

**MELBOURNE  
ELECTRIC  
TRAMWAYS  
GUNZEL NOTES**

**A TIME-LINE HISTORY OF THE  
MELBOURNE ELECTRIC TRAMWAYS**

**DON STOREY**

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# MELBOURNE ELECTRIC TRAMWAYS

## GUNZEL NOTES

### INTRODUCTION

These pages of drivel provide a detailed account or annal of the establishment and development of Melbourne's electric tramway system, with the various items listed chronologically. The intention is not to produce a literary record of the definitive history of Melbourne's tramways; rather, it is sought to provide information enough to give a good understanding of the development of the system. The politics behind the management and/or mismanagement that shaped the system is not delved into in any great detail simply, developments are listed as they happened. It is hoped that this information will fill a gap, and perhaps provide a starting point for an exhaustive history to be chronicled in the future.

A brief summary of the horse and cable tram era is included to set the scene for things that followed. Details other than opening and closing dates of the Box Hill - Doncaster electric tramway are not included, as this line had no bearing on the development of the tramway system, and the subject is already well covered in Robert Green's book 'The First Electric Road'. Rolling stock details are included, however for an in-depth treatment readers are referred to 'Destination City' by Norm Cross and Keith Kings. Details of timetables, uniforms, tickets and fares, and other minutia has been considered best left for other suitably inclined gunzels to worry about.

Rolling stock details are listed under their own heading for ease of reference. Similarly, the various Trusts, the North Melbourne Electric Tramway & Lighting Company and the Victorian Railways trams have their own headings within the text. For consistency, trams that have been disposed of are listed as 'scrapped', even though some may still exist, complete or incomplete. Specific mention is made of trams that have been preserved.

Track maps are included which show all major changes to the tram network, without duplicating already published maps by David Keenan from 1962, 1974 and 1985. They should be referred to in conjunction with the text to clarify any points, and to provide an overview of the tramway system.

Some of the research herein was used in a volume entitled 'Time-Line History Of Melbourne's Government Cable And Electric Trams And Buses' compiled by Barry George. Much detail was omitted in that work, and other items were added from other sources, some of which were erroneous.

As with any work of this nature, there is always a possibility of errors and omissions. The information presented herein is not complete - some installation dates or obscure bits of special work, etc, have proved difficult to ascertain. What is presented here are the fruits of research to date. The years 1993 - 1997 are not chronicled to the same level of detail as earlier years, and 1998 to the present is not dealt with at all, because the modern insipid pedal-car era is of little interest to the author. If you don't like it, don't complain - what do you want for nothing?

### ACKNOWLEDGMENTS

This work would not have been possible without the assistance of Anthony Sell, Jeff Bounds and Norm Cross who provided access to much archival material; and Dean Filgate, Clive Gibson, Geoff Warburton and Michael Norbury who shared some of the fruits of their own research.

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# 1. EARLY TRAMWAY DAYS:

## CABLE AND HORSE TRAMWAYS AND THE DONCASTER LINE.

1885 - 1904. □

### 1885

- JAN 10 Fairfield horse tramway opened, running from Fairfield Station via Station Street to Mansfield Street, Thornbury. The line was operated by a land development company. (Some sources give the opening date as Dec 20, 1884).
- NOV 11 The Melbourne Tramway and Omnibus Company (MT&OCo) opened the first cable car line from the City to Richmond. Commencing at Bourke Street, the line ran via Spencer Street, Flinders Street, Wellington Parade and Bridge Road, terminating at Hawthorn Bridge. (The MT&OCo operated all subsequent cable lines unless otherwise noted).

### 1886

- OCT 2 The North Fitzroy cable line was opened, running from a City terminus at Spencer Street via Collins Street and Brunswick Street to Barkly Street.
- NOV 22 The Victoria Street (North Richmond) cable line was opened, branching from the North Fitzroy line at Brunswick Street and running via Victoria Parade and Victoria Street to Victoria Bridge.

### 1887

- AUG 10 Opening of the Clifton Hill cable line, running from the City terminus at Spencer Street via Bourke Street, Nicholson Street, Gertrude Street, Smith Street and Queens Parade.
- AUG 30 The Nicholson Street cable line was opened, branching from the Clifton Hill line at Gertrude Street and running via Nicholson Street to Park Street, North Fitzroy.
- OCT 1 The Brunswick cable line was opened, running from a City terminus at Flinders Street via Elizabeth Street, Royal Parade and Sydney Road to Moreland Road.
- DEC 21 The Collingwood cable line was opened, running from Swanston Street along Lonsdale Street, Russell Street, Lygon Street, Elgin Street and Johnston Street.
- DEC 28 The Kew horse tramway was opened, running from the Victoria Bridge cable car terminus via Barkers Road and High Street to Kew Cemetery. It was operated by the Melbourne Tramway and Omnibus Company (MT&OCo).

### 1888

- MAY 17 The Sandringham to Cheltenham via Beaumaris horse tramway was opened, operated by the Beaumaris Tramway Company. (Some sources state the opening date as December 1888).
- OCT 11 The Brighton Road cable line was opened running from a City terminus at Queensberry Street via Swanston Street, St Kilda Road, High Street and Brighton Road to Brunning Street (between Chapel and Milton Streets).
- OCT 26 The Prahran cable line was opened, branching from the Brighton Road line at St Kilda Road and running via Domain Road, Park Street, Toorak Road and Chapel Street, terminating at Carlisle Street.

### 1889

- FEB 9 The North Carlton cable line was opened branching from the Collingwood line at Elgin Street and running via Rathdowne Street to Park Street.
- FEB 14 Opening of the Coburg horse tramway commencing from the Brunswick cable car terminus at Moreland Road and running via Sydney Road to Gaffney Street. It was operated by the Northern Tramway Company, and later by the Coburg City Council.
- FEB 15 The Toorak cable line was opened, branching from the Prahran line at Chapel Street and running via Toorak Road to Irving Street.
- APRIL Horse tramways were opened from Elsternwick Station via Glenhuntly Road to Glenhuntly Station and via Hawthorn and Balaclava Roads to Caulfield Station, operated by the Caulfield Tramway Company.
- OCT 14 The first electric tramway in Australia, and indeed in the Southern Hemisphere, was opened from Box Hill to Doncaster. It was operated by the Box Hill & Doncaster Tramway Company until 1892, and then by the Doncaster & Box Hill Electric Road Company.

### 1890

- JAN 27 The Hawthorn horse tramway was opened from the cable car terminus at Hawthorn Bridge via Burwood Road, Power Street and Riversdale Road to Auburn Road. It was operated by the MT&OCo.



**FEB 18** The Northcote cable line was opened, from the Clifton Hill cable terminus via High Street to Dundas Street. This line was operated by the Clifton Hill, Northcote and Preston Tramway Company, and it was the only cable line not run by the MT&OCo. It was later taken over by the Northcote City Council.

**MAR 3** The North Melbourne cable line was opened, branching from the Brunswick line at Elizabeth Street and running via Victoria Street, Errol Street, Queensberry Street, Abbotsford Street and Flemington Road to terminate at Flemington Bridge.

**MAR 10** The Zoo horse tramway was opened, running via Royal Park from the cable car line at Royal Parade. It was operated by the MT&OCo.

**APR 18** The West Melbourne cable line was opened, running from Elizabeth Street via Lonsdale Street, Spencer Street and Abbotsford Street to a junction with the North Melbourne line at Queensberry Street.

**JUNE 17** The South Melbourne cable line was opened, running from the Collins Street line via Market Street, Queensbridge Street, City Road, Clarendon Street, Park Street, Montague Street, Bridport Street and Victoria Avenue to the terminus at Beaconsfield Parade.

**JUNE 20** The Port Melbourne cable line was opened, branching from the South Melbourne line at City Road and running via Bay Street and Beaconsfield Parade to the terminus near Port Melbourne Station.

**1891**

**OCT 27** The Windsor to St Kilda Beach cable line was opened, running from Chapel Street via Wellington Street, Fitzroy Street, Eplanade and Acland Street to the terminus at Barkly Street. This was the last new cable route constructed.

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The Fairfield horse tramway was closed. (It possibly could have closed in 1890 or 1892 - no precise date has been found).

**1894**

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The Caulfield horse tramway was closed. (Some sources give the year of closure as 1902).

**1896**

**JAN 6** The Box Hill to Doncaster electric tramway was closed.



## 2. THE PRE-M.M.T.B. ERA: THE TRUSTS, ESSENDON AND RAILWAY TRAMS. 1904 - 1920. □

**1904**

--- **NMETL** Plans to provide transport to the Essendon district were thwarted by the MT&Oco, which had refused to extend the Flemington Bridge cable car due to the spasmodic traffic they considered would be generated. This led to a proposal by private enterprise to construct electric tramways, which was opposed by the Victorian Railways and the Metropolitan Gas Company. Following a referendum of ratepayers showing majority support for the tramway, the Government granted rights to a private concern, the North Melbourne Electric Tramway & Lighting Company (NMETL), to construct tramways and supply electricity in the Essendon district.

**1905**

**MAY 24** **NMETL** Construction of the Essendon electric tramways by the North Melbourne Electric Tramway & Lighting Company commenced.

**SEPT** **VR** A final Act of Parliament authorised the Victorian Railways (VR) to construct a tramway from St Kilda Station to Brighton. The original Act of Parliament on Sept 30, 1904 approved a standard gauge line running from the cable tram terminus at the 'Village Belle' (Acland Street). The later Act amended the line to commence from St Kilda Station, and changed the gauge to broad gauge (1600mm [5'3"]), to allow for the possibility of running to Melbourne via the St Kilda railway. (All other electric tramways in Victoria have been built to standard gauge 1435mm [4'8½"]).

The Premier, Thomas Bent, who happened to have real estate and electoral interests in the area, guided the Act through Parliament - he was Member for Brighton. When plans for an extension of the St Kilda railway failed, Bent found that by proposing a tramway he could bypass the Parliamentary Standing Committee because the cost was less than £25,000.

**1906**

**APR 26** **PMTT** The Prahran City Council and Malvern City Council held their first Tramway Conference meeting with the aim of obtaining tram services for their district. On May 25, 1906, a detailed report was submitted to the conference for a proposed tramway along High Street from Prahran to Malvern.

**MAY 5** **VR** The Victorian Railways St Kilda - Brighton 'electric street railway' was opened. It ran from

St Kilda Railway Station via Grey Street, Barkly Street, Mitford Street, Broadway, Ormond Road, St Kilda Street and Esplanade to Park Street Middle Brighton.

A three-road depot and power house was built at the corner of St Kilda Street and Head Street, and was named Elwood Depot. The line was single track with four passing loops (Acland Street, Shelley Street, Head Street and Bay Street), and a terminating loop just before the single track terminus. There was a double track dead-end terminal at St Kilda Station. Trials were made over the line from April 30.

### **VR ROLLING STOCK**

Trams were painted tuscan red and white, with gold lining, yellow trucks and 'Victorian Railways' in ornate lettering along the sides. Five trams were available at the opening:

**1 - 5** Single-truck California combination trams built by J. G. Brill & Co U.S.A., and assembled at the Victorian Railways Newport Workshops.

**JUNE** **VR** The Acland Street loop on the St Kilda Brighton line was relocated to Carlisle Street to improve timekeeping.

**OCT 11** **NMETL** The private North Melbourne Electric Tramway and Lighting Company opened lines from the Flemington Bridge cable car terminus via Mount Alexander Road, Pascoe Vale Road, Fletcher Street and Mount Alexander Road North to terminate at Keilor Road, and from Mount Alexander Road via Victoria Street, Racecourse Road, Epsom Road, Union Road and Maribyrnong Road to Saltwater River (shortly afterwards renamed Maribyrnong River). A branch line was also built along Puckle Street from Mount Alexander Road to the Moonee Ponds Railway Station.

The Saltwater River line was double track to the corner of Union and Maribyrnong Roads, with three crossovers provided in the vicinity of the Showgrounds. The line was then single track to the terminus with one passing loop and a double track terminal. It crossed the railway at the Showgrounds on the level.

The Keilor Road line was double track to Moonee Ponds Junction, then single track to the terminus with five passing loops (just north of Moonee Ponds Junction, Bent Street, Fletcher Street, Napier Street and Brewster Street). Mount Alexander Road North was a divided road with a central plantation, and the track was laid along the western carriageway. A double track terminal was provided at Keilor Road.



The Puckle Street branch was single track with a triangular junction at Mount Alexander Road. Services on the Puckle Street branch only operated on race days, providing a connection between the racecourse and the railway station.

A six-road depot was built in Mount Alexander Road, which are the present-day roads 13 to 18 of Essendon Depot. The depot was accessed by a single turnout to the north connecting with the inbound track, a crossover providing access to the out-bound track.

The depot was always called Essendon Depot, so named as the whole NMETL operation was generally known as the 'Essendon Tramways'. The name has been retained to the present day, even though the depot is actually located in Ascot Vale, several miles from the suburb of Essendon.

### NMETL ROLLING STOCK

Trams were painted Indian Red and cream, with yellow lining and white roofs, with 'NMET&LCo' lettering on the rocker panels of saloon cars. Fifteen trams and ten trailers were built for the system:

**1 - 10** Ten single-truck saloon trams built by J. G. Brill & Co. U.S.A., and assembled by Duncan and Fraser, Adelaide (later MMTB U class 202 - 211).

**11 - 15** Five single-truck open crossbench ('toastrack') trams built by J. G. Brill & Co. U.S.A., and assembled by Duncan and Fraser, Adelaide (later MMTB V class 212 - 216).

**51 - 60** Ten single-truck open crossbench ('toastrack') trailer cars built by Duncan and Fraser, Adelaide.

**DEC 22** VR An extension from Middle Brighton via the Esplanade to Brighton Beach Station was opened, built as single track. The Park Street loop was relocated to Wellington Street, and a loop was installed at the terminus. 'Brighton' was retained as the destination sign.

## 1907

**FEB 9** VR ROLLING STOCK

By this time twelve additional trams were in service, making a total of 17. Three trailers were still under construction at Newport Workshops, which would bring the fleet strength up to 20:

**6, 7** Two single-truck California combination trams, the same as Nos. 1 - 5.

**8, 10** Two single-truck saloon trams built by J. G. Brill & Co. U.S.A., and assembled at the VR Newport Workshops.

**9** A single-truck saloon trailer car built by J. G. Brill & Co. U.S.A., and assembled at the VR Newport Workshops.

**11 - 17** Seven single-truck open crossbench ('toastrack') trailer cars built by J. G. Brill & Co. U.S.A., and assembled at the VR Newport Workshops. Three further trailers,

intended to be numbered 18 - 20, were still under construction at Newport.

**MAR 7** VR Elwood Depot and all rolling stock were completely destroyed by fire, the cause of which was never proven conclusively. The tram service was obviously discontinued, and an emergency bus service was implemented.

**MAR 17** VR The St Kilda - Brighton Beach tram service was recommenced after the VR hurriedly acquired some trams.

### VR ROLLING STOCK

Seven second-hand trams acquired from Sydney, plus three trailers under construction at Newport Workshops enabled resumption of the tram service:

**15 - 17** Three ex-Sydney D class single-truck California combination straight-sill trams (Nos. 98, 101, 110 not respectively) built 1899 by Ritchie Bros. and Clyde Engineering for the New South Wales Government Tramways. They were mounted on broad gauge trucks salvaged from the fire.

**18 - 21** Four ex-Sydney C class single-truck saloon trams (Nos. 23, 25, 38, 39) built 1899 by Hudson Bros. for the New South Wales Government Tramways. They were also mounted on broad gauge trucks salvaged from the fire.

**8 - 10** Three trailer cars under construction at Newport Workshops at the time of the fire, originally intended to be numbered 18 - 20. They entered service at the end of March.

**JUNE 20** VR The rebuilding of Elwood Depot was completed. The tram shed, power house and offices were separated from each other, the tram shed was reduced from three roads to two, and 'escape tracks' were provided by extending the tram lines out the rear of the building. An additional second shed was still under construction.

**JULY** VR ROLLING STOCK

Eleven new trams were ordered, entering service in June and July:

**1 - 7** Seven single-truck California combination trams built by VR Newport Workshops.

**11 - 14** Four more single-truck open crossbench ('toastrack') trailer cars built by VR Newport Workshops.

As these cars entered service, the ex-Sydney C class trams (Nos. 18 - 21) were converted to trailers.

**AUG 1** VR The additional shed was completed at Elwood Depot with three roads, all of which had 'escape tracks' extending out the back of the building. A turntable was provided on the centre road at the rear of the shed for turning trams with uneven flange wear.



OCT PMTT Application was made by the Prahran and Malvern Councils for authority to construct tramways in their district.

## 1908

JULY 6 PMTT The Prahran & Malvern Tramways Trust (PMTT) was constituted by local councils to build and operate electric tramways in their area. It was later re-constituted to include neighbouring councils as lines expanded. Construction of the tramway commenced on October 20, 1909.

## 1910

MAY 30 PMTT The Prahran & Malvern Tramways Trust opened lines from Charles Street Prahran via High Street to Tooronga Road, and from High Street via Glenferrie and Wattleree Roads to Burke Road. Services from Charles Street operated to both branches. The lines were double track with centre poles from Charles Street to Glenferrie and Wattleree Roads, and single track with a passing loop on each line from Glenferrie Road to the terminus, with a level crossing over the railway at Armadale. Crossovers were provided at Chapel Street, Orrong Road and west of Glenferrie Road.

A six-road depot and workshop was constructed off Glenferrie Road on the south side of Coldblo Road. There was a single track entrance to the depot from a triangular junction at Glenferrie Road, and it was named Malvern Depot (even though it was actually in Armadale - Glenferrie Road formed the boundary between the two suburbs).

### PMTT ROLLING STOCK

Trams were painted chocolate and cream, with 'Municipal Tramways' lettering on the rocker panels. Thirteen trams were available for the opening:

1 - 13 Thirteen single-truck California combination trams built by Duncan & Fraser, Adelaide (later MMTB A class 1 - 13).

## 1911

MAR 12 PMTT The Wattleree Road line was duplicated from Glenferrie Road to Burke Road, with a crossover installed on the east side of Glenferrie Road.

MAR 14 PMTT The High Street line was extended west from Charles Street to Punt Road. It was built as double track, the points at Charles Street being removed.

### MAY PMTT ROLLING STOCK

A second order of trams, identical to the first thirteen, entered service between January and May:

14 - 20 Seven single-truck California combination trams built by Duncan & Fraser, Adelaide (later MMTB A class 14 - 20).

DEC 16 PMTT A new line was opened from Wattleree Road via Glenferrie and Dandenong Roads to the railway bridge at Windsor. It was built as double track with crossovers at Orrong Road and south of the railway level crossing in Glenferrie Road. The Dandenong Road track was open ballast construction in a central reservation. Services were provided from the Wattleree Road corner.

## 1912

### JAN PMTT ROLLING STOCK

New trams:

21 - 24 Four maximum-traction bogie, straight-sill combination trams built by Duncan & Fraser, Adelaide (later MMTB O class 127 - 130). Officially known as 'Metropolitan cars'.

MAR 31 PMTT The Dandenong Road line was extended a short distance from the railway bridge to Chapel Street, providing a connection with the Windsor and Prahran cable cars. The short extension was double track and the points at the railway bridge were removed.

SEP 14 PMTT The High Street line was extended west from Punt Road to St Kilda Road, connecting with cable cars to the City. It was built as double track and the points at Punt Road were removed.

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

### --- PMTT ROLLING STOCK

New trams:

36 - 37 Two single-truck straight-sill centre-aisle 'summer' trams built by Duncan & Fraser, Adelaide (later MMTB F class 46 - 47) (The numbers 25 - 35 were reserved for trams on order, which were delivered the following year).

### --- VR ROLLING STOCK

Three of the four ex-Sydney C class trailer cars Nos. 19, 20 and 21 were scrapped. These cars had seen very little use since 1908.

--- The Cheltenham - Beaumaris section of the Beaumaris horse tramway was closed.



**APR 12 PMTT** A double track line was opened from Dandenong Road via Hawthorn Road, Balaclava Road and Carlisle Street to St Kilda Beach, terminating in a single track on the side of the road at the Esplanade. An interim service was provided pending completion of a new line north along Glenferrie Road in May.

**MAY 7 VR** The St Kilda - Brighton line was duplicated from Elwood Depot to St Kilda Railway Station, with a connecting track to the railway provided to facilitate tram movements to and from the Newport Railway Workshops. A crossover was installed at Dickens Street, and one trailing and two facing crossovers were provided at the St Kilda Station terminus to facilitate shunting.

The entrances to Elwood Depot were rearranged to connect with the new 'up' line, with slip points provided for access to the 'down' track. Semi-circle curves were built connecting the tracks at the rear of the two sheds; however they saw very little use. A crossover was installed behind No. 2 shed.

By December three passing loops were added on the single track section between Elwood Depot and Brighton Beach (North Road, Normanby Street and Gould street), to enable a more frequent service to be run in response to increasing demand.

**MAY 30 PMTT** New lines were opened from Malvern Town Hall (High Street) north along Glenferrie Road to Cotham Road, Kew, where the line branched into two. One line turned left into Cotham Road to terminate at the Kew Post Office (High Street), the other turned right along Cotham Road to terminate at Burke Road, Deepdene.

The lines were built as double track throughout, with level crossings over the railways at Kooyong and Glenferrie. Crossovers were installed in Glenferrie Road at Malvern Town Hall, Riversdale Road, Glenferrie Railway Station and Cotham Road. A triangular double track junction was provided at Cotham Road, and connecting curves were installed at Malvern Town Hall on the north-west corner (double track) and the south-east corner (single track), in addition to the existing curves on the south-west corner.

Services were provided through to St Kilda Beach (via the new Balaclava Road line) from both the Kew Post Office and Deepdene termini.

**JULY VR ROLLING STOCK**

New trams:

**19 - 27** Nine single-truck closed crossbench 'toastrack' trams, the first of which entered service in May. The VR Newport Workshops built the first tram, the remainder were built by Pengelley & Co., Adelaide. These trams were based on the Sydney J class design,

and caused considerable public criticism. As a result of the introduction of these trams, the seven 'toastrack' trailer cars, Nos. 8 - 14, saw very little further use, and were stored out the back of the depot on the connecting curves between Nos. 1 & 2 sheds.

**AUG 27 NMETL** The Flemington Bridge terminus of the Essendon lines was extended a short distance further south across the Moonee Ponds Creek to provide a more convenient interchange with the cable trams. The new terminus was double track with two crossovers.

**NOV 13 PMTT** Three new lines were opened, running over part of the routes of the former Caulfield horse tramway which had closed many years previously. The first line was from Balaclava Junction running east via Balaclava and Waverley Roads to Darling Road. It was built as double track to Finch Street (just past Caulfield Station) and single track to the terminus with a passing loop at Tennyson Street. The second line was from Balaclava Junction running south via Hawthorn Road and west via Glenhuntly Road to Brighton Road, Elsternwick. It was built as single track with passing loops at Glen Eira Road, west of Hawthorn Road and at Orrong Road. The third line ran east from Hawthorn Road via Glenhuntly Road to Grange Road, built as single track with a passing loop at Laura Street.

The railways at Elsternwick and Glenhuntly were crossed on the level, and a 'grand union' was installed at Balaclava Junction. (A 'grand union' junction features two tracks crossing at right angles with connecting curves on all four corners). Services were provided from Elsternwick to both Darling Road and Grange Road. The Orrong Road loop was relocated after several months to the Elsternwick railway crossing.

**PMTT** Railway level crossings were replaced by grade separation in High Street at Armadale, and in Glenferrie Road at Malvern.

### **PMTT ROLLING STOCK**

New trams:

**25 - 35** Eleven maximum-traction, bogie, drop-end-and-centre combination trams built by Duncan & Fraser, Adelaide (later MMTB C class 25 - 35).

**48 - 53** Six single-truck straight-sill, centre-aisle 'summer' trams built by Duncan & Fraser, Adelaide (later MMTB G class 48 - 53).

**54 - 63** Ten single-truck California combination trams built by Duncan & Fraser, Adelaide (later MMTB H class 54 - 63).

'Summer' trams 36 and 37 (later MMTB F class) were renumbered 46 and 47, to allow the numbers 36 - 45 to be used for trams on order (and delivered the following year).



VR Due to the widespread unpopularity of the new crossbench trams (Nos. 19 - 27, which were based on the Sydney J class), an inquiry was held into the management and operation of the St Kilda - Brighton line. This resulted in a change of management and a rehabilitation plan that proposed a new power supply, track duplication and the construction of 'modern and commodious' trams.

## 1915

**JAN 18** PMTT The Hawthorn Road line was duplicated from Balaclava Junction to Glenhuntly Road, with a crossover installed south of Balaclava Road.

**FEB 24** PMTT A double track extension was opened from Kew Post Office to Victoria Bridge via High Street and Barkers Road (along the former horse tram route), with a crossover provided at Kew Post Office. The service from St Kilda Beach to Kew Post Office was extended to Victoria Bridge and another service was provided from Deepdene to Victoria Bridge, in addition to the existing Deepdene to St Kilda Beach service.

**FEB 28** PMTT The Glenhuntly Road line was duplicated from Hawthorn Road to Elsternwick Station, with crossovers installed west of Hawthorn Road and on the east side of the Elsternwick railway crossing.

**APR 8** PMTT A new line was opened along Commercial and Malvern Roads from St Kilda Road to Burke Road, Gardiner. It was built as double track throughout, with crossovers provided at Chapel Street, Orrong Road and on the west side of Glenferrie Road.

**MAY 8** PMTT Kew Depot opened. This six-road depot was built on the corner of Barkers Road and High Street, Kew, to accommodate trams operating on routes from Victoria Bridge. Two access tracks were provided, each connecting three roads, with both joining the in-bound line in Barkers Road. A crossover was provided in Barkers Road for access to the out-bound track. The PMTT was the only electric tram operator with two depots before the formation of the MMTB.

A new line was opened from Kew Post Office via High Street to Kew Cemetery (Park Hill Road), built as double track over the former horse tram route. Services ran through to Victoria Bridge, operated from the new Kew Depot.

**JUNE 4** PMTT The Elsternwick line was extended to Point Ormond via Glenhuntly Road. Built as double track, the work also included duplicating the existing line between Elsternwick Station and Brighton Road, with an additional crossover being provided on the west side of the railway crossing. The terminus at Point Ormond was double track with a facing crossover, constructed in open ballast and located in a short reservation. Services to Point Ormond were run from Darling Road, while most Grange Road trams continued to terminate at Elsternwick Station.

**JUNE 13** VR The St Kilda - Brighton line was duplicated from Elwood Depot to Bay Street, Brighton.

**JUNE 15** HTT After fully considering the option of delegating operation of their tramway to the PMTT, The Hawthorn Tramways Trust board

## 1914

**FEB 17** MBCTT The Brunswick & Coburg Tramways Trust was constituted to construct and operate an electric tramway from the North Carlton cable car terminus in Rathdowne Street to Brunswick and Coburg, including replacement of the existing horse tramway in Sydney Road.

**MAR 25** PMTT The High Street line was duplicated east from Malvern Town Hall to Tooronga Road, and a single track extension to Glen Iris was opened, terminating at Malvern Road with a passing loop at Burke Road.

**JUNE 14** HTT The Hawthorn Tramways Trust was constituted to construct an electric tramway from Melbourne to Burwood.

**JUNE 20** PMTT A Double track loop line was opened on the Darling Road route at Caulfield Station as a siding and shunting facility for racecourse traffic. (Some sources give the date as March 24).

**JUNE** The remaining section of the Beaumaris horse tramway to Sandringham was closed.

**AUG 1** PMTT A crossover was installed on the St Kilda Beach line in Balaclava Road at Balaclava Railway Station.

**OCT 26** MBCTT The Brunswick & Coburg Tramways Trust was reconstituted as the Melbourne, Brunswick & Coburg Tramways Trust. This followed authorisation being granted to extend the tramline to the City terminus of the Swanston Street cable cars at Queensberry Street, in lieu of connecting with the North Carlton cable cars.

**NOV 1** The Kew horse tram was closed to permit construction of an electric line by the PMTT.

### PMTT ROLLING STOCK

New trams:

36 - 45 Ten maximum-traction, bogie, drop-end-and-centre combination trams built by Duncan & Fraser, Adelaide (later MMTB D class 36 and E class 37 - 45). The PMTT fleet now comprised 63 trams, consisting of 25 maximum-traction bogie cars and 38 single-truck trams.



decided in favour of operating their system themselves.

**JULY 4 PMTT** Tracks were extended from the east side of Victoria Bridge to the cable car terminus on the west side to provide a more convenient connection with the Victoria Street cable trams.

**AUG 3 FNPTT** The Fitzroy, Northcote & Preston Tramways Trust was constituted. This followed the formation in 1912 of the Northern Extension Tramway League to obtain a tram service along St Georges Road to Preston.

**SEP 14 VR** The St Kilda - Brighton line was duplicated from Bay Street to the Brighton Beach terminus. Crossovers were provided at Normanby Street and Wellington Street. Duplication of the entire route was now complete.

**NOV 26 PMTT** The Kew Cemetery line was extended along High Street to Strathalbyn Street, Kew, built as double track with a crossover installed at the former terminus.

**DEC 5** The Coburg horse tramway was closed to permit construction of an electric line in Sydney Road by the MBCTT.

**DEC 30 FTT** The Footscray Tramways Trust was constituted, after the Footscray City Council decided to follow the example of other municipalities and provide tram services in their area.

~~~~ **PMTT** The centre poles in High Street and Glenferrie Road were removed.

~~~~ **PMTT ROLLING STOCK**

New trams:

64 - 83 Twenty single-truck California combination trams built by Meadowbank Manufacturing Co., Sydney (later MMTB J class 64 - 83).

(Un-numbered) A single-truck track cleaner tram built by the PMTT (later MMTB No. 3A, later No. [1<sup>st</sup>] 6).

The drop-centre of maximum-traction bogie car No. 36 was modified, in preparation for the proposed use of conductresses during World War 1, by enclosing some doorways and altering the seating layout. This modification later caused the MMTB to classify this car as D class (the other unmodified trams of this type were designated E class by the MMTB).

~~~~ **VR ROLLING STOCK**

Trailer car 14 was motorised.

**1916**

**JAN 18** The Melbourne Tramways Board was appointed as an interim body to take over the cable tramways from the MTOCo. This was pending a decision on the future of the various tramways, as the need to co-ordinate and consolidate Melbourne's public transport was becoming apparent.

**JAN 31** The Hawthorn horse tramway was closed in preparation for construction of an electric line by the Hawthorn Tramways Trust.

**APR 6 HTT** The Hawthorn Tramways Trust line was opened from Princes Bridge via Batman Avenue and Swan Street to Hawthorn Depot, at the corner of Wallen Road and Power Street. Built as double track throughout, with crossovers at Burnley (Park Grove), and west of Punt Road. Hawthorn Depot consisted of four roads, plus a basement workshop with a separate access track. The opening had been delayed considerably due to wartime conditions.

**HTT ROLLING STOCK**

Trams were painted grey with blue lining and white roofs, with 'Hawthorn Tramways Trust' lettering on the rocker panels. Seven trams were available at the opening, and all were in service by April 20:

11 - 20 Ten maximum-traction, bogie, drop-end-and-centre combination trams built by Duncan & Fraser, Adelaide (later MMTB N class 117 - 126). (Due to wartime conditions, these later numbered trams were delivered before earlier numbered trams 1 - 10).

**APR 27 MBCTT** The Melbourne, Brunswick & Coburg Tramways Trust line was opened from Coburg Depot via Moreland Road and Sydney Road to Bell Street. It was built as double track, with the five-road Coburg Depot situated in Nicholson Street a short distance north of Moreland Road.

**MBCTT ROLLING STOCK**

Twelve trams were constructed, three being available initially (Nos. 6, 7 and 8). The remainder entered service in May (Nos. 3, 4 and 5), July (Nos. 1, 2, 9 and 11) and September (Nos. 10 and 12). The colour scheme was dark green with white rocker panels, white trim and a grey roof, and 'MB&CTT' lettering along the sides:

1 - 12 Single-truck California combination trams built by Duncan & Fraser, Adelaide (later MMTB S class 154 - 165). These were the first trams in Melbourne fitted with air brakes.

**MAY 7 HTT** The Hawthorn line was extended along Riversdale Road to Auburn Road (over part of the former horse tram route), being built as



double track and crossing the PMTT line at Glenferrie Road.

**MAY 14 MBCTT** The Sydney Road line was extended from Bell Street to Bakers Road, North Coburg, being single track from Wilson Street with a passing loop at Gaffney Street.

**MAY 31 HTT** The Hawthorn line was extended from Auburn Road via Riversdale Road and Camberwell Road to Bowen Street, built as double track throughout with a crossover at the former Auburn Road terminus.

**JUNE 10 HTT** An extension of the Hawthorn line was opened from Bowen Street via Camberwell Road and Norwood (now Toorak) Road to Boundary (now Warrigal) Road, Burwood. It was constructed as single track with four passing loops (Orange Grove, Smith Road, Glencairn Avenue and Through Road).

**JUNE 21 HTT** A new double track line was opened from Hawthorn Depot, over part of the former horse tram route, via Power Street and Burwood Road to the Richmond cable car terminus at Hawthorn Bridge. It was operated as a shuttle service.

**JULY 11 HTT ROLLING STOCK**

The final batch of trams ordered by the HTT became available for service. The first of these entered service from April 23:

1 - 10 Ten single-truck California combination trams built by Duncan & Fraser, Adelaide (later MMTB M class 107 - 116). The Hawthorn Tramways Trust now had 20 trams in service, 10 single-truck trams and 10 maximum-traction bogie trams.

**AUG 14 MBCTT** The Coburg line was extended south from Moreland Road via Lygon Street to Park Street, built as double track with crossovers provided at Albion Street and south of Moreland Road, and crossing the Inner Circle railway on the level.

**AUG PMTT / HTT ROLLING STOCK**

The PMTT sold their four maximum-traction bogie cars Nos. 21 - 24 (later MMTB O class) to the HTT. The Hawthorn Tramways Trust was experiencing overcrowding on their trams due to the unanticipated popularity of the service, and needed to acquire new rolling stock quickly. The design of Nos. 21 - 24 had not proved practical to the PMTT, and they were quite happy to get rid of them.

By coincidence, the HTT fleet numbered 20 trams, therefore ex-PMTT 21 - 24 retained the same numbers in HTT service. The HTT fleet now comprised 24 trams, and the PMTT fleet now consisted of 79 trams plus one works vehicle. Like the PMTT, The HTT did not hold Nos. 21 - 24 in high regard, and they were usually limited to short peak period runs.

To further relieve overcrowding, the HTT ordered fifteen new trams on September 1 consisting of eight maximum-traction bogie and seven single-truck combination trams.

**SEP 30 PMTT** The Deepdene line was extended from Burke Road via Whitehorse Road to Union Road, Mont Albert. It was constructed as single track with a long passing loop at Talbot Avenue and crossed the railway at Deepdene on the level. Services from Victoria Bridge were extended to the new Mont Albert terminus however trams from St Kilda Beach continued to terminate at Deepdene.

**OCT 2 FTT** The Footscray Tramways Trust were granted authority to construct five tram routes from Footscray Railway Station to Ballarat Road, Russell Street, Williamstown Road, Hyde Street and northwards to the Maribyrnong River bridge via Nicholson Street. Plans for the latter two routes were deferred in 1917.

**OCT 25 HTT** A new line to Riversdale was opened from Camberwell Junction via Riversdale Road to Wattle Valley Road (portion of the line had tram services operating from Oct 16). It was built as single track with passing loops at Trafalgar Road and Willow Grove, and a level crossing over the railway at Riversdale. This line was built on behalf of the Town (later City) of Camberwell and was known as the 'Riversdale extension'. Services operated through to Princes Bridge.

**OCT 31 MBCTT** Official opening of the MBCTT. The line was extended south from Park Street via Lygon Street, Elgin Street and Madeline (now Swanston) Street to Queensberry Street, built as double track. A new 'branch' line was constructed north from Coburg Depot via Nicholson Street to Bell Street, East Coburg being all single track with a passing loop at Crozier Street. Services were provided from Queensberry Street to both Bell Street East and Bakers Road, North Coburg. Destinations for the 'branch' line originally showed 'Bell Street East', but in December 1916 this was altered to 'Coburg Cemetery' to avoid confusion with the 'Bell Street' destination used by short-working trams on the Sydney Road route.

**NOV 9 HTT** The Riversdale Road line was extended a short distance from Wattle Valley Road to Highfield Road, built as single track with a passing loop at the former terminus.

**DEC 20 PMTT** A balloon loop was constructed at the St Kilda Beach terminus. A café (La Loop Café) was built in the centre of the loop. (Some sources give the opening date as March 18).

**DEC 23 HTT** The Riversdale Road line was extended from Highfield Road to Wattle Park, terminating at Boundary (now Warrigal) Road. It was built as single track with a passing loop at Middlesex Road. The Town of Camberwell actually wanted



the tramline to go only as far as Highfield Road, but agreed to the extension because the Trust had just purchased Wattle Park, having considered that a park at the end of a tram route would be beneficial for traffic.

## 1917

**FEB 6 VR** A third car shed with three roads was built at Elwood Depot, to house new bogie trams under construction. All three roads extended out the rear of the shed, where two crossovers were installed.

### VR ROLLING STOCK

New trams:

**28 - 32** Five bogie, drop-centre combination trams built by VR Newport Workshops. These were the first equal wheel, four-motor trams in Melbourne, and the first VR trams to be fitted with air brakes. They did not enter service until December 1918, when the power supply for the line was upgraded. The design of these 'modern and commodious' cars resulted from the outcome of an inquiry held in 1913 due to the widespread discontent with the 'toastrack' trams (Nos. 19 - 27).

### JULY 3 HTT ROLLING STOCK

The first of the eight new bogie trams on order entered service. The others were held in storage in Adelaide awaiting extensions to the depot at Hawthorn; two more were delivered in December 1917, the last entering service on March 28, 1918:

**25 - 32** Maximum-traction, bogie, drop-end-and-centre combination trams built by Duncan & Fraser, Adelaide (later MMTB P class 131 - 138).

### AUG MBCTT ROLLING STOCK

New trams were acquired, the last entering service in October:

**13 - 18** Six single-truck combination trams with a long saloon, built by Duncan & Fraser, Adelaide (later MMTB T class 177 - 182). These were the only Melbourne trams fitted with long wheelbase Radiax trucks.

**(Un-numbered)** A single-truck rail flusher tram (later MMTB No. 1A, later No. 5). It was built by the MBCTT at Coburg Depot from spare parts acquired for the original fleet of twelve trams. (The spare parts were no longer considered necessary after the new trams were delivered, as ample spare trams were available).

**DEC 6 PMTT** The Gardiner line was extended north along Burke Road to Camberwell Station (south side). It was built as double track with crossovers at Gardiner and Leura Grove. It crossed the railway at Gardiner on the level, and intersected the Hawthorn Tramways Trust lines at Camberwell Junction.

## PMTT ROLLING STOCK

New trams:

**21 - 24, 84 - 91** Twelve single-truck California combination trams built by the PMTT and James Moore, Melbourne (later MMTB B class 21 - 24, 84 - 91). Nos. 21 - 24 took the numbers of the four bogie cars sold to the HTT. Some of these trams were delivered in 1918.

No. 49 (later G class) was rebuilt from a 'summer' car to a combination car by closing in the centre door and creating a saloon with longitudinal seating. This was possibly done as a prototype for planned trams that eventually became the MMTB K class.

## 1918

**MAR 7 PMTT** A double track extension was opened from Camberwell Station via Burke Road to Cotham Road. It was operated as a separate shuttle service due to the incomplete railway level crossing at Camberwell (only one tram track had been laid across the railway line). The Mont Albert line was duplicated a short distance from Burke Road to the Deepdene railway crossing. Double track connecting curves turned east from Burke Road into Cotham Road, and crossovers were provided in Burke Road at Cotham Road and in Cotham Road on the west side of Burke Road.

**MARCH HTT** A second shed was completed at Hawthorn Depot comprising three roads. Provision was made for a third shed to be built, including a set of points in the depot fan, but this never eventuated.

**HTT ROLLING STOCK** Completion of the new shed allowed new trams on order from Duncan & Fraser, Adelaide, to finally be delivered. (The Trust had been paying storage on the bodies in Adelaide for some time). The last of the bogie trams from the group 25 - 32 were delivered and entered service immediately (some of this group had already been delivered in July and December 1917). Seven bodies, in storage since completion on May 18, 1917, were also delivered:

**33 - 39** Single-truck California combination trams built 1917 by Duncan & Fraser, Adelaide. These bodies were placed in storage at Hawthorn Depot as the necessary electrical equipment had not yet arrived. (These cars would eventually become MMTB M class 183 - 189).

The HTT had 32 trams available for service (plus seven bodies in storage) and their fleet was now at its maximum extent.

**APR 30 PMTT** The Darling Road line was duplicated from Finch Street to Tennyson Street.

**JUNE MBCTT** The Queensberry Street terminus was relocated south of the intersection to provide a



more convenient interchange with the Swanston Street cable cars.

**SEPT PMTT** The Camberwell railway crossing was completed and through running along Burke Road commenced, services running from St Kilda Road to Cotham Road (destination 'Camberwell'), operated by Malvern Depot. A crossover was provided on the north side of the railway crossing.

**SEPT 10 FNPTT** Construction commenced on the St Georges Road line for the Fitzroy, Northcote & Preston Tramways Trust.

**OCT HTT / FTT ROLLING STOCK**

The unused bodies of HTT single-truck cars 33 - 39 (later MMTB M class 183 - 189) were sold to the Footscray Tramways Trust. The seven bodies remained in storage at Hawthorn Depot until delivered to Footscray in September 1919.

**DEC 14 VR ROLLING STOCK**

New trams:

**33 - 37** Five bogie, drop-centre combination trams built by VR Newport Workshops, to the same design as Nos. 28 - 32. At this time the upgraded power supply was commissioned, and the original five bogie trams (Nos. 28 - 32) which had been stored since completion also entered service.

Also at this time one of the ex-Sydney D class combination trams, No. 16, and the last remaining ex-Sydney C class saloon trailer car, No. 18, were scrapped.

~~~ **MBCTT** A crossover was installed on the Bakers Road (North Coburg) line in Sydney Road at Bell Street. Previously trams displaying 'Bell Street' destinations shunted a short distance further north at the end of the double track at Wilson Street.

~~~ **PMTT** The railway level crossing at Glenferrie Station in Glenferrie Road was replaced by grade separation.

## 1919

**MAR 10 VR** A new tramway from Sandringham to Black Rock was opened, after local representations for an extension of the Sandringham railway to Beaumaris failed due to the high cost involved. Construction of the tramway as an economical alternative was approved by Parliament in November 1914, however wartime conditions delayed construction. Originally planned as a broad gauge line similar to the VR St Kilda - Brighton route, it was actually built as standard gauge to allow for the possibility of eventual connection to the main Melbourne tram system.

The line ran on an inland route from Sandringham Railway Station via Station Street,

Bay Street, Fernhill Road, Royal Avenue and Bluff Road to terminate at Balcombe Road, Black Rock. It was built as double track except for the section in the vicinity of Sandringham Station which was single track owing to the narrow width of Station Street. A three-road depot was erected in the Sandringham Station yard, with a connecting track to Bay Street.

**VR ROLLING STOCK**

Trams for the new line were transferred from Elwood Depot to Sandringham Depot, and consisted of six of the unpopular crossbench cars, Nos. 22 - 27, and six trailers, Nos. 8 - 13.

Trams on the St Kilda - Brighton line now totalled 23, consisting of 10 bogie trams and 13 single-truck trams.

**MARCH VR** On the St Kilda line, the destination 'Brighton' was altered to 'Brighton Beach', and 'Mid Brighton' was added.

**SEPT 18 HTT / FTT ROLLING STOCK**

Between September 11 and September 18 the Footscray Tramways Trust took delivery of several single-truck combination tram bodies purchased from the Hawthorn Tramways Trust (HTT 33 - 39, later MMTB M class 183 - 189). The FTT arranged for provision of trucks and electrical equipment, and the cars were held by the FTT awaiting the opening of their system.

**NOV 1** Following a great deal of consideration about the future of Melbourne's numerous tramways, The Melbourne & Metropolitan Tramways Board was formed with the intention to take over, operate and unify the various tramways, with the exception of the two lines operated by the Victorian Railways. The cable tram system (except the Northcote line) and the Royal Park horse tramway were also taken over from the interim Tramways Board on this date.

~~~ **PMTT ROLLING STOCK**

The first five of an order of eight new trams was delivered:

**92 - 97** Single-truck straight-sil combination trams built by the PMTT and James Moore, Melbourne (later MMTB K class 92 - 97). This design followed conversion of 'summer' car 49 (later G class) as a prototype.

## 1920

**JAN 27 FNPTT** The Fitzroy, Northcote & Preston Tramways Trust conduct a trial run over all their lines, probably using tram No. 1 (the only completed tram), one week before the Trust was taken over by the MMTB.

The lines ran from the cable tram terminus at Barkly Street, North Fitzroy, via St Georges Road to Miller Street, Thornbury, then formed two branches. One line turned left into



Miller Street and then right into Gilbert Road, and terminated at Regent Street, West Preston. The other line turned right at Miller Street and crossed the Whittlesea railway by an overbridge. The Victorian Railways would not permit the tramway to cross the railway on the level, and so a 'temporary' overbridge was built. The bridge was ramped on both sides and became known as the 'hump' and is still in use at the time of writing. The line then turned left into Plenty Road and terminated at Tyler Street, East Preston. St Georges Road was all double track, with a crossover at Woolton Avenue for racecourse traffic, and each branch was single track, both having passing loops at Bell Street and Murray Road.

A four-road depot was built on the north-west corner of Miller Street and St Georges Road, and was called Preston Depot. (After 1955 it was referred to as Thornbury Depot or Old Preston Depot, when a new depot was constructed at East Preston).

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#### **FNPTT ROLLING STOCK**

Eight trams were ordered for the lines by the FNPTT:

1 - 8 Single-truck straight-sill combination trams built for the FNPTT at Malvern Depot by the PMTT and James Moore, Melbourne. They were painted in a two-tone grey livery with gold lining, and later became MMTB R class 151 - 153 and 172 - 176 (not respectively). These trams were basically identical to PMTT 92 - 100 (later K class) which were under construction at the same time, the main difference being that the saloons were one foot greater in length. Only one tram was completed when the FNPTT was taken over by the Melbourne & Metropolitan Tramways Board.

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#### **PMTT ROLLING STOCK**

Summer car No. 48 (later G class) was converted to a combination tram, the same design as No. 49 that was converted previously. An exact date has not been found for the conversion, which took place by May 1920 at the latest.



### 3. THE M.M.T.B. ERA:

1920 - 1983. □

#### 1920

FEB 2 The Melbourne & Metropolitan Tramways Board (MMTB) assumed control of the Northcote cable line and five municipal electric tramways:

- Prahran & Malvern Tramways Trust (PMTT)
- Hawthorn Tramways Trust (HTT)
- Melbourne, Brunswick & Coburg Tramways Trust (MBCTT)
- Fitzroy, Northcote & Preston Tramways Trust (FNPTT)
- Footscray Tramways Trust (FTT)

The MMTB inherited a cable tramway and five separate electric tramways with a wide variety of rolling stock, and had the task of co-ordinating the different operating procedures of the various tramways into a standard unit while maintaining provision of daily tram services. The Board was obligated by Parliament to develop a 'General Scheme' for the operation of tramways in Melbourne, and, after considering all alternative forms of transport, decided on a policy of converting all cable tramways to electric traction, designing a standard tramcar, and providing a central workshop facility.

APR 1 Lines constructed by the Fitzroy, Northcote & Preston Tramways Trust, from the North Fitzroy cable car terminus to East and West Preston, were opened by the MMTB. The services were operated from Preston Depot using the rolling stock ordered by the FNPTT.

JUNE Colour light signals for safe-working were installed on the 'Hump' overbridge at Thornbury.

#### AUG 30 ROLLING STOCK

Chocolate and cream, with M&MTB lettering on the rocker panels, was adopted as the standard livery for trams by the MMTB. This was an adaption of the PMTT colour scheme and similar to that already in use on the cable trams. Later, with the advent of the W class trams in late 1923, the M&MTB lettering was dropped.

#### SEPT 9 ROLLING STOCK

As the lines constructed by the Footscray Tramways Trust were still incomplete (arrangements for power supply equipment were not yet finalised), the seven single-truck trams purchased from the HTT by the FTT were temporarily transferred back to Hawthorn Depot. They were repainted in the new standard chocolate and cream livery, and entered service between August 12 and September 9 at

Hawthorn Depot still numbered 33 - 39, the numbers intended for them by the HTT.

DEC A single track connecting curve was installed on the north-west corner of Camberwell Junction linking the former HTT system with the former PMTT system. (It possibly could have been installed a few months prior to December).

#### ROLLING STOCK

New trams:

98 - 100 Last three of an order of 100 single-truck straight-sill combination trams built by James Moore, Melbourne and completed by the MMTB at Malvern Depot. Ordered by the PMTT, these cars were later classified K class.

19 - 21 Three single-truck California combination trams built by the MMTB at Coburg Depot, the first entering service on August 10. Part of an order for six trams by the MBCTT these cars were built to the same design as the first twelve MBCTT trams with only minor differences, and later became S1 class 166 - 168. The MBCTT intended to build more Radiax truck trams the same as Nos. 13 - 18 (later 1 class), but negotiations to procure the patented Radiax trucks proved fruitless.

#### TRAM NUMBERING □

The MMTB divided its inherited electric tramway system into two groups: the 'Eastern System' which consisted of the routes and rolling stock of the PMTT and the HTT; and the 'Northern System', based on the routes and rolling stock of the MBCTT and the FNPTT. A precise date for the introduction of this system has not been found, but was either late 1920 or early 1921. Each system had its own parallel car numbering:

#### EASTERN SYSTEM

Eastern System numbering simply involved ex-PMTT and PMTT-ordered trams retaining their numbers, and ex-HTT trams being added on:

1 - 100 Ex-PMTT 1 - 100.

101 - 106 PMTT trams on order, to be completed by the MMTB.

107 - 138 Ex-HTT 1 - 32.

#### NORTHERN SYSTEM

In theory, Northern System numbers should have simply consisted of:

1 - 24 Ex-MBCTT and MBCTT-ordered trams.

25 - 32 Ex-FNPTT trams.



In practice, the numbering was more complicated:

**1C - 22C** Ex-MBCTT 1 - 18, plus trams 19 - 21 ordered by the MBCTT and completed by the MMTB, and tram 22 ordered by the MBCTT and still to be delivered.

**23P - 24P** Trams 23 - 24 ordered by the MBCTT and still to be delivered.

**25P - 29P** Ex-FNPTT trams 1, 4 - 6, and 8 (not respectively).

**30 - 32** Reserved for ex-FNPTT trams 2, 3 and 7, yet to be re-numbered.

The C and P suffixes denote Coburg and Preston respectively. These suffixes were for administrative purposes only and did not appear on the trams. Trams allocated to Coburg Depot (the former MBCTT system) received C suffixes and consisted of the former MBCTT fleet, and four trams ordered by the Trust and completed by the MMTB, including one yet to be delivered. Trams allocated to Preston Depot (the former FNPTT system) received P suffixes, and consisted of five of the original FNPTT fleet, plus two trams ordered by the MBCTT and yet to be delivered.

Not all of this proposed renumbering for the Northern System actually took place. Ex-MBCTT 1 - 18 retained their numbers, and MBCTT trams 19 - 21 completed by the MMTB were given their allocated numbers as they were delivered, all with a C suffix. The ex-FNPTT trams required renumbering and repainting, and Nos. 1, 4 - 6 and 8 were re-numbered 25P - 29P (not respectively). Nos. 2, 3 and 7 were intended to become 30 - 32, but were not re-numbered before further rolling stock movements eventuated. Of the three remaining MBCTT trams on order (22 - 24), only 23P received its intended number.

The Footscray lines were not officially part of the Eastern or Northern Systems, although by coincidence their numbers 33 - 39 would have fitted neatly on the end of the Northern System roster.

## 1921

**MAR 12** An experimental all-night service was introduced on trial between Princes Bridge and Camberwell Junction, using a two-person operated tram from Hawthorn Depot. It was discontinued after a few months.

## SEPT ROLLING STOCK

New trams:

**139, 23P** Two single-truck California combination trams built by the MMTB at Coburg Depot. Ordered by the MBCTT, these trams were intended to be numbered 22C and 23P in the Northern System roster. The tram that was to be No. 22C was numbered 139 in anticipation of a consolidated numbering system, there being 138 Eastern System cars at the time. As this consolidation attempt was somewhat premature,

the second tram was numbered 23P as originally planned. (These trams later became S1 class 169 - 170).

**SEP 6** Following finalisation of power supply arrangements on September 1, the three routes constructed by the Footscray Tramways Trust were opened by the MMTB. The lines ran from Footscray Railway Station to Russell Street, Ballarat Road and Williamstown Road. The Russell Street route ran via Leeds Street and Barkly Street to the terminus at Russell Street. The Ballarat Road route turned off Barkly Street and ran via Droop Street and Ballarat Road to the terminus at Rosamond Road. The Williamstown Road route ran via Irving Street, Nicholson Street, Buckley Street, Victoria Street, Charles Street, Gamon Street and Somerville Road to the terminus at Williamstown Road.

Footscray depot was built in Buckley Street, and had four roads. All routes were built as single track with one passing loop, except for the section from the depot to Barkly and Droop Streets which was double track with a crossover at Footscray station. The railway in Nicholson Street was crossed on the level.

The Ballarat Road service operated through to Williamstown Road, while the Russell Street service ran as a shuttle to the Railway Station. The passing loop in Gamon Street at Charles Street on the Williamstown Road line proved to be poorly sited for timetable purposes, and was soon relocated further south to Hood Street.

A planned fourth route to Hyde Street never came to fruition, and a junction constructed at Nicholson and Buckley Streets for this line was removed shortly after the system opened. A proposed fifth route north to the Maribyrnong River bridge via Nicholson Street never reached the design stage.

## ROLLING STOCK

The seven single-truck trams purchased by the FTT from the HTT and temporarily transferred back to Hawthorn Depot, Nos. 33 - 39, were returned to Footscray to provide the services. (These trams later became M class 183 - 189). As they were at Hawthorn temporarily, these trams were not renumbered into the Eastern System fleet.

## SEP 11 ROLLING STOCK

Ex-FNPTT trams 3 & 7 on the Northern System were transferred to Malvern Depot and renumbered 151 & 152 (not necessarily respectively) on the Eastern System. No. 2 was intended to follow and become Eastern System 153, but this did not happen before further numbering changes were made. The numbers 139 - 150 were reserved for trams ordered by the MMTB to cope with expanding traffic, pending design of a standard tram. (These trams were not delivered until 1922, and were later classified Q class).



New trams:

101 - 106 Six bogie, drop-centre combination trams built by James Moore, Melbourne. Ordered by the PMTT, these were equal wheel, four motor trams (similar to the VR bogie cars), the first such cars on the MMTB system. The last tram of the batch (No. 106) entered service on September 14, the first (No. 101) entered service on March 1, 1921.

OCT 20 The service from St Kilda Beach via Balaclava, Glenferrie and Cotham Roads to Deepdene was discontinued. The service from St Kilda Beach via Balaclava and Glenferrie Roads to Victoria Bridge continued to operate.

The Eastern System and Northern System rolling stock were consolidated into one roster. Eastern System trams 1 - 152 retained their numbers including the order for Q class trams under construction. Ex-FNPTT No. 2 on the Northern system (the last tram in FNPTT livery) was due for repainting, and was renumbered 153 and transferred to Footscray. Northern System trams 1 - 29 (including one S class still under construction) were renumbered 154 - 182 (not respectively). Footscray trams 33 - 39 were then given the next group of numbers, 183 - 189. Nos. 190 - 201 were reserved for a second order of Q class trams, to be delivered in 1923.

Letter classification to identify tram types was introduced at this time, and followed numerical order of the first tram of each type. Therefore No. 1 became A class, No. 21 became B class, No. 25 became C class, etc. Trams of the B, M, Q and R classes each have two different groups of numbers. This is because four of the B class assumed the numbers of the O class trams sold earlier by the PMTT to the HTT; the M class consisted of the original HTT cars, plus the later batch sold by the HTT to the FTT; the Q class consisted of two different orders; and the R class were split between the Eastern and Northern Systems. The following table gives full details:

| ORIG.    | TRUST NUMBERS                    | EASTERN NUMBERS | NORTHERN NUMBERS           | MMTB NUMBERS | MMTB CLASS                             | NOTES  |
|----------|----------------------------------|-----------------|----------------------------|--------------|--|--|
| PMTT     | 1 - 20                           | 1 - 20          | -                          | 1 - 20       | A                                      |  |
|          | 21 - 24                          | 21 - 24         | -                          | 21 - 24      | B                                      | Original numbers vacated by trams sold by PMTT to HTT.   |
|          | 25 - 35                          | 25 - 35         | -                          | 25 - 35      | C                                      |  |
|          | 36                               | 36              | -                          | 36           | D                                      |  |
|          | 37 - 45                          | 37 - 45         | -                          | 37 - 45      | E                                      |  |
|          | 46 - 47                          | 46 - 47         | -                          | 46 - 47      | F                                      | Originally PMTT 36 - 37.   |
|          | 48 - 53                          | 48 - 53         | -                          | 48 - 53      | G                                      |  |
|          | 54 - 63                          | 54 - 63         | -                          | 54 - 63      | H                                      |  |
|          | 64 - 83                          | 64 - 83         | -                          | 64 - 83      | J                                      |  |
|          | 84 - 91                          | 84 - 91         | -                          | 84 - 91      | B                                      |  |
|          | 92 - 100                         | 92 - 100        | -                          | 92 - 100     | K                                      | 98 - 100 completed by MMTB.  |
| On order | 101 - 106                        | -               | 101 - 106                  | L            | Ordered by PMTT but completed by MMTB. |  |
| HTT      | 1 - 10                           | 107 - 116       | -                          | 107 - 116    | M                                      |  |
|          | 11 - 20                          | 117 - 126       | -                          | 117 - 126    | N                                      |  |
|          | 21 - 24                          | 127 - 130       | -                          | 127 - 130    | O                                      | Purchased from PMTT, retaining same numbers.   |
|          | 25 - 32                          | 131 - 138       | -                          | 131 - 138    | P                                      |  |
| MMTB     | -                                | 139 - 150       | -                          | 139 - 150    | Q                                      | Under construction.  |
| FNPTT    | 3, 7                             | 151 - 152       | -                          | 151 - 152    | R                                      | Not necessarily renumbered respectively.   |
|          | 2                                | -               | 2P                         | 153          | R                                      | Not renumbered on the Northern system.   |
| MBCTT    | 1 - 12                           | -               | 1C - 12C                   | 154 - 165    | S                                      |  |
|          | On order. Intended to be 19 - 24 | -               | 19C - 21C, 139, 23P, (24P) | 166 - 171    | S1                                     | Ordered by MBCTT but completed by MMTB. 139 was intended to be 22C. 24P under construction and numbered 171 before completion. |
| FNPTT    | 1, 4 - 6, 8                      | -               | 25P - 29P                  | 172 - 176    | R                                      | 1 became 29P, others not known.  |
| MBCTT    | 13 - 18                          | -               | 13C - 18C                  | 177 - 182    | T                                      |  |
| FTT      | 33 - 39                          | -               | -                          | 183 - 189    | M                                      | Purchased from HTT by FTT, retaining intended HTT numbers.   |
| MMTB     | -                                | -               | -                          | 190 - 201    | Q                                      | Second order of Q class, to be delivered in 1923.  |



~ The Holden Street Workshops, located near the North Fitzroy cable / electric tram terminus, was converted from a former timber store for new electric tram construction, as an interim measure pending establishment of a central tramway workshop.

### ~ VR ROLLING STOCK

New 'railway' trams built:

38, 39, 48 - 51 Six bogie, drop-centre combination trams built by VR Newport Workshops, bringing the total number of bogie trams to 16. Nos. 38 and 39 entered service at Elwood, while Nos. 48 - 51 were built to standard gauge for the Sandringham line. (The gap in numbers allowed for future broad gauge trams to be built for the St Kilda - Brighton line).

All the remaining trailer cars at Sandringham, Nos. 8 - 13, were scrapped. No. 14 from Elwood (the trailer that was motorised) was also scrapped.

**1922**

### JUNE 16 ROLLING STOCK

New tram:

171 S1 class single-truck California combination tram built by the MMTB at Coburg Depot. The last of six trams ordered by the MBCTT, this car was originally planned to be numbered 24P in the Northern System roster, but as it entered service after the fleet consolidation it was given number 171. Shortly afterwards, all S1 class trams were reclassified and grouped with the S class.

AUG 1 After negotiations, the 'Essendon' lines and rolling stock of the private NMETL Company were purchased by the MMTB.

### ROLLING STOCK

The 'Essendon' trams were allocated the next batch of numbers, 202 - 216 (Nos. 190 - 201 were reserved for a second order of Q class trams under construction). Thus the oldest trams taken over by the MMTB received the highest numbers. NMETL 1 - 10 (saloon cars) became U class 202 - 211, and NMETL 11 - 15 (toastracks) became V class 212 - 216. The trailer cars 51 - 60 retained their numbers in a separate roster. (To avoid confusion with A class 1 - 15, the trams were given an E suffix [denoting Essendon] for administrative purposes until repainted.)

DEC 1 The railway level crossing in Burke Road at Camberwell Station was replaced by grade separation.

~ A scissors crossover was installed at the Batman Avenue terminus.

~ VR A crossover was installed on the St Kilda - Brighton line at Vautier Street, Elwood, and the Middle Brighton crossover at Normanby Street was relocated to Park Street.

### ~ ROLLING STOCK

New trams:

139 - 150 Twelve single-truck straight-sill combination trams built by the MMTB at either Malvern Depot or the Holden Street Workshops. Initially Nos. 139 - 141 were classified as Q class, and Nos. 142 - 150 were classified as Q1 class; shortly afterwards they were all grouped together as Q class. This design was almost identical to PMTT trams 92 - 100 (later K class) and FNPTT trams 1 - 8 (later R class), which were the latest single-truck trams constructed.

### ~ VR ROLLING STOCK

The new bogie trams allowed the last of the ex-Sydney D class trams, Nos. 15 and 17, to be scrapped.

**1923**

FEB 14 The Mont Albert line was duplicated from the Deepdene railway crossing to the passing loop at Talbot Avenue. A crossover was installed at Balwyn Road.

FEB 25 The Williamstown Road line was duplicated from Footscray Depot to the corner of Gamon Street and Somerville Road. A crossover was provided outside the depot for access to the 'up' track.

### MAR 17 VR ROLLING STOCK

The final batch of the VR drop-centre trams enter service:

40 - 43 Four bogie, drop-centre combination trams built by VR Newport Workshops, entering service at Elwood Depot. No. 43 was specially fitted to run with trucks of either broad or standard gauge, and on several occasions operated at Sandringham. The total number of bogie 'railway' trams was now 20, of which 16 were at Elwood and 4 were at Sandringham. These were to be the last new trams built by the VR for 19 years. A further four trams, to be numbered 44 - 47 were planned but never constructed.

MAR 23 The Darling Road line was duplicated from Tennyson Street to the terminus.

MAR 29 Glenhuntly Road was duplicated from Hawthorn Road to Laura Street, Glenhuntly.

JULY 7 The Keilor Road line was extended a short distance to Gillies Street, Essendon, built as single track with a passing loop at the former Bulla Road terminus. The 'Keilor Road' destination was altered to 'Essendon'.



A new line was opened in Church Street, Hawthorn, from Barkers Road to Hawthorn Bridge. It was built as double track, and linked the Kew lines with the Hawthorn line. Services were provided by diverting Strathalbyn Street (Kew) trams via the new line to the Richmond cable car terminus at Hawthorn Bridge. Mont Albert and St Kilda Beach trams continued operating to Victoria Bridge.

**AUG 23** Glenhuntly Depot opened. Located in Glenhuntly Road a short distance east from South Caulfield Junction, the depot was built with nine roads, six of which were under cover. A single track provided access to Glenhuntly Road, and a crossover was installed outside the depot. Intended to relieve congestion at Malvern Depot, provision was made for expansion to a large regional depot to cater for the possibility of new lines and increasing traffic in the area. Operation of the Point Ormond to Darling Road and Elsternwick to Grange Road routes was transferred to Glenhuntly Depot from Malvern Depot.

**AUG 27** A single track siding was constructed in Napier Street, Essendon, for football and racecourse traffic.

#### **SEP 15 ROLLING STOCK**

As a result of a serious accident in Mount Alexander Road near Victoria Street, Flemington, in which V class tram 214 towing a trailer crashed into the rear of another tram, the ex-NMETL trailer cars were withdrawn from service.

Following withdrawal of the trailers, M class trams 183 - 189 were transferred from Footscray Depot to the Essendon lines, being replaced by 14 A class trams from Malvern Depot, which in turn were replaced by new Q class trams. This transfer was completed by February 1924.

**NOV 5** The Zoo horse tram depot and all rolling stock were destroyed by fire during a police strike. The line was subsequently abandoned. This was the last horse tramway to operate in Melbourne.

#### **DEC 12 ROLLING STOCK**

The first MMTB designed standard tram entered service, followed by the second tram three days later:

**219 - 220** Two bogie, drop-centre combination trams built by the MMTB at Holden Street Workshops. Classified W, these equal wheel four-motor trams were the forerunners of a fleet of 410 W2/SW2 class trams that were the backbone of the system for many years. (The last tram was withdrawn from regular service in 1992 and retained as part of the heritage fleet. However, some of the W class derivatives [SW5, SW6, W6 & W7 classes] were still in daily traffic at the time of writing).

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#### **ROLLING STOCK**

Other new trams:

**190 - 201** Twelve Q1 class single truck straight-sill combination trams built by the MMTB. This was the second batch of Q1 class trams, and were shortly afterwards reclassified as Q class.

**(Un-numbered)** A workshop locomotive built by the MMTB for towing incomplete trams to and from various depots pending establishment of a central workshop. (It was later numbered 18).

The solitary D class tram, No. 36, was reconverted to the standard E class design although it retained the D classification.

G class trams Nos. 50 - 53 were converted from summer trams to combination trams by closing in the centre door and creating a saloon with longitudinal seating. Nos. 48 and 49 had been converted previously.

### **1924**

**JAN 12** The Puckle Street line from Moonee Ponds Junction to the railway station was closed. Under NMETL ownership the line saw service only on race days, providing a connection between the station and the racecourse. The line saw little use since being acquired by the MMTB, their preference being to convey race patrons to and from the City direct on their own service, rather than deliver the business to the railways.

**FEB 11** The last new cable car track was constructed in Lonsdale Street between Swanston Street and Elizabeth Street. Cable car services were diverted via the new track to enable the cable line in Swanston Street north to Queensberry Street to be converted to electric operation. The new cable line was built to electric tram standards, but was never used as such.

**APR 13** Coburg electric trams were brought into the City by converting the cable line in Swanston Street from Queensberry Street to a new terminus at Lonsdale Street. The line was double track, and centre poles were used between Franklin and Lonsdale Streets. The new city terminus was a single track asymmetric shunt with a second crossover. Another crossover was installed just north of Victoria Street.

#### **JUNE 10 ROLLING STOCK**

Two new trams entered traffic at Hawthorn Depot, operating the shuttle service from Powe Street to Bridge Road:

**217, 218** X class single-truck saloon Birney safety trams imported from the U.S.A. built by J.G. Brill & Co. (No. 217) and St Louis Car Co. (No. 218). Equipped with double trolley poles, a bow collector was fitted to each tram in



September, being replaced by a single trolley pole in 1927. The Birney car was designed as a lightweight, driver-only operated vehicle for economic operation of low-density routes. They were designated 'safety cars' as they could not have their doors open while the tram was in motion, and they were fitted with 'deadman' safety equipment which would bring the tram to a halt if the driver let go of the controls.

217 ran a demonstration trip for the press on June 5 and entered service on June 10, with 218 entering service probably the next day. Use of the Birney trams on the Hawthorn shuttle was the first instance of driver-only electric tram operation on the Melbourne system (with the exception of the closed Box Hill - Doncaster pioneer line).

Over 5,000 of these trams were built for use in the USA. Six other Birney trams were imported into Australia, four for the Adelaide tramways, and two for the Geelong tramways, all of which eventually ended up in service in Geelong and later Bendigo.

## JUNE

Essendon Depot was expanded. A second six-road shed (present-day roads 7-12), plus one open road, were added to the south (or City) side of the original shed. Trackwork was altered extensively, the direction of the depot fan being reversed so the tracks ran out towards the City. The original northern single track facing entrance from the 'up' track was retained, together with the crossover. A second northern entrance was provided nearby with a trailing connection to the 'down' track, and a third entrance was installed at the southern end of the depot in the opposite direction, with a trailing connection to the 'up' track.

## JULY 8

The first section of the new Chapel Street line was opened, from Swan and Church Streets, Richmond to Toorak Road, South Yarra. This line crossed the new Chapel Street Bridge over the Yarra River, to which the Tramways Board contributed part of the cost, and was built as double track. Services were provided from Toorak Road to the City terminus at Princes Bridge, operated from Hawthorn Depot. A connecting track was provided at the Toorak Road terminus to allow Prahran and Toorak cable cars access to their depot, which was located at the corner.

## AUG 29

The Essendon line was duplicated in Pascoe Vale Road, from Moonee Ponds Junction to Buckley Street. Two crossovers were installed, one at Moonee Ponds Junction, the other further north at Thomas Street to facilitate racecourse traffic.

## OCT 20

The second stage of the Chapel Street line was opened, from Swan and Church Streets, Richmond to Victoria Street, North Richmond. Built as double track, a service was provided from Toorak Road to Victoria Street, in addition to the existing Toorak Road - Princes Bridge

service, both operated from Hawthorn Depot. The destination 'Victoria St' was later altered to 'North Richmond'. Double track connecting curves were provided at Swan and Church Streets on the south-west and north-west corners. The Victoria Street terminus was double track with a crossover.

## OCT

Construction of a tramway workshop commenced on a large 17 acre site at Preston, bounded by St Georges Road, Miller Street, Oakover Road and the Whittlesea railway line, opposite Preston Depot. At this point, various tram maintenance and construction works were being carried out at a number of cable and electric tram depots and the temporary Holden Street Workshop. With the expansion of the electric tramways the need for a central workshop had become urgent.

## DEC 15

The Maribyrnong River line was duplicated in Maribyrnong Road, Ascot Vale, from Bowen Street to Hotham Street, in effect being an extension of the Bowen Street passing loop. The double track terminus was replaced by single track around this time, the double track being required only for shunting trailers, the use of which had discontinued.

## DEC

An additional five-road shed was constructed at Coburg Depot on the east side of the existing shed, making a total of 10 roads.

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## ROLLING STOCK

New trams:

**221 - 236, 239, 249 - 260, 265, 279 - 308** 60 W class trams built by the MMTB at Holden Street Workshops (221 - 236, 239), James Moore, Melbourne (249 - 260, 265), and Holdens Body Builders, Adelaide (279 - 308). (The gaps in numbering are due to varying delivery dates of simultaneous orders placed with different contractors). The W class commenced service at Essendon Depot, due to the requirement for extra capacity following withdrawal of the trailer cars. Shortly afterwards as their numbers grew the W class were also allocated to other depots.

F class 46 & 47 were converted from 'summer' trams to combination trams by closing in the centre door and creating a saloon with longitudinal seating (similar to the G class).

Between 1924 and 1926 the C, E, N and P class maximum-traction bogie trams were modified by cutting an aisle through the crossbench seats in the drop-centre.

## 1925

## JAN 11

An extension from Strathalbyn Street, Kew, via High Street to Burke Road, East Kew was opened. It was built as double track to Clyde Street, and single track from that point to the



terminus. Services continued to operate from Hawthorn Bridge, and trams displayed the destination sign 'High St - East Kew'.

- FEB 1** Double track connecting curves were installed on the south-west corner of Riversdale and Glenferrie Roads, Hawthorn.
- FEB 7** The Russell Street route was duplicated from Droop Street to Summerhill Road, West Footscray.
- FEB 20** The Burwood route was duplicated from Bowen Street to Smith Road, Hartwell. A passing loop was installed at the corner of Toorak and Camberwell Roads pending duplication of the remainder of the line.
- MAR 1** The Brighton Cemetery line was opened from Glenhuntly Road via Hawthorn Road to North Road, South Caulfield, being double track as far as Saturn Street, and single track the short distance to the terminus. Services were provided to Windsor via Dandenong Road, operated from Glenhuntly Depot, although it was originally proposed to run the service to Elsternwick via Glenhuntly Road. A crossover was installed in Hawthorn Road north of Glenhuntly Road. Trackwork provided at South Caulfield Junction included double track connecting curves on the north-west corner for the Darling Road - Point Ormond service, and a single track connecting curve on the south-west corner to facilitate traffic from Glenhuntly Depot to Brighton Cemetery. Trams returning to Glenhuntly Depot from Brighton Cemetery had to perform a tedious double shunt, first on the north side of the junction in Hawthorn Road, then around the corner on the west side of the junction in Glenhuntly Road.
- MAR 24** A connecting line was opened from Lygon Street via Brunswick Road, Holden Street, Pilkington Street and Barkly Street to St Georges Road. It was built as double track from Lygon Street to Nicholson Street, and single track from Nicholson Street to St Georges Road. This enabled East and West Preston trams to reach the City by running via the new line, Lygon Street and Swanston Street to the Lonsdale Street terminus.
- APRIL** The Showgrounds level crossing on the Maribyrnong River line was replaced by grade separation. The crossover on the south side of the railway was removed and replaced by a second crossover on the north side.
- JUNE** The paint shop and body shop were both completed at the new Preston Workshops.
- JULY 17** The Holden Street line was duplicated from Nicholson Street to Rae Street.
- JULY 19** The West Brunswick line was opened, commencing from a City terminus in William

Street at Collins Street, and running via William Street, Peel Street, Flemington Road, a private right of way through Royal Park, Grantham Street and Dawson Street to Daly Street, West Brunswick. It was built as double track throughout, with centre poles in William Street and Peel Street. The Peel Street track between Victoria Street and the Haymarket was laid in open ballast in a central reservation. Crossovers were provided at Lonsdale Street, Haymarket, Abbotsford Street (two), and Royal Park Station. The City terminus was a single track asymmetric shunt with a second crossover, similar to the Swanston Street terminus at Lonsdale Street.

The North Melbourne cable car was cut back to Abbotsford Street, and the line via Flemington Road to Flemington Bridge was replaced by electric trams. This allowed the Essendon and Maribyrnong River services to reach the City via the new line to William Street and also provided access from the West Brunswick line to Essendon Depot which operated the service. The points at the former Flemington Bridge terminus were removed, and a new crossover was installed in Moun Alexander Road at Victoria Street to reduce dead mileage for trams running to and from Maribyrnong River and Essendon Depot.

- JULY 31** The 'Burke Road' destination (for the Wattleree Road line terminus) was altered to 'East Malvern'. (*Not to be confused with the latter day 'East Malvern - Darling Road' destination*).
- AUG 29** The Windsor - St Kilda cable line was closed this being the first step in the conversion of the St Kilda Road and Swanston Street lines to electric traction.
- OCT 10** The West Brunswick line was extended from Daly Street via Melville Road to Albion Street built as double track as far as Hunter Street and single track from there to the terminus.
- OCT 24** A crossover was installed on the Maribyrnong River line at the corner of Racecourse and Epsom Roads, which provided extra flexibility in the vicinity of the Show Grounds and Flemington Racecourse for special traffic.
- OCT 31** The St Kilda Beach Via South Melbourne line was opened, built entirely as double track. It commenced from a City terminus at City Road and St Kilda Road, and squiggled along Stur Street, Eastern Road, Heather Street, Park Street, Clarendon Street, reserved track next to Albert Road, Canterbury Road, Mills Street, Danks Street, Patterson Street, Park Street, Mary Street and Beaconsfield Parade to terminate at Fitzroy Street, St Kilda.
- The City Road and St Kilda terminus were both double track with a crossover, in readiness for connection to the Swanston Street and Esplanade lines respectively upon electrification. Two sidings were provided; one was a 'third road' siding in the Albert Road



reserved track outside the South Melbourne Football Ground, and the other was a double track siding with an asymmetric terminus in Mills Street at Albert Park Beach.

The service was operated from the new Hanna Street Depot (renamed South Melbourne Depot in 1960) which was opened on the same day. This depot was located in Hanna Street (later Kingsway) between Dorcas Street and Bank Street, and had a nine-road shed with two yard tracks. A single track entrance connected to double tracks in Hanna Street, which in turn connected to the tracks in Sturt Street. Provision was made for an 18-road shed with two double track entrances, but this never came to fruition and the area to be occupied by the second shed was later used as a per-way yard.

The St Kilda Beach Via South Melbourne line was originally proposed before the formation of the MMTB, and serious consideration was given by local municipalities to construct and operate the line. When the MMTB built the line it was envisaged it could be used temporarily to bring the St Kilda trams into the City (and possibly other south-eastern suburbs trams via Balaclava Road) before it was decided that conversion of the St Kilda Road cable routes should be a priority.

**DEC 26** The Brighton Road to Swanston Street cable line was closed for conversion to electric traction.

**DEC 27** The St Kilda Beach - Windsor line was opened, on the route of the former cable tramway. The line ran from Barkly Street, St Kilda, via Acland Street, Esplanade, Fitzroy Street and Wellington Street, joining the existing electric line in Dandenong Road at Windsor. It was built as double track throughout, with double track connections provided to the existing (ex-PMTT) line at Carlisle Street, and to the new St Kilda Beach Via South Melbourne line at Beaconsfield Parade. A crossover was installed on each side of St Kilda Junction, and a crossover was also provided at the former Windsor terminus in Dandenong Road at Chapel Street. The Acland Street terminus was constructed as a single track asymmetric shunt. Services from Wattletree Road Corner and Brighton Cemetery that had previously terminated at Windsor were extended through to St Kilda Beach.

New double track was also constructed from Hanna Street Depot via Hanna Street and Park Street to Domain Road, the track in Hanna Street being open ballast in a central reservation. Temporary double track was laid alongside the cable line in St Kilda Road between Domain Road and St Kilda Junction. This allowed a tram service operated by Hanna Street Depot to run from St Kilda Beach via St Kilda Road, Hanna Street and Sturt Street to City Road, pending conversion of the cable tram track. The Prahran and Toorak cable trams were truncated to Domain Road at this time due to the conversion work in St Kilda Road. The MMTB had wanted to lay permanent reserved

tracks in St Kilda Road next to the median strip alongside the cable lines, but the Melbourne City Council vetoed the proposal.

--- **VR** The two-road No. 1 (southern) shed at Elwood Depot was converted to a workshop, after plans to build a separate workshop on the site were dropped.

### --- **ROLLING STOCK**

New trams:

**237, 238, 240 - 248, 261 - 264, 266 - 276, 278, 309 - 329, 336, 339 - 342, 346, 348 - 350, 369 - 386, 388 - 392** 80 W class trams built by the MMTB at Holden Street Workshops (237, 238, 240 - 248), MMTB at Holden Street and Preston Workshops (339 - 342, 346, 348 - 350), James Moore, Melbourne (261 - 264, 266 - 276, 278, 369 - 386, 388 - 392), and Holdens Body Builders, Adelaide (309 - 329, 336).

**364** W1 class bogie drop-centre combination tram built by the MMTB at Preston Workshops. This was the first of thirty such trams, and featured an open drop-centre section with longitudinal seats which could face outwards in fine weather, or inwards (with blinds drawn) in inclement weather. It was otherwise similar to the W class. 364 was renumbered 422 in 1927 to fit in numerically with later W1 class trams, and No. 422 was completed as a standard W class tram and renumbered 364.

The body of A class 17 was dismantled, and the truck, controllers, etc, were placed in Hawthorn Depot for driver instruction.

The five ex-NMETL trailer cars were converted to ballast trailers for use during construction of the reserved track in Royal Park on the West Brunswick line. One ex-NMETL trailer was sold to the Melbourne Electric Supply Co. and converted to a Scrubber Car at Geelong. Unofficially numbered 13, it ran on the Geelong tramways until the system closed in 1956.

All V class trams (Nos. 212 - 216) were used as per-way locomotives for towing ballast trailers.

## **1926**

**JAN 24**

The Swanston Street track was opened from Lonsdale Street to City Road. Replacing the cable car line, it was double track with a crossover at Flinders Street, and enabled services terminating at each end of Swanston Street to be brought right into the City. East and West Preston trams were through-routed to St Kilda Beach Via South Melbourne, operated jointly by Hanna Street Depot and Preston Depot. North Coburg trams were through-routed to St Kilda Beach via St Kilda Road, while Coburg Cemetery trams terminated in the City. Both these routes were jointly operated by Hanna Street Depot and Coburg Depot.



- MAR 28** The St Kilda Road track between City Road and Domain Road was opened, replacing the cable line. It was built as double track with two crossovers south of City Road. St Kilda Beach trams now ran direct via the full length of St Kilda Road, the diversion via Hanna Street and Sturt Street no longer being necessary. The track from Hanna Street Depot to Domain Road was now used only for depot workings.
- MAY 9** Permanent double tracks were completed in St Kilda Road between Domain Road and St Kilda Junction, replacing the temporary tracks. A crossover was installed on the south side of Domain Road. One week later, on May 16, the Camberwell (via Gardiner), Glen Iris and East Malvern (both via High Street) routes were extended from their St Kilda Road termini to the City via Swanston Street.
- MAY 31** A siding in Swanston Street from Franklin Street into Victoria Street was opened, allowing services terminating in the City to shunt clear of through trams on the Preston and Coburg routes. The siding was double track with a crossover north of Franklin Street, and a single track asymmetric shunt around the corner in Victoria Street.
- JULY 5** The Wattle Park line was duplicated from Camberwell Junction to Wattle Valley Road. A crossover was installed east of Camberwell Junction.
- JULY 10** The East Preston line was duplicated from Bell Street to Gower Street.
- AUG 28** The Prahran cable line was closed in preparation for conversion to electric traction.
- AUG 29** The Elsternwick - St Kilda Junction line was opened, replacing the cable line together with an extension to Glenhuntly Road, built as double track. A crossover was installed at Milton Street (destination 'Ripponlea'), and a double track connection turning east was provided to the existing Glenhuntly Road track. Two sets of double track connecting curves were installed at Carlisle Street, on the north-east and south-west corners. The St Kilda Junction trackwork consisted of an 'H' crossing plus double track connecting curves on both northern corners. Services were provided from Elsternwick Station, on the existing Glenhuntly Road track, to the City via St Kilda Road and Swanston Street, operated from Glenhuntly Depot, with some trips provided by Hanna Street Depot.
- SEPT 1** **VR** An extension of the Sandringham tramway from Black Rock to Beaumaris was opened. It was built entirely as single track with two passing loops, plus a passing loop at the terminus. Like the existing Black Rock section, the new extension wound its way on an inland route via Balcombe Road, Ebdon Avenue, Fourth Street, Haydens Road, Pacific Boulevard, Reserve Road and Martin Street to reach the terminus at Tramway Parade.
- Construction of the Beaumaris extension had been proposed even before the Black Rock section was opened, and Parliamentary approval was given as it was expected much development of the area would follow. The line ran through a very sparsely populated area, and because of this it was referred to by locals as the 'bush tramway'.
- OCT 1** The Toorak cable line was closed in preparation for conversion to electric traction.
- OCT 18** The remaining portion of the line from Holder Street to Barkly Street, North Fitzroy was duplicated. A crossover was installed in Barkly Street at St Georges Road.
- OCT 31** The Chapel Street line was extended south from Toorak Road to Windsor Railway Station, built as double track along the former cable route. Crossovers were installed on the north side of both High Street and Toorak Road. The connection to the cable car depot at Toorak Road was removed, it no longer being required following closure of the Prahran and Toorak cable routes.
- NOV 29** Part-time driver-only operation was introduced on the Point Ormond line at slack times. When the service was driver-only operated it ran as a shuttle to Elsternwick Station; at other times two person trams continued to operate through to Darling Road.

### ROLLING STOCK

The Point Ormond driver-only service was operated using some new X1 class trams, three of which were allocated to Glenhuntly Depot:

**461 - 466** Six X1 class single-truck saloon 'safety' trams built by the MMTB at Preston Workshops. These trams were a local adaptation of the 'Birney' design, featuring two doors per side and 'deadman' safety equipment. Although often credited as being the first trams painted in the new green and cream livery, recent research suggests that most of the class i.e. those built before November 1927, probably entered service in the chocolate and cream colour scheme.

**DEC 1** The Glenhuntly Road line was duplicated from Laura Street to the west side of the Glenhuntly railway crossing.

**DEC 19** The Chapel Street line was extended south from Windsor Station to Brighton Road. It was built as double track, with crossovers on the south side of Dandenong Road, on the north side of Carlisle Street and at Brighton Road. The points at Windsor Station were removed. Double track connecting curves were provided at Carlisle Street on the north-west corner and at the Brighton Road terminus. Trams running to the



Brighton Road terminus showed the destination 'Pahran', somewhat misleading as the route already passed through that suburb a few miles further north. Services were provided from both Princes Bridge and North Richmond to Prahran. Operation of the Princes Bridge route was transferred from Hawthorn Depot to Glenhuntly Depot, with Hawthorn Depot continuing to operate the North Richmond route.

The Glenhuntly Road line was extended from Grange Road to Murrumbeena, via Glenhuntly and Truganini Roads, terminating at Koornang Road. It was built as single track with passing loops on the east side of the Glenhuntly railway crossing and at Yendon Road. Services were provided to Elsternwick operated from Glenhuntly Depot.

--- The temporary Holden Street Workshops were closed, and all equipment was transferred to the new Preston Workshops.

### --- ROLLING STOCK

New trams:

277, 330 - 335, 337, 338, 343 - 345, 347, 351 - 363, 365 - 368, 393 - 410, 412 49 W class trams built by the MMTB at Holden Street and Preston Workshops (343 - 345, 347, 351 - 363, 365 - 368), MMTB at Preston Workshops (399 - 410, 412), James Moore, Melbourne (277, 387, 393 - 398) and Holdens Body Builders, Adelaide (330 - 335, 337, 338).

419, 426, 429 Three W1 class trams built by the MMTB at Preston Workshops.

A class 7 was converted to a Scraper Car, retaining the same number. What 'Scraper Car' means is uncertain, as details of the conversion are unavailable. General consensus is that the tram was used to clean rail grooves.

**1927**

IAN

### ROLLING STOCK

All four O class trams, Nos. 127 - 130, were sold to the Municipal Tramways Trust, Adelaide, becoming their D class Nos. 191 - 194. The O class were almost identical to the MTT's fleet of 50 D class trams (Nos. 121 - 170). They ran in Adelaide until closure of the street system in 1958. (No. 130 is preserved by the Australian Electric Transport Museum at their St Kilda (SA) museum as Adelaide No. 192).

EB 2

A single track connecting line was built between Haymarket and the Victoria Street terminus of the Swanston Street lines, connecting the isolated Essendon Depot routes to the main system. Track was laid in the western carriageway of Elizabeth Street, as cable lines occupied the centre road. No services were provided over the connection, the track being used solely for rolling stock transfer. This

connection was intended as an interim measure pending conversion of the Elizabeth Street cable line, and left the Footscray routes as the only isolated tracks on the MMTB system.

APR 17

The Toorak line was opened from St Kilda Road via Domain Road, Park Street and Toorak Road to Orrong Road. The line replaced the cable tram route, with an extension from the former cable terminus at Irving Street to Orrong Road. Built as double track, crossovers were installed in Domain Road at St Kilda Road, in Toorak Road east of Chapel Street and at the Orrong Road terminus. Services were provided to the City via Swanston Street utilising the existing St Kilda Road track, and operated by Hanna Street Depot. The destination used was 'Orrong Rd - Toorak', which was altered after the Second World War to 'Toorak - Orrong Rd'.

The Elsternwick - City via Swanston Street service was through-routed to East Coburg, operated jointly by Coburg Depot, Hanna Street Depot and Glenhuntly Depot. About this time the 'Coburg Cem' destination was renamed 'East Coburg'.

MAY 2

The East Coburg line was duplicated from Moreland Road to Crozier Street, with a crossover provided outside Coburg Depot. This enabled trams running out of the depot to gain access to the 'up' (or City-bound) track.

MAY 8

The Toorak line was extended from Orrong Road via Toorak Road to Glenferrie Road. It was built as double track with a crossover at the terminus and double track connecting curves turning south onto the Glenferrie Road line.

MAY 12

After only a few months operation of the Glenhuntly Road extension, the 'Murrumbeena' destination was renamed 'Carnegie'.

MAY 15

The West Brunswick line was extended from Albion Street via Melville Road to Moreland Road, built as double track with a crossover at the terminus. (The existing section of track between Hunter Street and Albion Street was still single).

The Richmond cable line was truncated to Swanston Street, and the section from that point to Spencer Street was closed in preparation for conversion to electric traction.

JUNE 26

The West Brunswick line was extended from Moreland Road via Melville Road to West Coburg, terminating at Bell Street. It was built as double track to Reynard Street, and single track with a passing loop to the terminus.

JUNE 28

The West Preston line was duplicated along Miller Street from St Georges Road to Gilbert Road. A facing crossover was installed in St Georges Road for East Preston trams to access the single track over the 'hump' bridge.



**JUNE 29** The Richmond cable line was closed entirely.

## **JUNE ROLLING STOCK**

New tram:

**469** Y class tram built by the MMTB at Preston Workshops. A bogie, front and centre door saloon tram, the design saw wide use overseas (known as 'Peter Witt' cars), but this was the first of its type in Australia. Intended as a tourist tram, it commenced service as such on September 16 on a route covering the eastern and southern suburbs. It operated from Hawthorn Depot, with an X1 class tram being used as a spare. The tourist tram service lasted only a few years, being discontinued as a result of the economic depression. In addition to its tourist tram role, 469 had always been available for normal passenger duties, and, following the demise of the tourist service, operated from Hawthorn Depot and later Camberwell Depot mainly on the Batman Avenue routes.

**JULY 14** The first stage of the Richmond cable line conversion was opened, from Swanston Street via Flinders Street and Spencer Street to Lonsdale Street, including a short extension from the former cable car terminus at Bourke Street. It was built as double track with crossovers west of Swanston Street, south of Bourke Street and south of Lonsdale Street. A single track connecting curve was installed at Swanston Street on the south-west corner, providing access to and from Hanna Street Depot. This enabled an interim shuttle service to be operated pending conversion of the remainder of the Richmond cable line.

**JULY 25** The Mont Albert line was duplicated from Wharton Street to the terminus.

**AUG 7** The short remaining single track section of the West Coburg line, from Hunter Street to Albion Street in West Brunswick, was duplicated.

**AUG 22** The West Preston line was duplicated in Gilbert Road from Miller Street to Bell Street.

**SEP 9** A crossover was installed at Kew Depot in High Street, north of Barkers Road.

**SEP 17** The next stage of the Richmond cable line conversion was opened, from Swanston Street via Flinders Street and Wellington Parade to Simpson Street, East Melbourne. It was built as double track with a crossover east of Swanston Street and at Simpson Street. At this stage trams only ran for football and racecourse traffic, operated from Hanna Street Depot. (A temporary bus service was still operating over the Richmond cable line while the remainder of the conversion work was still in progress).

**OCT 13** The railway crossing in Nicholson Street, Footscray, on the Williamstown Road route, was replaced by grade separation.

**OCT 14** On the High Street East Kew line, the 'Strathalbyn St' destination was altered to 'Kew'.

**OCT 20** The Glen Iris line was duplicated from Toorong Road to the terminus, with a crossover being provided at Toorong Road.

The Burwood line was duplicated from Smith Road to Through Road, a crossover being provided at Smith Road (destination 'Hartwell').

**OCT 28** The entrance to Glenhuntly Depot was duplicated.

**NOV 3** The East Preston line was duplicated from the east side of the 'hump' bridge to the existing double track at Bell Street. A passing loop was installed on the west side of the 'hump' bridge and a crossover was installed at Bell Street.

## **NOV ROLLING STOCK**

W2 453 was the last new tram routinely painted chocolate and cream. From this point on a new green and cream livery became standard.

**DEC 4** The final stage of the Richmond cable line conversion was opened, from Simpson Street via Bridge Road to Hawthorn Bridge. The line was built as double track with a crossover on the west side of Hawthorn Bridge. The High Street East Kew service was extended via the new line into the City via Flinders Street and Spencer Street to the Lonsdale Street terminus, operated from Kew Depot. The Power Street to Bridge Road shuttle service was discontinued and replaced by a through service from Hawthorn to Spence Street, operated from Hawthorn Depot.

## **ROLLING STOCK**

The two Birney trams (X class 217 & 218) which operated the Hawthorn shuttle service were transferred to Hanna Street Depot.

**DEC 23** The Wattle Park line was duplicated from Wattle Valley Road to Middlesex Road, a crossover being provided at Wattle Valley Road (destination 'Riversdale').

**DEC 24** The East Preston line was duplicated from Gower Street to Wood Street.

**DEC 26** A summer service commenced operation by extending the North Richmond - Prahran route to Point Ormond, using newly installed curves at the corner of Glenhuntly and Brighton Roads Elsternwick, which formed a triangular junction. Intended to cater for projected beach traffic to Point Ormond, this service operated on Sundays and public holidays only until April 8, 1928.

Also about this time, a Sunday summer service was provided by extending the St Kilda Beach Via South Melbourne route from its terminus at Fitzroy Street via the Esplanade



to Luna Park. It too was discontinued on April 8, 1928.

Preston Workshops was completed with the opening of the foundry, truck shop, machine shop, engineering shop and blacksmith shop.

The proposed conversion of the Collins Street cable line to electric traction was postponed due to a lack of finance, as the work would have involved four routes. A plan for quick conversion of the Victoria Street cable line was devised which envisaged running Mont Albert trams via that line and into the City via Bourke Street. This would have required diverting the Clifton Hill cable line at Gertrude and Brunswick Streets corner and running it into the City via Collins Street, and truncating the Nicholson Street cable line at Victoria Parade. Nothing eventuated of this proposal.

### ROLLING STOCK

New trams:

**411, 413 - 418, 422** Eight W class trams built by the MMTB at Preston Workshops. 422 was renumbered 364, and the original 364 (W1 class) was renumbered 422.

**420, 421, 423 - 425, 427, 428, 430 - 438** 16 W1 class trams built by the MMTB at Preston Workshops.

**439 - 458** 20 W2 class bogie drop-centre combination trams built by the MMTB at Preston Workshops. These trams featured a revised drop-centre section with one narrow and two wide doorways, and back to back seating. They were an improvement on the W design, which were found to have circulation and loading problems caused by the equal width doorways and seating layout, which encouraged standing passengers to block the doorways by leaning against the bulkheads and seat backs.

**467, 468** Two X1 class trams built by the MMTB at Preston Workshops.

A class No. 8 was converted to a Scrubber Car (later re-numbered 3).

Un-numbered works trams were re-numbered in a separate roster with an 'A' suffix after the number. Trams affected were:

- 1A ⇨ Ex MBCTT Flusher car (later No. 5)
- 3A ⇨ Ex PMTT Track Cleaner (later No. 6)
- 8A ⇨ Workshops Loco (later No. 18)

Per-way Locomotives 214 and 216 (former V class passenger trams) were converted to Freight Car 2A and Ballast Motor 4A respectively (later re-numbered 17 & 11). The Freight Car was used for transporting materials between the Preston Workshops and the various depots (except Footscray).

By April 1927, rolling stock classification was simplified. Single-truck drop-end combination trams of the A, B, H, J, M and S classes were

grouped together as A class, single-truck straight-sill trams of the F, G, K, Q and R classes were grouped together as G class, and maximum-traction bogie trams of the C, D, E, N and P classes were grouped together as C class. (As an aid to identifying tram types, and in accordance with most gunzel books and common gunzel practice, this work will continue to distinguish the trams by their original class).

### 1928

**MAR 28** The West Preston line was duplicated from Bell Street to Jacka Street, with a crossover provided at Bell Street.

**APR 8** The summer service on Sundays and public holidays from North Richmond to Point Ormond and St Kilda Beach Via South Melbourne to Luna Park was discontinued.

**APR 13** Kew Depot was enlarged: an additional six-road shed was constructed on the north side of the existing shed. An outside road was also provided, which was connected to the 'down' track in High Street as a second depot exit.

**MAY 25** The Maribyrnong River line was duplicated from Union Road to Hotham Street, Ascot Vale (at the commencement of the long passing loop). The corner of Maribyrnong 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 24** A connecting line was opened in Wattletree Road from Dandenong Road to Glenferrie Road, built as double track with the existing curves at Glenferrie Road retained. East Malvern trams were diverted to operate via the new line in lieu of High Street, which provided a City service in Dandenong Road. The Wattletree Road Corner - St Kilda Beach via Dandenong Road service was discontinued, while the Brighton Cemetery - St Kilda Beach via Dandenong Road service continued to operate as before.

**JUNE 30** On the Footscray system, the Ballarat Road line was duplicated for nearly its entire length from Barkly Street to May Street. This was a prerequisite for increased headways due to driver-only operation of the route, which commenced the following day. The service frequency was almost doubled, and the through-routing altered so that Williamstown Road trams ran to Russell Street, and Ballarat Road trams terminated at Footscray Railway Station.

### ROLLING STOCK

Six of the new X1 class 'safety' trams, Nos. 461 - 466, were allocated to Footscray Depot for use on the route, replacing A class trams 2, 4, 18 & 20 which were subsequently scrapped. (Prior to



this X1 class trams were used at Glenhuntly Depot on the Point Ormond line and various other cross-suburban routes, and at Hawthorn Depot on the since discontinued Power Street - Bridge Road shuttle and as relief tourist trams for Y class 469).

- JULY 1** The Wattle Park line was extended from Boundary (later Warrigal) Road via Riversdale Road to Elgar Road. It was built as single track with a passing loop about halfway along, plus a passing loop at the former Boundary Road terminus.
- JULY 3** A passing loop was installed at Edna Grove near the East Coburg terminus.
- JULY 19** The two crossovers in Swanston Street north of Lonsdale Street (a remnant of the former terminus) were replaced by a single crossover in Swanston Street south of La Trobe Street. Trams continued to show 'Lonsdale St' destination signs, a practice that continued into the late 1990's on some trams.
- JULY 28** A double track siding was installed in Wellington Parade at Simpson Street, East Melbourne, to cater for sporting traffic.
- AUG 8** The crossover in Swanston Street north of Victoria Street was relocated a short distance to the south side of Queensberry Street.
- NOV 30** The Essendon line was duplicated in Fletcher Street from Pascoe Vale Road to the Essendon Railway Station.
- DEC 19** Route numbers were introduced. Initially some W class trams had route numbers mounted on the roof in the centre over the leading entrance, and operated on the Elsternwick - East Coburg line as a trial. These were replaced by route number boxes of an improved design on the tram ends from March 1929, which subsequently became standard.
- Previously, route numbers were used on the ex-PMTT and ex-HTT lines but were since discontinued. Route numbers were gradually allocated and altered over the years, full details of which can be found in Appendix 1.
- DEC 23** A revised summer service was introduced: North Richmond - Prahran trams were diverted via Carlisle Street to St Kilda Beach at night and on Saturday and Sunday afternoons. This service was operated until the following April and was considered to be a success (unlike the Point Ormond trial the previous summer). It was planned to resume the service every summer.

#### ~~~~ ROLLING STOCK

New trams:

**470 - 479** Ten W1 class trams built by the MMTB at Preston Workshops.

**480 - 544, 546 - 547** 67 W2 class trams built by the MMTB at Preston Workshop (480 - 494, 525 - 544, 546, 547), and James Moore, Melbourne (495 - 524).

**459, 460** Two X1 class trams built by the MMTB at Preston Workshops, bringing the total number of X1 class trams to 10.

**6A** Rail Grinder built by Austral Otis (later No. 1). This vehicle was fitted with a power plant and grinding mechanism for removing corrugations and irregularities from trackwork. It usually operated at night after the last trams had run so as to allow total track occupation.

A class 13 was scrapped (along with the four ex-Footscray A class trams in July).

Seven J class trams, Nos. 64 - 68, 71 and 75 were sold to the Melbourne Electric Supply Company for use on the Geelong tramways being re-numbered as follows:

64 ⇨ Geelong 26  
65 ⇨ Geelong 28 (later Ballarat 11)  
66 ⇨ Geelong 25 (later re-numbered 28)  
67 ⇨ Geelong 24  
68 ⇨ Geelong 30 (later Ballarat 13)  
71 ⇨ Geelong 27 (later Ballarat 12)  
75 ⇨ Geelong 29 (later Ballarat 14)  
(For further details see Appendix 3)

J class 70 was scrapped.

H class 56 was modified to tow a trailer fitter with rail hardening equipment and re-classified as a Rail Hardener Loco (later No. 16).

The remaining Per-way Locomotives 212, 213 and 215 (former V class passenger trams) were scrapped.

X class 'Birney' trams 217 & 218 were transferred from Hanna Street Depot to Glenhuntly Depot for operation on the Point Ormond - Elsternwick shuttle service. This freed some X1 class trams to be available for use at Footscray.

The first W class tram was converted to the W2 design. The W2 class drop-centre layout was considered a success, and a decision was made to convert every W class tram to the improved W2 design, all being converted by 1933.

All T class trams (177 - 182) had bulkheads built to provide driver's cabins, thus separating the driver's area from the passenger seats on the end platforms.

#### ~~~~ VR ROLLING STOCK

Repainting of trams in a new green and cream livery commenced. All bogie trams were repainted by 1930, and the remaining single truck trams were completed by 1938, except No 20 which was converted to a breakdown tram in 1929 and retained the old colour scheme.



**IAN 1** The southernmost of the two crossovers in St Kilda Road at City Road was removed.

**IAN 16 ROLLING STOCK**

New works tram:  
 (Un-numbered) Bogie Track  
 Cleaner tram, built by the MMTB (later No. 5A, later No. 7, later No. 7W). Construction of this tram enabled the Scraper Car (ex-A class No. 7) to be withdrawn.

**IAN 29** The Gaffney Street loop on the North Coburg line was extended to the last curve before the terminus, north of Charles Street.

**MAR 23** Preston Depot was enlarged with the addition of a five-road shed on the east side of the existing shed.

**MAR 31** The Essendon line was duplicated in Mount Alexander Road North from Shamrock Street to Bulla Road. The track was relocated from the western roadway to a central reservation and laid in open ballast with centre poles.

**APR 13** The East Preston line was duplicated from St Georges Road to the west side of the 'hump' bridge, including a new junction arrangement at Thornbury.

**MAY 16** On the Footscray system, the Williamstown Road line was duplicated from Gamon Street to the terminus, to allow a more frequent service to operate upon introduction of driver-only operation.

**MAY 29** A signal box was commissioned at Franklin Street to facilitate shunting of trams at the City terminus of the Swanston Street routes.

**JUNE 9** Driver-only operation was introduced on the Williamstown Road line. This service reverted to running through to Ballarat Road (already driver-only since July 1928). Russell Street trams once again terminated at Footscray Railway Station, this now being the sole two-person operated route on the Footscray system. The 'Pay As You Enter' fare system was altered to 'Pay As You Enter' on trips to Footscray Station, and 'Pay As You Leave' on trips from Footscray to speed up passenger loading.

**ROLLING STOCK**

Four extra X1 class 'safety' trams were allocated to Footscray Depot for the service (Nos. 459, 460, 467 and 468). A class trams 11 and 14 were withdrawn and scrapped.

**JUNE 30** Mont Albert trams were diverted from Victoria Bridge to operate to the City via Bridge Road, Flinders Street and Spencer Street, sharing the route of the High Street East Kew service, as an

interim measure pending conversion of the Victoria Street cable line. St Kilda Beach trams from Glenferrie Road continued to terminate at Victoria Bridge.

**JUNE ROLLING STOCK**

K class 96 was converted to Scrubber Car 9A (later No. 4).

**JULY 13** The Victoria Bridge to Brunswick Street cable line was closed for conversion to electric traction.

**AUG 1** Tram tracks were installed on the rebuilt Spencer Street Bridge over the Yarra River, in preparation for the planned South Melbourne line (eventually opened in 1937).

**AUG 4** Maribyrnong River trams were re-routed via a new direct double track line along Racecourse Road from Victoria Street to Flemington Road. The Victoria Street line from Racecourse Road to Mount Alexander Road was closed, and the crossover in Mount Alexander Road at Victoria Street was removed and relocated to Flemington Road at Racecourse Road.

**SEP 14** The Collins Street cable line was closed, in preparation for conversion to electric traction. The Brunswick Street cable line was truncated at Victoria Parade, and the Port Melbourne and South Melbourne cable lines terminated in Market Street.

**SEP 15** An electric line was opened from Victoria Bridge via Victoria Street and Victoria Parade to Brunswick Street, replacing the cable tram route. It was built as double track, and crossovers were installed at Victoria Bridge and Brunswick Street. The track in Victoria Parade was open ballast in a central reservation, the cable line having run along the northern roadway.

Pending conversion of the Collins Street track, an interim service was provided by extending St Kilda Beach - Victoria Bridge trams to Brunswick Street. Crews were instructed to show 'Victoria Bge' destinations from St Kilda, and alter them to 'Brunswick St' on arrival at Kew. On return trips, 'St Kilda Bch Via Balaclava Road' (which had replaced the 'Esplanade' destination sign) was to be shown upon leaving Brunswick Street.

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

**NOV 21** Route numbers were allocated for all Swanston Street services. (For details, see Appendix 1).

**DEC 8** The Collins Street line was opened, replacing the cable tram line. It was built as double track, with crossovers at Gisborne Street and Elizabeth Street, and two crossovers at the dead-end Spencer Street terminus. Mont Albert trams



were diverted to run via Victoria Street and into the City via Collins Street. The St Kilda Beach service from Glenferrie Road was truncated to the Cotham Road corner.

Camberwell Depot was opened. It was built to cater for expanding traffic in the eastern suburbs, and to relieve pressure on Hawthorn Depot, Malvern Depot and Glenhuntingly Depot. Located off Riversdale Road west of Camberwell Junction, it consisted of nine roads, all under cover. The depot had double track access to Riversdale Road by a triangular junction that connected both access tracks by trailing points to only one track in each direction. This avoided use of facing points in Riversdale Road, however trams running in from either direction had to shunt before entering the depot.

Provision was made for expansion of the depot by another nine roads, and, if a proposed line from Camberwell Junction to Hawthorn Bridge via Burwood Road was built, a northern entrance would be provided to Camberwell Road. This never occurred.

Services were re-organised so that Camberwell Depot, rather than Hawthorn Depot now operated the majority of runs on the Wattle Park and Burwood routes. As a consequence, operation of the Prahran - Princes Bridge route was transferred back to Hawthorn Depot from Glenhuntingly Depot. Also, operation of the Camberwell (via Gardiner) to City via Swanston Street route was transferred from Malvern Depot to Camberwell Depot.

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. A double track triangular junction to Glenferrie Road had the same curious arrangement as that just installed at Camberwell Depot.

### ROLLING STOCK

New trams:

545, 548 - 596 50 W2 class trams built by the MMTB at Preston Workshops.

7A A second Rail Grinder built by Austral Otis (later No. 2). A small two-road shed was built at Hanna Street Depot to house the two Rail Grinders.

The ten U class trams were receiving modifications during the 1920's. All were fitted with destination boxes (some standard, others 'Malvern' type as used by the PMTT) and five trams were fitted with platform doors (Nos. 202, 205, 206, 209 & 211). The modernisation program was halted when construction of new X2 class 'safety' trams was planned. The five trams not fitted with platform doors were scrapped (Nos. 203, 204, 207, 208 and 210), with No. 208 lingering on in a derelict state until 1945.

19 other single-truck trams were scrapped:

- A class 10 and 12 (along with the two ex-Footscray trams in June);
- Both F class trams Nos. 46 and 47;
- G class 49 and 51;
- H class 54, 55, 57 and 58;
- J class 69, 72, 77, 78, 80 and 81;
- B class 21 and 23;
- K class 100.

### VR ROLLING STOCK

Two of the three Elwood crossbench trams were withdrawn. No. 19 was scrapped, and No. 20 was converted to a Breakdown Car. Externally the appearance of No. 20 did not change, and it was the only tram to retain the old tuscan red colour scheme, all other VR trams being repainted green by 1938.

## 1930

**JAN** Scraper Car 7 (former A class passenger car) was scrapped. Its function had been taken over by a new Track Cleaner tram in January 1929.

**JUNE 30** A single track connecting curve was installed from Batman Avenue terminus into Swanston Street.

**JULY 12** The Fitzroy cable line along Brunswick Street was closed in preparation for conversion to electric traction.

### JLY-AUG ROLLING STOCK

All Footscray system trams were fitted with graphite lubricated trolley shoes. These were removed in 1940.

**AUG 29** Driver-only operation on the Footscray lines had proved successful, and it was therefore decided that the remaining route to Russell Street should be converted. In preparation for the more frequent service, the track was duplicated from Summerhill Road to Clarke Street.

**AUG** The Malvern Depot fan on roads 3 - 6 in the old shed was altered to provide improved clearance for bogie trams.

**SEP 6** A crossover was installed in Brunswick Road at Lygon Street.

**SEP 13** Driver-only operation was introduced to the Russell Street route. Fare boxes were fitted to all Footscray trams at this time, but were removed in 1936.

### ROLLING STOCK

Six new trams were built, five being allocated to Footscray Depot:

674 - 679 X2 class single-truck saloon 'safety' trams built by the MMTB at Preston Workshops. Based on the X1 class design, these trams had only one door per side



and a sloping windscreen to reduce reflection. All of these trams entered service at Footscray Depot, except 675, which remained on the main system. Curiously, 674 was issued to traffic painted chocolate and cream, the only X2 so treated, at a time when the green and cream livery was already standard.

The X2 class owes their existence to an order of Y1 class trams being built concurrently. When the order for Y1 class trams was curtailed, the opportunity was taken to utilise some of the components to construct the X2 class. (This in turn caused the U class modernisation programme to be abandoned, leading to the withdrawal of unmodernised U class trams in 1929).

A class trams 3, 15 and 19 at Footscray were subsequently withdrawn and scrapped.

**26 OCT** The Brunswick Street line was opened, from Victoria Parade via Brunswick Street and St Georges Road to Barkly Street, North Fitzroy, replacing the cable tram. It was built as double track with crossovers at Victoria Parade and Barkly Street, and crossed the Inner Circle railway on the level.

A proposed loop line siding along Best Street and Alfred Crescent to handle traffic for the Fitzroy football ground was never built.

East and West Preston trams were diverted to run via this new line to the City via Collins Street, operated by Preston Depot. A shuttle service was introduced along Brunswick Road and Holden Street between Lygon Street and St Georges Road, also operated from Preston Depot. The shuttle provided a service on that section of track previously used to bring Preston trams into the City via Lygon Street and Swanston Street.

Consequently, alterations were made to Swanston Street services. St Kilda Beach Via South Melbourne trams now ran through to East Coburg instead of East and West Preston, jointly operated by Hanna Street Depot and Coburg Depot. Elsternwick trams now terminated in the City, with some trips continuing to run through to East Coburg or East Brunswick during peak hours, operated by Glenhuntly Depot with peak hour assistance from Hanna Street Depot. (North Coburg trams continued to operate to St Kilda Beach via St Kilda Road as before).

**15 NOV** The 'St Kilda Bch Via Sth Melb' destination sign was altered to 'South Melb & St Kilda Beach'.

**10 DEC** The crossover in Lygon Street at Albion Street, East Brunswick, was removed.

### ROLLING STOCK

New trams:

597 - 609, 624 - 650 30 W2 class trams built by the MMTB at Preston Workshops.

610 - 613 Four Y1 class bogie front and centre door saloon trams built by the MMTB

at Preston Workshops, to an improved design based on Y class 469. Planned as driver-only operated trams, they were not used as such except on some all-night services in later years. They were allocated to Hanna Street Depot. Ten further trams (Nos. 614 - 623) were planned but not built due to lack of finance, the numbers being left blank in the rolling stock roster. (Some components from these proposed trams were used in the construction of the X2 class).

**654** W3 class bogie drop-centre combination tram built by the MMTB at Preston Workshops. The W3 class had a similar layout to the W2 class, but featured an all-steel frame and large 33 inch wheels in an attempt to reduce noise.

Ten M class trams, Nos. 107 - 116, were sold to the Electric Supply Company of Victoria for use on the Ballarat and Bendigo tramways, being re-numbered as follows:

107 ⇔ Bendigo 19 (later re-numbered 12)

108 ⇔ Ballarat 24

109 ⇔ Bendigo 13

110 ⇔ Ballarat 25 (later Bendigo 6)

111 ⇔ Ballarat 26

112 ⇔ Bendigo 10

113 ⇔ Ballarat 28

114 ⇔ Bendigo 3 (later restored to HTT 8 as part of the Melbourne heritage fleet)

115 ⇔ Bendigo 2

116 ⇔ Ballarat 27

(For further details see Appendix 3)

13 single-truck trams were scrapped:

- A class 16 (along with the ex-Footscray trams in September);
- B class 22, 24, 87 and 88;
- G class 53;
- H class 61 and 62;
- K class 92, 94, 95, 97 and 98.

### VR ROLLING STOCK

Elwood crossbench tram No. 21 was scrapped.

## 1931

### JAN-MAR ROLLING STOCK

U class trams 205, 209 and 211 were fitted with bow collectors for use on the Holden Street shuttle service.

**MAR 17** A crossover was installed in Riversdale Road east of Power Street for use by trams on the Hawthorn route running to and from Hawthorn Depot.

**JUNE 11** A single track connecting curve was installed on the south-west corner of Camberwell Junction to improve access to Camberwell Depot from the Burke Road line.

**JULY 2** A crossover was installed in Burke Road on the south side of Camberwell Junction. This removed the need for Camberwell Depot bound



trams from Camberwell terminus running to Laura Grove to shunt.

**SEP 1** **VR** The Black Rock - Beaumaris 'bush tramway' was closed after only five years of operation, due to extremely poor patronage caused by a lack of development in the area served. The trams ran mostly empty except during summer weekends, and traversed desolate land surrounded by scrub and bushes with very little housing. Crossbench tram No. 25 ran the last trip on this extension which was many years ahead of its time. The track was not removed until 1939.

### ROLLING STOCK

New trams:

**651 - 653** Three W2 class trams built by the MMTB at Preston Workshops. 653, the last W2 tram, entered service on June 3.

**655 - 659** Five W3 class trams built by the MMTB at Preston Workshops.

Ten single-truck trams (four B class, 1 H class and 5 J class) were sold to the Electric Supply Company of Victoria for use in Ballarat and Bendigo, being re-numbered as follows:

B 84 ⇨ Bendigo 16  
B 86 ⇨ Bendigo 14  
B 89 ⇨ Ballarat 20  
B 90 ⇨ Bendigo 7  
H 63 ⇨ Ballarat 18  
J 73 ⇨ Ballarat 17  
J 76 ⇨ Ballarat 19 (later Bendigo 7)  
J 79 ⇨ Bendigo 6  
J 82 ⇨ Ballarat 16  
J 83 ⇨ Bendigo 4

(For further details see Appendix 3)

Ten single-truck trams were scrapped:

- Footscray A class 1, 5, 6 and 9;
- B class 85 and 91;
- G class 50;
- the last two remaining H class 59 and 60;
- J class 74.

## 1932

**FEB 13** A short section of the Essendon line was duplicated in Pascoe Vale Road from Buckley Street to Fletcher Street, with a crossover provided south of Fletcher Street. Road widening, relocation and duplication of the tram track under the Essendon railway bridge was completed, and a crossover was installed in Fletcher Street east of Napier Street.

**FEB** A siding was installed from Burke Road near Harris Avenue into an old creek bed area to the north of Gardiners Creek, to enable works trams to obtain supplies of sand. The siding was single track, with a trailing connection to the 'down' Burke Road line, and the nature of its construction was such that it could be shifted

within the creek bed area according to need. was removed during World War 2.

**MAY** An additional open road was installed in Essendon Depot.

**NOV** The track under the Caulfield railway bridge on the Darling Road line was relaid, with one track passing on each side of the centre pylon. Previously, both tracks passed on the east side of the pylon.

### ROLLING STOCK

New trams:

**660 - 662** Three W3 class trams built by the MMTB at Preston Workshops.

The two remaining G class trams, Nos. 48 and 52, were scrapped.

The ex-MBCTT Flusher car, No. 1A (later No. 5) was converted to a Scrubber Car.

### VR ROLLING STOCK

Single-truck combination tram No. 1 was converted to a Scrubber Car.

## 1933

**APRIL** **VR ROLLING STOCK**

MMTB Y1 class tram 613 was loaned to the Victorian Railways and ran on the Sandringham - Black Rock line, to test possible driver-only operation of the route during off-peak hours. It was returned to the MMTB in May. The experiment was a success, and plans were formulated to convert two VR bogie trams to a similar layout as the Y1 class.

**AUG** **ROLLING STOCK**

U class 202 was converted to a Breakdown Car although it saw use mainly as a spare Freight Car. It was re-classified as a Freight Car and re-numbered 19 in 1934.

**NOV 25** A crossover was installed in Lygon Street on the south side of the Inner Circle railway at Park Street.

### ROLLING STOCK

New trams:

**663 - 664** Two W3 class trams built by the MMTB at Preston Workshops.

**670** W4 class bogie drop-centre combination tram built by the MMTB at Preston Workshops. It was originally intended that 20 W3 class trams would be built, but the last four trams were built to the new W4 design. This design was developed to make use of the large 33 inch wheels of the W3 class while eliminating the high steps. The lower step height was



achieved by using a wider body set lower around the trucks. This necessitated the drop-centre section curving inwards to allow the running board to remain within the loading gauge. Seats in the saloons were arranged in transverse back-to-back pairs, which were boxed in because of the large wheels protruding above floor level.

## 1934

**JAN 8** The track across the Glenhuntly railway crossing on the Carnegie line was duplicated, i.e. from the end of the double track on the west side to the passing loop on the east side. A crossover was installed on the west side.

### MAY **ROLLING STOCK**

The W4 class order was extended by one tram, making a total of five trams. Consequently X2 class 674 was re-numbered 680 to allow all W4 class trams to be numbered consecutively 670 - 674. 674, being the only chocolate and cream X2 class tram, was repainted green and cream when renumbered 680.

**JUNE 1** The last remaining single track section of the East Preston line was duplicated from Wood Street to the terminus at Tyler Street.

**JUNE 24** The Elsternwick - City, Carnegie - Elsternwick and Darling Road - Elsternwick services were combined to form through routes from the City to Carnegie and from the City to Darling Road, both running via Elsternwick. At night and on Sundays, Darling Road trams would continue to operate to Point Ormond; most of the time, the Point Ormond service would operate as a shuttle to Elsternwick Station.

**JULY 30** The Wattle Park line was duplicated from Middlesex Road to Boundary (later Warrigal) Road.

### AUG **ROLLING STOCK**

New works tram:

8 Single-truck Scrubber Car built by the MMTB at Preston Workshops. The cabins, underframe and controllers from C class 32 were used in its construction, the body of 32 subsequently being scrapped. Former A class Scrubber No. 8 was renumbered 3, and its track cleaning equipment was used in the new tram, the body of No. 3 then being placed in storage.

Upon completion, No. 8 was sent to the isolated Footscray lines, and remained there until 1935, this being the first visit by a Scrubber Car to Footscray. It subsequently made four other visits before the Footscray lines were linked to the main system in 1954.

**OCT 12** The Burwood line was duplicated from Through Road to the terminus.

**OCT 15** A 'third road' siding was installed in Union Road, Ascot Vale, on the Maribyrnong River line for Showgrounds and racecourse traffic.

**OCT 27** The facing crossover at Thornbury in St Georges Road at Miller Street was converted to a trailing crossover.

**DEC 11** The City terminus of the Swanston Street routes was altered by extending the double track in Victoria Street closer to Elizabeth Street, and installing a new crossover on the east side of Bouverie Street. This gave three separate shunting positions at the terminus, with double or triple shunts being possible in the third position.

### ~~~~ **ROLLING STOCK**

New trams:

**665 - 669** Five W3 class trams built by the MMTB at Preston Workshops. These were the final W3 class trams built, making a total of 16.

**671, 673** Two W4 class trams built by the MMTB at Preston Workshops.

**681 - 684** Four CW5 class maximum-traction, bogie, drop-centre combination trams built by the MMTB at Preston Workshops. They did not enter service until January and February 1935. These trams featured an identical body to the later 'W5' class, but were mounted on second-hand maximum-traction trucks. They were developed as a means of obtaining new trams cheaply by using trucks, brakes, controllers, etc. from older trams on new bodies. C class trams 29, 31 - 34 were used to provide parts for the CW5 class, the bodies being scrapped in 1935. (Parts of No. 32 were also used in the construction of Scrubber Car 8).

It was intended to build 39 CW5 class trams, but as the first five proved unsatisfactory because of their slow speed and a tendency to derail, no further trams were built and their proposed numbers 686 - 719 remained blank. The CW5 trams were allocated to Camberwell Depot for use on the Batman Avenue routes to Burwood and Wattle Park.

L class trams 101 - 106 had their drop-centre doors and seats modified from a 4 door layout to a 3 door layout, similar to the W2 class.

### ~~~~ **VR ROLLING STOCK**

Bogie tram 51 was converted by the MMTB at Preston Workshops to a saloon design based on the Y/Y1 class, with front and centre folding doors although being fitted with longitudinal seats throughout. This resulted from experience gained by the operation of Y1 613 on loan to the VR the previous year. 51 returned to service on the Sandringham line.



## WORKS TRAM ROSTER

Works trams were re-numbered from their separate 'A' suffix series to the same roster as passenger trams, using the numbers 1 - 25 which had been left vacant by scrapped trams. Works trams that had retained their passenger numbers were also re-numbered:

| ORIG. No. | 1934 No. | VEHICLE TYPE   |
|-----------|----------|--|
| 6A        | 1        | Rail Grinder   |
| 7A        | 2        | Rail Grinder   |
| 8         | 3        | Scrubber (ex A class 8)<br><small>[Body in storage; equipment used in new No. 8]</small> |
| 9A        | 4        | Scrubber (ex K class 96)   |
| 1A        | 5        | Scrubber (ex MBCTT)  |
| 3A        | 6        | Track Cleaner (ex PMTT)  |
| 5A        | 7        | Track Cleaner  |
| -         | 8        | Scrubber <small>[Built new 1934]</small>   |
| 4A        | 11       | Ballast Motor (ex V class 216)   |
| 56        | 16       | Rail Hardener Loco (ex H class 56)   |
| 2A        | 17       | Freight Car (ex V class 214)   |
| 8A        | 18       | Workshops Locomotive   |
| 202       | 19       | Freight Car (ex U class 202)   |

### **1935**

- FEB 7** The western end of the Victoria Street terminus of the Swanston Street lines near Elizabeth Street was altered to double track with a crossover. This work was done in anticipation of providing a double track connection to Elizabeth Street upon conversion of the cable line to electric traction.
- MAR 12** A crossover was installed in St Georges Road, North Fitzroy, at Fergie Street, south of the Fitzroy railway crossing.
- JULY 20** The North and West Melbourne cable lines were closed. The North Melbourne line was to be converted to electric traction; the West Melbourne line was replaced by a bus service.
- SEP 24** The North Melbourne line was opened from Flemington Road via Abbotsford Street, Queensberry Street, Errol Street and Victoria Street to Elizabeth Street, terminating outside the Victoria Market. It was built as double track on the former cable tram route, with crossovers at Flemington Road and at the Victoria Market, and a double track connection to the existing line in Flemington Road. A shuttle service was operated by trams from Essendon Depot.
- SEP 29** The Elizabeth Street cable line was closed in preparation for conversion to electric traction. Brunswick cable cars were truncated to the Victoria Market.
- NOV 17** The Elizabeth Street line was opened from the Victoria Market to Flinders Street on the former cable tram route. It was built as double track

with a crossover at Lonsdale Street, and the dead-end terminus was an asymmetric shunt with a second crossover. The North Melbourne shuttle service was extended from the Victoria Market to operate over the new line into the City.

The Brunswick cable line was further truncated to the corner of Leonard Street and Royal Parade, Parkville.

- DEC 29** A new double track electric line was laid in the central carriageway of Elizabeth Street between the Haymarket and Victoria Street, replacing the cable line. A crossover was installed north of Victoria Street, and the single track line in the western carriageway, which connected the Essendon lines to the main system, was removed. A double track connection was provided to the Victoria Street terminus of the Swanston Street lines.

Essendon and Maribyrnong River trams were diverted from William Street to run into the City via Elizabeth Street. Essendon trams ran direct via Haymarket while Maribyrnong River trams reached the City via the North Melbourne line, replacing the shuttle service. West Coburg trams continued to operate via William Street.

### **ROLLING STOCK**

New trams:

**672, 674** Two W4 class trams built by the MMTB at Preston Workshops, bringing the total number of W4 class trams to five.

**685** The final CW5 class tram built by the MMTB at Preston Workshops.

**725, 736 - 745, 754** Twelve W5 class bogie, drop-centre combination trams built by the MMTB at Preston Workshops. These trams had an identical body to the CW5 class but were mounted on equal-wheel four-moto trucks, and featured an improved seating layout. Some trams were actually built using bodies intended for CW5 class trams, hence why higher numbered W5 trams entered service before lower numbered trams. Most W5 trams were initially attached to Essendon Depot and the new Brunswick Depot for use on Elizabeth Street routes, with a small number allocated to Camberwell Depot.

The four Y1 class trams, Nos. 610 - 613, were transferred from Hanna Street Depot to Camberwell Depot for use on the Batmar Avenue routes, where they remained allocated until 1965. Y class 469 had been transferred from Hawthorn Depot to Camberwell Depot prior to 1934 following discontinuation of the tourist tram service.

The seven remaining M class trams, Nos. 183 - 189, were sold to the State Electricity Commission of Victoria. The SEC had taken over operation of the Ballarat, Bendigo and



Geelong tramways, and the trams were allocated and renumbered as follows:

- 183 ⇨ Ballarat 30
- 184 ⇨ Ballarat 31
- 185 ⇨ Bendigo 19
- 186 ⇨ Ballarat 32
- 187 ⇨ Bendigo 20
- 188 ⇨ Bendigo 21
- 189 ⇨ Ballarat 33

(For further details see Appendix 3)

## 1936

**JAN** The Kew Cemetery crossover at Park Hill Road on the High Street East Kew line was removed.

**JAN 12** An electric line along Royal Parade from Haymarket to a temporary terminus at Leonard Street, Parkville, was opened, built as double track replacing the cable line. The MMTB wanted to place the Royal Parade track in open ballast reservation, but the Melbourne City Council objected to this. An interim service was run from the City, operated by Essendon Depot. The remainder of the Brunswick cable line was closed the day prior.

**FEB 2** The North Coburg line was duplicated in Sydney Road from Wilson Street to Gaffney Street.

**FEB 23** The Royal Parade electric line was extended to Park Street, built as double track on the former cable car route. The crossover from the temporary Leonard Street terminus was relocated to levers Street. The interim service provided by Essendon Depot was extended to the new terminus. A proposed 'third road' siding from Walker Street to levers Street for football traffic was never constructed.

**APR 26** The Brunswick cable line conversion was completed. The electric line was opened from Park Street via Sydney Road to Moreland Road, all double track with crossovers on both sides of Moreland Road, the points at the temporary Park Street terminus being removed.

On the same day Brunswick Depot was opened, comprising a nine-road shed with a separate wheel grinder road. The depot was built adjacent to the cable car depot, and for a short period cable cars were housed in the new electric tram depot. The offices and mess room fronted Sydney Road, with the depot fan at the other end branching into Cameron Street. A new double track connecting line was laid along Cameron Street and Moreland Road to Sydney Road, with a crossover in Cameron Street. A double track connecting curve turned from Moreland Road into Sydney Road towards the City, with a single track curve turning towards North Coburg. The curves on the north-east corner were removed.

North Coburg trams were altered to run direct along Sydney Road and Royal Parade to the City via Elizabeth Street, replacing the interim service operated from Essendon Depot.

The North Coburg - City route was operated by Brunswick Depot, and worked almost exclusively by new W5 class trams (and later classes in subsequent years). The service from St Kilda Beach via Swanston Street and Lygon Street, which formerly ran through to North Coburg, was altered to terminate at Moreland near the railway station, where a stub terminal and crossover were provided. This service continued to be operated jointly by Coburg Depot and Hanna Street Depot.

There was considerable excess capacity at Brunswick Depot, consequently many surplus trams were stored there over the next sixteen years (until 1952, when Coburg Depot closed as a running shed).

**JUNE 24** The connecting curves at Malvern Town Hall (Glenferrie Road and High Street) on the north-west and south-east corners were removed, leaving curves only on the south-west corner for depot workings.

**AUG 1** The North Carlton (Rathdowne Street) cable line was closed, permanently replaced by a bus service.

**OCT 4** Sunday morning services were introduced on most cable and electric lines.

**OCT 26** The last remaining single track section of the Essendon line was duplicated along Keilor Road from Bulla Road to the terminus at Gillies Street, with a crossover installed in the reserved track at Bulla Road.

**OCT 30** The Carnegie line was duplicated from the Glenhuntly railway crossing (east side) to the Yendon Road loop.

**NOV 29** A service from Caulfield to the City was introduced, running over existing track from Balaclava Junction (Hawthorn Road) via Balaclava Road, High Street, St Kilda Road and Swanston Street to the City terminus. This service, operated by Malvern Depot, provided a direct link from the area to the City. (Prior to this, the only service in Balaclava Road ran cross-suburban from Kew Cotham Road to St Kilda Beach; the Hawthorn Road service ran cross-suburban from Brighton Cemetery to St Kilda Beach via Dandenong Road; and the Darling Road service ran to the City along a roundabout route via Elsterwick).

**DEC 7** Double track connecting curves were installed from the Collins Street terminus turning south into Spencer Street, in preparation for construction of a new line to South Melbourne.

### --- ROLLING STOCK

New trams:

720 - 724, 726 - 735, 746 - 753, 755 - 785, 787 - 789 47 W5 class trams built by the MMTB at Preston Workshops.



Nine W1 class trams were converted to W2 class: Nos. 421 - 423, 428, 429, 473, 476, 477 and 479.

R class 173 and the two remaining K class trams, Nos. 93 and 99, were scrapped. (K class 96 was still extant as Scrubber No. 4).

T class 178 was converted to a saloon car, suitable for use as a driver-only operated vehicle. It was fitted with air operated folding doors (one per side) and transverse seating. Despite these significant modifications, 178 remained classified as T class.

R class 152 and 153 were sold to the SEC, becoming Ballarat 22 (renumbered 29 in 1938) and Bendigo 22 respectively.

Q class 190 was allocated to Drivers Instruction duties, although continuing to be available for passenger service if required until 1941. This became the last tram to remain in the chocolate and cream colour scheme, not being repainted until November 1949.

## 1937

**FEB 7** The Essendon line was extended from Gillies Street via Keilor Road to Birdwood Street. It was built as double track, the points at Gillies Street being removed.

**FEB 14** All-night tram services commenced on the following routes:

- HIGH ST EAST KEW - CITY (via Flinders St)
- MONT ALBERT - CITY (via Collins St)
- NORTH COBURG - CAMBERWELL (via Swanston St)
- COBURG - SOUTH MELB & ST KILDA BEACH (via Swanston St)
- ESSENDON - SOUTH CAULFIELD JUNCTION (via Swanston St, St Kilda Beach and Elsternwick)

These services were driver-only operated, charging higher fares than normal day services, and ran from Essendon, Brunswick, Kew, Camberwell, Glenhuntly and Hanna Street Depots.

### ROLLING STOCK

Rolling stock for the all-night services was provided by modifying Q and R class trams for driver-only operation. Conversion involved fixing blinds and barriers in the closed position except for the leading near-side doorway at each end, removing portion of the driver's bulkhead to allow for collection of fares, and re-arranging the end seating layout to provide improved loading. Twenty-five trams were converted (Nos. 139 - 151, 172, 174 - 176, 191 - 193, and 196 - 200), sixteen being ready for the commencement of services, and the remainder being converted within two months. In addition, X class 'Birney' trams 217 and 218, modified T class 178 and X2

class 675 (the only X2 not at Footscray) were also available for all-night use.

**FEB 15** A crossover was installed in Flinders Street at Market Street.

**MAR 13** The South Melbourne and Port Melbourne cable lines were closed. The South Melbourne line was to be converted to electric traction; the Port Melbourne line was permanently replaced by a bus service.

**MAY 29** The crossover in William Street at Lonsdale Street was removed.

**JUNE 13** The East Kew line was extended a short distance from Burke Road via Doncaster Road to Bulleen Road, built as double track. The single track section of the existing line from Clyde Street to Burke Road was duplicated. The 'High St - East Kew' destination sign was altered to 'East Kew'.

**JULY 25** The South Melbourne Beach line was opened replacing the cable car route. It ran from the terminus at Beaconsfield Parade along Victoria Avenue, Bridport Street, Montague Street, Park Street and Clarendon Street to City Road, thence via a new line in Clarendon Street to Spence Street. (The cable car route ran via City Road, Queensbridge Street and Market Street). An 'H' crossing was installed at Park and Clarendon Streets, connecting to the South Melbourne and St Kilda Beach line and providing access to Hanna Street Depot. Crossovers were provided at the Fish Market south of Flinders Street and in Park Street west of Clarendon Street. (The 'Fish Market' shunt was still referred to as such by trammies in 1999, decades after the market had disappeared).

Services ran into the City via Collins Street, and were through-routed to East and West Preston, operated jointly by Preston Depot and Hanna Street Depot. The 'South Melbourne' destination was altered to 'South Melb Beach' shortly after the line opened.

**SEP 10** The Brighton Cemetery line was duplicated a short distance from Saturn Street to the terminus at North Road in preparation for extension of the line to East Brighton.

**SEP 18** A crossover was installed in Balaclava Road on the east side of Balaclava Junction (Hawthorn Road).

**NOV** **ROLLING STOCK**

The use of bow collectors, fitted to the three U class trams operating the Holden Street shuttle was deemed to be unsuccessful. The bow collector was removed from U class 209, and Nos. 205 and 211 had their bow collectors removed in April and September 1938 respectively.



**DEC 5** The Brighton Cemetery line was extended from North Road via Hawthorn Road to East Brighton, terminating at Point Nepean Road (later Nepean Highway). The line was double track a short distance to Eric Street, and single track from that point to the terminus, with a passing loop at Union Street. Services continued to operate to St Kilda Beach via Dandenong Road. About this time the 'Brighton Cem' destination was altered to 'South Caulfield'.

--- **VR** The Wellington Street crossover on the St Kilda - Brighton line was removed. (Middle Brighton trams always terminated at the Park Street crossover).

--- **ROLLING STOCK**

New trams:

**786, 790 - 796, 799 - 801, 808 - 820**

24 W5 class trams built by the MMTB at Preston Workshops.

All but four of the remaining W1 class trams were converted to W2 class, the exceptions being Nos. 426, 432, 436 and 478.

S class 162 and 170 were scrapped.

C class 30 was converted to a Dog Car, for transporting dogs and their owners to the Show Grounds. Because of the infrequent nature of its use, the tram was allocated to Brunswick Depot where there was ample room for storage, rather than the closer Essendon Depot that was lacking space.

**1938**

**MARCH** The northern crossover in William Street at the Collins Street terminus was removed, it no longer being required since the Essendon and Maribyrnong River trams were diverted to Elizabeth Street.

**JUNE** A track for use by the Freight Car was installed in the Hanna Street Depot per-way yard.

**SEP 8** The Hawthorn Depot per-way yard was closed, it no longer being required because of the larger facilities available at Hanna Street Depot. The track leading to the basement was removed.

**SEPT** U class 209 and 211 withdrawn and stored.

**OCT 16** The City - Caulfield (via Balaclava Road) service was extended over existing track from Balaclava Junction to East Brighton. At the same time, the St Kilda Beach via Dandenong Road - East Brighton service was cut back to terminate at Caulfield (Balaclava Junction). Operation of the Caulfield - St Kilda Beach via Dandenong Road service became the responsibility of Malvern Depot, while the City - East Brighton via Balaclava Road service was operated from Glenhuntly Depot. Some Caulfield - City (via

Balaclava Road) peak-hour short-workings continued to operate from Malvern Depot.

**DEC 11** The East Kew line was extended from Bulleen Road via Doncaster Road to North Balwyn, terminating at Balwyn Road. The line was built as single track, with a passing loop at Buchanan Avenue.

--- **ROLLING STOCK**

New trams built:

**797, 798, 802, 803, 821 - 838** 22 W5

class trams built by the MMTB at Preston Workshops.

W1 class 436 was fitted with air operated sliding doors as a prototype for the proposed SW6 class, and classified SW2. Subsequently, the three remaining W1 class trams, 426, 432, and 478, were also converted to the SW2 design.

Freight Car 19 (former U class 202) was scrapped after a bad accident. U class 206 was subsequently converted to a Freight Car as a replacement for 19, and retained its passenger number.

--- **VR ROLLING STOCK**

Sandringham bogie car 50 was converted to a saloon car of the same design as No. 51, by the MMTB at Preston Workshops.

Sandringham crossbench trams 22, 24, 25 and 27 were scrapped. The last two remaining crossbench trams, Nos. 23 and 26, were retained as spare cars for peak period use.

**1939**

**FEB ROLLING STOCK**

Rail Hardener Loco 16 (ex H class 56) and the body of Scrubber car 3 (ex A class 8) were scrapped.

**MAR 31 ROLLING STOCK**

Prototype saloon tram in service:

**850** SW6 class bogie, drop-centre saloon tram built by the MMTB at Preston Workshops. Fitted with air-operated sliding doors, as trialed on SW2 class trams, and tip over seats in end saloons.

**APRIL 15** The Collingwood cable line was closed, being permanently replaced by buses.

**OCT 25** The Holden Street shuttle service was replaced by buses. The southern track was removed, from Lygon Street to St Georges Road, and the northern track was retained as a single track connecting line for special workings.



NOV 4 The curves from Glenferrie Road turning east into Cotham Road, Kew, were removed; the curves turning west were retained.

### ROLLING STOCK

New trams:

804 - 807, 839 Five W5 class trams built by the MMTB at Preston Workshops.

840 - 848 Nine SW5 class bogie, drop-centre saloon trams built by the MMTB at Preston Workshops. These trams were intended to be W5 class, but were altered while under construction to incorporate air-operated sliding doors as fitted to the SW2 class and the prototype SW6 850.

U class 205 was converted to an illuminated Advertising Car, and re-numbered 19. All remaining U class trams were now stored (208, 209, 211) or used as works trams (19 and 206).

N class 121 was scrapped. (The body was later recovered by the Ballarat Tramway Museum).

Workshop Locomotive 18 was stored.

### VR ROLLING STOCK

Single-truck combination tram No. 2 was scrapped after being damaged in an accident with a bogie tram.

## 1940

MAR 20 The Maribyrnong River line was duplicated from Lennox Street to the terminus.

OCT 26 Final cable tram closure: The Bourke Street lines to Nicholson Street and Northcote were replaced by buses.

DEC 22 The Maribyrnong River line was extended via Raleigh Road and Cordite Avenue to West Maribyrnong, terminating at the Explosives Factory. This line was built in conjunction with the Commonwealth Government to serve the munitions factories, due to the outbreak of World War 2. It was single track throughout, with two passing loops and a storage siding at the terminus. The Maribyrnong River was crossed on a trams-only trestle bridge, and the track in the vicinity of the munition factory was constructed in open ballast on side-of-road reservation. A regular service was operated to the City via North Melbourne, with special trams provided for factory shift workers as required.

### ROLLING STOCK

New trams:

849 SW5 class tram built by the MMTB at Preston Workshops.

851 - 865 15 SW6 class trams built by the MMTB at Preston Workshops.

E class 36 was scrapped.

## 1941

MAY 2 VR The track connection to the railway line at St Kilda Station was removed.

JUNE 22 The West Maribyrnong line was duplicated between the two passing loops.

JULY 6 The Ordnance Factory branch line was opened along private right-of-way adjacent to West Road from Raleigh Road to Williamsons Road Maribyrnong. It was built as open ballast double track, with a crossover at the terminus and a single track triangular junction with the West Maribyrnong line. No regular service was provided, and trams operated as required for factory shift workers.

JULY 20 Trams were reinstated on the Holden Street shuttle service, replacing the buses in order to conserve fuel due to wartime conditions.

JULY 27 All-night tram services were greatly expanded due to petrol rationing and increased shiftwork caused by wartime conditions. The new and increased services now operated on the following routes:

- 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 ran from Coburg to Elsternwick via the same route].
- EAST COBURG - SOUTH MELBOURNE & 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 - CITY
- BURWOOD - CITY
- CAMBERWELL - CITY
- EAST BRIGHTON - CITY

Service frequencies were usually every 60 minutes, with 30 minute services operating to Elsternwick via St Kilda Beach, Essendon and Coburg, plus additional workings to the munitions factories as required.

### ROLLING STOCK

To provide trams for these additional services four S class trams, Nos. 159, 160, 167 and 177 were modified for driver-only operation (in a similar manner to the Q and R classes), with three more, Nos. 156, 161 and 163 being converted by January 1942. Some bogie trams also operated all-night services (with a crew of



two), usually on the North Coburg route or munitions factory special workings.

**AUG 3** An all-night tram service commenced on the West Preston line, operating as a shuttle to Thornbury and connecting with the East Preston tram to and from the City. (Trams from the City displayed an 'East & West Preston' destination sign).

**AUG 10** All-night tram services commenced on the Toorak - City route.

**AUG 24** All-night services commenced on the North Richmond - St Kilda Beach line.

**SEP 14** The employment of conductresses commenced, due to staff shortages caused by the war.

**NOV 9** On the Footscray system, a branch line to the Ammunition Factory was opened, running from Ballarat Road via Gordon Street to River Street, built as double track. No regular service was rostered, and trams ran only as required for shift workers at the munition factories. An interim service was actually provided from September 14, using the 'down' track as far as Mitchell Street, with a temporary facing crossover in Ballarat Road at the Gordon Street corner.

#### **ROLLING STOCK**

Six S class trams, Nos. 154, 155, 157, 158, 165 and 166, were transferred to Footscray Depot to cater for the increased traffic. These trams were converted for driver-only operation, along with the other members of the class allocated to all-night services on the main system.

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An additional open road was constructed at Glenhuntly Depot.

#### **ROLLING STOCK**

New trams:

**866 - 876** Eleven SW6 class trams built by the MMTB at Preston Workshops.

The CW5 class trams, Nos. 681 - 685 were transferred from Camberwell Depot to Malvern Depot, for use on the lightly patronised Caulfield - St Kilda Beach via Dandenong Road route.

**1942**

#### **JAN ROLLING STOCK**

S class trams 168 and 169 (converted for driver-only operation) were transferred to Footscray, making a depot total of 23 trams. The depot was now at crush capacity, and when all trams were run in the last one barely cleared the footpath. No spare trams were available, as all 23 trams were required for traffic.

**APR 1** The West Maribyrnong line was duplicated from Maribyrnong River (west side) to the commencement of the double track section at the site of the former Park loop.

**FEB 24** For security reasons, restrictions were imposed on certain tram destination displays for the duration of the war: 'Explosives Factory', 'Ordnance Factory' and 'Ammunition Factory' were not to be used. Normal services to the Explosives Factory from the City via North Melbourne were to show 'West Maribyrnong'. Trams running additional services for shift workers were to show 'Special', with the letter A in the route number box for the Explosives Factory, and B for the Ordnance Factory. E was designated for trams running to the Ammunition Factory, but as Footscray trams did not have route number boxes, a sign was added to their destination rolls displaying 'Special.E'.

**APR 6** The single track connecting curve at the corner of Flinders and Swanston Streets was disconnected.

**MAY 8** The crossover at Woolton Avenue in St Georges Road, Thornbury, was removed.

**MAY 24** A new line was opened from Ascot Vale (Union Road) via Maribyrnong Road and Ascot Vale Road to Moonee Ponds Junction, built as double track. The connection to the Essendon line at Moonee Ponds was proposed as a double track junction, but was constructed as single track. A crossover was installed on the west side of Union Road, necessary for outbound City trams from the single track corner to regain the 'down' line. No regular service was provided on the new line; trams operated as required for shift workers at the munition factories, in addition to workings to and from Essendon Depot.

**JUNE 14** The West Maribyrnong line was duplicated from the west side of the Ordnance Factory line junction to the Explosives Factory terminus. This work involved a relocation of the terminus storage siding.

**AUG 24** Further track work in the Maribyrnong area was undertaken: the eastern curve from Raleigh Road onto the Ordnance Factory branch was duplicated, and a facing crossover was installed in Raleigh Road on the east side of the junction.

**SEP 22 VR** The crossover just before the Brighton Beach terminus was removed.

**NOV 16 VR ROLLING STOCK**

New trams:

**52 - 54** Three bogie, drop-centre saloon trams built by the VR at Newport Workshops. Based on the MMTB SW6 design, they were fitted with air-operated sliding doors, although somewhat narrower. Planned in 1938, wartime conditions delayed their completion;



some equipment for the trams came from proposed bogie cars 44 - 47, which were never built. Referred to as 'luxury trams', they entered service on the St Kilda - Brighton line.

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An additional six-road shed was constructed at Essendon Depot, replacing the two open roads. The extra capacity was required for additional trams used on the West Maribyrnong line.

### ROLLING STOCK

New trams:

877 - 880 Four SW6 class trams built by the MMTB at Preston Workshops. (New tram construction had been slowed down due to wartime conditions).

### VR ROLLING STOCK

Elwood single-truck combination trams 3 - 7 were withdrawn from regular service, but continued in peak period use as spare trams when required, except No. 4, which was used as a Drivers Instruction Car.

## 1943

APR 22 The two northern entrances to Essendon Depot were consolidated into one. The northernmost access connection to the 'up' track was removed, and the remaining north entrance was altered to connect with the 'up' track instead of the 'down' track, the crossover being retained. In addition, a facing crossover was installed in Mount Alexander Road immediately prior to the southern entrance. This meant trams could run in and out of the depot from either direction without the need to shunt in Mount Alexander Road.

### APRIL ROLLING STOCK

E class 43 was scrapped.

MAY 16 The Essendon line was extended from Birdwood Street to Essendon Aerodrome, via Keilor Road and open ballast reserved track parallel to Matthews Avenue and Vaughan Street. It was built as double track with crossovers provided at the new terminus and at the former terminus. The Commonwealth Government requested this extension because of wartime conditions.

### JULY 7 ROLLING STOCK

X2 class 675 was transferred from Glenhuntly Depot to Footscray Depot, to replace X1 class 459, which was sent to Preston Workshops for repair after colliding with an army tank.

AUG The MMTB reviewed the operation of double-deck buses which replaced the cable trams on the Bourke Street routes. It was concluded that the buses were not successful, and that the routes should be converted to electric trams as

soon as possible after the war. Local council agreed with this finding, however it was not until 1955-56 that the conversion finally took place.

SEP 2 The track on the Maribyrnong River trams-only trestle bridge was duplicated, and a crossover was installed on the east side.

OCT 7 At Maribyrnong, the straight track at the Raleigh Road / Ordnance Factory junction was duplicated, and the single track connecting curves on the south-west corner was disconnected.

### ROLLING STOCK

New trams:

881 - 889 Nine SW6 class trams built by the MMTB at Preston Workshops.

## 1944

### APRIL ROLLING STOCK

U class 211 was scrapped.

### SEPT ROLLING STOCK

C class 28 was scrapped.

DEC 21 A new connecting line was completed from Hanna Street Depot via Hanna Street (late Kingsway), Queensbridge Street, Market Street Flinders Lane and William Street to Collins Street. This new line was all double track, with a crossover in Queensbridge Street, and the track in Hanna Street was open ballast in a central reservation. A double track siding and crossover was installed in William Street at Dudley Street. These facilities were constructed to provide direct access from the western end of the City to the south-eastern suburbs, in order to ease congestion in Swanston Street. However, no services were provided until 1946 due to wartime shortages. West Coburg trams continued to terminate at Collins Street on a new crossover which replaced the asymmetric shunt.

### ROLLING STOCK

New trams:

890 - 895 Six SW6 class trams built by the MMTB at Preston Workshops. These were the first of the SW6 class to have fixed bus type seats in place of the tip-over seats, as a wartime austerity measure.

## 1945

### JAN ROLLING STOCK

C class 25 was scrapped.

### MARCH ROLLING STOCK

U class 209 was scrapped.



**MAY 13** Two-person operation was restored to all Footscray trams, following a threat of industrial action by traffic staff due to the severe overcrowding caused by wartime conditions, and a lack of space at the depot for additional trams to relieve the situation.

**JUNE** **VR** The Victorian Railways Commissioners stated their intention to close the Sandringham tramway, which sparked a vigorous opposition campaign by locals, and delayed closure of the line for a further 11 years. It was intended that the bogie trams released from the Sandringham line would be transferred to Elwood, thus allowing the remaining single-truck trams to be scrapped. When approval to close the line was not forthcoming, the decision was made in mid-1947 to retain the single-truck trams for use as spare cars.

**NOV 11** The disconnected curve at Flinders and Swanston Streets was removed completely.

### ROLLING STOCK

New trams:

**896 - 909** 14 SW6 class trams built by the MMTB at Preston Workshops.

Four maximum-traction bogie trams were sold to the SEC for use in Ballarat and Bendigo (N class 117 and 123, and P class 132 and 138), being re-numbered as follows:

N 117 ⇨ Ballarat 37

N 123 ⇨ Bendigo 23

P 132 ⇨ Ballarat 36

P 138 ⇨ Bendigo 24

(For further details see Appendix 3)

Five trams were scrapped:

- N class 125;
- P class 131, 134 and 136;
- U class 208, which had been 'off-register' since 1929

## 1946

**FEB 3** Services commenced running on the new line from William Street to Hanna Street Depot, which was completed in 1944. A fulltime service was provided from West Coburg through to St Kilda Beach operated by both Essendon Depot and Hanna Street Depot. Peak period services were provided from the Dudley Street terminus to various routes as follows, in addition to the normal Swanston Street services:

- TOORAK
- CAMBERWELL
- GLEN IRIS
- EAST MALVERN (via Wattletree Road)
- EAST BRIGHTON (via Balaclava Road)
- CARNEGIE

**APR 10** **VR** In Elwood Depot No. 2 shed, the northernmost track was disconnected and

curves to the other two roads realigned to enable bogie trams to have access. When this work was carried out, some trams were unintentionally isolated on the disconnected track! It was planned to eventually connect the northern track with a crossover when materials became available, but this never occurred.

**JUNE 30** The Deepdene railway crossing on the Mont Albert line was removed following closure of the railway.

**SEP 17** **VR** To provide more room for standing passengers at peak times, 'luxury' tram 52 had its transverse tip-over seats altered to a longitudinal arrangement. The other two 'luxury' trams, Nos. 53 and 54 were similarly altered within a few days.

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Five extra roads were added to the body shop at Preston Workshops.

### ROLLING STOCK

New trams:

**910 - 925** 16 SW6 class trams built by the MMTB at Preston Workshops.

Camberwell Depot commenced use of the Y and Y1 class cars (469, 610 - 613) on all-night services as driver-only trams.

## 1947

**JAN 16** The West Coburg line was duplicated from Reynard Street to the Bell Street terminus. The terminus was constructed as double track with a crossover.

**MAY 8** The East Brighton line was duplicated from Eric Street to the terminus.

### JUNE ROLLING STOCK

The eight S class trams at Footscray (Nos. 154, 155, 157, 158, 165, 166, 168 and 169) were converted again for two-person operation between June and September. This conversion involved removing a panel to create a doorway immediately behind the saloon.

**AUG 22** The Carnegie line was duplicated from Yendon Road to Truganini Road.

### NOV ROLLING STOCK

Spare Freight Car 206 (former U class) was withdrawn and stored, due to accident damage. Advertising Car 19 (ex U class 205), which had been out of use since 1945, was then utilised as a spare freight car as required.

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Five roads were added to the paint shop and seven roads were added to the truck and machine shop at Preston Workshops.



## ROLLING STOCK

New trams:

926 - 936 Eleven SW6 class trams built by the MMTB at Preston Workshops.

Eight N and P class maximum traction bogie trams were sold to the SEC for use at Geelong, Ballarat and Bendigo, being re-numbered as follows:

N 118 ⇨ Geelong 31  
N 120 ⇨ Geelong 33 (later Bendigo 4)  
N 122 ⇨ Geelong 32 (later Bendigo 3)  
N 124 ⇨ Ballarat 35  
N 126 ⇨ Geelong 34 (later Bendigo 2)  
P 133 ⇨ Bendigo 25  
P 135 ⇨ Bendigo 26  
P 137 ⇨ Ballarat 34

(For further details see Appendix 3)

Scrubber Car 4 (ex-K class 96) was withdrawn and stored.

## 1948

OCT 16 Saturday morning peak services from William Street to East Malvern, Glen Iris, Camberwell and Toorak were discontinued.

## OCT ROLLING STOCK

Track Cleaner 6 (ex-PMTT), Ballast Motor 11 (Ex V class 216), and Workshops Locomotive 18 were scrapped.

Two open roads were added to Essendon Depot (present day roads 19 & 20).

## ROLLING STOCK

New trams:

937 - 939 Three SW6 class trams built by the MMTB at Preston Workshops.

Two maximum-traction bogie trams were sold to the SEC for use on the provincial tramways. C class 26 became Bendigo 5, and N class 119 became Geelong 35 (this tram later became Bendigo 1, then Ballarat 37, and was the only tram to operate in all four Victorian tramway cities).

## 1949

## NOV 14 ROLLING STOCK

S class 165 was returned to the main system to relieve tram storage problems at Footscray Depot. It was subsequently re-converted for driver-only operation and used on all-night services. Scrubber Car 8 was sent to Footscray temporarily, and returned to the main system on February 13, 1950.

## NOV ROLLING STOCK

Q class Drivers Instruction tram No. 190 was repainted green and cream, this being the only tram remaining in the old chocolate and cream livery.

## ROLLING STOCK

New trams:

940 - 949 Ten SW6 class trams built by the MMTB at Preston Workshops. With these trams the seating arrangement in the end saloons was changed again, this time to a layout identical to that used in W5 class trams. C class 27 was scrapped.

SW5 class 840 was fitted with upholstered longitudinal seats in the drop-centre, to test a seating layout proposed for PCC tram 980 under construction.

T class trams 177, 179 - 181 were stored following a general easing of the heavy wartime loading. (Saloon car 178 remained in traffic at Glenhuntly Depot). In October, No. 182 was fitted with self-lapping brakes and anti-climber strips on the bumper bars for use in heavy City traffic. It was attached to Brunswick Depot, but stored shortly afterwards. (The T class had been in use on varying duties over the years, mainly on cross-suburban lines and peak period workings on City routes).

## 1950

FEB 23 A strike by tramway employees commenced which lasted until April 24. Due to a severe staff shortage following the strike, all-night services were not immediately reinstated; services were gradually restored to twelve routes by July, 1950.

## MARCH ROLLING STOCK

Scrubber Car 4 (ex K class 96) and Freight Car 206 (ex U class) were scrapped.

## JUNE ROLLING STOCK

New PCC car completed:

980 PCC class bogie, straight-sill saloon tram built by the MMTB at Preston Workshops with imported electrical equipment. The initials 'PCC' stand for Electric Railway President's Conference Committee, a body formed in the U.S.A. by various tramway companies in 1931. Its purpose was to design a modern, comfortable, high performance tramcar that could be mass-produced for use in American cities and compete with modern automobiles. The first tram was completed in 1936, and featured dramatically improved riding and performance qualities. Almost 5,000 trams were built for tramways in the U.S.A. and Canada, with 15,000 similar trams built for foreign countries.



MMTB officers visited the U.S.A. in 1938 and, being quite impressed with the PCC car, attempted to have a complete tram imported. The Customs Department refused to allow a tram into Australia duty free, and the outbreak of World War 2 caused the matter to be postponed. After the war, MMTB officers again went overseas, and the decision was made to import PCC trucks and electrical equipment and fit them to a locally built body. The body design was based on the SW6 class, with a straight-sill rather than a drop-centre (to allow for extra underfloor equipment), a sloping windscreen, upholstered longitudinal drop-centre seats, and hand operated controls instead of foot controls normally used in PCC trams. 980 was significantly smoother, quieter and faster than any other Australian tram, however the higher construction cost and resistance by some conservative elements within the MMTB caused plans for any further trams to be shelved.

980 entered service in July attached to Malvern Depot, operating on the cross-suburban Kew - St Kilda Beach route, in order to avoid close operation with standard trams in the City due to its superior braking characteristics.

Advertising Car 19 (ex U class 205) was fully converted to a Freight Car, retaining the same number. 19 had been out of service as an Advertising Car since 1945, and from November 1947 was used as a spare freight car.

**JULY 14 ROLLING STOCK**

S class 169 was transferred from Footscray to the main system, again being converted for driver-only operation and used on all-night services. Rail Grinder 1 was temporarily transferred to Footscray, being returned to the main system in October, 1950.

**AUG 18** The remaining Saturday morning peak services to William Street from Carnegie and East Brighton were discontinued.

**SEP 3** The Holden Street shuttle service was again replaced by buses. The single track line remained in use for special workings.

**~ ROLLING STOCK**

New trams:

950 - 966 17 SW6 class trams built by the MMTB at Preston Workshops.

**1951**

**JAN 15** A new City tram line along La Trobe Street was opened, from Brunswick Street via Victoria Parade, La Trobe Street and Spencer Street to Lonsdale Street. It was built as double track throughout, with the Victoria Parade section constructed in open ballast in a central reservation. Crossovers were provided at Nicholson Street, Swanston Street, Elizabeth

Street and Spencer Street. Double track connecting curves were installed at William Street, and a single track connecting curve was installed at Elizabeth Street, both on the south-east corner.

Services were provided by extending the Hawthorn - Spencer Street service through to Brunswick Street, operating from 6:00 A.M. to 6:00 P.M. Monday to Friday, and from 6:00 A.M. to 1:00 P.M. on Saturday. No evening or Sunday services were provided.

**JAN 16** Numbered tram stops were introduced on the Wattle Park and Burwood routes; they were later installed on all other lines. Also about this time, the destination 'Wattle Park' was superseded by 'Wattle Park - Warrigal Road' and 'Wattle Park - Elgar Road'.

**FEB 26** The service in La Trobe Street was altered to operate as a shuttle between Brunswick Street and Spencer Street, due to traffic congestion in Flinders Street severely hampering on-time running of the Hawthorn service. The shuttle service was operated mostly from Preston Depot (even though both Kew Depot and Hanna Street Depot were much closer).

**APRIL** All-night services were improved, now operating on the following routes at hourly intervals:

- SOUTH MELBOURNE BEACH
- CARNEGIE via South Melbourne & St Kilda Beach route, Esplanade and Elsternwick
- EAST BRIGHTON
- GLEN IRIS
- CAMBERWELL
- BURWOOD
- WATTLE PARK WARRIGAL ROAD - some trips run to Elgar Road
- MONT ALBERT
- WEST PRESTON
- EAST COBURG
- NORTH COBURG
- WEST COBURG
- EAST KEW
- ESSENDON (Birdwood St) - some trips run to Aerodrome

The East Preston line was served by extending the all-night Northcote bus.

**JULY 12** The tracks on the North Balwyn line in High Street, Kew, at Harp Road were straightened. Previously, the tram line followed the road and crossed over the old Outer Circle railway bridge at right angles; now the straightened track crossed the old railway diagonally after earth works filled in part of the former railway cutting.

**AUG 13** A crossover was installed outside the University in Swanston Street North at Faraday Street. Some City trips from the Swanston Street routes were extended to the University, mainly during peak periods.

**AUG 26** A crossover was installed in Matthews Avenue, Niddrie, at Keilor Road. The initial destination sign 'Essendon Matthews Avenue' was later



superseded by 'Essendon - Niddrie'. Most trams that previously shunted at Birdwood Street were extended to the new crossover, which was located in reserved track.

The West Coburg - St Kilda Beach via William Street service was reduced to operate on Sundays, Saturday mornings and Monday - Friday peak periods only. At all other times West Coburg trams terminated at Domain Road.

**SEP 4** All-night services resumed on the East Malvern route.

**OCT 7** All-night services resumed on the West Maribyrnong line, running to Wests Road only on a 75 minute headway. (Other all-night services operated on a 60 minute headway).

**OCT 14** The Essendon all-night service was extended from Birdwood Street to Matthews Avenue, with some trips running to the Aerodrome.

**NOV 19** All-night services resumed on the North Richmond - St Kilda Beach route.

**DEC 2** The Wattle Park all-night service was altered so that every trip now operated right through to Elgar Road rather than Warrigal Road.

#### ~~~~ **ROLLING STOCK**

New trams:

**967 - 969** Three SW6 class trams built by the MMTB at Preston Workshops.

**970 - 973** Four trams built as SW6 class by the MMTB at Preston Workshops; they were later fitted with resilient wheels, sound proofing and double helical gears and reclassified as W6 class.

Nine maximum-traction bogie trams were sold to the SEC for use on the Geelong, Ballarat and Bendigo tramways, being re-numbered as follows:

- C 35 ⇔ Ballarat 40
- E 37 ⇔ Geelong 38
- E 38 ⇔ Geelong 37 (later Ballarat 42)
- E 39 ⇔ Geelong 39 (later Ballarat 41)
- E 40 ⇔ Geelong 40 (later Ballarat 43)
- E 41 ⇔ Ballarat 38
- E 42 ⇔ Ballarat 39
- E 44 ⇔ Bendigo 17
- E 45 ⇔ Bendigo 18

(For further details see Appendix 3)

## **1952**

**FEB 22** **ROLLING STOCK**

Scrubber Car 8 was transferred to Footscray, returning to the main system in March.

**FEB 24** The Toorak all-night service was resumed. The East Coburg all-night service was through-routed

to South Melbourne & St Kilda Beach, and the North Coburg all-night service was through-routed to Carnegie via St Kilda Beach, as before the February 1950 strike.

**MARCH** The East Kew all-night service was extended to North Balwyn.

**MAY** Peak hour services were introduced from Mont Albert, East Preston and West Preston to the City via La Trobe Street, in addition to the normal services via Collins Street.

Two open storage roads (with service pits) were installed in Preston Workshops.

**OCT 11** As an economy measure, Coburg Depot was closed as a traffic depot. Trams and services operated by Coburg Depot were transferred to the nearby Brunswick Depot, which resulted in the use of W2 class trams on the North Coburg route (previously no W2 class trams were allocated to Brunswick Depot). Shortly afterwards, however, W2 class trams were restricted to the Lygon Street routes, leaving Sydney Road once again the province of W5 and later classes. A tenth road was added at Brunswick Depot to accommodate the extra trams, this being an open road on the south side of the shed. Trams that had been stored at Brunswick Depot were transferred to Coburg Depot, which continued in use as a storage depot.

**OCT 24** The North Balwyn line was duplicated from Bulleen Road to the terminus, a crossover being provided at East Kew.

**NOV 3** Peak hour services were introduced from North Balwyn via Victoria Street to the City via La Trobe Street, in addition to the normal service via Bridge Road, Flinders Street and Spencer Street. This service was not introduced at the same time as the other La Trobe Street services pending duplication of the single track section on the outer portion of the route.

**NOV 19** The last remaining section of single track on the West Preston line was duplicated from May Street to the terminus at Regent Street.

**NOV 21** The Balwyn crossover in Whitehorse Road on the Mont Albert line was relocated one stop further east to Iramoo Street.

#### ~~~~ **ROLLING STOCK**

New trams:

**974 - 977** Four SW6 class trams built by the MMTB at Preston Workshops, later reclassified as W6 class.



## 1953

**MAR 20** A connection into Kew Depot from the 'down' line in Barkers Road was installed, in addition to the two existing connections to the 'up' track.

### MARCH ROLLING STOCK

S class 164, which had been stored for many years in virtually original condition, was donated to the Australian Electric Traction Association (AETA), later passing to the Tramway Museum Society of Victoria (TMSV). All other S class trams had been converted for driver-only operation, with the exception of two trams scrapped in 1937. 164 remained on the system and was stored at Malvern Depot until the 1980's, when it was moved to Hawthorn Depot. It eventually joined the heritage fleet in 1991.

### APRIL ROLLING STOCK

All remaining S class trams (those at Footscray and the all-nighters) were withdrawn from service and scrapped by October, except No. 157 which was retained at Footscray Depot as a spare car. (The trams concerned were Nos. 154 - 156, 158 - 161, 163, 165 - 169, and 171). The Footscray trams were replaced by four T class trams (177, 179, 180 and 181) between June and December. These trams were taken out of storage, overhauled, and had drivers exit doors cut through the cabin bulkheads. Although the T class were of a similar age to the S class, they had not seen as much use since the 1930's, and were therefore in better condition.

**JULY 3** The West Preston terminus was extended a short distance to the north side of Regent Street to clear the intersection.

**SEP 13** The West Coburg - St Kilda Beach via William Street service was further reduced to operate only during peak periods. At all other times West Coburg trams ran only as far as Domain Road. Essendon Depot now mostly operated the service, with some assistance from Hanna Street Depot.

The South Melbourne Beach and South Melbourne & St Kilda Beach services were re-routed at Park and Clarendon Streets, so that both services ran straight through the intersection instead of turning the corner. South Melbourne Beach trams now operated via Swanston Street to East Coburg, and South Melbourne & St Kilda Beach trams ran via Collins Street to East and West Preston.

### DEC 16 ROLLING STOCK

W5 class 800 was transferred to Footscray and ran over all the local routes (out of service) to test clearances. The tram remained at Footscray Depot for several months until it

returned to the main system via the new connecting line opened in May 1954.

The track in Epsom Road, Ascot Vale, was realigned between Racecourse Road and the Showgrounds railway bridge.

### ROLLING STOCK

W2 644 was converted to SW2 class, following severe accident damage. This design was different to the four existing SW2 trams. In addition to being fitted with air-operated sliding doors, it also received steel framed half-drop windows, transverse seating in the end saloons, longitudinal seating in the drop-centre, lined ceilings and replacement of bulkheads with semi-bulkheads.

## 1954

**FEB 6** A crossover was installed in Sturt Street, South Melbourne, at Hanna Street. Previously trams running to or from South Melbourne Beach or the Clarendon Street line to Hanna Street Depot had to run 'bang road' around the corner at Hanna Street or proceed to the 'YMCA' shunt at City Road.

**FEB** The overhead wiring in the vicinity of Essendon Aerodrome was lowered and modified so that it was energised only when a tram is on the section, remaining dead at other times. This was done to minimise the possibility of planes tearing down live overhead. Thus when a plane crashes on the tram line the survivors will not be electrocuted.

**MAY 2** The Footscray connecting line was opened. Built as double track, it ran from the Ordnance Factory terminus of the main system via Williamson Road, Rosamond Road and River Street to the Ammunition Factory terminus of the Footscray lines at Gordon Street. The track in Rosamond Road and River Street was laid in open ballast on reservation by the side of the road. Four additional open roads were constructed at Essendon Depot to accommodate extra trams for the line.

A service was provided from Footscray Railway Station to Moonee Ponds, operated by bogie trams from Essendon Depot. Single-truck trams from Footscray Depot sometimes operated to Moonee Ponds on peak period trips and for sporting traffic; similarly, bogie trams from Essendon Depot sometimes operated extra services on the Russell Street route for football traffic.

### MAY 5 ROLLING STOCK

T class 182 was transferred to Footscray Depot (its self-lapping brakes being re-converted to manual-lap); and W5 800 was returned to the main system via the new connection.



**JUNE 6** Timetable alterations due to the new Moonee Ponds - Footscray service caused the local Footscray lines to be re-routed: Williamstown Road trams now ran to Russell Street, and Ballarat Road trams terminated at Footscray Railway Station.

**SEP 6** The Monday - Friday daytime off-peak standard frequency was reduced from 10 to 12 minutes.

**NOV 25** **ROLLING STOCK**

S class 157, retained as a spare tram at Footscray Depot, was withdrawn and stored.

**DEC** **ROLLING STOCK**

All five CW5 class trams, Nos. 681 - 685, were transferred to Essendon Depot for use on the lightly patronised cross-suburban Footscray - Moonee Ponds route.

**1955**

**FEB** **ROLLING STOCK**

Six trams were scrapped:

- S class 157;
- R class 172 and 175;
- Q class 192 and 193;
- Dog Car 30 (C class).

X1 and X2 class trams released from Footscray Depot replaced the R and Q class trams on all-night services.

**JUNE 24** East Preston Depot was opened. This depot was built with a large capacity (9 shed roads, 3 open roads, plus a grinder / wash road) to replace the former Preston Depot (now known as Thornbury Depot or Old Preston Depot), and to accommodate the extra trams required for the new Bourke Street route under construction. A double track entrance was provided, but its benefit was limited by using the same cumbersome track arrangement as Camberwell Depot and Malvern Depot. A crossover was installed outside the depot (in addition to the existing crossover at Bell Street). Thornbury Depot was closed as a traffic depot, but remained in use for storing trams.

**JUNE 25** The Saturday morning service in La Trobe Street was discontinued.

**JUNE 26** A new line was opened from Spencer Street via the former cable tram route along Bourke Street, Nicholson Street, Gertrude Street, Smith Street, Queens Parade and High Street to Northcote. Built as double track, crossovers were provided at Queen Street, Russell Street, Spring Street, Exhibition (Gertrude Street), Johnston Street, Clifton Hill, Beavers Road and Dundas Street, plus two crossovers at the dead-end City terminus at Spencer Street. Two sets of double track connecting curves were installed at Victoria

Parade. The East Preston service was diverted to run over the new line to the City via Bourke Street, operated from the new East Preston Depot.

Trams from Collins Street that formerly ran to East Preston were truncated at the Dundas Street corner, this service now being known as 'Northcote via St Georges Road'. The peak hour service from East Preston to the City via La Trobe Street continued to operate over the old route via St Georges Road. Fulltime through running to St Kilda was discontinued, West Preston and Northcote via St Georges Road services now terminating at Spencer Street, and trams from South Melbourne & St Kilda Beach terminating at Brunswick Street. At night, or weekends and public holidays trams from St Kilda ran through to West Preston or Northcote as well as some trips during peak periods. East Preston Depot operated the West Preston and Northcote services, and Hanna Street Depot operated the South Melbourne & St Kilda Beach service. Through services were operated by both depots.

New destination signs were introduced, showing expanded details of terminating points, such as 'Northcote - Dundas St' and 'Fitzroy Smith & Johnston Sts'. On the West Preston line, 'Thornbury' was altered to 'Thornbury - Miller St', and 'North Fitzroy' to 'North Fitzroy - Barkly St'. The trade-off for more destination information, however, was that the signs were harder to read from a distance.

**ROLLING STOCK**

New trams were built for the Bourke Street line:

**978, 979, 981 - 1000** 22 W6 class trams built by the MMTB at Preston Workshops (some had commenced construction in 1953-4).

**1001 - 1017** 17 W7 class bogie drop-centre saloon trams built by the MMTB at Preston Workshops. Basically similar to the W6 class, these trams featured fully upholstered longitudinal drop-centre seats (as in SW2 644 SW5 840 and PCC 980). Together with the W6 class, these trams were fitted with carbon insert trolley shoes, sound-proofed bodies, double helical gears and resilient wheels. All these trams were allocated to the new East Preston Depot. The new Bourke Street line was worked exclusively by W6 and W7 class trams, which also saw some service on the West Preston line particularly at night and on weekends. Some of these trams were previously 'run in' at Malvern Depot on the Kew Cotham Road - St Kilda Beach route.

The policy of only the most modern trams in Bourke Street highlighted some of the problems with MMTB tramcar allocation. At off peak times new saloon trams were sitting idle at East Preston Depot while services on other lines were maintained by older trams with weathered blinds, and the comparatively few sliding door trams at other depots clocked up high mileages from constant use.



**JULY 10** Services in the south-eastern suburbs were extensively altered. East Brighton trams were diverted via Dandenong Road instead of Balaclava Road, providing a City service in Hawthorn Road and Dandenong Road between Balaclava Junction and Orrong Road. As a consequence, the lightly patronised Caulfield - St Kilda Beach via Dandenong Road route was discontinued. Balaclava Road was served by running Darling Road trams direct to the City, rather than the circuitous route via Elsternwick. This gave the Darling Road route a full time City service, eliminating the night and weekend running to Point Ormond. The Point Ormond route operated full time as a shuttle service to Elsternwick Station. The peak hour William Street to East Brighton service continued to operate via Balaclava Road.

Operation of the Darling Road route was transferred from Glenhuntly Depot to Malvern Depot, although some peak period trips and racecourse special workings were still provided by Glenhuntly Depot.

The 'East Malvern' route was renamed 'Malvern - Burke Road', and the 'Darling Road' route was renamed 'East Malvern - Darling Road'. Some other destination signs were altered: 'Caulfield' became 'Caulfield - Balaclava Jnc'; 'East Brighton' became 'East Brighton Via Caulfield'; 'South Caulfield' became 'South Caulfield - North Rd'; and 'South Caulfield Jun' was augmented by 'South Caulfield Jun via Dandenong Rd' and 'South Caulfield Jun via Glenhuntly Rd'.

**JULY 11** A crossover was installed in Flinders Street at Spencer Street, to allow some peak hour North Balwyn and Hawthorn trams to avoid traffic congestion in Spencer Street.

**JOCT 2** A crossover was installed at Richmond on the east side of Hawthorn Bridge in Burwood Road. The existing crossover on the City side of the bridge was relocated further west to River Street. The crossover on the east side was to be used by Richmond short workings, and the crossover on the west side was for Hawthorn Depot trams running to and from North Balwyn. (Hawthorn Depot operated some peak period trips on the North Balwyn line, which was otherwise operated by Kew Depot).

**JOCT** **VR ROLLING STOCK**

Reflective tape was fitted to the aprons of trams to improve visibility at night.

**DEC 7** The curve at the corner of Union Road and Maribyrnong Road, Ascot Vale, was duplicated following the demolition of a corner building.

**--- ROLLING STOCK**

W2 275 was converted to the same SW2 class design as 644, following damage sustained in a collision with Victorian Railways tram No. 28.

Both 275 and 644 were regarded as prototypes for the conversion of the entire W2 class to the SW2 design, however lack of finance prevented the proposal from being implemented.

## 1956

**MAR 11** A crossover was installed in St Kilda Road at Commercial Road.

**APR 8** The East Brunswick line was opened. It ran from Gertrude Street via Nicholson Street, replacing the former cable line, with an extension to Blyth Street, East Brunswick. Built as double track, it crossed the Inner Circle railway on the level, and crossovers were installed at Exhibition (Gertrude Street) and Park Street. A connecting curve was provided to the single track Holden Street line, and an equilateral 'Y' shunt was installed at the Blyth Street terminus.

The East Brunswick service ran to the City via Bourke Street, and the line was worked exclusively by W6 and W7 class trams. The trams were housed in a small six-road depot built in a corner of the North Fitzroy bus depot, with two tracks under cover and a single track access to Nicholson Street. (The six-road depot would eventually be reduced to four roads by 1974 to make room for expanded bus operation). Because of the small size of the depot, some trips on the line were worked by East Preston Depot. Maintenance of the trams was the responsibility of the East Preston Depot foreman, while the traffic staff were under the supervision of the North Fitzroy bus depot administration.

It is of interest to note that the Bourke Street lines were constructed at a time when many other Australian tramway systems had been or were being closed down (Adelaide, Sydney, Newcastle, Perth, Fremantle, Kalgoorlie, Launceston, Hobart). Brisbane was the only other city where any long-term tramway development was taking place, and even there the last major extension was made in 1951 when the Holland Park line reached Mount Gravatt.

**APRIL ROLLING STOCK**

Exterior advertisements were introduced on MMTB trams. (Victorian Railways trams had supported exterior roof ads since 1922-3).

**~ VR ROLLING STOCK**

Crossbench trams 23 and 26 were scrapped. These trams had acted as spare cars at Sandringham, running whenever any of the four bogie trams were unavailable. As four trams were required for peak service, this left the line with no spares. Due to the impending closure of the line, No. 43 (the car fitted for rapid gauge conversion) was not sent down from Elwood, as was the usual practice if any tram was to be out of service for any length of time.



**MAY** Coburg Depot, in use as a tram storage shed since 1952, was closed to trams completely. The depot buildings were retained for use by the Overhead Branch.

**JUNE** **ROLLING STOCK**

X class 'Birney' 217 was transferred to Footscray Depot, but saw little use.

**JULY** **ROLLING STOCK**

Q class 143 was scrapped.

**AUG** **ROLLING STOCK**

Last 'W' type trams built:

**1018 - 1040** 23 W7 class trams built by the MMTB at Preston Workshops, 13 with body frames built by Ansair. Thirty further trams were planned, and construction of some were commenced but never completed. No. 1040 was the last new tram built until 1973.

**SEPT** **ROLLING STOCK**

All five CW5 class trams, Nos. 681 - 685, were converted to W5 class by September - October. This conversion involved the replacement of maximum-traction trucks with equal-wheel type, fitting of RC2 controllers and improving the seating layout. It was originally intended to convert these trams to a form resembling the W7 class, but lack of finance prevented this.

**OCT 27** The Mont Albert and North Balwyn all-night trams were replaced by buses.

**OCT** The South Melbourne & St Kilda Beach service was again extended to Luna Park on Sundays, as a trial. The extension was discontinued in April, 1957.

**NOV 5** **VR** The Sandringham - Black Rock tramway was closed, No. 51 being the last tram. The depot at Sandringham continued to be used by the replacement buses. There was such an extraordinary amount of community opposition to the demise of the tramway, that eleven years elapsed since closure was first proposed by the Victorian Railways Commissioners.

**VR ROLLING STOCK**

Of the four remaining trams at Sandringham, Nos. 48 and 49 were scrapped. Saloon trams 50 and 51 were transferred to Elwood, converted to broad gauge, repainted, had their foot-operated door valves replaced by hand valves, their manual-lap brakes replaced by self-lapping brakes, and were not used in service at all.

**ROLLING STOCK**

W5 class 785 and 787 were converted to SW5 class, following accident damage. 785 was

virtually identical to the W7 class, whereas 787 retained full bulkheads and square cornered drivers windows.

Q class 139 and 191, and R class 174 were scrapped.

The SEC donated Bendigo No. 3 (former M class 114, former HTT No. 8) to the AETA for preservation, and the MMTB allowed the tram to be stored at Malvern Depot. It later passed to the TMSV, and joined the heritage fleet in 1992. It was subsequently restored to original condition as HTT No. 8 at Preston Workshops.

**VR ROLLING STOCK**

All the remaining single-truck trams at Elwood Nos. 3 - 7, were scrapped.

**1957**

**JAN 1** **VR** The first stage in the closure of the St Kilda - Brighton tramway was effected when the line was cut back to Middle Brighton (Park Street). No. 42 made the last run to Brighton Beach.

**JAN** Moreland trams were altered to terminate at the crossover in Cameron Street at Brunswick Depot, rather than the siding in Moreland Road which was subject to increasing traffic congestion.

**FEB 16** All-night trams were replaced by buses. Routes were rationalised and headways lengthened from hourly to 75 minutes, due to declining patronage.

**FEB** **ROLLING STOCK**

Following the demise of the all-night services, all remaining Q and R class trams were withdrawn and stored. Q class Nos. 140 - 142, 144 - 149, 196 and 200, and R class Nos. 150, 151 and 176 were scrapped shortly afterwards, while three C class, Nos. 197 - 199, were retained for future conversion to works trams.

The two X class 'Birney' trams were also withdrawn at this time. No. 218 was scrapped and No. 217 was presented to the AETA, later passing to the TMSV. 217 remained on the system, stored at Malvern Depot until the 1980's when it was moved to Hawthorn Depot. In 1997 it became part of the heritage fleet.

X2 class 676 was transferred to Camberwell Depot for use as a Drivers Instruction Car replacing Q class 190, which was subsequently scrapped. (676 was still available for use on the Point Ormond line or at Footscray if required).

**APRIL** The connecting curves at Camberwell terminus from Burke Road into Whitehorse Road were removed.



**JULY 1** VR The St Kilda - Brighton line was further cut back from Middle Brighton to Elwood Depot. No. 30 operated the last trip. The track and overhead remained in situ to Harwood Street, a short distance beyond Elwood Depot. This was done to satisfy a legal requirement that a certain amount of time had to elapse between closures of the line in the City of Brighton, the municipal boundary being just south of the depot at Head Street.

**AUG 16** The crossover at Camberwell terminus was replaced by an equilateral 'Y' shunt.

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**VR ROLLING STOCK**

Bogie trams 31 and 42, and Scrubber Car 1 were scrapped.

**1958**

**MAY 5** North Richmond - Prahran trams were diverted to St Kilda Beach, with limited operation continuing to Prahran, mainly during peak periods. Previously only a few services operated to St Kilda Beach, usually on summer Sundays.

**JUNE 30** The entrance to Camberwell Depot was replaced with a double track triangular junction, allowing trams to run in or out from either direction without shunting.

**JULY 20** Operation of the Toorak route was transferred from Hanna Street Depot to Malvern Depot, although Hanna Street Depot continued to assist with peak period trips.

**SEP 7** Fawkner trains were replaced by a bus service connecting with the North Coburg tram on Sunday nights. Brunswick Depot trams had 'Fawkner' added to their destination rolls for use with the connecting service.

**SEP 8** VR The Dickens Street crossover on the St Kilda - Elwood line was placed out of use.

**NOV** Through trams from Moreland to the City and Northcote via St Georges Road to the City were replaced by shuttle trams at night, operating to East Brunswick and Thornbury respectively, and connecting with City services to and from East Coburg or West Preston. Trams from the City displayed 'East Coburg - Moreland' or 'West Preston - Northcote' destination signs. This arrangement was later expanded to include Sundays and some Saturday trips. These shuttle trams became known as the 'tango' and the 'hump car' respectively.

**DEC** 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.

**ROLLING STOCK**

A Rail Grinder was purchased from the Sydney tramways:

3 Reciprocating Rail Grinder built in the 1920's by S & E Co. for the New South Wales Government Tramways, receiving their number 2. Purchased by the MMTB and numbered 3, this vehicle differed from Rail Grinders 1 and 2 as no cabin was provided. Consequently, T class 180 was used as a crew car until a cabin was fitted in February, 1960.

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**ROLLING STOCK** Side destination boxes were placed out of use. (Their use had been somewhat limited as sliding door trams were never fitted with these boxes).

Q class 197 was converted to a Blow-down Car, and was used for cleaning passenger trams in depots with compressed air.

**VR ROLLING STOCK**

Bogie trams 30 and 41 were scrapped. The Melbourne Tramcar Preservation Association at Haddon recovered the body of No. 41 many years later for preservation.

**1959**

**FEB 28** VR Final closure of the Victorian Railways trams. The remaining section of line from St Kilda Station to Elwood Depot was closed, No. 28 being the last tram. Elwood Depot was retained for use by the private bus operator who took over the services.

**VR ROLLING STOCK**

Breakdown Car 20 was sold for private preservation, and was recovered for inclusion in the Melbourne heritage fleet in 1992. Bogie tram 34 was acquired by the AETA for preservation, later passing to the TMSV.

Saloon trams 52 - 54 were purchased by the MMTB. Nos. 52 and 53 had MMTB No. 15 trucks fitted (replacing the broad gauge Brill 77E trucks), plus route number boxes and standard destinations, and the tip-over seats were reinstated to the original transverse layout. They were designated VR class, and entered service in October 1959 and July 1960 respectively. No. 54 did not enter MMTB service, and remained derelict at Preston Workshops as a source of spare parts until being finally disposed of in 1967. The narrow doorways made these trams unsuitable for heavy city traffic, and so they were allocated to Essendon Depot and used mainly on the lightly patronised cross-suburban Moonee Ponds - Footscray route.

All other 'railway trams' were scrapped during March and April.



- MAY**     **ROLLING STOCK**
- Blow-down Car 197 (former Q class) was converted to a Scrubber Car, and re-numbered 9. Some parts were used from Scrubber Car 5, which was withdrawn and stored.
- JULY 5**   The north-west curves at Swan and Church Streets corner, Richmond, were removed. Trams running from Hawthorn Depot to North Richmond now had to shunt twice, first at Lennox Street and again at the crossover in Church Street.
- AUG 12**   **ROLLING STOCK**
- Two Scrubber cars purchased from the Sydney tramways arrive in Melbourne:
- 10, 11** Scrubber Cars built in 1908 by Meadowbank Manufacturing Co. as K class passenger trams 763 and 797 for the New South Wales Government Tramways. They were converted at Randwick Workshops in Sydney to Scrubber trams 138s and 139s in 1952 and 1953 respectively. Due to the impending closure of the Sydney tramways, they were sold to the MMTB and became numbers 10 and 11, entering service in December 1959 and April 1960 respectively.
- These trams were purchased following a suggestion from local gunzels, as an alternative to converting new scrubbers from existing rolling stock as proposed. They remained in service until 2002, making them the oldest vehicles in Australia still in routine use (apart from heritage or museum vehicles).
- AUG 19**   **ROLLING STOCK**
- W2 313 was scrapped after suffering severe fire damage, being the first 'W' series tram to be disposed of.
- AUG 28**   Work commenced on replacing the Elsternwick level crossing with grade separation. The crossover on the western side of the railway was removed.
- SEP 24**   A 'Y' shunt was installed at Burwood terminus.
- OCT**     **ROLLING STOCK**
- Freight Car 17 was fitted with all-over advertising panels.
- NOV 13**   The terminus of the South Melbourne & St Kilda Beach route was relocated from Beaconsfield Parade to Park Street. The track in Mary Street and Beaconsfield Parade was abandoned (including the connection to the Esplanade), and new track continued along Park Street, with a 'Y' terminus at Fitzroy Street. No physical connection was provided to Fitzroy Street. This relocation moved the terminus from a busy road to a quiet street, and also reduced maintenance costs by eliminating curved track and point work.
- NOV 15**   Hawthorn Depot was closed on Sundays as an economy measure. Hawthorn - Spencer Street and North Richmond - St Kilda Beach services were now operated from Camberwell Depot on Sundays, while the Prahran - City service was replaced by a driver-only bus.
- Driver-only buses also replaced trams on Sundays on the Footscray - Moonee Ponds, Williamstown Road, Ballarat Road and Russell Street routes.
- NOV 22**   Temporary track on the new Flinders Street flyover at King Street was brought into use; the permanent track was completed on June 26 1960.
- DEC**     **ROLLING STOCK**
- All T class trams were withdrawn and stored except saloon car 178 which was still in use on the Point Ormond line. The local Footscray lines were now worked exclusively by X1 and X2 class trams.
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- ROLLING STOCK**
- Q class 198 was converted to a Sleeper Transport Car, and re-numbered 15. Q class 199 was converted to a Works Car, used for transport of wheels, axles, and other equipment and was re-numbered 16.
- 1960**
- FEB 6**    The buses replacing trams on the Footscray local lines and the Moonee Ponds route were expanded to include Saturday afternoon and night, as well as Sundays.
- APRIL**    The reservation in Hanna Street, South Melbourne, was narrowed to provide extra road lanes in preparation for the opening of the King Street bridge.
- JUNE**     **ROLLING STOCK**
- T class 177 was converted to a Track Cleaner car. It initially retained its passenger number and was renumbered 6 in December 1961.
- AUG**     **ROLLING STOCK**
- PCC class 980 was transferred from Malvern Depot to North Fitzroy Depot. Driver training problems inherent with a single non-standard tram based at a large depot led to little use at Malvern, which prompted the transfer to the small North Fitzroy Depot, from where 980 saw regular use. Rosters were altered so that North Fitzroy Depot worked a run on the East Preston route, allowing 980 to be utilised on both Bourke Street services.
- SEP**     The trackwork at Moonee Ponds Junction was realigned to allow for new traffic arrangements