponds during peak periods, and bogie cars from Essendon operated to Russell Street for sporting events.
May 16	Sunday afternoon and night services on all tram and bus routes reduced from 10 or 12 minutes to 15 minutes.
June 6	Footscray tram routes altered to Williamstown Road through routed to Russell Street, and Ballarat Road terminated at Footscray station.
July 22	Transport Regulation Board recommends to Minister of Transport that M&MTB be authorised to operate a Heidelberg - City route.
September 5	Protest against proposed off-peak service cuts and 41 seat buses on Clifton Hill one-man route.
September 6	Reduced services on tram routes (10 to 12 minutes) during off-peak and after 6:00pm Monday - Thursday. (Friday remained the same as previously).
September 14	M&MTB relieved of annual payment £70,000 to Infectious Diseases Hospital.
October 5	Minimum fare trips commenced on North Coburg, North Balwyn, and Mont Albert routes.
December 3	Clifton Hill - Point Ormond route resumed normal operations with 32 seat buses.
December 13	Minimum fare trips commenced Sunshine via Ballarat Road, Footscray - Deer Park routes.
December 20	Increase from 7d. to 8d. on minimum fare trips to North Kew.
-	Five "CW5" class cars transferred to Essendon for use on Footscray - Moonee Ponds route.
-	59 AEC Mark III 41 seat buses placed in service.

1955

January 8 — Report of independent arbitrator who ruled that all 41 seat buses should be two man operated.

March 8 — 34 buses housed at Fitzroy rail siding on account of construction of new tram shed at Central garage.

March 27 — New marginal rates set by Conciliation Commissioner.

June 1 — New Retiring and Death Gratuities Scheme introduced.

June 24 — East Preston Depot in Plenty Road opened by Minister of Public Works, Hon. A.G. Warner, MLC. The depot consisted of 9 shed roads and 3 open roads together with a wash/grinding road, and was built to house the additional cars for the new Bourke Street route, and to replace Preston Depot, (now known as Thornbury Depot), which is to be retained as a storage depot.

June 25 — Saturday tram service in LaTrobe Street discontinued.

Last day of Northcote bus route.

June 26 — Opening of new services from East Preston Depot. Northcote bus route became tram operation, and East Preston tram route diverted to operate over new line via Bourke Street to Spencer Street, constructed as double track throughout. Crossovers were provided at Queen Street, Russell Street, Spring Street, Exhibition, Johnston Street, Clifton Hill, Beavers Road, and Dundas Street, and double track connecting curves were provided at Victoria Parade and Nicholson Street. Trams which formerly operated to East Preston via Collins Street and St.Georges Road, were truncated at Dundas and High Streets, Northcote. The peak hour East Preston via LaTrobe Street continued to use St.Georges Road. West Preston and Northcote trams terminated at Spencer Street, and South Melbourne & St.Kilda Beach trams at Brunswick Street during the day. At night, and weekends trams ran through from Fitzroy Street to West Preston.

East Brunswick bus route diverted to operate via Lonsdale Street instead of Bourke Street to avoid mixed bus and tram operations in Bourke Street.

July 10	East Brighton route diverted to operate via Hawthorn and Dandenong Roads to City. City via William Street route continued to operate via Balaclava Road. Darling Road route to be known as East Malvern - Darling Road, and re-routed via Balaclava Road and to operate from Malvern Depot instead of Glenhuntly. East Malvern route to be known as Malvern - Burke Road. Point Ormond route to terminate at Elsternwick station. Caulfield - St.Kilda Beach via Dandenong Road, and Darling Road to Point Ormond routes discontinued.
July 18	Crossover installed in Flinders Street at Spencer Street, to allow some peak hour North Balwyn and Hawthorn trips to avoid traffic congestion in Spencer Street.
July 31	Sunday trip extended from Deer Park to I.C.I. Fabrex, fares guaranteed.
August 6	Tram strike at Malvern and Glenhuntly.
October 2	Crossover installed at Richmond on East side of Hawthorn Bridge. The existing crossover on the west side of the bridge relocated further towards the city at River Street. The crossover on the east side was for use of Richmond short workings, the west side crossover for Hawthorn trams running to and from North Balwyn, (Hawthorn assisted Kew on some peak hour trips).
October 30	Tram and bus fares increased, length of sections reviewed, and adjusted to approximately one mile between sections. Transfers and concession fares abolished.
November 21	Double track curves installed at corner of Union and Maribyrnong Roads.
December 26 to January 10	Scout Jamboree at Wonga Park, Ringwood. Many extra drivers used to provide transport.
-	22 "W6" and 17 "W7" class cars completed - all allocated to East Preston Depot for new Bourke Street service. All these cars fitted with carbon insert trolley shoes, and the W7's fitted with double helical gears and resilient wheels.
-	Advertising on exterior of trams and buses commenced.
-	New Northcote, Clifton Hill and Fitzroy substations completed.

1956

February 28	Tram services disrupted on account dispute over women tram drivers
March 4	Stopwork meeting banned training of women as tram drivers.
March 11	Crossover installed in St.Kilda Road at Commercial Road.
March 25	Geelong tramways closed.
April 8	East Brunswick route opened, built as double track throughout, with crossovers at Exhibition, and Park Street. A new depot was constructed, of six roads (two under cover) in a corner of North Fitzroy Bus Depot (formerly known as Central garage). Tram maintenance was performed by East Preston Depot, but traffic staff came under the supervision of North Fitzroy bus Depot. The buses which became available with the Nicholson Street conversion were utilised to extend the North Carlton bus route to West Heidelberg (Malahang and Oriel Roads), and the City terminus altered from Lonsdale and Elizabeth Streets to Lonsdale and Russell Streets.
	Lygon Street and St.Georges Road via Holden Street bus route discontinued.
	696 trams required for operations - the maximum number to this date.
April 22	Gibson ticket machines started being used on one man buses at North Fitzroy.
May	Coburg Depot closed to trams completely. The depot buildings were retained for use by the Overhead Branch.
May 28	Minimum fare buses commenced operation on Sunshine - City via Ballarat Road route.
June	New training curriculum introduced for tram drivers.
July	One man trams commenced operation on Elsternwick - Point Ormond route
August 12	City terminus for West Heidelberg route buses extended to Bourke and Russell Streets.
August 25	Strike at Malvern Depot. Other depots did not operate in St.Kilda Road.
August 29	New training curriculum for Traffic Officers introduced.

September 1	Strike at Malvern Depot.
September	New training curriculum for bus drivers introduced.
October 15	Head Office pool of conductors eliminated and staff placed at various depots.
	West Heidelberg terminus extended to Southern and Oriel Roads, (extended west along Southern Road to entrance of Olympic Village during the period of the Olympic Games until 8 December 1956).
October	South Melbourne & St.Kilda Beach route extended to Luna Park on Sundays.
October 28	Buses replaced trams on all-night services on Mont Albert and North Balwyn routes.
November 1	Commencement of special bus service to Olympic Village:
November 5	VR - Sandringham - Black Rock tram service replaced by buses operating from existing tram depot.
November 11	Union request at Malvern for day shifts to work on Sundays, so as night shifts could be utilised for late finishing day shifts on Saturdays.
November 18 to	West Heidelberg bus services increased for duration of Olympic Games.
November 22	Opening of Olympic Games. 60 buses used to transport officials and competitors to and from Village to the MCG.
-	23 "W7" class cars completed. 1040 was the last "W" class tram constructed, and the last tram built until 1973. "CW5" class cars 681 - 685 rebuilt as standard "W5" class cars. "W5" class cars 785 and 787 rebuilt to sliding door cars (785 virtually a "W7" rebuild).
-	25 AEC Mark IV 31 seat buses placed in service.
1957	
January	Moreland trams altered to terminate in Cameron Street at Brunswick Depot, rather than the siding in Moreland Road, which was subject to traffic congestion.
January 1	VR - Brighton Beach route cut back to Middle Brighton (Park Street).
February 17	Remaining all-night trams replaced with buses, operating every 75 minutes instead of hourly.

February 18	Early morning staff trips provided for Camberwell, Hawthorn, and Glenhuntly.
April	Connecting curves from Camberwell terminus in Burke Road into Whitehorse Road removed.
April 8	Bus services reduced for Ammunition, Ordnance, and Explosive factories.
April 28	South Melbourne & St.Kilda Beach to Luna Park extension discontinued.
May 30	Revised rules and regulations for drivers and conductors introduced.
July	Administration of Traffic Department re-organised by appointment of an Assistant Traffic Manager, two Division Superintendents, and 12 District Inspectors.
July 1	VR - Middle Brighton route cut back to Elwood Depot.
August	General reduction of service on all routes after PM peak - 12 to 15 minutes.
August 16	Crossover at Camberwell terminus replaced by "Y" shunt.
October 12	City terminus for all Fisherman Bend trips transferred from Queens Bridge and C.T.A. to Flinders Street station after 19:00 Weekdays, 13:00 Saturdays, and all day Sundays and holidays.
October 19	West Coburg - St.Kilda Beach route altered to terminate at Domain Road all day Saturdays.
1958	
February 23	Sunshine - City via Ballarat Road service on Sundays improved - 30 minute i.l.o. hourly, 9:00am - 1:00pm, 15 minute i.l.o. 30 minute, 1:00pm - 5:00pm, 20 minute i.l.o. hourly, after 5:00pm, (PM service improved by extending Tottenham trips).
March 21	Immunization of employees against influenza introduced and continued each year.
March 27	Minimum fare buses on Sunshine - City via Ballarat Road discontinued.
May 5	North Richmond - Prahran route diverted to St.Kilda Beach during off-peak weekdays, and Saturday morning. (Trams already operate to St.Kilda Beach weekday nights, Saturday afternoon and night, and all day Sundays.

June 2	Re-employment of conductresses commenced.
June 30	Camberwell Depot entrance replaced with triangular junction, thus eliminating the need for trams to shunt.
July 1	Pensioners' concession fares (approximately half ordinary fares) introduced by direction of State Government.
July 6	Glenhuntly cars commenced running in and out of South Melbourne between the peaks to save mileage.
July 20	Northcote - South Melbourne & St.Kilda Beach service altered to operate from Northcote to City only on Sundays.
	Toorak route transferred from Hanna Street to Malvern, although Hanna Street continued to operate some peak trips.
September 1	Shuttle service commenced operation from Thornbury to Northcote connecting with West Preston cars at Thornbury, and Moreland to East Brunswick connecting with East Coburg cars at East Brunswick after 20:00 weekdays and Saturdays. (These shuttle trams became known as "Hump car" and "Tango" respectively.
September 7	Withdrawal of train service on Fawkner line after 17:40 Sundays - One-man bus replacement from North Fitzroy Depot connected with trams at North Coburg terminus. Railway periodical tickets accepted as payment.
September 8	VR - Dickens Street crossover placed out of use.
September 14	Tram, bus and train fares increased. Minimum fare trips at Brunswick, Hawthorn, Kew and North Fitzroy abolished.
December	The single track junction at Lygon Street and Brunswick Road was altered to a trailing connection with the "up" track, replacing the facing points on the "down" track.
-	Rail grinder purchased from Sydney, became No. 3
-	Side destination boxes on "W2", "W3", "W4", and "W5" class cars placed out of use.

1959

February 28	VR - St.Kilda station to Elwood route closed. Elwood Depot continued to be used by Melbourne and Brighton Bus Co. which took over operation over the route.
March 31	Removal of cable tracks in Johnston Street, Fitzroy and Collingwood commenced and replaced by new concrete roadway.
June 1	Park and Ride bus service introduced from Kings Street car park,(north side of railway viaduct) to City. Operated via King, Bourke, Exhibition, and Lonsdale Streets, stopping at Darrod's, Patterson's, and Payne's stores, then back to Myer's in Lonsdale Street.
June 21	With the elimination of north-west curves at Swan and Church Streets, all Chapel Street cars running to or from Hawthorn had to run to Lennox Street, shunt, back to East Richmond station, then to North Richmond.
July 17	Last day of Park and Ride bus service.
July 19	Strike at North Fitzroy (bus) and Port Melbourne. Port Melbourne Depot closed on Sundays from this date.
July 21	AT&MOEA Award varied - 7d. shift allowance weekdays for work between 5:00am and 6:00am, and 8:00pm and 1:00am - good conduct leave abolished - 15 days annual leave i.l.o. 12 days - increased service increments.
July 26	North Kew - Garden City operated by one-man buses on Sundays
August 2	Conductors at Port Melbourne and North Fitzroy which lost Sunday work on account of above operation, rostered to work at various tram depots. Conductors at these depots were rostered off on Sundays.
August 28	Work commenced on replacing the Elsternwick railway level crossing with grade separation. The crossover on the western side of the crossing was removed.
September 24	"Y" terminus installed at Burwood terminus.
October	Freight car no. 17 fitted will all-over advertising panels.
October 2	Some bus trips extended from Garden City to Tasmanian Ferry terminal. Operated until 19 December 1959.

November 4 — M&MTB area of operation extended from 10 to 15 miles from the GPO.

November 8 — South Melbourne & St.Kilda Beach terminus relocated account heavy traffic in Beaconsfield Parade. The track in Mary Street and Beaconsfield Parade was abandoned, including the connection to Upper Esplanade, and new track was laid in Park Street, with a "Y" shunt at Fitzroy Street. No connection was provided into Fitzroy Street.

November 15 — Footscray - Moonee Ponds tram route replaced with one-man buses from Footscray on Sundays.

Footscray local tram routes replaced by one-man buses from Footscray on Sundays.

Hawthorn Depot closed on Sundays. Hawthorn - Spencer Street, and North Richmond - St.Kilda Beach routes operated from Camberwell. Prahran - City route replaced with one-man buses from North Fitzroy.

November 22 — Trams commenced operating on fly-over using temporary track in Flinders Street as part of the King Street separation. Track work was completed on 26 June 1960.

December 5 — General reduction in service on all routes on Saturday nights - 10 to 12 minutes.

December 6 — Russell Street - Footscray Sunday bus service discontinued, being partly covered by diverting Sunshine via Ballarat Road route via Argyle and Barkly Streets. Moonee Ponds - Footscray bus route amalgamated with Williamstown Road.

December 20 — Tasmanian Ferry service replaced on a charter basis operating at half hour intervals at certain times on Sundays, Mondays, Wednesdays, and Fridays.

- VR trams 52-54 purchased by M&MTB after closure of Victorian Railways electric street railway services. Called "VR" class and retaining existing numbers, only 52 and 53 placed in service at Essendon Depot on the Footscray - Moonee Ponds route account narrow sliding doors being unsuitable for City loadings.

- Two scrubber cars were purchased from Sydney in August - ex "K" class 763 and 797, were converted to scrubber cars 138s and 139s in 1952 and 1953 respectively. They were renumbered 10 and 11.

1960

February 6	Buses replacing trams on Footscray - Moonee Ponds, and local routes expanded to include Saturday afternoon and night.
February 14	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 buses and Government recouped fares. Suburban trains were cancelled every Sunday until they resumed on 25 December 1960.
February 24	Mr. G.F. Wraith, Deputy Chairman, died.
March 5	North Kew buses extended from Belford Road to Burke Road during shopping hours on weekdays and Saturdays on account new supermarket.
March 22	Mr. D.H. Eakins appointed to M&MTB as Deputy Chairman. Mr. F.R. Kirby appointed Chief Engineer.
April	Reservation in Hanna Street, South Melbourne, narrowed in preparation for opening of King Street bridge.
April 1	Trips extended to run out of Batman Avenue to University via Swanston Street during AM peak.
May 1	North Kew terminus at Belford Road extended full time to Burke Road.
July 10	Sunshine - City via Ballarat Road to operate via Footscray Road, instead of Dynon Road between Footscray and the City. Up trips operate via Nicholson and Napier Streets, Footscray Road, Dudley, William, A'Beckett and Queen Streets. Down trips via Queen, Franklin and Dudley Streets, Footscray Road, Napier and Nicholson Streets.
July 11	Flinders Street service increased from 5 to 4 minutes during off peak.
July 17	Special Tasmanian Ferry bus commenced operating.
August 5	Mr. H. Hine retired, replaced by Mr. C.W. Miller.
September	Trackwork at Moonee Ponds Junction realigned.
September 18	Essendon Depot entrances altered. Double track junctions replaced former single track connections, the crossovers being removed.

September 20	Hanna Street Depot renamed South Melbourne Depot, following renaming of Hanna Street to Kingsway.
October 2	Elsternwick level crossing replaced by grade separation.
October 10	Essendon Aerodrome, and West Maribyrnong services increased in the off peak from 24 to 12 minutes.
October 15	West Maribyrnong service increased from 30 to 12 minutes, North Melbourne services extended to Maribyrnong River and Ascot Vale, and Bulla Road service extended to Niddrie during Saturday mornings.
October 23	Elsternwick - Point Ormond tram route abandoned, and replaced by extending the Clifton Hill - Point Ormond bus route to Elsternwick. This was the last driver only tram route until 1990.
December	PCC class car 980 transferred from Malvern to North Fitzroy in August account driver availability for a "one off" tram at a large depot.
1961	
February 27	Five bus trips provided by Footscray from Braybrook R.C. school to Showgrounds account destruction of school by fire.
February 28	Buses operated over Footscray local tram routes account dispute by electricity maintenance staff.
April 21	Overhead on Inner Circle railway removed at tramway crossings.
May 28	Scissors crossover installed at Toorak terminus.
June 5	15 acres purchased for new bus workshop in Footscray Road, West Melbourne, from State Government for £60,000.
	Golf club house erected at Wattle Park.
July	Crossover at Birdwood Street, Essendon removed.
July 2	New bus routes operated by M&MTB from depots at East Doncaster and Warrandyte taken over from Withers, (Warrandyte Transport Services and Box Hill Bus Lines). 9 acres acquired to erect a new bus depot.
	Garden City - North Kew bus route extended to Thompsons and Manningham Roads, Bulleen.

July 9	Mr. H.A.A. Warner, Secretary retired on account ill health, Mr. W. Aird appointed. Mr. J.J. Fischer, Civil Engineer, retired. Mr. R.H.B. Hart appointed.
October 8	Reduction in services from 10 to 15 minutes on Sundays on some tram routes.
October	An additional road was installed in South Melbourne per-way yard. The crossover in Pascoe Vale Road at Fletcher Street was removed and replaced by crossover at Wilson Road for Moonee Valley race traffic. The Essendon station crossover was relocated from Fletcher Street to Mt. Alexander Road before the railway bridge. The south-east curves at Wattletree and Glenferrie Roads removed.
October 15	Was to have been the starting date for some tram routes to be replaced by one-man buses on Sundays. 5 week delay on account of Arbitration Court hearing. North Richmond terminus was altered by replacing the Church Street crossover and siding with a "Y" shunt, and the facing crossover in Victoria Street being replaced with a trailing one.
November 19	Hawthorn - Spencer Street tram service discontinued on Sundays, and replaced with one man bus shuttle connecting with North Balwyn route at Hawthorn Bridge, operated by North Fitzroy. East Malvern - City tram service replaced with one man bus on Sundays by operating from East Malvern to Princes Bridge via Balaclava Road and Chapel Street, combining with the existing Prahran - Princes Bridge bus service, operated by North Fitzroy and Doncaster. West Maribrynong - City tram service replaced by one man bus on Sundays, operated from Footscray Depot using Essendon tram drivers as bus drivers. Union would not allow a member to be both a tram and bus driver, the essendon drivers then had to make a choice. Five weeks of protracted negotiations were conducted in the Arbitration Court with Senior Commissioner Taylor finally deciding in the M&MTB's favour. Malvern (Burke Road) - City tram service altered on Sundays to become a shuttle from Malvern to Orrong Road connecting with East Brighton trams. (Like the Moreland "Tango", Northcote "Hump car", the Malvern shuttle became known as the "Yo-Yo").

December 17 — Scenic bus tour to Warrandyte and Park Orchards to operate all week from corner Flinders and Russell Streets commenced. operated from North Fitzroy.

December 21 — Installation of carbon inserts on trolley poles instead of wheels completed, with the exception of Footscray local routes.

\- — Crossover in Wellington Street at St.Kilda Junction removed.

\- — Cable tracks removed:
Crockford, Bay and Beach Streets, Port Melbourne.
Lonsdale, Russell and Lygon Streets, Melbourne.
Spencer Street, Melbourne from Abbotsford to LaTrobe Streets.
Market Street, Melbourne from Collins Street to Flinders Lane.
City Road, South Melbourne from Moray to Pickles Streets.

1962

February 12 — Afternoon Warrandyte Tour bus trip cancelled.

February 26 — Stopwork at Malvern and other depots over tram drivers operating one-man buses on Sundays.

March 11 — Footscray local tram routes converted to one-man bus operation. Dispute over one-man or two-man buses.

Warrandyte - Park Orchards Tour bus to operate only on Sundays, Wednesdays, Saturdays, and Public Holidays.

March 12 to March 20 — No service on Footscray tram routes during this period, apart from Saturday afternoons, and Sundays which had operated as one-man buses in the past.

March 20 — One-man bus services commenced operation over Footscray tram routes at 4:00pm.

March 25 — "Y" style terminus installed at Mont Albert.

March 26 — One-man buses withdrawn from Footscray tram routes - no service for the next six weeks, apart from Saturday and Sunday as above.

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 18	Toorak Theatre in Toorak Road, South Yarra burnt out. Buses replaced trams from Toorak to Chapel Street for six days.
May 7	Old Footscray tram routes recommenced operation with one-man buses after High Court decision on 4 May 1962.
May/June/July	Sunday services on most routes reduced from 12 to 15 minutes during the afternoon. Weekday services on most routes reduced to 15 minutes after 6:30pm. Saturday services on most routes reduced from 10 to 12 minutes during the afternoon, also to 15 minutes after 6:30pm.
June	St.Kilda Beach balloon loop removed. North Richmond and Cotham Road trams terminated on remaining track at side of road in the Esplanade. Showgrounds crossover relocated from Sandown Road to near Union Road.
July	"Y" style terminus installed at Malvern (Burke Road).
July 11	Kings Street bridge and Flinders Street overpass closed pending inspection. Kings Street bridge closed on July 23, Flinders Street overpass re-opened after shoring up with timber. Buses operated in Flinders Street during this period.
July 29	Trips to and from West Heidelberg diverted via the Heidelberg Repatriation Hospital.
August 31	Ascot Vale crossover relocated further west to ease traffic congestion.
September 3	Eastern lane of Kings Street bridge re-opened for traffic.
September 17	Moreland jigger service altered on Weekdays and Saturdays to operate between East Coburg and East Brunswick to give more recovery time.
November 1	"Y" style terminus installed at St.Kilda Beach terminus in Acland Street.
November 5	"Y" style terminus installed at North Balwyn.
November 19	"Y" style terminus installed at East Malvern.
November 22	B.H. Misson, Acting Board Member, retired.
December 9	Trips diverting via Heidelberg Repatriation Hospital discontinued.

1963

January 14 to May 6	Footscray tram tracks abandoned and rails removed with the exception of tracks required for use on Footscray - Moonee Ponds route.
March 30	Warrandyte - Park Orchards Tour bus discontinued.
April 18	10% increase in Basic Wage, also 3 weeks annual leave, (4 weeks for shift workers).
June 11	PM Tasmanian Ferry trip incorporated into Port Melbourne roster.
July	The M&MTB proposed combining the East Malvern - City and Prahran - Princes Bridge lines into one route via Chapel Street, (as the Sunday bus). Work progressed as far as installing point frogs for the necessary connecting curves at Carlisle and Chapel Streets, before the project was abandoned.
July 26	Mr. J. Walker, Treasurer, retired, replaced by Mr.J.S. Tilson.
August 1	Malvern refused to operate sporting extras north of the City.
August 5	Alteration at Essendon to eliminate scheduled shunting at Maribrynong River.
September 15	Crossover at Bell Street in Plenty Road removed, (the crossover at the depot remaining). A "Y" style terminus installed at East Preston.
October 20	Doncaster services improved all week, particularly in the off-peak on weekdays.
November to March 1964	University students first employed as conductors during vacation periods.
November	Sunday services on all routes reduced from 15 to 20 minutes after 6:00pm, and on some routes reduced to 30 minutes on Sunday mornings.
December 4	Warrandyte - Park Orchards Tourist bus service recommences - to operate Sundays, Wednesdays, Saturdays and Public Holidays.
December 6	Mr.W.J. Richards, Assistant Traffic Manager retired.
1963 - 1964	M&MTB removed tram tracks in Glenhuntly Road between Brighton Road and Point Ormond.
-	Scrapping of "W2" class cars surplus to requirements began in earnest.

1964

January 9	Mr.J.H. Ritchie appointed Assistant Traffic Manager.
February 4	North-west curves at Malvern and Glenferrie Roads removed.
March 16	Weekday pram buses at Footscray discontinued.
March 20	24 hour rail strike.
May 29	24 hour tram, train, and rail strike over higher wages and annual leave.
June 7	Warrandyte - Park Orchards Tourist bus service discontinued.
August 25	Malvern (Burke Road) - Orrong Road shuttle service to operate after 6:00pm Weekdays and Saturdays.
September	Stop work meetings at Malvern on 7th, 8th and 9th, and no services on 10th and 11th, over new rosters with other depots declaring Malvern roads black.
September 27	Fare increases on trams, trains and buses.
October 22	Long service leave amended to provide 19½ after 15 years service in lieu of 26 weeks after 20 years service.
October 25	State Incremental Payment Scheme commenced.
November 9	32 AEC Regal Mark VI buses commenced at Doncaster.
November 12	Death of Mr.H.H. Bell, CBE, past Chairman of M&MTB.
December 14	Short bus trips terminating at Collingwood commenced using roundabout at Studley Park Road and The Boulevard.

1965

February 13	Hawthorn Depot closed after last tram. The depot continued to be used for storing trams, Driving School, and Clothing Factory.
February 14	The Burwood route was altered to operate over the Hawthorn route via Flinders Street to Spencer and Lonsdale Streets, with the Power Street shuttle bus being eliminated. North Richmond - St.Kilda Beach route transferred to Kew, and Prahran - City route transferred to Glenhuntly. The "Y" and "Y1" class cars were transferred from Camberwell to Glenhuntly for

use on Chapel Street.

February 15 — 20 AEC Regal Mark VI buses commenced operating at Footscray.

February 27 — Work commenced on replacing the Maribrynong River tram only bridge with a new tram/road bridge.

March 8 — Was to have been the commencement of one-man operation of Bulleen - Garden City and Fisherman's Bend routes. M&MTB stopped by Commissioner Horan in Sydney on 4 March, who ruled that existing two-man routes could only be altered by Union agreement. This decision to be tested in High Court.

March 15 — Lennox Street crossover in Swan Street, Richmond removed.

March 16 — North Coburg route duplicated to the terminus and a "Y" style shunt installed.

March 21 — Mr.D.H. Eakins, Deputy Chairman, retired. Mr.F.R. Kirby appointed Deputy Chairman.

May 23 — Sunday bus service extended from Fawkner to Gowrie every 40 minutes from 5:30pm.

June 8 — New Doncaster Depot opened.

September 9 — High Court upholds M&MTB's appeal against Commissioner Horan's statement of 4 March, re one-man operation.

November 29 — Russell Street local bus route discontinued. Williamstown Road and Ballarat Road routes amalgamated. Sunshine via Ballarat Road route rerouted via Argyle and Barkly Streets.

December 5 — New adjusted fare scales in preparation for introduction of decimal currency. (14 February 1966).

December 21 — No services on Bulleen - Garden City or Fisherman's Bend routes operated from North Fitzroy and Port Melbourne until 29 March 1966 over one-man operation.

1966

January 22 — The previous track layout at South Caulfield Junction was rearranged to provide single track curves on the north-east and south-east corners. A new crossover was provided in Hawthorn Road south of Glenhuntly Road.

February 9 — 48 hour strike by Government workers over claim for extra leave. No trams, buses, or trains.

February 14	Decimal currency commences. New fare scale.
March 29	North Fitzroy two-man and Port Melbourne return to work with reduced services. (M&MTB to reinstate two-man roster - Minister's direction).
March 30	Removal of Bowen Street crossover on Burwood route. All Bowen Street trips extended to Hartwell.
June 24	First "W5" class car #813 scrapped following severe damage.
June 26	Relocation of crossover in Collins Street at Elizabeth Street.
June 27	Extension of City service from East Doncaster Junction to Donvale West (Starvation Corner).
July 7	Overhead wiring removed from the second track at Footscray terminus.
July 24	Crossover in Glenferrie Road at Riversdale Road removed.
July 30	Port Melbourne Depot closed. North Fitzroy absorbed all the work.
August 14	Fares increased.
October 4	Northland Shopping Centre opened. City - West Heidelberg bus route extended to shopping centre.
November	Ferrodo brake shoes introduced. Phasing out of cast iron shoes commenced.
November 14	Off peak Collingwood - Port Melbourne bus service replaced by Collingwood - City.
December	Substations at corner of Greville Street and Punt Road, Prahran, and at 131 Chapel Street, South Yarra completed. The substation at Nelson Street, St.Kilda demolished on account St.Kilda Junction improvement scheme.
December 12	East Coburg route duplicated from Crozier Street to the terminus.
1967	
January 8	Sunday rail replacement bus service extended from Gowrie to Upfield every 60 minutes i.l.o. every 40 minutes.
January 15	Sunshine - City via Ballarat Road bus route altered to operate via Ashley and Barkly Streets i.l.o. Ashley and Argyle Streets.

March 9	City - West Heidelberg bus route extended to Latrobe University.
March 14	Opening of Latrobe University.
May 15	Construction of tracks on new Maribyrnong River bridge completed.
June	Saturday services on most routes reduced from 10 to 12 minutes.
June 25	South to west connecting curves at Brighton Road and Carlisle Street, St.Kilda removed.
June 26	"W5" 774 featured in "Our World", an around the world TV satellite broadcast.
July 30	Crossover in Riversdale Road at Camberwell Junction relocated further east at Butler Street.
August 20	Crossover in Glenferrie Road at Dandenong Road relocated in reserved track in Dandenong Road.
October	Work commenced on the St.Kilda Junction project, an elaborate roadworks engineering scheme to relieve a major traffic bottleneck.
October 30	New weekday off peak shopper service introduced from Mitcham to Ringwood. Also Melbourne - Doncaster Junction route extended to Donvale Post Office.
November 4	Extra service on Saturdays on the Warrandyte, Park Orchards, and North Ringwood - Ringwood routes on account opening of Eastland Shopping Centre.
November 27	Fire in Mail Exchange, corner Bourke and Spencer Streets. Spencer and Bourke Street services disrupted for three hours.
November 29	10% shift allowance granted. Also increases to hourly rates for Driver and Conductor Trainers for 10 to 15 cents for conductors, and 20 cents for drivers.
December 4	Extension of Donvale West bus route to Donvale Post Office. Mitcham - Box hill off peak bus route discontinued and replaced by Mitcham - Box Hill via Nunawading route. 60 minute off peak service via Renshaw Road commenced.
December 5	Award variations by Commissioner Horan.
December 31	M&MTB took over Rouch and Kennedy Bus Service. Box Hill North - East Kew and Blackburn North - Box Hill routes operated by Doncaster.

1968

January 14	Dandenong Road and Chapel Street intersection realigned as part of the St.Kilda Junction project.
February	Crossover in St.Kilda Road at the Junction removed.
April 11	Crossover installed in Glenferrie Road at Gardiner Road.
May 6	Express bus from Elgar and Belmore Roads to the City introduced. A 10c surcharge above the normal fares was charged.
May 19	Friday, Saturday and Sunday revenue stolen from the Doncaster safe.
June 3	12 minute weekday off-peak service from Tooronga Road to City via High Street introduced.
June 29	New Dynon Road bridge at North Melbourne Station opened for traffic.
July 14	A 15 minute I:L.O. 20 minute Sunday afternoon service introduced on St.Kilda Beach to City.
July 22	West Coburg - Whiteman Street peak service extended to South Melbourne Depot.
October 15	Pay increases for drivers, conductors, and one-man operators.
October 21	Electric line in Wellington Street from Chapel Street to St.Kilda Junction abandoned for new line in reserved track in Queensway, which joined St.Kilda Road north of the old junction.
November 4	St.Kilda Junction project completed. All tram routes commenced utilizing the new layout.
November 17	All night bus services ceased running. Some tram staff trips were provided in both morning and night. Upfield bus service on Sundays increased from 20 to 30 minutes 5.30pm to end. All tram routes on Sundays reduced from 15 to 20 minutes during the afternoon, and 20 to 30 minutes during the evening. West Coburg - Domain Road Sunday service cut back to William and Collins Streets. No service Collins Street to Domain Road. East Malvern - Princes Bridge bus service operated entirely by North Fitzroy Depot.

December 9	Tooronga Road service in High Street cut back to St.Kilda Road from the City.
December 11	St.Kilda Junction (Queensway) underpass opened to motor traffic.
1969	
January 9	Tram services at Glenhuntly Depot stopped over conductor working with blacklisted Driver Pesteranvich. This lasted until March 14.
January 20	Haymarket crossover relocated from the roundabout to Peel Street.
January 26	Fare increase.
February 2	Glenhuntly Depot closed on Sundays. Malvern Depot operated East Brighton, and South Melbourne Depot operated Carnegie.
February 9	Tracks in Flemington Road at Flemington Bridge relocated due to construction of Tullamarine Freeway.
February 20	Removal of tracks in Wellington Street from Chapel Street to St.Kilda Road.
March 5	Crossover in Glenhuntly Road at Elsternwick Station relocated to Brighton Road, north of Glenhuntly Road.
March 17	Tooronga Road off peak service withdrawn.
March 23	Increases to State Incremental Payment Scheme.
March 30	Glenhuntly Depot re-opens on Sundays.
	Commencement of "City Travel Concession Cards" - 12 single journeys for $1.00.
May 16	48 hour strike following gaoling of C. O'Shea. Over 200,000 Unionists on strike.
May 18	New Junction installed in St.Kilda Road at Nolan Street (Southbank Blvd), due to construction of the underpass at City Road.
May 21	C. O'Shea released from goal after 6 days for Contempt of Court.
June 2	Camberwell and Kew Depot's routes reduced from 15 to 20 minutes service 8.00pm to last, Weekdays and Saturdays.
June 9	Rouch and Kennedy routes incorporated with other Doncaster bus routes.

July 7	11 trips on Latrobe Street transferred from Preston to South Melbourne Depot.
July 12	Special bus commenced operating from Showgrounds Main Gate through Showgrounds to Flemington Racecourse.
July 28	New crossover installed in Victoria Parade west of Hoddle Street.
August	Crossover in Glenhuntly Road at Hawthorn Road removed.
September 1	Crossover in Spencer Street, south of Bourke Street removed.
September 14	Deer Park terminus extended to Marcellin Court from Station Street.
September 15	New entrance installed at Malvern Depot, enabling access to both sheds without the need for shunting.
	Crossover in Glenferrie Road north of High Street removed.
September 30	Doncaster Shoppingtown opened. Various services diverted or commenced to provide shopping trips.
October 6	Kew Depot - City off peak service cut back to Hoddle Street.

1970

February 15 to June 16	All remaining depots (see 2 June 1969) routes reduced from 15 to 20 minutes after 8.00pm to end Weekdays and Saturdays.
March 2	8 minute Mont Albert and 8 minute Hoddle Street off peak service reduced to 12 minute Mont Albert and 12 minute Deepdene service.
March 12	Nolan Street (Southbank Blvd) tracks completed.
April 2	New crossover installed in Collins Street, east of Russell Street.
April 11	Footscray - Moonee Ponds service reduced to 30 minutes after 8.00pm Weekdays and Saturdays.
May 8	Some East Malvern trips transferred to Glenhuntly account staff shortage at Malvern Depot.
	Vietnam Moratorium March in City Streets creates major delays from 3.00pm.
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	New shopping service from Templestowe via Thompson and Manningham Roads to Shoppingtown commenced. (Weekdays and Saturday mornings).
September 22	Showday included in AT&MOEA Award as a Public Holiday.
September 28	Double track - Warrigal Road to Elgar Road completed.
November 1	Extensive alterations to the tram route numbering system implemented.
November 29	A prefix number (2) was added to all Clifton Hill - Elsternwick and West Heidelberg route numbers.
December	W7 1024 commenced operating as an illuminated advertising tram.
December 13	Increases to State Incremental Payment Scheme.
-	Centre poles in Peel Street outside Victoria Market removed.
1971	
April 25	Increases to service increments payments.
June 6	Upfield train service cancelled on Sundays (previously operated until 6.00pm). Buses provided all day connecting with tram at North Coburg terminus operated from North Fitzroy Depot.
	West Coburg - City Sunday service diverted into Elizabeth Street and improved from 20 to 15 minutes service. (No trams operated in William Street on Sundays and Holidays from this date).
	East Malvern - Princes Bridge bus service transferred from North Fitzroy to Doncaster Depot.
August 27	Removal of tracks in Sturt Street between Kavanagh and Nolan Streets. Removal of crossover in Spencer Street at Bourke Street.
August 29	Fare increases.
September 19	Closure of Ballarat Tramways.
September 21	Relocation of crossovers in Collins Street at Spencer Street.

October 4	Hawthorn Depot entrance reduced to single track, and the crossover in Wallen Road removed.
November 11	Invasion of Head Office by AT&MOEA lead by Industrial Officer over Driver Mevel dispute at Preston Depot.
November 13	48 hour tram strike over Driver Mevel dispute.
November 16	Box Hill - Mitcham bus route diverted to operate via Marchiori Road.
November 26	Introduction of late night shopping on Fridays.
December	Crossover in Racecourse Road at Epsom Road removed.
December 7	M.O.A. strike - No trams or buses.
December 16	M.O.A. strike - No trams or buses.
1972	
January 11	9% pay rise to Public Servants.
January 28	Friday night shopping trips commenced on some Doncaster routes.
February 17	Severe flooding in City area. PM peak services disrupted, some up to 9.00pm. 3 inches (75 mm) of rain fell between 4.00pm and 5.00pm. Elizabeth Street like a river, cutting Collins and Bourke Streets. Batman Avenue cut off, and portion of Flinders Street up to floor level in trams. A large number of trams with defective motors necessitated restoration of a portion of the reserve fleet.
March 14	Ammunition Factory crossover in Gordon Street at River Street removed.
March 24	AT&MOEA 24 hour strike - Sick Leave claims.
April 11	Ferry bus to operate only on Monday, Wednesday and Friday.
April 16	Closure of Bendigo trams.
May 12	Friday night service improved on East and North Coburg routes.
May	William Street centre poles removed.
May 26	Friday night service improved on Essendon Aerodrome route.
June 4	Crossover in William Street at Collins Street removed.

June 5	Extension of Deer Park route to Robinsons Road (Deer Park West).
June 13	East Kew - Shoppingtown service commenced.
June 30	Friday night service improved on East Preston and East Brunswick routes.
July	SW6 900 fitted out as second illuminated decorated advertising tram.
July 30	Improved services and running times on all Doncaster routes, plus off peak and Saturday service on Templestowe to Melbourne route. 8 additional buses required.
August 5	Cancellation of East Doncaster - North Balwyn tram connecting service.
August 27	Increase in State Incremental Payments Scheme.
August 29	Single track siding and crossover west of Cameron Street in Moreland Road removed.
September 25	Connecting point on Melbourne - Warrandyte and Templestowe routes altered from Greythorn Road to Ellsa Street.
	Revised tram route numbers on William and Latrobe Street routes.
October 30	Some trams and trips on North Richmond - Prahran/St.Kilda Beach transferred from Kew to Glenhuntly Depot account staff shortage.
November 20	Transport buses for Templestowe (Newmans Road) - Melbourne route altered from High Street and Manningham Road to Templestowe.
December 1	A pedestrian and tram only mall created for this day only in Burke Road from Camberwell Junction to Prospect Hill Road.
December 17	AT&MOEA Award variations. Shift allowances increased from 10% to 15%, double time for overtime after 3 hours I.L.O. 4 hours, and training allowances increased by 5 cents/hour to 20 cents for conductors, and 25 cents for drivers.

1973

January 1	17½% Annual Leave loading introduced to cover all leave falling due from this date.
February	Preston Workshops entrance reduced to a single track.
February 12	"Y" type shunt installed at Footscray terminus.

February 18 to February 25	40th International Eucharistic Congress held in Melbourne. Many extra chartered trams and buses required during this period.
February 26 to February 28	M.C.A. strike - No trams or buses.
March 2	Friday night service improved on North Carlton - City bus route.
March 9	Friday night service improved on Mont Albert - City route.
April 2	Late night charter trip on weekdays from Kraft Factory (Fishermans Bend) to Acland Street, St.Kilda.
April 19	Prototype "Z" class tram 1041 introduced to service. This was the first new tram built since 1956.
May 18	New single track curve from West track in Elizabeth Street to South track in LaTrobe Street. Old single track curve from South track in LaTrobe Street to East track in Elizabeth Street removed.
May 23	Two conductresses (Barry and Stone) from Brunswick Depot commenced training as drivers. The training was deferred indefinitely by intervention with the AT&MOEA. (Recommenced 13 November 1975).
June 30	Siding installed in Victoria Parade at Brunswick Street for terminating trams.
July 5	Crossover in Gisborne Street removed.
September 26	Public Holiday pay rate increased to double time and half.
October 24	Crossover in Hawthorn Road south of Balaclava Road removed.
October 25	Conductors Training School transferred from Nicholson Street to Hawthorn Depot.
November 27	Crossover in Power Street north of Riversdale Road removed as part of road works to alter the intersection.
December 17	Temporary deviation to tracks in LaTrobe Street between Swanston and Elizabeth Streets account construction of underground rail loop.

1974

January 29	Extension of Shoppingtown - Lower Templestowe route to Swanston Street.
February 1	Bus drivers allowed to wear shorts during the summer.
February 6	Increases to State Incremental Payment Scheme.
February 18	East Templestowe - Shoppingtown shopping service commenced.
March 1	24 hour tram strike at Preston Depot.
March 18	Track in High Street, St.Kilda (renamed St.Kilda Road) relocated in a central reservation as part of a road widening project.
March 25	Off peak service in LaTrobe Street reduced from 12 to 15 minutes.
April 22	A new crossover was installed in Riversdale Road at Power Street. Trips rostered to Glenferrie and Riversdale Roads extended to that point.
April 26	24 hour M.O.A. strike - no trams or buses from Essendon and Footscray Depots.
April 29	Midday Swanston Street extras extended from Franklin Street to Melbourne University.
May 6	Broken shift meals eliminated at Collingwood.
May 19	Wearing of caps became optional.
May 27	Off peak service on Latrobe University - City bus route increased from 60 to 30 minutes. Broken shift meals at Clifton Hill eliminated.
	Broken shift meals at Abbotsford Street eliminated.
June 9	24 hour strike at Preston Depot.
June 18	Temporary weekday roster implemented at Kew Depot to overcome an acute staff shortage.
July 5	Improved Friday night services on all Footscray bus routes.
July 22	A new route commenced operation from East Doncaster - Shoppingtown via George Street.
August 2	24 hour strike by North Fitzroy Depot Revenue clerks.
August 11	Abbotsford Street meal room eliminated for all meals on weekdays.

September 6	24 hour tram and bus strike over log of claims.
September 16	To cater for heavy AM peak school loading in Dandenong Road, trips from Malvern-Burke Road and East Brighton terminated at Chapel Street, then returned to Orrong Road to complete their City trips.
September 28	Bundy clock keys altered to relate to run numbers I.L.O. table numbers.
October 15	Crossover relocated in Wattletree Road, East of Glenferrie Road.
November 17	One trip per day in each direction was diverted on the West Heidelberg - City bus route diverted to operate via the Repatriation Hospital. All traffic staff issued with shorts and socks for the summer period. A new brown and yellow uniform is to be issued with the introduction of new "Z" class trams. The wearing of caps (which is now optional) is to be phased out with the introduction of new the new style uniforms.
December 1	Introduction of Maternity and Paternity Leave.
December 19	Crossover in Chapel Street north of Carlisle Street removed.
1975	
February 3	New National buses commenced operation at Doncaster, improving services on all routes.
February 19	Crossover in High Street east of Orrong Road removed.
March 17	Glenhuntly ceased operating trips to West Coburg via William Street.
April 30	Ceremony at Preston Workshops to mark release of first "Z1" class trams.
June 9	Six additional National buses introduced at Doncaster, enabling improvements on Templestowe - City route, service increased from 60 to 40 minutes. Doncaster Road - City increased from 30 to 15 minutes, Mitcham and East Doncaster - Box Hill increased from 60 to 30 minutes.
June 13	24 hour tram and bus strike.
June 23	24 hour tram and bus strike.

June 30	First five "Z1" class trams introduced to service at North Fitzroy Depot, releasing "SW6" and "W7" class trams to operate regularly elsewhere in the system.
July 18	24 hour strike by State Government blue collar workers. No trams or buses.
July 19	24 hour strike by AT&MOEA and MOA members.
July 27	Buses on the West Maribyrnong route on Sundays which terminated at Ascot Vale, and connected with a service from Moonee Ponds - Williamstown Road, altered to operate through to Williamstown Road, with a connecting service operating Moonee Ponds - Ascot Vale.
August 10	Fares increased.
September 1	National buses introduced at North Fitzroy, and used to improve services on the West Heidelberg route, by eliminating a 15 minute West Heidelberg and a 15 minute North carlton service, and replacing these with a 10 minute West Heidelberg service.
September 2	Opening of Highpoint West Shopping Centre. The Williamstown Road - Rosamond Road bus route extended to the new shopping centre, together with a new route operating from Deer Park West - Highpoint Shopping Centre.
September 7	Traffic lights installed at Camberwell Junction.
September 29	Extension of East Kew - Doncaster Road route to King Street, East Doncaster.
	Meals at Thornbury on Sundays eliminated.
October 10	Fares increased.
November 13	Training of conductresses Barry and Stone as drivers recommenced, (deferred from 23 March 1973). This training was again deferred until 5 December 1975, after which time training was completed. Joyce Barry then became the first woman tram driver.
December 1	Relocation of City terminus on the Fishermans Bend bus routes account of work in conjunction with the Underground Rail Loop, from Queens Wharf Road which was closed to a new terminus in Market Street between Flinders Street and Flinders Lane.

1976

January 18	East Brunswick route fully operated by "Z" class trams.
January 19	Holden Street single track connecting line closed from Lygon Street to St.Georges Road. The section from Lygon Street to Nicholson Street remained until September 24, 1980. Short sections remained at each end as sidings.
February 23	5 "Z" class trams commenced operation at Preston depot.
February 28	24 hour strike by M.O.A. members over Depot Starters rosters. Trams ran as closely as possible to normal operation.
May 3	5 additional "Z" class trams commenced operation at Preston depot.
June 5	North Balwyn - Shoppingtown trips on Saturdays cancelled. City buses via Doncaster Road to call at Shoppingtown.
June 17 to June 22	Strike at Doncaster depot over Union Delegate Donnelly issue.
June 30	24 hour bus, tram and train strike - Medibank issue.
July 4	Fare increases.
	AT&MOEA Award changes granted by Arbitration Court.
July 12	24 hour bus, tram and train strike - Medibank issue.
July 16	Mr. F.D. Snell appointed Chairman on account retirement of Mr. Kirby.
August 16	All trips after 8.00pm extended from West Heidelberg to Latrobe University for security purposes.
August 26 to August 27	24 hour S.E.C. strike - no trams or trains.
September 20	Mr. K.D. Downing appointed Deputy Chairman.
October 7	Essendon Airport commenced using a new terminus in Matthews Avenue, north of Vaughan Street. Track to Airport parallel to Vaughan Street abandoned. Work completed 29 October 1976.
October 17	24 "Z" class trams in operation at Preston depot.

1977

May 2	Full "Z" class tram operation on East Preston route.
May 30	First "Volvo" bus in service at North Fitzroy.
June	Temporary crossover installed in Swanston Street at Bourke Street to facilitate shunting movements during trackwork.
July 3	North Fitzroy commenced operating an East Malvern - Princes Bridge run on Sundays. This was brought about by a North Fitzroy standby driver refusing to cover a Doncaster run on this route.
July 24	Full service re-instated at Kew depot. (See 18 June 1974, when services were reduced account staff shortage).
July 31	All Sunday Deer Park - City services extended to Deer Park West. (Extension actually occurred 5 June 1972).
August 1	Weekday off peak service Deer Park West - City increased from hourly to every 30 minutes.
	Five "Z" class trams placed in service at Camberwell depot on the Burwood route.
August 5	24 hour strike - trams, buses and trains.
September 6	24 hour strike - trams, buses and trains.
September 27	24 hour strike - trams, buses and trains.
September 28 to October 26	Weekday services at all depots reduced by approximately 25%, account S.E.C. Latrobe Valley workers strike.
October 18	Mr. N.C. Elliott, Assistant Traffic Manager, died.
October 24	New terminus constructed at Luna Park for Cotham Road, and North Richmond trams. Two crossovers in lieu of siding in new roundabout.
December 5	Five additional "Z" class trams commenced operation at Camberwell depot.

1978

January 23	North Fitzroy and Doncaster depots commenced operation on the new Eastern Freeway. Four new routes implemented. A new shopper service commenced operation from Templestowe to Shoppingtown via Thompsons Road.

January 29	Fare increase - new monthly and day tripper tickets introduced.
February 13	Bourke Street Mall opened.
April 9	Seven additional "Z" class trams commenced operating at Camberwell depot.
April 12	Ievers Street and Royal Parade crossover removed, and replaced by a new crossover between Park Street and Brunswick Road.
May 1	A new crossover installed at Grant Street in Kingsway, to alleviate difficulties with Essendon cars shunting at South Melbourne depot.
	Toorak service extended from Victoria Street to Melbourne University.
June 11	Track in Latrobe Street returned to normal alignment between Elizabeth and Swanston Streets.
July 12	Burwood route extended a short distance from Warrigal Road to Somers Street. ("Y" shunt removed at Warrigal Road on 11 July 1978.
July 20	Burwood line extended from Somers Street to Middleborough Road. Built as double track, mainly in central reservation. Operated exclusively by "Z" class trams. The extension was opened by Premier Hamer. 10 Camberwell - City runs transferred to Malvern depot account space problems at Camberwell.
September 2 to September 7	Strike at all Depot's on account Conductress Biggs (refusal to join AT&MOEA), (Preston and Brunswick depot's from September 2, all others from September 5.
November	Temporary crossover in Swanston Street at Bourke Street removed.
November 13	5 "Z" class trams commenced operation on Wattle Park route.
November 20	New bus route commenced operation from Altona North to City via Westgate Bridge and Queen Street at Bourke Street, weekdays only.

1979

January 19	Whiteman Street crossover in Queensbridge Street removed.
February 4	Tourist tram service from Princes Bridge to Hawthorn depot on Sundays commenced operation. "V" class tram 214 (with "X2" class tram 676, as backup and for use in inclement weather) provided.

	Box Hill - Doncaster North route extended to Templestowe.
March	Crossover in St.Kilda Road at Commercial Road removed from service.
March 30	Crossover in Brighton Road, relocated closer to Chapel Street.
April 2	Additional trips rostered to operate from East Burwood and Burwood account heavy loading.
April 26	Crossover in Toorak Road at Chapel Street removed.
May 9	24 hour bus, tram and train strike.
June 4	Four additional "Z" class trams placed into service on the Wattle Park route.
June 21	24 hour national strike.
June 29 to July 2	Four day bus, tram and train strike.
July 5	Twelve hour stoppage - all depots.
July 6	24 hour strike - all depots.
August 5	Camberwell depot commenced complete "Z" class tram operation. Camberwell - City service transferred to Malvern depot, and East Malvern - City route transferred to Glenhuntly depot.
August 21 to August 22	48 hour strike at Glenhuntly depot - Driver. Mekhail.
August 23 to August 24	48 hour strike - all depots.
September 16	Fare increase - Section Saver tickets introduced.
September 25	"Z3" class trams introduced in a promotional display in Bourke Street.
October 18 to October 19	48 hour strike - all depots.
October 27	Reductions on a large number of routes Saturday mornings and afternoons.

1980

January 14	Five "Z" class trams commenced operation on the North Coburg route.
January 31 to February 1	48 hour SEC strike - no power for trams.
February 11	24 hour strike - all depots.
March	Commencement of bus only lane in Johnston Street.
March 24	24 hour strike - all depots.
May to September	Reduction of Saturday AM and PM services on remaining routes.
May 12	Seven additional "Z" class trams placed into operation on North Coburg route.
	Weekday AM and PM peak services on Chapel Street reduced from 10 to 12 minutes.
June	Last operation of an AEC Mark III bus after 29 years service.
August 1	24 hour strike - Kew depot.
August 3	Fare increase - Metrocards introduced.
September	Crossover in Malvern Road at Orrong Road removed.
September 1	10 additional "Z" class trams placed into service on the North Coburg route.
December 1	Commencement of "Downtown" free bus service from Olympic Park to Elizabeth and Lonsdale Streets. Operation from 9.30am - 3.30pm. Operated by North Fitzroy.

1981

February 1	Final stage of North Coburg route conversion to "Z" class operation.
February 2	Use of the Y.M.C.A. terminus for Fisherman's Bend buses discontinued. Buses terminated outside Gas & Fuel (Swanston & Flinders Street).
March 2	Mr. C. Faure commenced as new Board Member.
April 13	Crossover in St.Georges Road at Barkly Street removed.
April 27	"Z" class trams commenced operating on Airport and West Maribrynong routes.

June 8	(Queens Birthday holiday). All tram depots commenced operating the Public Holiday Roster (Basic Holiday), based on Sunday services with normal weekday first and last trips.
June	New tram and bus interchange constructed at Clifton Hill.
-	New meal room and toilet constructed at Abbotsford Street and Flemington Road.
June 28	New terminus constructed in Elizabeth Street at Flinders Street, consisting of a double track connected by a scissors crossover with island platform, inspectors' cabin and passenger shelter.
June 29	Introduction of off peak shopper service from Doncaster Shoppingtown to Greensborough, by extending the East Templestowe route.
July 20	Additional 7 "Z" class trams commenced operation on the Airport and West Maribrynong routes.
August 23	Cancellation of St.Kilda and Port Melbourne train services on Sundays.
August 24	Extension of the Blackburn Station to East Doncaster route to Templestowe via Serpells Road for some peak hour trips.
September 19	Sunshine Park trips on Sundays diverted to Sunshine West (Fairburn and Tallintyre Roads)
October 5	Commencement of North Coburg (tram connection) to Upfield bus Weekday and Saturday evenings due to cancellation of Upfield line trains.
October 19	Additional 6 "Z" class trams commenced operation on Airport and West Maribrynong routes.
December 6	Introduction of Zoo - City service on Sundays, using "L" class trams from Essendon depot. Free travel on all trams and buses each Sunday from this date until 31 January 1982.
1982	
February 2	Crossover in High Street at Chapel Street removed.
February 28	North Balwyn route extended from River Street to the Spencer Street on Sunday mornings.
March 14	Additional 8 "Z" class trams commenced operation on Airport and West Maribrynong routes.

May 9	Additional connecting curves installed at Moreland and Sydney Roads to eliminate shunting of trams running into Brunswick depot.
May 16	New Labor Government re-instates St.Kilda and Port Melbourne train services.
June 7	Donvale - City via Freeway altered account opening of an extension to the Eastern Freeway from Thompsons Road to Doncaster Road. A new Freeway route commenced operation - East Doncaster via Blackburn and Doncaster Roads.
August 9	Additional 8 "Z" class trams commenced operation on Airport and West Maribrynong routes.
October	"Y1" class trams 611 and 612 attached to Hawthorn depot as training trams.
October 4	Extension of City - East Doncaster route to Deep Creek during off peak.
October 6	Test track installed behind Preston Workshops, adjacent to the Epping railway line.
November	East Brighton terminus re-aligned.
November 1	Ringwood - Park Orchards route extended from Alva Avenue to Enfield Avenue and Park Road.
November 2	"W2" class tram 442 entered service from South Melbourne as a new Restaurant Tram, operated by a private company, but using South Melbourne crews.
November 29	Additional 8 "Z" class trams commenced operation on Airport and West Maribrynong routes.
-	Inner Circle railway level crossings removed.
1983	
January 17	Some Donvale - City via Freeway trips extended to Park Orchards. Extension of off peak Ringwood - Park Orchards to Mitcham Station via Park and Mitcham Roads.
February 21	Track in Dandenong Road in the vicinity of Caulfield Station placed in a central reservation with a third track loop between Derby and Waverley Roads. The double track in Dandenong Road between Derby and Normanby Roads eliminated.
February 27	Nineteen day month - 38 hour week introduced at all depots, the additional day off called Programmed Leisure Day. Rosters not altered.

May 2	Additional 8 "Z" class trams commenced operation on the West Coburg route.
May 19	East Preston route extended from Tyler Street to Bouldrewood Parade, all double track. A temporary crossover was installed some weeks previously.
May 29	Sunday service on Donvale - City route implemented with two trips AM, and two trips PM.
July 1	The Melbourne & Metropolitan Tramways Board and Victorian Railways were replaced by the Metropolitan Transit Authority, (to be known as The Met), and the State Transport Authority (V/Line). Green uniforms replaced the brown.
August 15	Doncaster North - East Kew route extended in the both peaks via the Eastern Freeway to the City. The express bus trip in both peaks from Elgar and Belmore Roads introduced 6 May, 1968, discontinued.
September 23	Box Hill - North Blackburn route extended to North Nunawading (Junction and Springvale Roads) during the off-peak.
October 17	"Fairway" traffic system introduced, featuring separation bars/ painted lines to segregate tram and motor traffic, and a traffic light priority system operated by transponders fitted to trams.
November 13	Fare system revised, with multi-modal style tickets based on time instead of distance, (sections).
November 21	All bus trips operating via Ingles Street, diverted to operate via Graham Street, account Westgate Freeway construction. This service was never reinstated.
December	The first "A" class trams, and "B" class (2001) articulated trams (LRV's) entered service.
1984	
February 3	Greensborough - Shoppingtown off-peak service increased to operate during peaks, with some trips extended to and from Box Hill.
March 9	Temporary crossover at Tyler Street, East Preston removed.
April 27	The free bus service which commenced on 1 December, 1980, operated by North Fitzroy, discontinued.
June 12	"A" class trams entered service on the Mont Albert route, operated from Kew Depot.

June 25 — All City - East Doncaster/Reynolds Road trips extended to Deep Creek.

October 29 — Two new routes implemented at Doncaster: Ringwood - Croydon via East Ringwood Station, and Ringwood - Croydon via Plymouth Road.

December 19 — "B" class 2001 commenced service on the East Burwood route, operated from Camberwell Depot.

1985

January 20 — East Preston route extended from Bouldrewood Parade to Latrobe University.

March — New operations area commenced under the title of Fleet Operations Centre, located in the old cable engine house at corner of Gertrude and Nicholson Streets. This eventually replaced Radio Centre located in Head Office.

June 23 — M.T.A. commenced operating former Melb-Brighton Bus Lines, consisting of three routes: Gardenvale - City via Orrong Road, Middle Brighton - City via Williams Road, (Swanston & Lonsdale Streets), and Brighton Beach Station - St.Kilda Station, (former Victorian Railways tram route). The depot, (former V.R. tram depot), situated at the corner of St.Kilda and Head Streets, Elwood, utilizing all the former operator's buses.

July 15 — A new wheel grinder designed for modern trams was installed at South Melbourne Depot.

July 30 — "A" class trams entered service on the North Balwyn Route, operated from Kew Depot.

September — The terminus at East Brunswick altered from a "Y" to an asymmetric shunt.

1986

January 18 — Deer Park West - City route extended to Melton Shopping Centre Saturday afternoon and night, to cover the lack of service provided by the private operator of the route from Sunshine - Melton.

April — Double track at West Coburg terminus replaced with single track.

"A" class 231 - 258 reclassified "A1" (trolley poles), 259 - 300 "A2" (pantograph, modified doors).

July 20	Account revised services in the Greensborough Neighborhood, Northland - City bus route altered to operate via Chifley Drive, Bell, Victoria, and Dundas Streets, and Victoria Road. This allowed a private operator's route to be eliminated. Also Latrobe University - City route extended to the University Interchange.
August	Radio Centre located in Head Office transferred to Fleet Operations Centre.
September 8	Three articulated buses introduced at Doncaster Depot.
November 2	Elimination of conductors on buses at North Fitzroy Bus Depot. This also saw the elimination of North Fitzroy Bus Conductors working at tram depots on Sundays.
November 3.	Prahran - Princes Bridge (Route 77) service discontinued.
November 17	Domain Road Interchange opened. This consisted of covered platforms together with a siding for terminating West Coburg route trams. Also at this time, through service from the southern suburbs was discontinued, replaced by a shuttle service from Domain Road to Dudley Street.
December 1	A further three articulated buses introduced (total 6). New service from Donvale - City via Freeway off-peak, replacing service via Doncaster Road. New peak service from Donvale - City via Reynolds Road and Freeway, together with off-peak service to Shoppingtown. Ringwood - Croydon via Plymouth Road route altered to operate via Warranwood. Newmans Road - City via Templestowe extended to Warrandyte Bridge. All off-peak trips from Box Hill - Doncaster North (with the exception of an hourly service to Templestowe), extended to Blackburn and Serpells Roads. Off-peak East Doncaster - City via Doncaster Road route extended to Deep Creek. Friday and Saturday night connections at Ellsa Street and Doncaster Road eliminated by operating through to the City.
December	Burke Road from Gardiner's Creek to Malvern Road widened, to accommodate the new South Eastern Arterial connection. This required the realignment of the Gardiner level crossing.

1987

February 16	Two more articulated buses introduced (total 8). East Kew - Blackburn & Serpells Roads off-peak service extended via The Pines Shopping centre to Deep Creek.
March	"A" class trams commenced service on North Richmond - Prahran/St.Kilda Beach operating from Kew Depot.
April 26	Latrobe University service extended To McLeans Road, Bundoora.
May 3	Additional connecting curves installed at Glenferrie Road and High Street, (south-east corner), to allow Glen Iris trams to run to and from Malvern Depot without the need to shunt.
May 25	"A" class trams commenced operation at South Melbourne Depot.
	Stage one of the Doncaster area expansion programme commenced. Evening trips up until approximately 8:00pm Monday - Friday implemented on the following routes: Box Hill - Greensborough, Box Hill - Heidelberg, Ringwood - Park Orchards/Warrandyte, Ringwood - Croydon (both routes), Box Hill - Blackburn - Mitcham.
June 22	New route introduced at Doncaster - peaks only, Donvale North (Springvale and Reynolds Roads) - City via Doncaster Road and the Freeway.
July 13	North Richmond trams commenced operating to St.Kilda Beach at nights, Saturday afternoon, and all day Sunday. Prahran was still the terminus at all other times.
August 1	Elwood, Footscray and North Fitzroy bus depots commenced operating an interim service parallel to the new St.Kilda light rail route.
August 3	Maintenance industrial dispute stopped most tram services for 48 hours. A shuttle service 7:00am - 7:00pm operated in most City streets.
	Two response buses commenced operating from South Melbourne Depot in the St.Kilda and Port Melbourne ex heavy rail corridors on as required basis, Weekdays only.
August 25	Connecting curves installed at Bourke and Spencer Streets creating a triangular junction.

September 5	Connecting curves installed at Bourke and William Streets. These two new installations were to allow access to South Melbourne Depot for operation on the upcoming Light Rail opening.
September 7	All "Z" class trams at North Fitzroy transferred to Essendon Depot (thus becoming all "Z" operation), and replaced with "A2" class trams.
September 13	New bus route - Warrandyte Bridge - City via King Street, Manningham Road and Freeway (peak hour only). East Doncaster - City via George Street and Freeway extended to Deep Creek.
October 26	Two new routes commenced operation at Doncaster. Ringwood - North Ringwood (Oban Road) via Ringwood Street, and Ringwood - Nunawading via Mitcham during peaks, extending to Forest Hills Shopping Centre in off-peak. Donvale -City via Reynolds Road and Freeway extended to North Mitcham (Springfield and Mitcham Roads).
October	Crossover installed on the east side of the "Hump" bridge in Dundas Street, in preparation for duplication.
October 2	A tourist tram service commenced service between the City and St.Kilda Beach operating from South Melbourne Depot. A higher than ordinary fare was charged, thus contributing to a low patronage.
November	Last regular use of "W2" class trams.
November 22	"Light Rail" service commenced operating from St.Kilda Beach (Acland Street terminus) via Esplanade, Fitzroy Street, former St.Kilda railway right of way, to Clarendon Street, then via Spencer, Bourke, Spring and Nicholson Streets to East Brunswick. This service was operated by North Fitzroy and South Melbourne Depots, using "A2" and "B" class 2001 & 2002 trams.
December 5	Saturday trading hours extended to 5:00pm.
December 13	Connecting curve from Batman Avenue into Swanston Street duplicated, but not used until Australian Tennis open in January. Also, three new crossovers installed in Batman Avenue and Swan Street between Princes Bridge and Punt Road for extra services for the new Tennis Centre.
December 20	Port Melbourne "Light Rail" line opened for service, utilizing the former Port Melbourne railway right of way from Port Melbourne Station (Beach Road) to Clarendon Street, then Bourke, Spring and Nicholson Streets to Exhibition Building. "A2" trams provided the service

	operating from South Melbourne Depot.
-	Preston Workshops altered and expanded to incorporate facilities for articulated trams.
1988	
March 20	Crossover installed in Fitzroy Street west of St.Kilda Station.
April 10	Implementation of "Block P.L.D." system. This replaces the rostered single day every four weeks.
May 23	Hawthorn and St.Kilda tourist tram services discontinued.
June	First air-conditioned street vehicles in the guise of Mark II M.A.N. buses commenced operation at Doncaster Depot.
July 14	Single track over railway bridge outside Preston Workshops duplicated.
August 1	Response buses moved from South Melbourne to Elwood Depot.
August 15	Altona North - City via Westgate Freeway commenced operation on Saturdays.
August	Additional track in South Melbourne Depot in use for automatic washing machine.
September 1	"B" class articulated trams commenced operation on East Brunswick - St.Kilda Beach light rail route from South Melbourne Depot.
September 25	Ringwood - Mitcham via Donvale, and Ringwood - Croydon commenced operation on Sundays.
October	West Coburg tram service diverted into Elizabeth Street on Public holidays.
November 20	New triangular junction installed at the entrance to North Fitzroy Depot for Pantograph only operation. North Fitzroy commenced supplying "B" class trams for East Brunswick - St.Kilda Beach service. Also on this date, account pantograph only overhead, Preston Depot's "Z" class trams ceased to operate to North Fitzroy Depot.
1989	
February 1	Doncaster North - City via Freeway route extended via King Street and Church Road to Serpells Road.

April	"B" class trams commenced operation on Port Melbourne - Exhibition Light Rail service.
May 1	Carnegie route duplicated from Glenhuntly and Truganini Roads to terminus at Koornang Road.
June 26	West Preston and Bundoora peak hour services operating via Latrobe Street discontinued, together with the Northcote - City service, which became a shuttle at all times to Thornbury.
July 1	The Metropolitan Transit Authority was replaced by the Public Transport Corporation. The P.T.C. consisting of Met Bus, Met Tram, Met Train, and V/Line country trains.
July	Commencement of service on Box Hill - Heidelberg route of a step-lift bus for disabled passengers.
July 3	Crossover installed in Moreland Road west of Holmes Street.
October 29	St.Kilda Station - Middle Brighton extended to Brighton Beach Station. Gardenvale - City, and Middle Brighton to City altered to operate via Nolan Street (Southbank Boulevard) and Queen Street to terminate at Latrobe and Elizabeth Streets instead of Swanston Street.
November 11	"Staff cut" alterations, which had been operating on a temporary basis, implemented permanently.
December 30	Crossover installed in Elizabeth Street south of Lonsdale Street.
1990	
January	Trams blockade City streets for five weeks during dispute over "scratch" tickets, and driver only operation.
February	Driver only operation at Camberwell Depot on Wattle Park route at certain times commenced.
	Alterations to track layout in Preston Workshops implemented.
June 24	Additional curves north to west installed at Moreland Road and Nicholson Street, enabling East Coburg trams to run directly to and from Brunswick Depot.
August 13	Kneeling buses commenced operation at Doncaster.

August	Crossover installed in Elizabeth Street north of Flinders Street. Trackwork was also altered in the terminus with the installation of a scissors crossover and an island platform with overall canopy.
October 12	"B" class trams commenced operation on the Bundoora route.
	All remaining "W" class trams classified by the National Trust.
	Vintage tram service commenced operation on Sundays from City to St.Kilda Beach, from South Melbourne Depot.
December 27	Disused railway bridge over Clarendon Street finally removed after being delayed on a number of occasions.
1991	
January 20	Port Melbourne - Exhibition and St.Kilda Beach - East Brunswick routes served exclusively by "B" class trams. Port Melbourne route operated jointly from South Melbourne and North Fitzroy Depots.
February 17	Altona North - City via Westgate Freeway service altered from the Grieve Parade terminus to operate via Millers Road to Paisley Station. Some trips linked to operate through to Sunshine via Ballarat Road.
April 15	Following a fatal accident at the terminus at Swanston and Franklin Streets, all southern routes altered to terminate at Queensberry Street, with some trips continuing to University. This caused considerable delays to East Coburg and Moreland trams.
September 2	Following alterations to the water mains in St.Georges Road, the "up" track was relocated to the east side of the median strip.
September 30	"Z1" class trams allocated to Malvern and Glenhuntly Depots.
October 31	Boom gates installed on the Port Melbourne route following a fatal accident. These gates were removed when the heavy rail line was abandoned.

1992

March	New access track into Preston Workshops together with new crossover in Miller Street installed.
March 1	Major changes to Doncaster area route structure by eliminating short routes and amalgamating them with main routes.
March 16	Forest Hills Shopping Centre - Donvale extended to Pines Shopping Centre.
March 28	Swanston Street closed to all through vehicular traffic; and became known as Swanston Walk.
April 1	New junction installed at Thornbury, enabling trams to and from Preston Depot to operate directly to West Preston.
June	Major alterations to track layout at the entrance to Preston Depot. Trams using Thornbury and Preston Workshops for two weeks.
July 5	East Coburg - South Melbourne Beach and Moreland - St.Kilda Beach routes altered to alternate during the off-peak, to help eliminate some reliefs at East Brunswick, and Dorcas Street. Night and weekend service operated Moreland - South Melbourne Beach, with the "jigger" operating from East Coburg - East Brunswick.
October 31	Melton - City Saturday service extended to Melton Station.
December 7	Special Weekdays services (normally operated between Christmas and middle of January) commenced operation. This level of service then became the normal weekday operation.
December 23	"B" class trams commenced operation on Airport West route.

1993

January 24	Essendon Airport - City route extended to Airport West (Westfield Shoppingtown).
February 15	Elizabeth Street terminus again altered by lengthening the terminal tracks to accommodate a total of 5 "B" class trams, together with new shelters to replace to overall shelter and named "Sir Robert Risson Terminus".
February 28	Driver only operation officially commenced at Camberwell Depot on Wattle Park - Princes Bridge route. Over the next nine months Driver only operation was extended to all other depots, (mostly after 20:00 Weekdays, and all day Saturday and Sunday), until about 85% of all

services were converted.

March 14 — Elimination of Northcote - Thornbury shuttle.

July 4 — East Burwood - Spencer Street route extended from Middleborough Road to Blackburn Road. A new crossover replacing the terminus installed at Middleborough Road.

August 8 — Footscray - Moonee Ponds (Saturday PM & Sundays), West Maribyrnong - City, & East Malvern - City (Sundays) reverted to tram operation.

October 18 — "Z3" class trams commenced operation in Lygon Street from Brunswick Depot.

December 19 — North Fitzroy tram Depot closed. East Brunswick - St.Kilda Beach route transferred entirely to South Melbourne Depot. Port Melbourne - Exhibition route eliminated, and replaced by Route 109, by extending Mont Albert - City trams to Port Melbourne, operated by Kew Depot, using "A" class trams.

December 28 — Doncaster and North Fitzroy bus Depots transferred to new private operator - National Bus Company. Footscray and Sandringham bus Depots transferred to new PTC operator - Met Bus, (Sandringham becoming a satellite depot to Footscray). Elwood Depot closed. Gardenvale - City route amalgamated with Sunshine via Ballarat Road route, and Middle Brighton - City amalgamated Deer Park West/Sunshine Park route. Altona North via Westgate Freeway once again commenced terminating in the City.

1994

January 31 — "B" class trams commenced operation on East Burwood route.

April 29 — New route commenced operation known as "City Circle". This operates seven days a week (except Good Friday & Christmas Day), from 10:00am - 6:00pm, utilizing eight specially repainted sliding door "W" class trams, (Four "clockwise" and four "anti-clockwise"). A number of alterations to track layouts were undertaken to accommodate this route -

1. "Y" terminus for Flinders Street routes in Spencer Street north of Latrobe Street.

2. Connecting curves west to north at Latrobe and Swanston Streets, together with new crossover in Swanston Street north of Latrobe Street.

3. Connecting track in Spring Street from Flinders to Bourke Streets.

4. Connecting curves west to south at Nicholson Street and Victoria Parade.
This route has won a number of tourism awards, and occasionally has heritage or foreign vehicles operating in place of the normal "W"'s.

April 25 — An additional early trip (approximately 04:30) on each City route for passengers travelling to the Dawn Service at the Shrine. (Only operated on this occasion).

June 27 — Introduction of twelve seat van for takes on East Brunswick - St.Kilda Beach route at South Melbourne Station on weekdays from 8:00am - 5:00pm. All other takes still at Bourke and William Streets by transport tram or travelling on West Coburg trams.

July — "Z3" 206 fitted with pantograph. Following conversions allowed operation from Preston, and Essendon Depots.

September 11 — Crossover eliminated in Victoria Street at Burnley Street.

September 25 — Elimination of Camberwell Depot operating early morning and late night trips on Camberwell route. These trips now operated by Malvern Depot.

October 14 — 24 hour tram, train and bus strike.

1995

February 27 — Camberwell - City route truncated to operate from Gardiner Station. A new crossover was installed in Burke Road south of the railway crossing. This was brought about by bridge construction over the South Eastern Arterial road, and was to have taken six months. Trams resumed running in December 1996.

April 2 — Route 15, Moreland - St.Kilda Beach, shared by Brunswick and South Melbourne Depots, eliminated, and replaced by Routes 22, Moreland - Arts Centre, and 25, Moreland - Domain Road (peak hour only), operated by Brunswick Depot, and 16, St.Kilda Beach - University, operated by South Melbourne Depot. Also Route 1 operated entirely by Brunswick Depot. This eliminated the off-peak trips alternating on Lygon Street, and the "jigger" reverted to operating Moreland - East Brunswick.

April 30	Chapel Street operated completely by Glenhuntly Depot, instead of sharing with Kew Depot. Route 10, West Preston - South Melbourne & St.Kilda Beach shared by Preston and South Melbourne Depots, eliminated, and replaced by Routes 11, West Preston - City, operated by Preston Depot, and 12, South Melbourne & St.Kilda Beach - City, operated by South Melbourne Depot. This eliminates all shared routes.
May 29	New crossover installed in Elgin Street west of Lygon Street.
October 9	New crossover installed at the southern end of Middle Park station on the St.Kilda Beach light rail line. (For use during the Grand Prix).
October 23	New crossover installed in Market Street north of Flinders Street.
October 12	Bundoora - City route extended to McKimmies Road (R.M.I.T.).
November 20	New crossover installed at St.Kilda Station on the St.Kilda Beach light rail line. (For use during the Grand Prix).
December 4	Single track connecting curve from terminus in Park Street, east into Fitzroy Street. (For use during the Grand Prix).
1996	
January 17	New track layout installed in Swanston Street, (Melbourne University) between Farraday and Elgin Streets, to reduce delays for northbound and southbound Lygon Street through services.
January 14	All "AM" & "PM" standby (emergency) crews eliminated.
February 3	New crossover installed on Port Melbourne light rail route east of Ingles Street. This will be at the western end of the proposed Southbank Depot.
March 9 to March 12	First Formula One Grand Prix in Melbourne, held at the Albert Park Circuit. Extra services were operated on all four days, normal services on St.Kilda light rail and Clarendon Street routes on the Saturday and Sunday replaced with express services to Albert Park, (60 "B" class trams). Overhead in St.Kilda Road converted to dual operation allowing "B" class trams to operate with normal service cars, (40 "B" class trams).

May	Work commenced on the construction of a new tram depot (Southbank), located on the north side of the Port Melbourne light rail line, between Normanby Road and Montague Street.
August 5	Part-time drivers commenced for the first time. Four shifts initially implemented at Preston Depot. 10% of the established number of drivers can be Part-time shifts, distributed as evenly as possible through all the Depots.
September 18	Automatic Ticket System (ATS) went live on public trial at Camberwell Depot on East Burwood route using two additional "B" class trams operating between the peaks.
October 22	Ten "B" class trams fitted with ATS commenced operation on East Burwood route.

1997

February 8 — South Melbourne Depot closed. All trams and staff transferred out, with the exception of the Restaurant trams.

February 9 — Southbank Depot opened. This depot is located on the Port Melbourne Light Rail line adjacent to the Montague Station stop. Routes 12, 96, and City Circle transferred from South Melbourne Depot. Route 16 transferred to Malvern Depot, except on Sundays, when Southbank shares the route. Four part time driving shifts commenced. Rail Vehicle Maintenance (RVM) opened a major maintenance centre on the site serving most of the depots. Trams moved to and from depots using transport drivers.

February 27 — City Circle service extended until 9:00pm on Thursday, Friday, and Saturday nights for a trial period of five weeks.

February 28 — All night trams returned after an absence of forty years. A twenty minute service operated from 12:30am until 5:30am on Friday and Saturday nights for a trial period of five weeks. The service operated with 9 "A" class trams from Kew Depot. There was no meal relief provided. The route operated from Melbourne University via Swanston Street, Batman Avenue, Swan Street, Church and Chapel Streets, Carlisle Street, Esplanade, Fitzroy Street, Light Rail, Collins and Brunswick Streets to Fergie Street, North Fitzroy.

March 6 to 9 — The second Formula One Grand Prix was held. A four hour stop work meeting on Thursday 6 March resulted in no trams operating either normal or Grand Prix services. A 48 hour strike on Saturday 8 and Sunday 9 March saw no normal tram services operating and Grand Prix services replaced with 650 private buses on Saturday and 750 buses on Sunday, operating in Swanston Street and St.Kilda Road from Latrobe Street to St.Kilda Junction, and in Spencer and Clarendon Streets from Collins Street to South Melbourne Loop and Middle Park Station. No other tram, train or Met bus service operated during the stoppage.

April 27 — Conductors removed from trams operating on East Burwood - Spencer Street route, and replaced with "Hosts" operating restricted hours on that route.

May 31 — Crossover in Maribyrnong Road west of Union Road eliminated.

1997

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April 27 — Conductors removed from trams operating on East Burwood - Spencer Street route, and replaced with "Hosts" operating restricted hours on that route.

May 31 — Crossover in Maribyrnong Road west of Union Road eliminated.

June 9	Crossover in Swanston Street south of Latrobe Street relocated to south of Little Lonsdale Street.
July 29	24 hour tram bus, and suburban train strike.
September 8	The P.T.C. was unofficially Corporatised, by setting up two business units in Met Tram and Met Train. Met Train's two business units are named "BAYSIDE" and "HILLS". Met Tram's two business units are named "SWANSTON", (based on the north/south City streets), the Managing Director being Russell Nathan, (current Met Tram M.D.), and "YARRA", (based on the east/west City streets), the Managing Director being John Wilson, (current Met Bus M.D.) The only common trackage is from St.Kilda Station to St.Kilda Beach, shared by Routes 16 & 96. "SWANSTON" consists of all routes operated by Brunswick, Essendon, Malvern, and Glenhuntly depots, and "YARRA" consists of all routes operated by Camberwell, Kew, Preston, and Southbank depots.
October 1	The P.T.C. was formally Corporatised into two tram and rail business units. It is proposed let tenders for the two business units on March 1, 1998, and finally privatise same on September 1, 1998.

Photos:

FRONT COVER: SW6 916, SW6 909 and an unidentified SW6 with "Sam the Tram" smiling face logo, on Prince's Bridge, circa 1994. In the background is a Z Class at the Batman Avenue terminus. In the extreme background is Melbourne's skyline highlighted by the two Gas & Fuel Corporation Towers (now demolished to make way for the construction of Federation Square) and St. Paul's Cathedral.

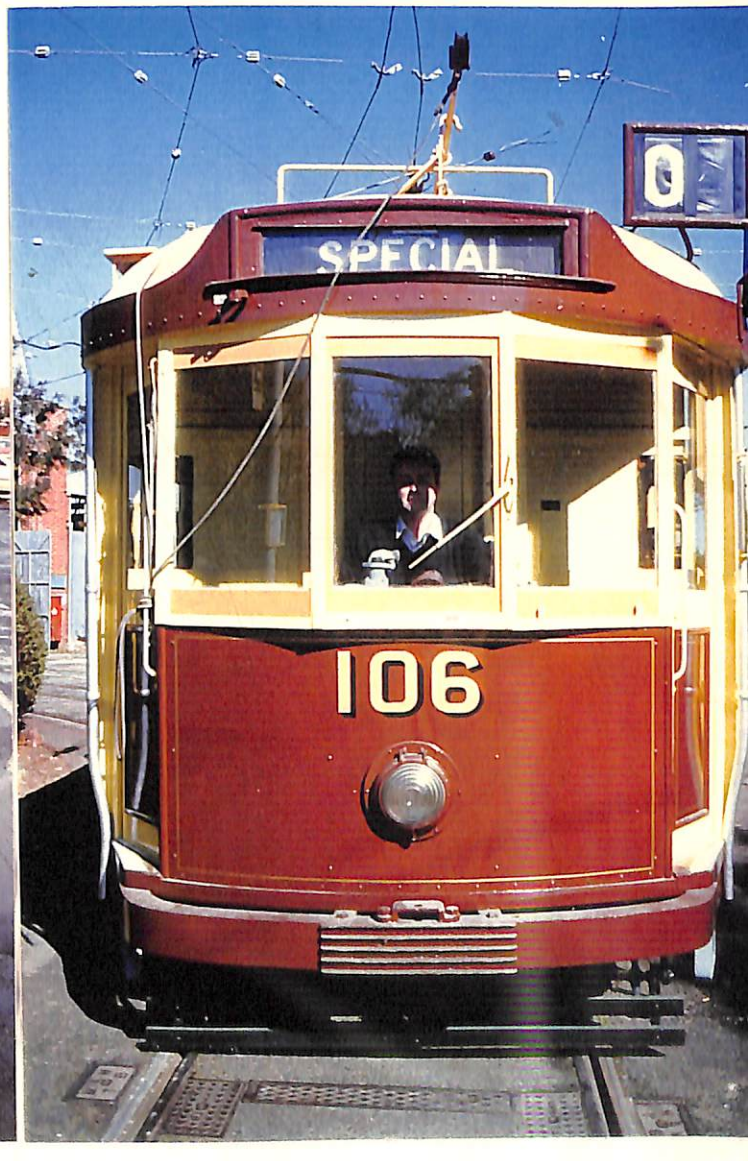
BACK COVER - TOP: A number of B Class articulated trams wait in Simpson Street, East Melbourne for the peak traffic at the conclusion of a game at the Melbourne Cricket Ground. No.2014 is in distinctive advertising livery; others in standard PTC colours.

BACK COVER - BOTTOM LEFT: Rail Scrubber Car No.10W (formerly Sydney K Class "toastrack" tram) at Brunswick Depot.

BACK COVER - BOTTOM RIGHT: Preserved L Class 106 (former Prahran & Malvern Tramway Trust) at Hawthorn Depot in September 1997.


MELB CRICKET
SORRY
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ONLY
D TURNS
T PUNT RD


SPECIAL
10 W
10 M


SPECIAL
106


10W
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106