

and provision of a passenger waiting area and bus terminal facilities.

**SEP 18** The entrances to Essendon Depot were altered. Double track junctions replaced the former single track connections, and both crossovers were removed.

**SEP 20** Hanna Street Depot was renamed South Melbourne Depot, following the renaming of Hanna Street to Kingsway. (Hanna Street Depot was originally so named to avoid confusion with the South Melbourne cable tram depot). Destinations on the trams were altered to 'South Melb Depot', however some trams retained 'Hanna St Depot' signs into the 1980's.

**OCT 2** The Elsternwick railway level crossing was replaced by grade separation.

**OCT 22** The Point Ormond - Elsternwick line was closed, X2 class 677 being the last tram. This was the last driver-only tram operation in Melbourne until 1990.

### ROLLING STOCK

Following the Point Ormond closure, T class 178, X1 class 461 and X2 class 680 were withdrawn and stored, while X2 677 was withdrawn but remained available as a spare car in the 'workshop pool'. X2 class 675 had also been withdrawn and stored following accident damage.

## 1961

**APR 21** Overhead wiring on the Inner Circle railway was removed at the tram crossings on Lygon Street, Nicholson Street and St Georges Road, the job being completed by May 8, 1961.

**MAY 28** A scissors crossover was installed at Toorak terminus. This allowed trams proceeding to and from Malvern Depot to pass terminating trams, and also provided flexibility for standing trams not to impede peak traffic flow.

**JULY** The Essendon crossover at Birdwood Street was removed.

### ROLLING STOCK

W2 class 325 and W5 class 803 were both scrapped after severe accident damage.

### ROLLING STOCK

T class 182 was presented to the AETA, later passing to the TMSV. This tram remained on the system, stored at Malvern Depot. T class 178, 179 and 181 were all scrapped during the year, leaving No. 180 as the sole remaining T class tram.

**OCT 15** The North Richmond terminus was altered: the Church Street crossover and siding were replaced by a 'Y' shunt, and the facing crossover in Victoria Street was replaced by a trailing crossover.

**OCT** An additional road was installed in the South Melbourne Depot per-way yard.

Some changes were made to trackwork on the Essendon Aerodrome line. The Fletcher Street crossover in Pascoe Vale Road was removed, and replaced by a crossover at Wilson Road for Moonee Valley Racecourse traffic; and the Essendon Station crossover was relocated from Fletcher Street to around the corner in Mount Alexander Road before the railway bridge.

The south-east curves at the corner of Wattletree and Glenferrie Roads, Malvern were removed. The curves on the north-east corner were retained.

### ROLLING STOCK

W3 class 654 was withdrawn and stored following accident damage.

**NOV 19** Through trams from Malvern Burke Road to the City were replaced by a shuttle tram on Sundays, connecting with East Brighton - City trams at Orrong Road. This arrangement was later expanded to apply on Monday to Saturday nights. Like the Moreland 'tango' and the Northcote 'hump car', the Malvern shuttle became known as the 'yo-yo'.

The Hawthorn - City tram was replaced by a bus shuttle on Sundays, connecting with North Balwyn - City trams at Hawthorn Bridge. Buses also replaced trams on Sundays on the West Maribyrnong line and the East Malvern Darling Road line; the latter was combined with the Prahran - City bus and ran to Batman Avenue via Chapel Street.

**DEC 21** The changeover from trolley wheels to carbon skids was completed, with the exception of the local Footscray lines, which were never converted. Since their introduction in 1955-56 with the opening of the Bourke Street lines, carbon skids have proved successful by:

- Providing a greater contact area between the trolley pole and overhead wire;
- Reducing maintenance, both on the trams and on the trolley wire; and
- Providing a significant reduction in noise.

### ROLLING STOCK

Track Cleaner 177 (ex-T class) was re-numbered 6.

~ ~ ~  
The crossover in Wellington Street at St Kilda Junction was removed.



## 1962

**MAR 10** The local Footscray lines were closed - the last trams being X1 466 from Russell Street, X1 463 from Williamstown Road, and X1 459 from Ballarat Road. 459 was also the last tram into the depot. The Footscray tram shed was incorporated into the adjacent bus depot. This was the last use of single-truck trams in regular passenger service in Melbourne (except for tourist and heritage operations).

### ROLLING STOCK

All X1 and X2 class trams were withdrawn and stored. X1 467 was presented to the AETA, later passing to the TMSV. The remaining X1 class trams (459 - 466 and 468), plus X2 class 675, 677 and 678 were scrapped during the year. X2 679 and 680 remained in storage, while 676 continued in use as a Drivers Instruction Car at Camberwell Depot and later at Hawthorn Depot.

**MAR 25** A 'Y' shunt was installed at Mont Albert terminus.

**JUN 26** A 'Y' shunt was installed at Malvern Burke Road terminus.

**JUNE** The St Kilda Beach balloon loop was removed. North Richmond and Kew Cotham Road trams now terminated on the remaining side-of-road single track in the Esplanade.

The Show Grounds crossover in Epsom Road was relocated further north from Sandown Road to near Union Road.

**AUG 31** The Ascot Vale crossover in Maribyrnong Road was relocated further west, to ease traffic congestion.

**NOV** 'Y' shunts were installed at the St Kilda Beach terminus in Acland Street on November 1; at the North Balwyn terminus on November 5; and at the East Malvern Darling Road terminus on November 19.

### DEC ROLLING STOCK

Track Cleaner 6 was withdrawn pending transfer of its equipment, which was considered too heavy for a single-truck car, to a bogie tram. The body was scrapped in April 1963.

### ROLLING STOCK

W2 class trams 271, 274 and 361 were scrapped.

## 1963

**JULY** The MMTB proposed combining the East Malvern Darling Road - City and Prahran - City lines into one route, from East Malvern Darling

Road to Batman Avenue via Chapel Street (as followed by the bus on Sundays). Work progressed as far as installing point frogs for the necessary connecting curves at the Carlisle and Chapel Streets corner, before the project was dropped. The point frogs remained in situ for many years.

**SEP 15** The crossover at Bell Street on the East Preston line was removed (the crossover at the depot remaining), and a 'Y' shunt was installed at East Preston terminus.

### NOV ROLLING STOCK

W2 class 295 was converted to a Re-railing Instruction Car for breakdown crews.

### ROLLING STOCK

A bogie Track Cleaner car, No. (third) 6, was built, using equipment from previous single-truck car No. (second) 6 (ex-T 177), and trucks and cabins from W2 class 361.

X2 class 679 and 680 were scrapped. 680 was later recovered and preserved by the TMSV. X2 676 survived scrapping because of an edict that came down from Head Office stating that "all Footscray trams were to be scrapped". 676 was allocated to Camberwell Depot for driver training at the time, and was therefore 'overlooked' by Workshops staff.

Increased use of private motor vehicles since the 1950's had led to a decrease in tram patronage and consequently a reduction in tram services. This meant that a large number of trams became surplus to requirements, a factor that influenced decisions not to place the third VR class tram No. 54, in service, and to scrap vehicles badly damaged in accidents. This affected not only the older W2 class, but also W5 class 803 previously, accident damaged vehicles were subject to heavy rebuilds, as happened to W2's 275 and 644, and W5's 785 and 787 in the mid 1950's, all of which were upgraded to sliding door saloon vehicles.

Surplus trams were allocated to a 'workshops pool' and sent to various depots as required. In 1963, scrapping of surplus W2 class trams commenced in earnest, and 16 trams were disposed of: Nos. 231, 235, 236, 264, 266, 276, 285, 316, 318, 339, 400, 404, 420, 423, 430 and 494.

## 1964

**FEB 4** The north-west curves at the corner of Malvern and Glenferrie Roads were removed. The curves on the south-west corner were retained.

### APRIL ROLLING STOCK

W2 class 485 was converted to a Sleeper Transport Car. This came about because existing Sleeper Transport Car No. 15 received



some accident damage during trackwork in Dandenong Road, and a replacement vehicle was urgently needed. Following completion of the track work, and repairs to No. 15, 485 was placed in storage and was occasionally used as a training car for breakdown crews. In this role the tram was overturned several times.

## DEC ROLLING STOCK

Following accident damage, Track Cleaner 7 was rebuilt with the end frames and cabins from W2 class 356.

## ROLLING STOCK

W2 class 419 was converted to an unpowered Flat Car Trailer and renumbered 20.

Nine W2 class trams were scrapped: Nos. 237, 238, 265, 287, 291, 310, 317, 452 and 519.

## 1965

FEB 13 Hawthorn Depot was closed as a traffic depot. Services were rationalised by diverting Burwood trams from Batman Avenue to incorporate the Hawthorn route to the City via Bridge Road, Flinders Street and Spencer Street, which also eliminated the Sunday bus shuttle. Operation of the Prahran - City route was transferred to Glenhuntly Depot, while the North Richmond - Prahran / St Kilda Beach route was jointly operated by Glenhuntly Depot and Kew Depot.

Hawthorn Depot remained in use for storing trams, as well as continuing to house the uniform department and Drivers Instruction School.

## ROLLING STOCK

Because the Burwood re-routing meant Camberwell Depot now operated less trams to Batman Avenue, to avoid City running the Y and Y1 class trams (469, 610 - 613) were transferred from Camberwell Depot to Glenhuntly Depot for use on the Chapel Street routes.

FEB 27 Work commenced on replacing the Maribyrnong River trams-only bridge with a new shared tram / road bridge.

MAR 15 The Lennox Street crossover in Swan Street, Richmond, was removed. Since the closure of Hawthorn Depot it was no longer required for trams to gain access to the Chapel Street routes.

MAR 16 The final single track portion of the North Coburg line to the terminus was duplicated, with a 'Y' shunt installed.

## APRIL 2 ROLLING STOCK

W2 class 279 was scrapped.

## APRIL ROLLING STOCK

All five Y and Y1 class trams were withdrawn from service due to Glenhuntly Depot crews refusing to operate the vehicles because of their lack of external mirrors. Rather than fit mirrors, the trams were placed in storage for over 20 years, until mirrors were finally fitted for the operation of tourist services!

NOV A new sign 'E. Brighton 64 Malv Burke Rd 5' was added to destination rolls for use by East Brighton trams connecting with the Malvern 'yo-yo' service.

## 1966

JAN 22 The trackwork at South Caulfield Junction was altered. The double track curves on the north-west corner, and the single track curve on the south-west corner were removed; they were replaced by single track curves in both the north-east and south-east corners. A new crossover was also installed in Hawthorn Road on the south side of Glenhuntly Road. These new arrangements facilitated trams running to and from the East Brighton line and Glenhuntly Depot.

APRIL The Bowen Street crossover on the Burwood line was removed.

## JUNE 24 ROLLING STOCK

W5 class 813 was scrapped following severe accident damage.

JULY 7 The overhead wiring was removed from the second 'siding' track at Footscray terminus.

JULY 24 The crossover in Glenferrie Road south of Riversdale Road was removed.

## NOV ROLLING STOCK

Scrubber car 5 was scrapped. This tram had been stored since 1959 when its scrubbing equipment was removed for use in No. 9.

New 'Ferrodo' composition brake shoes were introduced. These proved much quieter and more effective than the old cast iron type, and were gradually fitted to the whole fleet (except trams in storage).

W2 class 267 was converted to a Re-railing Instruction Car, replacing No. 295, which was stored and subsequently scrapped in June 1967.

DEC 12 The East Coburg line was duplicated from Crozier Street to the Bell Street terminus.

## ROLLING STOCK

12 W2 class trams were scrapped: Nos. 252, 256, 289, 290, 296, 299, 305, 309, 326, 348, 356 and 413.



## 1967

- JAN 8** The Sunday night Fawkner tram/bus connection was extended to Upfield, in line with the extension of railway electrification. Connecting trams displayed 'North Coburg Upfield Rly Stn' destination signs.
- JUNE 9** Replacement of the Maribyrnong River tram-only bridge by a new shared tram / road bridge was completed.
- JUNE 25** The south-west connecting curves were removed at the corner of Brighton Road and Carlisle Street, St Kilda. The north-east curves were retained.
- JUNE 26** W5 class 774 was featured in 'Our World', the first around-the-world live TV satellite telecast.
- JULY 30** The Camberwell Junction crossover in Riversdale Road was relocated further east to Butler Street.
- AUG 20** The crossover in Glenferrie Road at Dandenong Road was relocated around the corner to the reserved track in Dandenong Road.
- OCT** Work commenced on the St Kilda Junction project, an elaborate roadworks engineering scheme to relieve a major traffic bottleneck.

### ROLLING STOCK

VR class 54, which was never used in MMTB service, was scrapped.

W3 class 654, which had been stored since 1961 after suffering accident damage, was scrapped.

### ROLLING STOCK

20 W2 class trams were scrapped: Nos. 228, 232, 239, 240, 286, 295, 297, 300, 306, 307, 308, 330, 343, 351, 365, 372, 379, 429, 443 and 508. (295 was the former Re-railing Instruction Car, replaced by 267 in November 1966).

## 1968

- JAN 14** The Dandenong Road and Chapel Street intersection was realigned as part of the St Kilda Junction roadworks project.
- APR 11** A crossover was installed in Glenferrie Road at Gardiner Road, Kooyong.
- OCT 21** New track was opened in Queensway, a new bypass road connecting Dandenong Road with Queens Road running under St Kilda Junction. The tram track was constructed in open ballast and located in a central reservation, and connected the St Kilda Road track with the Dandenong Road track, replacing the Wellington Street line, which was abandoned. The new line

joined the St Kilda Road track to the north of the old junction.

### OCT ROLLING STOCK

All W4 class trams, Nos. 670 - 674, were withdrawn and stored. This was due to their less than satisfactory braking performance, and the lack of visibility in the driver's mirror of the recessed steps.

- NOV 17** All-night bus services were discontinued.

- NOV** The St Kilda Junction tram track alterations were completed. This project involved major road widening works through the junction, with an underpass running from Queens Road via the new Queensway to Dandenong Road. Trams from the City in St Kilda Road entered reserved track in the centre of the junction, passed through a newly installed crossover, and proceeded down a ramp to a junction with the new Queensway line, which was set at a lower level than the surrounding roadway. East Brighton and Malvern Burke Road trams turned left here, and proceeded down another ramp to reach the Queensway reserved track. Carnegie East Malvern Darling Road and St Kilda Beach trams continued south, proceeded up a ramp and, after regaining road level, negotiated another junction where St Kilda Beach trams turned right into Fitzroy Street, while the others proceeded straight ahead into High Street (later renamed St Kilda Road). The crossover in Fitzroy Street was removed.

### ROLLING STOCK

W2 class 304, 320 and 341 were scrapped.

## 1969

- JAN 20** The Haymarket crossover was relocated from the roundabout, where shunting trams fouled the roadway, to the reserved track in Peel Street.
- FEB 9** The tracks in Flemington Road at Flemington Bridge were relocated in reservation due to construction of the Tullamarine Freeway.
- APRIL** **ROLLING STOCK**
- All W3 class trams, Nos. 655 - 669, were withdrawn and stored, due to defects discovered in the trucks.
- MAY 1** The Elsternwick Station crossover was removed and replaced by a new crossover in Brighton Road, north of Glenhuntly Road.

### ROLLING STOCK

T class 180 was exchanged with T class 182 from the TMSV (which had remained on the system stored at Malvern Depot). 180 also remained on the system stored at Malvern Depot.



until the 1980's, when it was moved to Hawthorn Depot before joining the heritage fleet in 1991.

**MAY 18** A track junction was installed at Nolan Street in St Kilda Road, in preparation for diversion of the South Melbourne beach route tracks due to construction of the City Road underpass.

**JUNE ROLLING STOCK**

All six L class trams, Nos. 101 - 106, were withdrawn from regular service and placed at various depots as standby trams. As such they saw only occasional peak service, with 104 at South Melbourne Depot and 105 at Glenhuntly Depot seeing the most use.

**JULY 28** A crossover was installed in Victoria Parade at Hoddle Street, East Melbourne, on the Mont Albert line.

**AUG** The crossover in Glenhuntly Road west of Hawthorn Road on the Carnegie line was removed.

**SEP 6** A new single track entrance was installed at Malvern Depot. Trams could now run in or out from both sheds in either direction without shunting. However, congestion and delays resulted from conflicting movements caused by poor visibility due to the blind corners.

The crossover in Glenferrie Road north of High Street (outside Malvern Town Hall) was removed.

**OCT ROLLING STOCK**

T class 182, recently exchanged for T 180 from the TMSV, was scrapped.

**NOV 23 ROLLING STOCK**

W2 class 475 was placed in the 'Engine House' at the corner of Nicholson and Gertrude Streets, Fitzroy, as a Conductor Training Tram.

**DEC ROLLING STOCK**

W2 class 533 was converted to a Laboratory Test Car. It was fitted with equipment used to carry out all manner of tests and experiments, including testing overhead, trackwork, brakes, power consumption, noise levels, etc.

**~~~ ROLLING STOCK**

The centre doorway was removed from W5 class 727. This led to the implementation of a gradual modernisation programme for W5 class trams in which 87 trams of the class total of 121 were so treated by 1981.

**1970**

**FEB ROLLING STOCK**

W2 class 319 was scrapped. W2 class 221 was converted to a Re-railing Instruction Car, replacing W2 267, which was scrapped on September 24.

**MAR 16** The new track in Nolan Street, South Melbourne, was opened, from Sturt Street to St Kilda Road. It replaced the track in Sturt Street from Nolan Street to City Road, which was abandoned due to construction of the City Road underpass. A crossover was provided in Nolan Street at St Kilda Road.

**MAR 22** A crossover was installed in Collins Street at Russell Street.

**MAY 5 ROLLING STOCK**

W2 class 485, which had been converted to a Sleeper Transport Car, was scrapped.

**JUNE ROLLING STOCK**

To improve visibility, SW6 class 940 was fitted with multiple head and tail lights. All trams still in regular traffic were fitted by January 1974, with the exception of the L class (101 -106) which were only used infrequently as stand-by trams.

**SEP 24 ROLLING STOCK**

W2 class 267, in use until February as a Re-railing Instruction Car, was scrapped.

**SEP 28** The Wattle Park line was duplicated from Warrigal Road to the Elgar Road terminus. A crossover was installed at Warrigal Road.

**OCT 21** A bridge over the new freeway in Matthews Avenue on the Essendon Aerodrome line was brought into use.

**OCT** Sunday services on the West Coburg - Domain Road route were truncated to terminate in the City at Collins Street in William Street. No service was provided between Collins Street and Domain Road.

**NOV 1** Extensive alterations were made to the route number system. (*For details, see Appendix 1*).

**NOV ROLLING STOCK**

W7 class 1024 was fitted out as a decorated tram for advertising purposes on a permanent basis. This tram had previously been illuminated for different purposes on several occasions.

**~~~** The centre poles in Peel Street outside the Victoria Market were removed.



## 1971

**MAY 16** Sunday services on the West Coburg route were diverted to run into the City via Elizabeth Street. No Sunday service was provided from Peel Street via William Street to Domain Road.

### MAY *ROLLING STOCK*

PCC class 980 was withdrawn from service and stored at Preston Workshops. It was used for testing and development work for Prototype tram 1041, and in November the PCC trucks were removed for use in the new tram.

**JUNE 6** The Sunday evening North Coburg - Upfield tram/bus connection was expanded to operate all day Sunday.

**AUG 27** The crossover in Spencer Street south of Bourke Street was removed.

**OCT 4** The entrance to Hawthorn Depot was reduced to single track, and the crossover outside the depot in Wallen Road was removed.

**DEC** The crossover in Racecourse Road at Epsom Road was removed.

### ~~~~ *ROLLING STOCK*

W2 class 380 was allocated to Hawthorn Depot as a Driver and Conductor Training Tram.

All Rail Grinders, Nos. 1, 2 and 3, were withdrawn. No. 1 was acquired by the TMSV on April 7, and No. 3 was preserved by the Sydney Tramway Museum on September 14. No. 2 was scrapped in November.

## 1972

**MAR 14** The Ammunition Factory crossover in Gordon Street on the Footscray line was removed.

### APRIL *ROLLING STOCK*

Y class 469 and Y1 class 610 were allocated to Hawthorn Depot as Driver Instruction Trams.

**MAY** The centre poles in William Street were removed.

**JUNE 4** The crossover in William Street at Collins Street was removed.

### JULY *ROLLING STOCK*

SW6 class 900 was fitted out as a second decorated tram to augment W7 1024. Each tram was used for advertising contracts on alternate months, one being in traffic while the other was being prepared for the following month.

**AUG 29** The Moreland Road siding and crossover were removed.

## 1973

**FEB 1** The entrance to Preston Workshops was reduced to single track.

**FEB 12** A 'Y' shunt was installed at Footscray terminus.

### FEB *ROLLING STOCK*

The drop-centre of VR class 53 was modified standard width doors replaced the narrow doors. Despite the fact that this modification was made so that the tram could be utilised on City routes it was still predominantly operated on the cross suburban Moonee Ponds - Footscray line.

W2 233 was converted to a Line Marker Car, for marking clearance lines on the roadway next to the tram tracks.

Track Cleaner 6 was withdrawn and stored.

### APR 19 *ROLLING STOCK*

The first new tram built since 1956, Prototype ca 1041, breaks down on the way to its official launch:

**1041** Bogie, all-electric, straight-sill saloon tram built by the MMTB at Preston Workshops. Fitted with PCC trucks and some electrical equipment from No. 980, this tram was designed as a prototype for construction of an initial 100 new trams. An all-electric vehicle operated with foot controls, its body design featured a front entrance and centre exit, with a seated conductor. It was painted orange to make it distinctive from the rest of the fleet, and classified as 'PCC'. (As No. 980, in storage minus trucks, was still classed as PCC, there were officially two PCC trams on the system but only one set of PCC equipment).

**MAY 19** The single track connecting curve at Elizabeth and La Trobe Streets on the south-east corner was removed. It was replaced by a new single track connecting curve on the south-west corner which was installed a short time earlier. This was done pending the relocation of tracks in La Trobe Street due to construction of the Museum underground railway station.

**JUNE 19** A siding was installed in Victoria Parade a Brunswick Street for terminating trams to shun out of the way of through trams on the Mon Albert line.

**JULY 10** The Gisborne Street crossover was removed.

### JULY *ROLLING STOCK*

Y1 class 613 was allocated to Hawthorn Depot as a third Drivers Instruction Car, joining Y 469 and Y1 610.



**AUG 26 ROLLING STOCK**

Prototype PCC class 1041 entered revenue service, running over all routes for demonstration purposes before taking up regular running in Bourke Street to Exhibition and East Brunswick. It was operated from Preston Workshops, the only traffic car so allocated.

**OCT 24** The crossover in Hawthorn Road south of Balaclava Junction was removed.

**NOV 27** The crossover in Power Street north of Riversdale Road, Hawthorn, was removed, and the tracks were realigned as part of roadworks to eliminate a sharp curve at the intersection.

**DEC 17** The tracks in La Trobe Street between Elizabeth and Swanston Streets were deviated to allow for construction of the Museum underground railway station.

**1974**

**MAR 18** The track in High Street, St Kilda (later renamed St Kilda Road) between St Kilda Junction and Carlisle Street was relocated in a central reservation as part of a road widening project.

**DEC 19** The crossover in Chapel Street north of Carlisle Street was removed.

**ROLLING STOCK**

W2 class 337 was converted to a Mobile Office in Preston Workshops, for use by contractors connected with the construction of new trams.

**1975**

**FEB 19** The crossover in High Street at Orrong Road on the Glen Iris line was removed.

**MAR 21 ROLLING STOCK**

W2 class 259 was scrapped. This tram had lain derelict at Preston Workshops for some time after parts were used for repairs to another tram.

**APR 30 ROLLING STOCK**

The first new trams of the order for 100 cars were officially unveiled:

1 - 24 24 Z class bogie, all-electric, straight-sill saloon cars built by Commonwealth Engineering. Unlike Prototype 1041, they were not fitted with PCC trucks and consequently had very rough riding, accelerating and braking qualities. Other features of the prototype were retained: all-electric vehicle, foot controls, front entrance and centre exit, seated conductor and orange colour scheme. The numbering recommenced from 1 rather than continuing from 1042 to signify a new era; however, the

same did not apply to the letter classification, even though there was only one letter left in the alphabet. (In 1983, letter classification had to start over again from A for new trams).

Nos. 1 - 24 were constructed in 1975, but not all were in service by the end of the year. Initially the cars ran demonstration trips over all routes. The Prototype, PCC class 1041, was still operating in Bourke Street, and was withdrawn and stored shortly afterwards.

**JUNE 30 ROLLING STOCK**

Z class cars entered regular service on the East Brunswick route, based at North Fitzroy Depot. (A new brown uniform for platform staff was introduced at this time, gradually replacing the traditional blue). W6 and W7 class trams were subsequently re-allocated to various other depots, no longer being exclusively based at East Preston and North Fitzroy Depots.

**1976**

**JAN 18** North Fitzroy Depot became fully operated by Z class cars. A very small number of trips on the East Brunswick line were still operated by W6 and W7 class trams from East Preston Depot.

**JAN 19** The Holden Street connecting line was closed from Lygon Street to St Georges Road, although the section from Lygon Street to Nicholson Street remained in situ until September 24, 1980. Short sections at each end were retained as sidings.

**FEB 23 ROLLING STOCK**

Z class cars were allocated to East Preston Depot, entering service on the East Preston route.

**APRIL ROLLING STOCK**

Low-numbered works trams were re-numbered with a 'W' suffix, to avoid duplication with Z class numbers. Trams affected were: 7W, 8W, 9W, 10W, 11W, 15W, 16W, 17W, and 19W. No. 6 and No. 20 were not renumbered, as both vehicles were out of service.

**OCT 7** The last section of the Essendon Airport line, running adjacent to Vaughan Street from Matthews Avenue to the terminus, was closed. A new terminus was constructed in Matthews Avenue a short distance to the north. Since most of the functions of Essendon Airport had been taken over by the new facility at Tullamarine several years ago, this short section of track attracted very little patronage. Closure of the section enabled a level crossing on a busy highway to be removed.

**OCT ROLLING STOCK**

VR class 53 was re-numbered 700 to avoid duplication with new Z class 53.



**DEC 8 ROLLING STOCK**

Flat Car Trailer No. 20 was acquired by the TMSV for preservation.

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**ROLLING STOCK**

New trams:

25 - 62 38 Z class cars built by Commonwealth Engineering.

W2 class 600 was transferred to Hawthorn Depot for use as a training tram.

W2 class 394 was converted for use as a second Contractors Mobile Office in Preston Workshops.

12 W3 class trams were disposed of. Three were preserved: W3 667 by the TMSV; W3 661 by the Ballarat Tramway Museum; and W3 663 by the MTPA (Haddon). Eight W3 class trams were scrapped: Nos. 655, 656, 658 - 660, 664, 666 and 669.

All five W4 class trams were disposed of. Four were preserved: W4 673 by the TMSV; W4 671 by the Ballarat Tramway Museum; W4 670 by the MTPA (Haddon); and W4 674 by the Perth Electric Tramway Society. W4 class 672 was scrapped.

**1977**

**JAN-MAR ROLLING STOCK**

All L class trams were in extensive service due to a severe rolling stock shortage, except No. 103 at Essendon Depot, which saw only occasional use.

**APRIL ROLLING STOCK**

VR class 52 was withdrawn and stored. Shortly afterwards it was renumbered 701 for administrative purposes only, to avoid conflict with new Z class 52. The tram itself was not renumbered.

**MAY 2 ROLLING STOCK**

The Bourke Street routes to East Brunswick and East Preston were now exclusively operated by Z class trams.

**MAY ROLLING STOCK**

W2 class 546 was converted to a Pantograph Testing Car. The overhead from Preston Workshops to West Preston was modified for extensive pantograph tests.

**JUNE** A temporary crossover was installed in Swanston Street at Bourke Street to facilitate shunting movements during trackwork.

**AUG 1 ROLLING STOCK**

Z class trams were attached to Camberwell Depot and commenced operation on the Burwood route.

**OCT 23** Tracks at St Kilda Beach outside Luna Park were rearranged: North Richmond and Kew Cotham Road trams now terminated in the centre of a new roundabout. The old side of road terminus was removed, and two new crossovers were installed, one in Carlisle Street and the other in the Esplanade just past the junction points.

~~~~  
**ROLLING STOCK**

New trams:

63 - 86 24 Z class trams built by Commonwealth Engineering.

W2 class 417 was transferred to Hawthorn Depot for use as a training tram.

Six W2 class trams were disposed of. Two were preserved: 294 by the AETM, Adelaide; and 357 by the MTPA, Haddon. Nos. 428, 499, 505 and Conductor Instruction Car 475 were scrapped.

**1978**

**FEB 13** The Bourke Street pedestrian mall was opened between Elizabeth and Swanston Streets. Trams continued to operate through the mall.

**MAR 21** A crossover was installed in Royal Parade between Park Street and Brunswick Road on the North Coburg line.

**MAR 28 ROLLING STOCK**

The duties of the Freight Car were taken over by a motor truck, and Nos. 17W and 19W were stored. 17W had actually been out of service since October 1977, and subsequently a decision was made to restore it to near original condition as a toastrack tram.

**APR 22** A crossover was installed in Kingsway, South Melbourne, at City Road.

**APRIL** The crossover in Royal Parade, Parkville, at Levers Street on the North Coburg line was removed, being made redundant by the new crossover at Brunswick Road.

**JUNE 11** The La Trobe Street track was reinstated to the normal straight alignment between Swanston and Elizabeth Streets.

**JULY 12** The Burwood line was extended a short distance from Warrigal Road to Somers Street, built as double track with a crossover at the new terminus. The points at Warrigal Road were removed.



**JULY 19** The Burwood line was extended from Somers Street via the Burwood Highway to Middleborough Road, East Burwood. Built as double track predominantly in reservation, this extension was operated exclusively by Z class trams. Due to space constraints in Camberwell Depot, some operation of the Camberwell - City route was transferred to Malvern Depot.

**AUG 17 ROLLING STOCK**

The first Ministry Of Arts 'Transporting Art' painted tram was launched. 15 W2 class trams were painted, followed by 15 SW5 class trams in the 1980's and 1990's.

**SEP 8 ROLLING STOCK**

Z class trams were reclassified: No. 5 became ZC class (as it had been fitted with chopper control equipment); Nos. 81 - 100 became Z1 class; and Nos. 101 - 115 (still under construction) became Z2 class. Nos. 1 - 4, 6 - 80 were gradually reclassified as Z1 class by 1980 as modifications were made to conform them with Nos. 81 - 100. ZC class 5 was reclassified Z1 in November 1983 when its chopper control system was removed.

**NOV 13 ROLLING STOCK**

Z and Z1 class trams commenced operation on the Wattle Park line.

**NOV** The temporary crossover in Swanston Street at Bourke Street was removed.

**~ ROLLING STOCK**

New trams:  
87 - 100 14 Z1 class trams built by Commonwealth Engineering.

W2 class 568 was transferred to Hawthorn Depot for use as a Drivers Instruction Car.

22 W2 class trams were disposed of. Three were preserved: 354 by the AETM, Adelaide, as a works car; and 512 and 518 in the U.S.A. 19 W2 class trams were scrapped: Nos. 225, 324, 386, 387, 401, 412, 414, 457, 476, 484, 527, 536, 537, 559, 580, 591, 599, 628 and 632.

**1979**

**JAN 18** The crossover in Queensbridge Street was removed, being made redundant by the new crossover in Kingsway at City Road.

**FEB 4 ROLLING STOCK**

A Sunday tourist tram service commenced operation from Batman Avenue to Hawthorn, using restored V class 'toastrack' 214. This tram was formerly Freight Car 17, and had been restored to near original condition. It was

painted in MMTB chocolate and cream, and numbered with a V prefix to avoid conflict with new tram construction.

X2 class 676, previously in use as a Drivers Instruction Car, was painted chocolate and used as a standby car in case of inclement weather. 676 continued to be available for driver training duties as required. Both trams operated from Camberwell Depot.

**MARCH** The crossover in St Kilda Road at Commercial Road was placed out of use, and was completely removed in September.

**APRIL** The crossover in Toorak Road at Chapel Street was removed.

**AUG 5** The Wattle Park line became fully operated by Z and Z1 class trams. Camberwell Depot was now allocated Z and Z1 class trams exclusively, except for tourist trams V214 and 676. Malvern Depot now operated all trams on the Camberwell - City route. To make room at Malvern Depot, operation of the East Malvern Darling Road line was transferred to Glenhuntly Depot.

**AUG** The storage track on the south side of the paint shop in Preston Workshops was removed.

**SEP 25 ROLLING STOCK**

New trams operate promotional trips in Bourke Street:

116 - 121 Six Z3 class bogie, all-electric, straight-sill saloon trams built by Commonwealth Engineering. These trams featured 'Duwag' trucks and thyristor 'chopper' control, and were a vast improvement on the previous Z class trams. The Z3 class still persisted with the slow and cumbersome 'pay as you enter to the seated conductor' arrangement, but had an extra rear door fitted in an attempt to improve circulation and unloading. Another new colour scheme was introduced with these trams, deep yellow replacing the orange of the Z class. Nos. 116 - 121 were constructed in 1979, but not all were in service by the end of the year.

The Z3 class were initially allocated to North Fitzroy Depot and East Preston Depot, and entered service on the Bourke Street routes. They were later allocated to other routes already operated by Z and Z1 class cars.

**~ ROLLING STOCK**

New trams:  
101 - 115 15 Z2 class bogie, all-electric, straight-sill saloon trams built by Commonwealth Engineering. These trams were basically similar to the Z1 class, with only minor differences.

29 W2 class trams were scrapped: 229, 254, 292, 298, 302, 355, 359, 363, 373, 375, 383, 385, 390, 398, 424, 448, 477, 482, 488, 495, 498, 516, 538, 550, 562, 585, 588, 590 and 639.



## 1980

### JAN 14 ROLLING STOCK

Z1 class cars (and later Z3 class trams) were allocated to Brunswick Depot and commenced operation on the North Coburg route. By February 1981 most services were provided by Z class cars, with a small number of W class trams still rostered in the PM peak period, on Friday night and on Sunday.

### MAY ROLLING STOCK

All six L class trams, Nos. 101 - 106, were withdrawn from their 'standby' status and stored.

SEP The crossover in Malvern Road at Orrong Road on the Camberwell line was removed.

### ROLLING STOCK

VR class 700 (ex 53) was stored. Both VR class trams were later allocated for preservation: 700 went to the Australian Railway Historical Society on December 10; and 52 (701) went to the TMSV on December 16.

### ROLLING STOCK

New trams:

122 - 160 39 Z3 class trams built by Commonwealth Engineering.

W2 class 587 was allocated for use as a Re-railing Instruction car, replacing W2 221, which was stored.

29 W2 class trams were scrapped: 261, 272, 281, 283, 293, 315, 331, 364, 395, 408, 416, 438, 445 - 447, 449, 489, 491, 492, 529, 530, 554, 573, 574, 651 - 653 and the two Contractors Mobile Offices 337 and 394. (No. 331 was initially preserved by the TMSV, but was later sold to the U.S.A.)

## 1981

APR 13 The crossover on the West Preston line in St Georges Road at Barkly Street, North Fitzroy, was removed.

### APR 27 ROLLING STOCK

Z1 class cars (and later Z3 class cars) were allocated to Essendon Depot and commenced operation on the Essendon Airport and West Maribyrnong routes. Z class cars displayed the destination 'Airport West' while W class trams continued to show 'Essendon Airport' signs.

JUNE 8 The Elizabeth Street terminus was rebuilt with two tracks and a scissors crossover. A shelter

and an Inspectors cabin were installed shortly afterwards.

OCT 5 The North Coburg tram/bus connection was expanded to replace the Upfield train service every night.

### DEC 6 ROLLING STOCK

L class 104 and 106, both repainted chocolate were allocated to Essendon Depot and commenced operating a tourist service between the City and the Zoo (Royal Park) on Sundays.

### ROLLING STOCK

New trams:

161 - 186 26 Z3 class trams built by Commonwealth Engineering.

W3 class 657 was scrapped.

68 W2 class trams were disposed of. No. 522 was preserved privately and placed in the care of the TMSV. 67 W2 class trams were scrapped: 219, 222, 227, 242, 246, 248, 258, 260, 263, 268, 269, 273, 278, 284, 303, 314, 327, 333, 338, 342, 344, 346, 347, 358, 360, 362, 376, 377, 397, 402, 405, 406, 451, 454, 455, 474, 479, 481, 500, 501, 506, 507, 511, 522, 528, 534, 541, 543, 544, 551, 557, 558, 561, 566, 569, 570, 572, 576, 583, 589, 594, 595, 598, 603, 630, 631 and 642.

## 1982

FEB 2 The crossover in High Street at Chapel Street on the Glen Iris line was removed.

### MAR 14 ROLLING STOCK

Z class trams commenced operation on the West Coburg route on Sundays, expanding to other days in May 1983.

MAY 9 The single track connecting curve at Moreland and Sydney Roads on the north-west corner was duplicated to allow trams from North Coburg to run into Brunswick Depot without shunting.

OCT 6 A test track was installed behind the Preston Workshops, adjacent to the Epping railway line.

### OCT ROLLING STOCK

Y1 class 611 and 612 were attached to Hawthorn Depot as Drivers Instruction Cars. All members of the Y and Y1 classes (469, 610, 613) were now being used as training trams, as well as W2 class trams 380, 417, 568 and 600. X2 class 676 was also used as required for instruction on two-motor trams.



Converted W2 class 442 entered service as a mobile Restaurant Tram, operating from South Melbourne Depot. The tram picked up passengers at Nolan Street, and toured the city and suburbs on various routes depending on the time of day, usually delaying many other trams in the process. 442 was extensively rebuilt to include an oven, a toilet and air conditioning. The tram is leased to a private company that operates the restaurant, with a crew supplied by the MMTB.

NOV The East Brighton terminus was realigned.

~~~~ The Inner circle railway crossings in Lygon Street, Nicholson Street and St Georges Road were removed.

~~~~ **ROLLING STOCK**

New trams:

187 - 208 22 Z3 class trams built by Commonwealth Engineering.  
The body of PCC 980 was acquired by the TMSV for preservation.

Four L class trams were disposed of: 101 and 102 went to the TMSV (102 was subsequently sold to the Canberra Tradesmen's Union Club); 103 and 105 were acquired by the MTPA, 105 subsequently being scrapped. (Nos. 104 and 106 were retained as part of the heritage fleet).

The last two remaining W3 class trams, Nos. 662 and 665, were scrapped.

35 W2 class trams were disposed of. Four were preserved: 220 and 399 by the TMSV; 407 by the MTPA; and 321 by the Museum of Transport and Technology in Auckland, New Zealand.

31 W2 class trams were scrapped: 224, 241, 247, 250, 280, 301, 312, 321, 322, 328, 332, 352, 378, 396, 409, 422, 437, 472, 480, 514, 515, 535, 571, 578, 581, 582, 584, 592, 593, 635, 645, and 649. No. 332 was later recovered and preserved privately.

**FEB 21** Extensive alterations were made to the track at Caulfield on the East Malvern line due to road widening works. A short section of new track in Dandenong Road was placed in a central reservation, a 'third road' siding installed, and the loop was removed.

**MAY 18** The East Preston line was extended via Plenty Road to Boldrewood Parade, built as double track with a crossover at the terminus. A temporary crossover, installed some weeks prior, was provided at the former Tyler Street terminus. Peak hour services from the City via La Trobe Street and St Georges Road were also extended to the new terminus. This was the first stage of a planned extension to Bundoora. (In fact, new Z3 class trams already had 'La Trobe University' and 'Bundoora' included on their destination rolls).







# 4. THE POST-M.M.T.B. ERA: THE MET, SWANSTON AND YARRA 1983 - 1997. □

## 1983

**JULY 1** The Melbourne & Metropolitan Tramways Board and the Victorian Railways were replaced by the Metropolitan Transit Authority (to be known as 'The Met'), and the State Transport Authority ('V/Line'). 'The Met' was responsible for all suburban tram and train services and 'V/Line' was responsible for country rail operation. 'The Met' introduced a new colour scheme of green and yellow with a yellow stripe, and green uniforms replaced the brown.

### SEP 28 *ROLLING STOCK*

W5 class 731 was fitted with air-operated sliding doors and reclassified SW5, the first tram to be treated in a modernisation program for the W5 class. After nearly fifty years in service, 83 W5 class trams were so treated by 1986, only to be withdrawn from service a few years later.

**OCT 17** The 'Fairway' system was introduced, which featured separation bars and/or painted lines to segregate tram and motor traffic, and a traffic light priority mechanism operated by transponders fitted to trams.

**NOV 13** The fare system was revised, and multi-modal tickets based on time replaced the old section fare system.

### DEC *ROLLING STOCK*

New trams:

**231 - 232** Two A class bogie, all-electric, straight-sill saloon trams built by Commonwealth Engineering. These trams had the same equipment as the Z3 class, but on a greatly improved body with three doors per side, entry and exit by any door and a roving conductor.

**2001** B class articulated, all-electric, straight-sill saloon car built by Commonwealth Engineering. Built as a prototype for future articulated trams, it had equipment and a body design similar to the A class. It also featured steps that could be lowered for street use or raised for platform use, but these were later removed. The tram was fitted with a pantograph as well as trolley poles.

### ~~~ *ROLLING STOCK*

New trams:

**209 - 228** 20 Z3 class trams built by Commonwealth Engineering.

15 W2 class trams were scrapped: 230, 244, 245, 288, 311, 410, 450, 458, 487, 520, 627, 633, 638, 640 and 648. 244 and 245 were later recovered by the Sydney Tramway Museum; 244 was sold to Christchurch, New Zealand, for use on their City Loop tramway, and 245 was converted for use as a Restaurant. 648 was preserved in the U.S.A.

Seven W5 class trams were converted to SW5 class: Nos. 725, 742, 758, 764, 769, 805 and 812 (in addition to No. 731).

## 1984

**MAR 9** The temporary crossover at Tyler Street, East Preston was removed.

### JUNE 12 *ROLLING STOCK*

A class trams were allocated to Kew Depot and commenced operation on the Mont Albert route.

### DEC 19 *ROLLING STOCK*

Articulated B class 2001 was allocated to Camberwell Depot and commenced operation on the East Burwood route.

### ~~~ *ROLLING STOCK*

New trams:

**229 - 230** Two Z3 class trams built by Commonwealth Engineering, making a total number of 115 Z3 class cars.

**232 - 242** Eleven A class trams built by Commonwealth Engineering.

PCC class 1041 was returned to service after undergoing some minor modifications. It was allocated to Essendon Depot for operation on the cross-suburban Moonee Ponds - Footscray route. It lasted only a few months, during which time it constantly faced union bans, and, instead of being allocated to another depot more tolerant of non-standard trams, it was once again placed in storage.

Eighteen W2 class trams were disposed of. Seven were preserved: 392 by the Sydney Tramway Museum; 368 by the Perth Electric Tramway Society; 509 by the TMSV; 370, 560 and 577 by a group in Port Kembla; and 637 in the U.S.A.

Eleven W2 class trams were scrapped: Nos. 221, 226, 270, 334, 370, 374



434, 548, 555, 609 and 641. (221 was a former R e-railing Instruction Car).

24 W5 class trams were converted to SW5 class: Nos. 681, 682, 726, 727, 738, 740, 741, 744 - 747, 749, 752, 767, 770, 773, 777, 786, 793, 796, 797, 800, 806, 807, 809, 810, 815, 818, 819, 829, 830, 836 and 838.

## 1985

**JAN 10** The second stage of the Bundoora extension was opened when the East Preston line was extended from Boldrewood Parade via Plenty Road to La Trobe University. It was built as double track in reservation, with a crossover at the terminus. Peak hour services from the City via La Trobe Street and St Georges Road (operated by W class trams) were also extended to the new terminus.

### **JULY 30 ROLLING STOCK**

A class trams commenced operation on the North Balwyn route.

**SEPT** The East Brunswick terminus was altered from a 'Y' shunt to an asymmetric shunt.

### **~ ROLLING STOCK**

New trams:

**243 - 258, 260 - 261** 18 A class trams built by Commonwealth Engineering.

**2002** Second prototype B class articulated car built by Commonwealth Engineering.

17 W2 class trams were disposed of. Five were preserved: 329 and 393 by the Perth Electric Tramway Society; 427 by the TMSV; 421 by the Bendigo Trust; and 601 in the U.S.A.

12 W2 class trams were scrapped: 255, 277, 349, 366, 382, 486, 526, 553, 563, 564, 579, and 624. No. 486 was later recovered and preserved privately.

25 W5 class trams were converted to SW5 class: Nos. 723, 728 - 730, 733, 734, 736, 737, 743, 748, 750, 753, 755, 757, 759, 765, 768, 776, 780, 781, 784, 791, 814, 828 and 834.

## 1986

**APRIL** The double track at the West Coburg terminus was replaced by a single track asymmetric shunt.

### **ROLLING STOCK**

A class trams were reclassified: Nos. 231 - 258 were classed A1; and Nos. 259 - 300 (most of which were still under construction) were classed A2. A2 class cars had different disc brake and door operating mechanisms to the A1 class. All

A2 class trams commenced service fitted with pantographs.

The two prototype B class articulated trams, Nos. 2001 and 2002, were reclassified as B1 class, in anticipation of an order for 130 articulated cars being classified as B2 class.

### **OCT ROLLING STOCK**

Four works trams were acquired by the TMSV: Track Cleaner 7W, Sleeper Transport Car 15W, Works Car 16W and Freight Car 19W.

**NOV 1** The Prahran - City (Batman Avenue) service was discontinued. The Sunday replacement bus service to East Malvern continued to operate via Chapel Street and Batman Avenue.

**NOV 17** A siding was installed in St Kilda Road at Domain Road for terminating West Coburg trams, together with new passenger interchange facilities. Direct peak hour services from William Street to the southern suburbs were discontinued, being replaced by a shuttle service between Domain Road and Dudley Street. The shuttle service was operated jointly by South Melbourne Depot, Essendon Depot and Glenhuntly Depot.

**DEC** The tracks at the Gardiner railway crossing in Burke Road were realigned due to road widening.

### **~ ROLLING STOCK**

New trams:

**259, 262 - 281** 21 A2 class trams built by Commonwealth Engineering.

59 W2 class trams were disposed of. Six trams were preserved: 643 by the TMSV, and 353, 403, 496, 540 and 606 in the U.S.A.

53 W2 class trams were scrapped: Nos. 223, 249, 253, 257, 262, 282, 323, 335, 350, 367, 369, 371, 381, 388, 389, 391, 403, 411, 415, 418, 425, 435, 440, 453, 473, 483, 490, 493, 513, 517, 521, 523, 524, 531, 532, 539, 542, 545, 546, 552, 556, 575, 586, 596, 597, 602, 604, 608, 625, 629, 634, 636 and 647.

Four trams were later recovered and preserved: 249 by the Sydney Tramway Museum; 323 as part of the Melbourne heritage fleet; 411 as a restaurant in use on the Christchurch tramway, New Zealand; and 513 preserved privately.

(No. 249 was taken to Bendigo in 2001 after being in open storage for 14 years. After minimal attention it was operated, complete with moss, rust and cobwebs.)

Line Marker 233 (ex W2 class) was scrapped, its function being superseded by the 'Fairway' system.

17 W5 class trams were converted to SW5 class: Nos. 721, 722, 724, 732, 739, 754, 760, 775, 788 - 790, 802, 808, 811, 816, 824 and 837.



**MARCH** **ROLLING STOCK** A1 class trams entered service on the North Richmond - Prahran / St Kilda Beach route, operated from Kew Depot. A1 class trams were also allocated to South Melbourne Depot for crew training, in preparation for proposed conversion of the St Kilda and Port Melbourne railway lines to 'light rail'. They were operated on the South Melbourne And St Kilda Beach, West Preston and West Coburg routes.

**APR 23** The third stage of the Bundoora extension was opened, from La Trobe University via Plenty Road to McLeans Road, Bundoora. The line was built as double track in reservation. Peak hour services from the City via La Trobe Street and St Georges Road (operated by W class trams) were also extended to the new terminus.

**MAY 3** Additional double track connecting curves were installed at Malvern Town Hall (Glenferrie Road and High Street) on the south-east corner to allow Glen Iris trams to run to and from Malvern Depot without shunting.

**JULY 13** North Richmond services were altered: Trams ran to St Kilda Beach at night, Saturday afternoon and Sunday; at all other times trams terminated at Prahran.

**AUG 25** Connecting curves were installed at Bourke and Spencer Streets, forming a double track triangular junction, in preparation for the conversion of the St Kilda and Port Melbourne railway lines to 'light rail'.

**SEP 5** Double track connecting curves were installed at Bourke and William Streets, for access to South Melbourne Depot from the proposed St Kilda and Port Melbourne 'light rail'.

**SEP 7** **ROLLING STOCK**

All Z class trams at North Fitzroy Depot were replaced by A2 class trams for service on the East Brunswick route, in preparation for the opening of the St Kilda 'light rail'. The displaced Z class trams were transferred to Essendon Depot to replace their remaining W class trams, making Essendon an all Z class depot. All Essendon Depot routes were now served exclusively by Z class trams except for the West Coburg line, which still had W class trams rostered from South Melbourne Depot.

**OCT** A Crossover was installed on the east side of the single track 'hump' bridge, in preparation for duplication.

A seven-day tourist tram service commenced running between St Kilda Beach and the City, operating from South Melbourne Depot. The tram used was TMSV car 427, which had been restored to original W1 condition at Preston Workshops. This service attracted very little

patronage due to the exorbitant fare charged and little, if any, marketing.

**NOV 1.** A crossover was installed in Bourke Street a William Street, primarily for trams running to and from South Melbourne Depot.

**NOV 20** The 'Light Rail' route was opened, from St Kilda Beach to East Brunswick. Commencing from the existing Acland Street terminus, trams operated along the Esplanade and Fitzroy Street thence via new double track on the former St Kilda railway reservation as far as Clarendon Street, where they again joined existing tracks reaching the City via Spencer Street and Bourke Street. The service was through-routed to East Brunswick.

The line was operated by both North Fitzroy Depot and South Melbourne Depot. This service was promoted as 'Australia's first light rail', conveniently ignoring the Glenelg line in Adelaide ('light rail' since 1929). (Surprisingly, W class trams operating from St Kilda Beach to Swanston Street via St Kilda Road offered a faster journey time to the City).

**ROLLING STOCK**

It was intended that new articulated trams (euphemistically referred to as 'light rail vehicles') would work the 'light rail' line. As none of the production order of new trams had been delivered, in the interim the line was worked by A2 class trams, plus the two prototype B1 class articulated trams, 2001 and 2002. At the same time, the A1 class trams operating on other lines from South Melbourne Depot were returned to Kew Depot.

W class trams from South Melbourne Depot could not be used on the new service as the overhead along the former railway reserve was catenary style, suitable only for pantograph operation. Similarly, A2 class trams could not be utilised elsewhere as no other South Melbourne Depot operated routes had yet been converted to pantograph compatible overhead.

**NOV** **ROLLING STOCK**

All remaining W2 and SW2 class trams were withdrawn and stored, except for retained trams forming part of the heritage fleet, which continued to operate from South Melbourne Depot.

**DEC 13** The single track connecting curve from Batman Avenue into Swanston Street was duplicated although it was not available for use until January 15, 1988. Also at this time, three new crossovers were installed for extra services to the new Tennis Centre. One crossover was near the Princes Bridge terminus in Batman Avenue one was near the corner of Swan Street in Batman Avenue, and the other was in Swan Street at Punt Road.



The Port Melbourne 'light rail' line was opened. It branched off the St Kilda 'light rail' at Whiteman Street, and was double track using the reservation of the former Port Melbourne railway to the terminus at Port Melbourne Station. Services ran to the City via Bourke Street to Exhibition (Nicholson and Gertrude Streets Corner), using A2 class trams operated from South Melbourne Depot.

Preston Workshops was expanded to incorporate facilities for articulated trams.

### ROLLING STOCK

New trams:

**282 - 300** 19 A2 class cars built by Commonwealth Engineering.

**2003** B2 class car built by Commonwealth Engineering. This was the first of an order for 130 articulated trams, and differed from the two prototypes with the provision of air conditioning, cloth seating and dot matrix destination indicators.

SW2 class 644 was made available on loan to the TMSV.

15 W2 class trams were scrapped: 234, 243, 251, 336, 340, 345, 384, 439, 444, 497, 502, 503, 525, 567 and 607. With the exception of No. 251, they were all Ministry of Arts painted trams. (No. 504 was the only Transporting Art W2 class retained on the system).

W5 class 835 replaced W2 class 587 as a Re-railing Instruction Car. No. 587 was withdrawn and stored.

**1988**

**MAR 20** A crossover was installed in Fitzroy Street at St Kilda Station. Prior to this there were no shunting facilities on the St Kilda 'light rail' line between the Fish Market and Luna Park. (It was originally intended to install a crossover at Albert Park Station, but this did not eventuate. When the line opened a tram from North Fitzroy Depot was actually rostered to shunt at the non-existent crossover!)

**APRIL** The Hawthorn - Batman Avenue and St Kilda - City tourist tram services were discontinued.

### ROLLING STOCK

By this time TMSV W1 class 427, which operated the St Kilda tourist service, had been replaced by The Met's own restored heritage fleet trams: L 104, W1 431, W2 510 and Y1 613. These trams, joined later in the year by W class 380, continued to operate from South Melbourne Depot in normal service mainly during peak periods, although use at other times was not uncommon.

V class 214 and X2 class 676, which were used on the Hawthorn tourist service, were placed in storage. L class 106 at Essendon Depot continued to operate the Zoo tourist service on Sundays.

**JULY 14** The single track on the 'hump' bridge was duplicated.

**AUG** An additional track was installed in the South Melbourne Depot yard for a new automatic tram wash machine.

### SEP 1 ROLLING STOCK

New B2 class articulated trams entered service on the East Brunswick - St Kilda Beach route, operated from South Melbourne Depot. In November B2 class cars also commenced running from North Fitzroy Depot.

**OCT** On some public holidays, West Coburg trams were diverted to Elizabeth Street, in lieu of running via William Street to Domain Road (as was the practice on Sundays).

**NOV 20** A new entrance was installed at North Fitzroy Depot, forming a triangular junction. The overhead wiring was suitable only for pantograph operation and consequently peak period operation of Z class trams from the City to East Brunswick by East Preston Depot was discontinued.

### ~ ROLLING STOCK

New trams:

**2004 - 2016** 13 B2 class trams built by Commonwealth Engineering.

14 W2 and SW2 class trams were disposed of. 11 trams were preserved: W2 441, 456, 470 and SW2 275 by the Bendigo Trust; W2 471 and SW2 432 by the Sydney Tramway Museum; W2 605, 626 and SW2 478 in the U.S.A.; SW2 426 by the Perth Electric Tramway Society; and W2 650 was preserved privately and remained on the system.

Three trams were scrapped: W2 class 433 and 587, and SW2 class 436.

Three W5 class trams were disposed of. 762 was preserved by the Sydney Tramway Museum, and 801 and 820 were scrapped.

A program was commenced to gradually convert A1 class trams to pantograph operation, except for Nos. 231 - 236, which were to retain trolley poles for use on the North Richmond - Prahran / St Kilda Beach route.



## 1989

### APRIL *ROLLING STOCK*

B class articulated trams entered regular service on the Port Melbourne route.

'Heritage' trams L 104, W 380, W1 431, W2 510 and Y1 613 were withdrawn from service at South Melbourne Depot and stored at Hawthorn Depot. W1 431 returned to South Melbourne Depot later in the year.

The Ballarat Tramway Museum's W3 class 661 was returned to Melbourne for one year for use on charter traffic.

**MAY 1** The last remaining single track section in Melbourne was duplicated from the corner of Glenhuntly and Truganini Roads to the Carnegie terminus at Koornang Road.

**JUNE 26** Peak period services from West Preston and Bundoora to the City via La Trobe Street were discontinued. The Northcote service was altered to operate as a shuttle from Thornbury at all times, with the exception of trams running between East Preston Depot and the City.

**JULY 1** The Metropolitan Transit Authority was replaced by the Public Transport Corporation. The corporate trading name 'The Met' was retained. (A similar shortened version of the new name - 'The Pub' - was considered inappropriate).

**JULY 3** A crossover was installed in Moreland Road west of Holmes Street, East Brunswick.

**DEC 30** A crossover was installed in Elizabeth Street south of Lonsdale Street.

### *ROLLING STOCK*

New trams:

**2017 - 2029** 13 B2 class trams built by Commonwealth Engineering.

Nine trams were scrapped: W2 class 417 and 565; and W5 class 761, 794, 798, 799, 804, 817, and 832.

## 1990

**JAN 1** Trams blockaded City streets for five weeks during an industrial dispute over 'scratch' tickets and driver-only tram operation.

**FEB** A new head shunt at the end of the test tracks was installed inside Preston Workshops.

### *ROLLING STOCK*

Driver-only operation of Z class cars was implemented at Camberwell Depot. Shortly

afterwards driver-only operation was restricted to the Wattle Park route at certain times only.

**JUNE 24** Additional connecting curves were installed a Moreland Road and Nicholson Street, East Brunswick, to allow trams to proceed between Brunswick Depot and East Coburg without shunting. The crossover in Holmes Road south of Moreland Road was removed, being made redundant by the new crossover around the corner in Moreland Road.

### *ROLLING STOCK*

A pantograph was fitted to Scrubber Car 11W, in addition to its trolley pole.

**AUG** A crossover was installed in Elizabeth Street north of Flinders Lane. Tracks at the terminus were also altered to accommodate articulated E class trams.

### *ROLLING STOCK*

W2 class 646 was returned to regular service operating from South Melbourne Depot.

The National Trust classified all remaining W class trams.

### *ROLLING STOCK*

Articulated B2 class trams were allocated to East Preston Depot and Brunswick Depot, and commenced operation on the Bundoora and North Coburg routes.

All but two W5 class trams were withdrawn from service and stored, the exceptions being No. 681 at South Melbourne Depot and No. 821 at East Preston Depot. (No. 821 was the only W5 class tram to be painted in 'Met' colours).

### *ROLLING STOCK*

A vintage tram service commenced, running every Sunday on the St Kilda Beach - City via Swanston Street route. The service was operated from South Melbourne Depot using L 104, W 380, W1 431, W2 510 and Y1 613. L 106 continued to operate the Sunday Zoc service from Essendon Depot. Y1 class trams 610, 611 and 612 were intended to operate on Sundays on the Kew - St Kilda route, however after a short time they were banned by Malvern Depot crews.

SW6 class 890 was converted to a Drivers Instruction Car.

W2 class trams 547 and 568 were sold for private preservation. No. 547 was not removed until November 22, 1991; No. 568, together with W2 650 sold in 1988, remained on the system.



**DEC 27** The disused Clarendon Street railway bridge was removed.

~ **ROLLING STOCK**

New trams:

2030 - 2064 35 B2 class trams built by Commonwealth Engineering.

Eleven W5 class trams were disposed of. Three were preserved: No. 766 by the Perth Electric Tramway Society; No. 792 by the Sydney Tramway Museum; and No. 771 in the U.S.A. Eight trams were scrapped: Nos. 683, 735, 778, 779, 822, 825, 831 and 835.

**1991**

**JAN 22** **ROLLING STOCK**

The Port Melbourne and St Kilda Beach - East Brunswick routes were now exclusively worked by articulated B class cars, the last A2 class trams having been returned to Kew Depot. Operation of the Port Melbourne route was now shared between South Melbourne Depot and North Fitzroy Depot.

**JAN** **ROLLING STOCK**

W5 class 763 was returned to service at South Melbourne Depot, making a total of three W5 class trams in service (Nos. 685, 763 and 821).

**FEB 4** **ROLLING STOCK**

Test Car 533, which had been badly damaged by fire, and W5 trams 751, 756 and 839 were sold to the U.S.A.

**MAR 8** **ROLLING STOCK**

W5 class 782 was made available on loan to the TMSV.

**APR 15** All Swanston Street trams previously using the Victoria Street terminus were altered to shunt at Queensberry Street, with some trips continuing to the University. This knee-jerk reaction followed a fatal accident at the signal box tram stop, and caused considerable delays to East Coburg and Moreland trams.

**JUNE** **ROLLING STOCK**

W5 class 795, SW6 class 902 and W7 class 1001 were loaned to the TMSV, in exchange for their S class 164, T class 180 and X class 'Birney' 217, which joined the heritage fleet.

**JULY 31** **ROLLING STOCK**

SW5 class 808 was loaned to Bendigo, in exchange for their P class 138, which joined the heritage fleet.

**AUG** **ROLLING STOCK**

SW5 class 796 was converted to a Drivers Instruction Car.

**SEP 2** A relocated 'up' track was brought into use in St Georges Road, in conjunction with extensive roadworks.

**SEP 30** **ROLLING STOCK**

Z1 class cars were allocated to Malvern Depot and Glenhuntly Depot, operating on the Kew Cotham Road - St Kilda Beach and the North Richmond - Prahran / St Kilda Beach routes respectively. They commenced operating to the City on Swanston Street routes on February 23, 1992.

**OCT 31** Boom gates were re-installed on the Port Melbourne line following a fatal accident at a level crossing. The original railway boom gates were removed when the line was converted to 'light rail'.

**DEC** The new 'down' track was brought into use in St Georges Road. The new tracks were relocated in a central reservation, both tracks being on the western side of the reservation from the Merri Creek to Arthurton Road, and from Arthurton Road to Miller Street, Thornbury one track is on each side of the wide central median strip.

~ **ROLLING STOCK**

New trams:

2065 - 2085 21 B2 class trams built by Commonwealth Engineering.

**1992**

**FEB** **ROLLING STOCK**

Y class 469 was restored and joined the heritage fleet at South Melbourne Depot in service on the St Kilda Beach route on Sundays. Shortly after, 469 and Y1 class 613 were withdrawn from service, painted in a special dark green livery with 'The Melbourne Tram' emblazoned in fancy lettering, and fitted out with carpet and a public address system in readiness for exclusive use on a circular tourist route. The project was subsequently dropped.

W7 class 1040 was repainted in the MMTB green and cream livery.

**APR 14** **ROLLING STOCK**

W6 class 996 was loaned to the TMSV, in exchange for HTT No. 8, which subsequently underwent restoration to original condition at Preston Workshops and joined the heritage fleet.

**MAR** A new access track to Preston Workshops was installed, which turned in the direction of the



'hump' bridge, rather than into the junction at Thornbury. A crossover was also provided in Miller Street.

**MAR 28** Swanston Street was closed to vehicular traffic, becoming known as Swanston Walk.

**APR 1** A new junction was installed at Thornbury, which included a direct connection for trams running between West Preston and East Preston Depot. The entrance to Thornbury Depot was altered to connect to the 'down' track rather than the 'up' track, and the overhead wiring was removed from roads 1 - 5, which were now being used as a fibreglass shop.

**JUNE** A new double track triangular entrance was installed at East Preston Depot. Alterations were made to the depot fan to enable trams from all roads to access both entrance tracks.

### **ROLLING STOCK**

SW6 class 900 was repainted in the MMTB green and cream livery.

**SEPT** The operation of Scrubber trams was transferred from South Melbourne Depot to Hawthorn Depot.

### **ROLLING STOCK**

SW6 class 937 was converted to a second Restaurant tram, commencing service in October.

Heritage trams were withdrawn from Sunday service on the St Kilda Beach route, and placed in reserve for use on special occasions. Shortly afterwards, W2 class 646 was also withdrawn from service and stored, finally bringing to an end the era of W2 class trams in regular use on the streets of Melbourne.

**OCT** A crossover was installed at Airport West terminus, in preparation for an extension of the line.

### **ROLLING STOCK**

Z1 class 67 was fitted with a pantograph and other modifications, as a prototype for overhaul treatment of the class. No improvement was made to the rough riding qualities. Consequently the union refused to operate the car, and that particular overhaul programme was dropped. No. 67 was eventually put in service at Brunswick Depot, restricted to operation on the 'tango' shuttle.

**DEC 22** The Airport West line was extended via Matthews Avenue to Dromana Avenue, terminating outside the Westfield Shopping Centre. The line was built as double track in reservation.

### **ROLLING STOCK**

B2 class articulated cars were allocated to Essendon Depot and commenced operation on the Airport West line at this time.

### **ROLLING STOCK**

New trams:

**2086 - 2105** 20 B2 class trams built by ABB (ASEA Brown Boveri, formerly Commonwealth Engineering [Comeng]).

Conversion work commenced on SW6 class 924 as a prototype for extensive modifications to the remaining W class fleet. It was intended to be re-numbered and re-classified as W8 class however work was stopped in April 1993 following objections from the National Trust.

VR crossbench car No. 20, which had been privately preserved, was acquired for use in the heritage fleet. It was stored at Prestor Workshops pending restoration and conversion to standard gauge.

## **1993**

**FEB 15** The Elizabeth Street terminus was lengthened to better accommodate articulated trams. New shelters were provided and the facility was named the 'Sir Robert Risson Terminus' in honour of a former MMTB chairman.

**FEB 28** In stark contrast to the tram blockade of 1990 union officials agreed to driver-only operation with nary a whimper. Commencing at Camberwell Depot, driver-only operation spread to every other depot before the end of the year. The agreement for the long term stipulated a form of automatic fare collection (ticket machines), but in the interim tram drivers had to collect fares which caused considerable delays to tram services and other road users.

**MAR 14** The Thornbury 'hump' shuttle was discontinued. Limited services over the 'hump' were still provided by trams running between East Preston Depot and the West Preston line.

**JULY 8** The East Burwood extension was opened from Middleborough Road via the Burwood Highway to Blackburn Road. It was built as double track in a central reservation, with a crossover provided at Middleborough Road. Scrubber car 11W was the first tram to run over the line on June 28.

**AUG 8** Sunday tram operation was restored to the Footscray, West Maribyrnong and East Malvern routes, replacing the bus services. As the trams were now driver-only operated, there was no longer any economy in running smelly buses.

**OCT 18** Z3 class trams from Brunswick Depot commenced operation on the East Coburg



South Melbourne Beach and Moreland - St Kilda Beach routes.

**DEC 19** North Fitzroy tram depot was closed, due to the impending takeover of the adjacent bus depot by a private operator on December 28. Track and overhead remained in situ, although power was later disconnected. The East Brunswick - St Kilda Beach route was now operated entirely from South Melbourne Depot. The Port Melbourne service was diverted to run to the City via Collins Street and was through-routed to Mont Albert, being operated from Kew Depot with A class trams.

### ~ **ROLLING STOCK**

New trams:

2106 - 2132 27 B2 class trams built by ABB. Some of these did not enter service until 1994.

The bodies of Brisbane FM 493 and Sydney R class 1845 were recovered and joined the heritage fleet. They were stored at Preston Workshops pending restoration.

## **1994**

### **IAN 31** **ROLLING STOCK**

Articulated B2 class trams were allocated to Camberwell Depot and commenced operation on the East Burwood route.

**FEB 1** A new double track line was built in the City, from Bourke Street along Spring Street and turning into Flinders Street. It was intended for the new 'City Circle' service, which commenced on April 29.

**MAR 1** A siding was installed in Spencer Street north of La Trobe Street. It was intended for Spencer Street trams to terminate out of the way of through trams to La Trobe Street.

Double track curves were installed on the south-west corner at Nicholson Street and Victoria Parade, with the other two existing sets of curves being retained.

**MAR 5** Double track connecting curves were installed on the north-west corner of La Trobe and Swanston Streets. A crossover was provided in Swanston Street on the north side of La Trobe Street (in addition to the existing crossover on the south side).

**PR 29** The City Circle route was opened. This was a free service operating from 10:00 AM to 6:00 PM, running in a bi-directional loop along La Trobe Street, Victoria Parade, Nicholson Street, Spring Street, Flinders Street and Spencer Street. Terminating trams on the East Burwood route used the new siding in Spencer Street, while North Balwyn trams terminated around the

corner on the existing crossover in La Trobe Street.

### **ROLLING STOCK**

The City Circle service was operated from South Melbourne Depot using specially painted W class trams in a burgundy livery. The trams used were: SW5 class 728 and 842, SW6 class 866, 909, 925 and 957, W6 class 1000, and W7 class 1020. Two more trams were converted for City Circle use shortly afterwards: SW6 class 856 and 888. These trams had a number of modifications made to them for driver-only operation, which were later extended to the remainder of the W fleet that were intended to be kept in regular service.

Initially not enough City Circle trams were ready for the service, and for several months heritage trams L 104, L 106, W 380 and W1 431 were used on the route. Other heritage trams have operated on the route on special occasions, and lengthy visits have been made by Ballarat W4 671 and Bendigo W2 470 and SW5 808.

**JULY** The first Z3 fitted with a pantograph, No. 206, commenced a conversion programme that would see all Z and A class trams fitted with pantographs, and all routes equipped for pantograph operation or dual pantograph / trolley pole operation. W class, heritage, stored and special purpose vehicles retained their trolley poles.

**SEPT 11** The Victoria Bridge crossover on the Mont Albert line was removed.

## **1995**

**FEB 27** The Camberwell service was temporarily truncated at Gardiner to allow for freeway construction, with a replacement bus service provided to Cotham Road. A crossover was installed in Burke Road south of the Gardiner railway crossing for this purpose, and trams resumed running along Burke Road in December 1996. (By this time, temporary track connections were no longer used for major works).

**APR 2** The first new rosters were implemented which eliminated tram route operation being shared among depots. Moreland trams were altered to terminate at the Arts Centre, except in the AM peak when they continued through to Domain Road, and were operated entirely from Brunswick Depot. St Kilda Beach trams were altered to terminate at the University full time, and were operated entirely by South Melbourne Depot. The East Coburg - South Melbourne Beach route was operated solely by Brunswick Depot.

**APR 30** The North Richmond - Prahran / St Kilda Beach route was rostered to operate solely by Glenhuntly Depot. Through running between



West Preston and South Melbourne And St Kilda Beach was also eliminated, with the West Preston route operated exclusively by East Preston Depot, and the St Kilda end operated entirely by South Melbourne Depot. Earlier, all 'foreign' peak trips, such as South Melbourne Depot operating to West Coburg and Toorak, had been eliminated.

Coupled with this process was a plan to limit the number of tram types at each depot, for maintenance and driver training purposes. Thus, rolling stock was shuffled around the depots, and the operational state of the tram system was now as follows:

**ESSENDON DEPOT** Z3 and B class cars operating on the Airport West, West Maribyrnong, Footscray and West Coburg routes.

**BRUNSWICK DEPOT** Z3 and B class cars operating on the North Coburg, Moreland and East Coburg - South Melbourne Beach routes.

**EAST PRESTON DEPOT** Z3 and B class cars operating on the West Preston and Bundoora routes, and the La Trobe Street shuttle.

**KEW DEPOT** A class cars operating on the North Balwyn and Mont Albert - Port Melbourne routes.

**CAMBERWELL DEPOT** A and B class cars operating on the Wattle Park and East Burwood routes.

**MALVERN DEPOT** Z1, Z2 and W class trams operating on the Toorak, Camberwell, Glen Iris, Malvern and Kew Cotham Road - St Kilda Beach routes.

**GLENHUNTLY DEPOT** Z1 and Z2 class cars operating on the East Malvern, Carnegie, East Brighton and North Richmond - Prahran / St Kilda routes.

**SOUTH MELBOURNE DEPOT** B and W class trams operating on the St Kilda Beach - University, South Melbourne And St Kilda Beach, East Brunswick - St Kilda Beach and City Circle routes.

The reasons for these new arrangements were political (facilitated by an element of personal agenda). Operationally they had a detrimental effect, making the system very inflexible; however the changes were necessary for the subsequent division of the tram system into two separate undertakings pending eventual privatisation.

- MAY 29** A crossover was installed in Elgin Street at Lygon Street.
- OCT 9** A crossover was installed on the St Kilda 'light rail' reserve at Middle Park for Grand Prix workings.
- OCT 23** A crossover was installed in Market Street at Flinders Street.
- OCT 12** The Bundoora line was extended from McLeans Road via Plenty Road to the RMIT campus at McKimmies Road. It was built as double track in a central reservation, with a crossover provided

at the former terminus. Trams showed the destination 'Bundoora RMIT'.

- NOV 20** A crossover was installed on the St Kilda 'light rail' reserve at St Kilda Station for Grand Prix traffic.
- DEC 4** A single track connecting curve was installed from the South Melbourne And St Kilda Beach terminus in Park Street to the 'up' track in Fitzroy Street, St Kilda.

## 1996

- JAN 17** A new city terminus was installed at the University for Swanston Street routes. A third track was built between the 'up' and 'down' East Coburg / Moreland tracks, with a slip crossover to provide added flexibility. The potential of the facility was limited by spring-loading the points thus reducing the amount of trams able to shunt and restricting the ability to organise trams into correct departure order.
- FEB 3** A crossover was installed on the Port Melbourne line at Montague Station for access to the west gate of the proposed new Southbank Depot.
- SEPT 18** After many delays, the automated ticketing machines had their first public trial on the East Burwood line, still plagued with problems.

### ROLLING STOCK

Heritage fleet P class 138 was returned to Bendigo. Other trams in the heritage fleet Victorian Railways No. 20, Brisbane FM 493 Sydney R class 1845 and W2 class 323 were transferred to off-site storage at the former Newport railway workshops.

The operation of Scrubber trams was transferred from Hawthorn Depot to Brunswick Depot.

## 1997

- FEB 8** South Melbourne Depot was closed as a traffic depot. The Restaurant trams and wheel grinders continued to operate there until facilities were completed at the new Southbank Depot, plus some trams awaiting workshop attention were still stored there. The depot closed entirely a few weeks later.
- FEB 9** Southbank Depot was opened. Located on the Port Melbourne line between Montague and Whiteman Street, this new facility replaced South Melbourne Depot. It consisted of nine roads, all but one (the wheel grinder road) being connected to a fan at both ends, the depot having two entrance gates. All roads were open except two under cover roads in a modern maintenance shed. Another road was fenced off for tram testing purposes. This maintenance facility took over regular servicing duties from all



depots except Malvern Depot, which shared servicing duties with Southbank Depot. Two separate roads were provided for the Restaurant trams.

Southbank Depot took over operation of the City Circle, South Melbourne And St Kilda Beach and East Brunswick - St Kilda Beach routes from South Melbourne Depot. Operation of the St Kilda Beach route via St Kilda Road and Swanston Street was transferred to Malvern Depot, with some Sunday trips still being provided by Southbank Depot.

**FEB 28** An all-night tram service commenced on Friday and Saturday nights for a five-week trial. Known as 'Nightlink', the route operated from the University via Swanston Street, Batman Avenue, Swan Street, Church Street, Chapel Street, Carlisle Street, Esplanade, St Kilda light rail, Spencer Street, Collins Street and Brunswick Street to Fergie Street, North Fitzroy. Kew Depot operated the service using A class trams. The service resumed operation for the 1997/8 and 1998/9 summer seasons.

**MAY 31** The Ascot Vale crossover in Maribyrnong Road at Union Road was removed.

**OCT 1** The 'Met Tram' division of the Public Transport Corporation was officially split up into two units - Swanston Trams and Yarra Trams. This was a precursor to privatisation of the tramway system. Swanston Trams became responsible for all routes operated by Essendon, Brunswick, Glenhuntly and Malvern Depots, and Yarra Trams assumed responsibility for routes operated by Southbank, East Preston, Kew and Camberwell Depots. Preston Workshops remained under control of Rail Vehicle Maintenance, a separate business unit within the PTC. Supplemental Sunday operation of the St Kilda Beach - Swanston Street route by Southbank Depot was discontinued at this time.

#### **ROLLING STOCK**

Scrubber car 9W was stored. Scrubber 10W was allocated to Swanston and continued to operate out of Brunswick Depot; Scrubber 11W was allocated to Yarra and operated from Southbank Depot. The heritage fleet remained under government control, and the trams were stored at Preston Workshops.

All other trams were allocated to either Yarra or Swanston according to which depot they were attached to at the time. To compensate for Swanston's disadvantage in inheriting all of the Z1 and Z2 cars, the Z3 class trams allocated to Yarra were actually Swanston trams on loan. As new trams delivered to Yarra would replace the Z3 class, they would be returned to Swanston to replace the Z1 and Z2 class. Together with new trams for Swanston, this was intended to ensure a 'balanced' fleet between Yarra and Swanston of Z3, A, B and new trams.

### **1999**

Swanston Trams and Yarra Trams were both fully privatised.



## 5. APPENDICES: HARD-CORE GUNZEL STUFF

### APPENDIX 1

#### ROUTE NUMBERS

Route numbers, as an aid in identifying tram destinations, underwent many changes over the years. This section gives full details - destinations follow nomenclature in use at the time.

Route numbers were first introduced by the Prahran & Malvern Tramways Trust:

- 1 BURKE RD (via Wattletree Rd) - ST KILDA RD (via High St)
- 2 GLEN IRIS - ST KILDA RD (via High St)
- 4 DEEPDENE - ESPLANADE (via Glenferrie & Balacava Rds)
- 6 VICTORIA BRIDGE - ESPLANADE (via Glenferrie & Balacava Rds)
- 8 WINDSOR - WATTLETREE RD CNR (via Dandenong Rd)
- 10 DARLING RD - POINT ORMOND
- 11 GRANGE RD - ELSTERNWICK
- 12 CAMBERWELL - ST KILDA RD (via Burke & Malvern Rds)
- 14 STRATHALBYN ST (Kew) - VICTORIA BRIDGE
- 15 MONT ALBERT - VICTORIA BRIDGE

The Hawthorn Tramways Trust adopted a system of route letters:

- A PRINCES BRIDGE - AUBURN RD
- B PRINCES BRIDGE - BURWOOD
- C PRINCES BRIDGE - CAMBERWELL JUNCTION
- H PRINCES BRIDGE - BURNLEY
- P POWER ST - BRIDGE RD
- R PRINCES BRIDGE - RIVERSDALE EXTENSION

The North Melbourne Electric Tramway & Lighting Co. opted for a similar system, displaying a large letter as part of the destination sign, e.g. **M** River; **K** Keilor Road; **F** Flemington Bridge, etc.

When the Melbourne & Metropolitan Tramways Board came into being, it retained the PMTT route numbers in its Eastern system, and added numbers 16 - 18 for ex-HTT routes, discontinuing the route letters. These route numbers were abolished shortly afterwards, and for most of the 1920's trams carried auxiliary boards giving additional information to aid passengers. The large letter destinations of ex-NMETL trams disappeared as those trams received standard destination boxes or were withdrawn from traffic.

Route numbers were re-introduced on December 19, 1928 as a trial on the East Coburg - Elsternwick route. Several W2 class trams had route number plates fitted to the roof in the centre over the leading entrance, and numbers were allocated as follows:

- 1 ELSTERNWICK - EAST COBURG
- 2 ELSTERNWICK - EAST BRUNSWICK
- 4 ELSTERNWICK - CITY
- 4A RIPPONLEA - CITY

This established the MMTB tradition of not using the numeral 3, which was perpetuated until 1970.

The route number plates in the centre of the roof were deemed a failure, and were replaced by end route number boxes from March 1929. These were successful, and became a standard fitting. On November 21, 1929 sufficient trams had received these new boxes for route numbers to be allocated for all Swanston Street services. These numbers actually followed a logical pattern, although subsequent alterations ensured logic would never again prevail over ad hoc:

- 1 ELSTERNWICK - EAST COBURG
- 2 ELSTERNWICK - EAST BRUNSWICK
- 4 ELSTERNWICK - CITY
- 4A RIPPONLEA - CITY
- 5 EAST MALVERN (via Wattletree Rd) - CITY
- 6 GLEN IRIS - CITY
- 6A TOORONGA RD (via High St) - CITY
- 6B MALVERN TOWN HALL - CITY
- 7 CAMBERWELL (via Malvern Rd) - CITY
- 7A GARDINER - CITY
- 7B GLENFERRIE RD (via Malvern Rd) - CITY
- 8 TOORAK - CITY
- 8A ORRONG RD TOORAK - CITY
- 8B CHAPEL ST VIA TOORAK RD - CITY
- 9 EAST PRESTON - CITY
- 9A THORNBURY - CITY
- 10 WEST PRESTON - CITY
- 11 EAST PRESTON - ST KILDA BEACH VIA SOUTH MELBOURNE
- 12 WEST PRESTON - ST KILDA BEACH VIA SOUTH MELBOURNE
- 14 ST KILDA BEACH VIA SOUTH MELBOURNE - CITY
- 15 ST KILDA BEACH (via St Kilda Rd) - NORTH COBURG
- 16 ST KILDA BEACH (via St Kilda Rd) - COBURG
- 17 ST KILDA BEACH (via St Kilda Rd) - EAST BRUNSWICK
- 18 ST KILDA BEACH (via St Kilda Rd) - CITY
- 19 NORTH COBURG - CITY
- 20 COBURG - CITY
- 21 EAST COBURG - CITY
- 22 EAST BRUNSWICK - CITY

On October 26, 1930, with the opening of the Brunswick Street electric line, East and West Preston trams were



diverted from Swanston Street to Collins Street and the route numbers were altered accordingly:

- 1 ST KILDA BEACH VIA SOUTH MELBOURNE - EAST COBURG
- 2 ST KILDA BEACH VIA SOUTH MELBOURNE - EAST BRUNSWICK
- 2A ST KILDA BEACH VIA SOUTH MELBOURNE - CITY (via Swanston Street)
- 3 EAST PRESTON - CITY (via Collins St)
- 3A THORNBURY - CITY (via Collins St)
- 3B NORTH FITZROY - CITY (via Collins St)
- 10 WEST PRESTON - CITY (via Collins St)
- 11 Discontinued
- 12 Discontinued
- 14 Altered to route 2A

Note: Throughout this section only numbers that change are listed. All other numbers remained the same)

On June 6, 1934, route numbers were expanded to include services operating from Kew Depot and Hawthorn Depot along Collins Street and Flinders Street:

- 27 HAWTHORN - SPENCER ST (via Flinders St)
- 28 RICHMOND - SPENCER ST (via Flinders St)
- 10 EAST KEW - SPENCER ST (via Flinders St)
- 11 KEW - SPENCER ST (via Flinders St)
- 12 MONT ALBERT - CITY (via Collins St)
- 14 BALWYN - CITY (via Collins St)
- 15 DEEPDENE - CITY (via Collins St)
- 16 KEW POST OFFICE - CITY (via Collins St)
- 17 VICTORIA BRIDGE - CITY (via Collins St)

Trams running to Kew Depot were instructed to show number 47 from Collins Street, and number 28 from Flinders Street).

On June 24, 1934, numbers were altered due to the amalgamation of the Elsternwick, Carnegie and Darling Road routes. Numbers were also allocated for other services operating from Glenhuntly and Malvern Depots:

- 1 CARNEGIE - CITY
- 1A GLENHUNTLY RLY STN - CITY
- 1B GLENHUNTLY DEPOT - CITY
- 1D DARLING RD - CITY (via Elsternwick)
- 1E ELSTERNWICK - CITY
- 34 BRIGHTON CEM - ST KILDA BEACH (via Dandenong Rd)
- 35 DARLING RD - ELSTERNWICK
- 36 DARLING RD - POINT ORMOND
- 38 DARLING RD - ST KILDA BEACH (via Balaclava Rd)
- 39 KEW COTHAM RD - ST KILDA BEACH (via Balaclava Rd)

This established the letter suffix pattern of A, B, D, E. The IMTB never used the letter C.

Route numbers were allocated to services operated from Essendon Depot on July 16, 1934:

- 1 ESSENDON (Gillies St) - CITY (via William St)
- 2 FLETCHER ST - CITY (via William St)
- 4 MARIBYRNONG RIVER - CITY (via William St)
- 5 WEST COBURG - CITY (via William St)
- 3 WEST BRUNSWICK - CITY (via William St)

On December 9, 1934, route numbers were allocated to services operated by Camberwell Depot and the remainder of services operated by Hawthorn Depot:

- 70 WATTLE PARK - CITY (Batman Ave)
- 71 WATTLE PARK (Warrigal Rd) - CITY (Batman Ave)
- 72 RIVERSDALE - CITY (Batman Ave)
- 74 BURWOOD - CITY (Batman Ave)
- 75 HARTWELL - CITY (Batman Ave)
- 76 CAMBERWELL JUN - CITY (Batman Ave)
- 77 PRAHRAN - CITY (Batman Ave)
- 78 PRAHRAN - NORTH RICHMOND
- 79 ST KILDA BEACH - NORTH RICHMOND
- 80 BURNLEY - CITY (Batman Ave)

With the conversion of the Elizabeth Street cable lines to electric traction, further route number changes were made between November 17, 1935 and April 26, 1936:

- 15 MORELAND - ST KILDA BEACH (via Swanston St)
- 16 ST KILDA BEACH (via St Kilda Rd) - CITY (via Swanston St)
- 18 BRUNSWICK - CITY (via Elizabeth St)
- 19 NORTH COBURG - CITY (via Elizabeth St)
- 20 COBURG - CITY (via Elizabeth St)
- 50 NORTH MELBOURNE - CITY (via Elizabeth St)
- 51 ESSENDON (Gillies St) - CITY (via Elizabeth St)
- 52 FLETCHER ST - CITY (via Elizabeth St)
- 54 MARIBYRNONG RIVER - CITY (via North Melbourne & Elizabeth St)

On November 29, 1936, route number 14 was allocated to the new CAULFIELD (via Balaclava Rd) - CITY service.

The ESSENDON line was extended on February 7, 1937. The same route number, 51, was used for the new Birdwood St terminus.

Electrification of the South Melbourne cable line on July 25, 1937, and through-routing to Preston via Collins Street resulted in the following changes:

- 9 EAST PRESTON - SOUTH MELBOURNE BEACH
- 9A EAST PRESTON - CITY
- 9B THORNBURY - SOUTH MELBOURNE BEACH
- 9D THORNBURY - CITY
- 9E NORTH FITZROY - CITY
- 10 WEST PRESTON - SOUTH MELBOURNE BEACH
- 11 WEST PRESTON - CITY
- 12 SOUTH MELBOURNE BEACH - CITY (Gisborne St)

The Brighton Cemetery line was extended to East Brighton on December 5, 1937. The same route number, 64, was used for the EAST BRIGHTON - ST KILDA BEACH (via Dandenong Rd) service.

Further changes were made to route numbers in the south-eastern suburbs when the East Brighton service was altered to run to the City on October 16, 1938:

- 61 SOUTH CAULFIELD JUN (via Balaclava Rd) - CITY
- 62 SOUTH CAULFIELD (North Rd) - CITY
- 64 EAST BRIGHTON (via Balaclava Rd) - CITY
- 67 CAULFIELD (Balaclava Jun) - ST KILDA BEACH (via Dandenong Rd)



During the late 1930's, numbers were allocated for the Footscray routes, although they were never used, as the trams were not fitted with route number boxes:

- 57 WILLIAMSTOWN RD - BALLARAT RD
- 58 RUSSELL ST - FOOTSCRAY RLY STN
- 59 WILLIAMSTOWN RD - FOOTSCRAY RLY STN
- 60 BALLARAT RD - FOOTSCRAY RLY STN

Number 57 was allocated on December 22, 1940, for the WEST MARIBYRNONG extension. The unused Footscray numbers were officially withdrawn at this stage.

On May 12, number 58 was allocated for short workings to the SHOW GROUNDS on the West Maribyrnong line.

On May 16, 1943, number 59 was allocated for the Essendon extension to ESSENDON AERODROME.

On February 3, 1946, changes were made to numbers allocated for the West Coburg line due to opening of the new line from William Street to Domain Road:

- 55 WEST COBURG - ST KILDA BEACH
- 56 remained West Brunswick - City, but was soon changed to:
- 56 WEST BRUNSWICK - DOMAIN RD

On April 28, 1947, route number 60 was allocated for ASCOT VALE short workings on the West Maribyrnong line.

Re-routing of tram services at Park and Clarendon Streets, South Melbourne, resulted in changes on September 13, 1953:

- 1 SOUTH MELBOURNE BEACH - EAST COBURG
- 2 SOUTH MELBOURNE BEACH - EAST BRUNSWICK
- 2A SOUTH MELBOURNE BEACH - CITY  
(via Swanston Street)
- 9 SOUTH MELB & ST KILDA BEACH - EAST PRESTON
- 9B SOUTH MELB & ST KILDA BEACH - THORNBURY
- 10 SOUTH MELB & ST KILDA BEACH -  
WEST PRESTON
- 12 SOUTH MELB & ST KILDA BEACH - CITY  
(via Collins Street)

New numbers were allocated on May 2, 1954, due to the opening of the Footscray connection:

- 82 FOOTSCRAY - MOONEE PONDS
- 84 ORDNANCE FACTORY - MOONEE PONDS
- 85 WEST MARIBYRNONG - MOONEE PONDS
- 86 FOOTSCRAY - WEST MARIBYRNONG
- 87 FOOTSCRAY - ORDNANCE FACTORY

With the opening of Bourke Street, the following changes were made on June 26, 1955:

- 9 NORTHCOTE VIA ST GEORGES RD -  
SOUTH MELB & ST KILDA BEACH (via Collins Street)
- 9A NORTHCOTE VIA ST GEORGES RD - CITY  
(via Collins Street)
- 88 EAST PRESTON - CITY
- 89 EAST PRESTON BELL ST - CITY
- 90 NORTHCOTE DUNDAS ST - CITY
- 91 NORTHCOTE BEAVERS RD - CITY
- 92 CLIFTON HILL - CITY
- 94 FITZROY SMITH & JOHNSTON STS - CITY
- 95 EXHIBITION - CITY

On July 10, 1955, EAST BRIGHTON and DARLING ROAD services were re-routed. The numbers 4D, 14, 61, 62 and 64 were retained on the diverted services. Nos. 65, 66 and 67 were no longer used due to the Darling Road - Point Ormond and Caulfield - St Kilda Beach services being discontinued.

On August 1, 1955, the number 65 was allocated to the peak hour EAST BRIGHTON (via Balaclava Rd) - CITY VIA WILLIAM ST service.

On 11 July, 1955, number 29 was allocated for inbound trams in Flinders St terminating at the Spencer St corner.

Other numbers were allocated in 1955 for various short workings:

- 7D CAMBERWELL JUN - CITY (via Swanston St)
- 49 ESSENDON NIDDRIE - CITY
- 67 WEST COBURG - CITY VIA WILLIAM ST
- 80 SWAN & CHURCH STS CNR  
from Prahran or St Kilda Beach.
- 81 BURNLEY - CITY

On April 8, 1956, the East Brunswick line was opened and the following numbers were allocated:

- 96 EAST BRUNSWICK - CITY
- 97 NORTH FITZROY - CITY

In July 1961 route 51 (Essendon) was discontinued when the crossover was removed.

The following changes were made on Feb 13 1965, when the Burwood service was diverted to Spencer Street:

- 74 BURWOOD - SPENCER ST (via Flinders St)
- 75 HARTWELL - SPENCER ST (via Flinders St)

On March 28, 1967 route number 9E was allocated for the peak hour EAST PRESTON (via St Georges Rd) - CITY VIA LA TROBE ST service.

In August 1968, route number 13 was allocated for the WEST PRESTON - CITY VIA LA TROBE ST service.

On January 20, 1969, route number 53 was allocated for the ST KILDA BEACH - CITY VIA WILLIAM ST service (Curiously, as route 55 was allocated to West Coburg - St Kilda Beach and route 56 to West Brunswick - Domain Rd but regular services ran from West Coburg to Domain Rd most trams would show 55 on one end and 56 at the other).

On November 1, 1970, the illogical allocation of numbers was extensively revised, and replaced by an equally illogical system that was of no benefit to the public:

- 2 SOUTH MELBOURNE BEACH - CITY
- 3 EAST MALVERN DARLING RD - CITY
- 9 NORTHCOTE VIA ST GEORGES RD - CITY
- 14 EAST PRESTON - CITY VIA LA TROBE ST
- 22 MORELAND - CITY
- 25 SWANSTON ST (via Flinders St) City bound trams only.
- 26 MARKET ST (via Flinders St) City bound trams only.
- 27 FLINDERS & SPENCER STS CNR City bound trams only.
- 37 KEW DEPOT - SPENCER ST
- 38 EAST MELBOURNE HODDLE ST - CITY (via Collins St)



31 ESSENDON STN - CITY  
 33 SOUTH MELB DEPOT from West Coburg  
 36 GLENHUNTLY DEPOT - CITY  
 37 CARNEGIE - CITY  
 38 WEST COBURG - CITY  
 (via William St, later via Elizabeth St)  
 72 CAMBERWELL - CITY  
 73 CAMBERWELL JUN - CITY (via Swanston St)  
 76 CAMBERWELL DEPOT from Spencer St or Batman Ave  
 Numbers discontinued:  
 2A, 4, 4A, 4B, 4D, 4E, 5A, 6A, 6B, 7A, 7B, 7D, 8A, 8B, 9A,  
 9B, 9D, 9E, 17, 29, 80, 81, 87, 94.  
 Use of all letter suffixes was discontinued.

Further numbers were allocated on September 25, 1972, after the public had some time to adjust to the changes:

1 SOUTH MELB DEPOT from Swanston St  
 7 MALVERN TOWN HALL - from Swanston St  
 17 CLARENDON & PARK STS CNR from Collins St  
 23 MONT ALBERT - CITY VIA LA TROBE ST  
 24 NORTH BALWYN - CITY VIA LA TROBE ST  
 29 KEW DEPOT - SPENCER ST (via Flinders St)  
 30 BRUNSWICK ST - CITY VIA LA TROBE ST  
 31 BRUNSWICK ST - CITY (via Collins St)  
 32 CAMBERWELL - CITY VIA WILLIAM ST  
 35 MALVERN BURKE RD - CITY VIA WILLIAM ST  
 36 GLEN IRIS - CITY VIA WILLIAM ST  
 37 CARNEGIE - CITY VIA WILLIAM ST  
 38 TOORAK - CITY VIA WILLIAM ST  
 43 VICTORIA BRIDGE - CITY  
 31 ESSENDON DEPOT - from Elizabeth St or William St

Two numbers were allocated during 1974 for short workings:

39 THORNBURY from CITY  
 30 ABBOTSFORD ST or RACECOURSE RD - CITY

On July 19, 1978, route number 75 was allocated for the EAST BURWOOD extension.

In 1979, with the transfer of operation of the Camberwell route from Camberwell Depot to Malvern Depot, route 73 was altered from Camberwell Junction to GLENFERRIE RD, for use by trams running to Malvern Depot.

In 1983 numbers were changed for the future Bundoora extension:

33 WEST MARIBYRNONG - FOOTSCRAY  
 36 BUNDOORA - CITY  
 37 LA TROBE UNIVERSITY - CITY  
 31 Discontinued

At the opening of the Bundoora extension, management re-allocated number 88 to Bundoora, making East Preston blank and leaving 86 not allocated. Preston Depot crews ignored this instruction, and shortly afterwards official numbers were changed back to those actually being used.)

On January 10, 1985, route 14 was altered to LA TROBE UNIVERSITY - CITY VIA LA TROBE ST due to the extension from East Preston.

On November 17, 1986, changes were made when the William Street peak services were discontinued:

33 DOMAIN RD - CITY VIA WILLIAM ST  
 Numbers 32, 35, 36, 37, 38, 53, 65 were discontinued.

With the opening of the Bundoora extension on April 23, 1987, Number 93 was allocated for the peak hour BUNDOORA - CITY VIA LA TROBE ST service.

Opening of the 'light rail' lines to St Kilda and Port Melbourne resulted in the following changes on November 20, 1987:

91 ST KILDA BEACH - WILLIAM ST (via Bourke St)  
 94 ST KILDA BEACH - EXHIBITION (via Bourke St)  
 96 ST KILDA BEACH - EAST BRUNSWICK (via Bourke St)  
 97 ST KILDA BEACH - NORTH FITZROY (via Bourke St)  
 102 EAST BRUNSWICK - CITY (via Bourke St)  
 103 NORTH FITZROY - CITY (via Bourke St)  
 104 EXHIBITION - CITY (via Bourke St)  
 109 PORT MELBOURNE - EAST BRUNSWICK  
 (via Bourke St)  
 110 PORT MELBOURNE - NORTH FITZROY (via Bourke St)  
 111 PORT MELBOURNE - EXHIBITION (via Bourke St)  
 112 PORT MELBOURNE - WILLIAM ST (via Bourke St)  
 Numbers 95 and 99 were later allocated for short workings to ST KILDA STATION.

On December 22, 1992, route 59 was altered for the AIRPORT WEST extension.

Further route number changes from 1993 - 1997 were as follows:

9 PRESTON DEPOT (via St Georges Rd) - CITY  
 25 MORELAND - DOMAIN RD  
 32 PARKVILLE - CITY  
 34 EAST MELBOURNE - CITY VIA LA TROBE ST  
 35 CITY CIRCLE - for administrative purposes only; this number was not displayed on trams.  
 43 EAST MELBOURNE - CITY (via Collins St)  
 53 WEST COBURG - CITY VIA WILLIAM ST  
 55 WEST COBURG - DOMAIN RD  
 65 ZOO ROYAL PARK - CITY VIA ELIZABETH ST  
 75 Altered for East Burwood extension.  
 86 Altered for Bundoora extension.  
 91 ST KILDA BEACH - SPENCER ST  
 95 From ST KILDA BEACH to GERTRUDE ST;  
 From EAST BRUNSWICK to SPENCER ST  
 98 From EAST BRUNSWICK to ST KILDA STATION  
 99 NIGHTLINK (University - St Kilda - North Fitzroy)  
 109 MONT ALBERT - PORT MELBOURNE  
 111 PORT MELBOURNE - KEW DEPOT  
 Numbers discontinued: 10, 13, 14, 26, 27, 39, 60, 63, 93, 94, 102, 103, 104, 110.

Not all route numbers were actually used. In some cases little-used numbers were so unknown by the public that their use caused confusion, eg 85 Moonee Ponds - West Maribyrnong. Invariably from Moonee Ponds trams would show 57, and to Moonee Ponds they would show blank or 82. On the West Coburg line, the correct number for a West Brunswick short-working was 56; however, as 55 was usually displayed in one direction and 56 in the other, and West Brunswick shortworkings were uncommon, the public did not differentiate between the two. To avoid confusion, trams showed blank. Other numbers were for workings that were never used, eg 109 East Brunswick - Port Melbourne. For some irregular workings numbers were improvised, eg trams from South Melb Beach running to Moreland would display route number 15.







|   |    |    |    |
|---|----|----|----|
| 12  | B  | 1  |    |
| 19 70 83  | J  | 3  |    |
| 83 185 189  | M  | 3  |    |
| 75  | R  | 1  |    |
| 120 222 223 224 226 227 229 231 232 233 234 238 239 240 |    |    |    |
| 142 263 264 265 266 268 272 273 276 284 287 289 290 292 |    |    |    |
| 194 297 298 299 305 313 318 331 332 334 336 337 340 341 |    |    |    |
| 144 354 355 360 361 362 371 375 376 377 378 382 384 387 |    |    |    |
| 05 412 413 416 417                                      | W  | 61 |    |
| 49  | W2 | 1  | 70 |
| 6 Breakdown Car   | A  | 1  | 71 |

### PLENHUNTLY

|   |    |    |    |
|---|----|----|----|
| 2 13 14   | A  | 3  |    |
| 16 87 88 89 90 91                                       | B  | 6  |    |
| 17 28 29 32   | C  | 4  |    |
| 3   | E  | 1  |    |
| 6 47  | F  | 2  |    |
| 8 51 52   | G  | 3  |    |
| 14 55 56 58 59 60 62 63                                 | H  | 8  |    |
| 2 73 74 76 77 78 79                                     | J  | 7  |    |
| 01 102 103 104 105 106                                  | L  | 6  |    |
| 15 118  | M  | 2  |    |
| 39 140 142 148 149 190 194                              | Q  | 7  |    |
| 72 176  | R  | 2  |    |
| 119 235 236 237 243 248 249 251 257 261 262 269 270 275 |    |    |    |
| 177 278 288 291 293 295 329 333 348 369 388 390         | W  | 26 |    |
| 33  | W1 | 1  |    |
| 48 450  | W2 | 2  |    |
| 63 465 467  | X1 | 3  | 83 |
| 112 215 Per-way Loco                                    | V  | 2  | 85 |

### HANNA ST

|   |    |    |    |
|---|----|----|----|
| 84  | B  | 1  |    |
| 61  | H  | 1  |    |
| 80 81 82  | J  | 3  |    |
| 184 186 187   | M  | 3  |    |
| 144 146 147 192   | Q  | 4  |    |
| 174   | R  | 1  |    |
| 171   | S  | 1  |    |
| 178 179 181 182   | T  | 4  |    |
| 296 309 316 317 352 364 370 372 374 379 380 381 383 385 |    |    |    |
| 386 389 391 392 394 400 407 410 411 418                 | W  | 24 |    |
| 420 421 422 423 424 425 426 428 429 430 435 436 437 438 | W1 | 14 |    |
| 443 453 485 486 489                                     | W2 | 5  |    |
| 217 218   | X  | 2  |    |
| 460 461 462 464   | X1 | 4  | 67 |

## VICTORIAN RAILWAYS

### ELWOOD

|   |    |    |
|---|----|----|
| 1 2 3 4 5 6 7 Single-truck combination                | 7  |    |
| 19 20 21 Single-truck crossbench                      | 3  |    |
| 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 Bogie | 16 | 26 |

### SANDRINGHAM

|   |   |    |
|---|---|----|
| 22 23 24 25 26 27 Single-truck crossbench | 6 |    |
| 48 49 50 51 Bogie                         | 4 | 10 |



# JUNE 9, 1934

## FOOTSCRAY

459 460 4 61 462 463 464 465 466 467 468 X1 10  
 676 677 6 78 679 680 X2 5 15

## ESSENDON

420 429 4 35 W1 3  
 240 242 243 251 255 257 260 264 266 268 269 277 287 292  
 294 295 300 302 305 307 311 317 318 319 326 328 349 350  
 351 359 361 372 378 384 385 398 401 541 W2 38 41  
 139 Breakdown Car Q 1  
154 166 S 2  
206 U 1 45

## COBURG

427 431 474 479 W1 4  
 227 314 322 402 439 442 451 453 456 484 486 487 496 499  
 515 517 518 519 520 521 528 529 532 540 548 550 559 562  
 579 581 589 590 631 W2 33 37  
 158 Breakdown Car S 1 38

## PRESTON

205 209 211 U 3  
 475 477 W1 2  
 244 276 282 304 320 332 335 370 387 396 455 458 494 498  
 506 511 522 539 546 551 557 560 563 564 569 574 578 599  
 603 607 608 643 644 645 646 647 651 652 W2 38  
 668 W3 1 44  
 17 Freight Car V 1 45

## WORKSHOPS

19 Freight Car U 1  
 6 Track Cleaner  
 18 Workshops Locomotive - 2  
 671 672 New  
 673 674 Bodies W4 4  
194 Q 1  
162 170 S 2  
 51 Victorian Railways - 1 11

## KEW

419 472 476 W1 3  
 220 223 224 231 234 241 253 270 271 272 281 284 288 290  
 293 296 297 298 303 337 366 369 371 374 381 388 393 394  
 397 399 411 412 414 440 446 457 482 488 490 491 508 509  
 510 512 513 524 536 537 543 545 549 592 597 624 625 626  
 627 628 629 632 633 634 635 636 637 638 639 640 641 642  
 648 649 W2 72 75

93 Breakdown Car K 1 76

## HAWTHORN

122 123 124 125 126 N 5  
 134 136 137 138 P 4  
 433 470 471 473 W1 4  
 238 239 250 252 255 283 286 291 310 313 316 327 343 353  
 367 373 382 383 390 403 405 409 416 418 480 630 W2 26 39  
 11 Ballast Motor V 1  
 7 Track Cleaner - 1 41

## CAMBERWELL

26 27 28 30 31 33 34 35 C 8  
 36 37 38 39 40 42 43 E 7  
 422 425 434 478 W1 4  
 222 235 236 245 254 261 263 279 280 285 301 315 339 354  
 356 360 364 365 368 391 392 404 406 408 410 415 417 443  
 447 454 493 594 596 598 600 605 W2 36  
 656 663 664 W3 3  
 469 Y 1 59  
184 186 187 M 3  
195 197 198 199 Q 4  
175 R 1  
163 168 S 2 65



**MALVERN**

|   |    |    |            |
|---|----|----|------------|
| 17 1 18 119 120 121                                     | N  | 5  |            |
| 67  | S  | 1  |            |
| 26 4 28 436 438   | W1 | 4  |            |
| 25 226 229 230 232 233 237 246 248 249 256 262 267 273  |    |    |            |
| 74 275 278 289 308 312 321 325 340 342 345 346 347 348  |    |    |            |
| 52 357 363 375 379 380 386 407 448 449 450 495 500 501  |    |    |            |
| 05 5 14 516 523 527 530 533 542 547 552 554 568 576 580 |    |    |            |
| 83 595 601 604 650 653                                  | W2 | 62 |            |
| 65 666 667 669  | W3 | 4  | <b>76</b>  |
| 57 159 160 165 For Glenhuntly Depot Traffic             | S  | 4  |            |
| 19  | K  | 1  |            |
| 83 185 188 189  | M  | 4  |            |
| 40 141 142 143 144 145 146 147 148 149 190 191 192 193  |    |    |            |
| 96 200 201  | Q  | 17 |            |
| 50 151 152 153 172 173 174 176                          | R  | 8  |            |
| 55 156 161 164 169 171                                  | S  | 6  | <b>116</b> |

**GLENHUNTLY**

|  |    |    |           |
|--|----|----|-----------|
| 5 29   | C  | 2  |           |
| 1 44 45  | E  | 3  |           |
| 01 102 103 104 105 106                                 | L  | 6  |           |
| 31 132 133 135   | P  | 4  |           |
| 77 178 179 180 181 182                                 | T  | 6  |           |
| 21 423 432   | W1 | 3  |           |
| 19 324 338 341 344 358 362 376 395 441 445 452 485 497 |    |    |           |
| 02 503 504 507 525 526 534 535 538 544 558 561 577 584 |    |    |           |
| 85 586 587 588 606                                     | W2 | 33 |           |
| 62   | W3 | 1  |           |
| 70   | W4 | 1  |           |
| 17 218   | X  | 2  |           |
| 75   | X2 | 1  | <b>62</b> |

*S class trams held at Malvern Depot for Glenhuntly Depot traffic.*

**HANNA ST**

|   |    |    |           |
|---|----|----|-----------|
| 424 430 437   | W1 | 3  |           |
| 221 228 247 258 259 299 306 309 323 329 330 331 333 334 |    |    |           |
| 336 355 377 389 400 413 444 481 483 489 492 531 553 555 |    |    |           |
| 556 565 566 567 570 571 572 573 575 582 591 593 602 609 | W2 | 42 |           |
| 654 655 657 658 659 660 661                             | W3 | 7  |           |
| 610 611 612 613   | Y1 | 4  | <b>56</b> |
| 3 Scrubber  | A  | 1  |           |
| 16 Rail Hardener Loco                                   | H  | 1  |           |
| 4 Scrubber  | K  | 1  |           |
| 1 2 Rail Grinders                                       |    |    |           |
| 5 Scrubber  | -  | 2  | <b>62</b> |

**VICTORIAN RAILWAYS**

**ELWOOD**

|   |  |    |           |
|---|--|----|-----------|
| 2 3 4 5 6 7 Single-truck combination                  |  | 6  |           |
| 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 Bogie |  | 16 | <b>22</b> |
| 1 Scrubber (ex single-truck combination)              |  | 1  |           |
| 20 Breakdown Car (ex single-truck crossbench)         |  | 1  | <b>24</b> |

**SANDRINGHAM**

|   |  |   |          |
|---|--|---|----------|
| 22 23 24 25 26 27 Single-truck crossbench |  | 6 |          |
| 48 49 50 Bogie                            |  | 3 | <b>9</b> |
| 51 Bogie at MMTB Preston Workshops        |  |   |          |



# JUNE 30, 1938

## FOOTSCRAY

|   |    |    |    |
|---|----|----|----|
| 459 460 461 462 463 464 465 466 467 468 | X1 | 10 |    |
| 676 677 678 679 680                     | X2 | 5  | 15 |

## ESSENDON

|  |    |    |    |
|--|----|----|----|
| 140 142 145  | Q  | 3  |    |
| 178  | T  | 1  |    |
| 242 266 300 318 323 339 401 429 480 541 548  | W2 | 11 |    |
| 740 741 750 751 775 780 781 782 783 784 785 786 787 788<br>789 790 791 792 793 794 795 796 797 798 799 800 801 802<br>803 808 809 810 811 812 813 814 815 816 817 818 819 820<br>821 822 823 824 825 826 827 828 829 | W5 | 51 | 66 |
| 155 Breakdown Car  | S  | 1  | 67 |

## BRUNSWICK

|  |    |    |    |
|--|----|----|----|
| 148 193 197 200  | Q  | 4  |    |
| 720 721 722 723 724 725 726 727 728 729 730 731 732 733<br>734 735 736 737 739 742 743 744 745 746 747 748 749 752<br>753 754 755 756 757 758 759 760 761 762 763 764 765 766<br>767 768 769 770 771 772 773 774 776 777 778 779 | W5 | 54 | 58 |
| 30 Dog Car   | C  | 1  |    |
| 157 Breakdown Car  | S  | 1  |    |
| 804 805 806 807 New incomplete   | W5 | 4  |    |
| <u>36</u>  | E  | 1  |    |
| <u>123 125 136</u>   | N  | 3  |    |
| <u>154 164 169</u>   | S  | 3  | 71 |

## COBURG

|   |    |    |    |
|---|----|----|----|
| 227 255 314 322 343 402 427 431 439 442 451 456 474 479<br>484 486 487 496 499 515 517 518 519 520 528 532 540 559<br>562 579 581 589 590 602 631 | W2 | 35 | 35 |
| 206 Breakdown Car   | U  | 1  |    |
| 8 Track Cleaner   | -  | 1  | 37 |

## PRESTON

|   |    |    |    |
|---|----|----|----|
| 205 209 211   | U  | 3  |    |
| 226 276 282 304 320 332 335 370 396 408 444 455 458 475<br>477 494 498 506 511 522 539 549 551 557 560 563 564 569<br>574 578 592 599 603 607 608 643 644 645 646 647 651 652 | W2 | 42 | 45 |

## WORKSHOPS

|  |    |    |    |
|--|----|----|----|
| 16 Rail Hardener Loco                                  | H  | 1  |    |
| 19 Freight Car   | U  | 1  |    |
| 11 Ballast Motor 17 Freight Car                        | V  | 2  |    |
| 6 Track Cleaner 18 Workshops Locomotive                | -  | 2  |    |
| 830 831 832 833 834 835 New 836 837 838 839 840 Bodies | W5 | 11 |    |
| <u>121</u>   | N  | 1  |    |
| <u>172</u>   | R  | 1  |    |
| <u>162</u>   | S  | 1  | 20 |

## KEW

|  |    |    |    |
|--|----|----|----|
| 141 146 147 191  | Q  | 4  |    |
| 220 223 224 231 234 241 244 253 268 270 271 272 281 284<br>288 290 293 296 297 298 303 337 366 369 371 374 381 388<br>393 394 397 399 411 412 414 419 440 446 457 472 476 482<br>488 490 491 508 509 510 512 513 524 529 536 537 543 545<br>546 597 624 625 626 627 628 629 632 633 634 635 636 637<br>638 639 640 641 642 648 649 | W2 | 77 | 81 |
| 163 Breakdown Car  | S  | 1  | 82 |

## HAWTHORN

|   |    |    |    |
|---|----|----|----|
| 117 118 124   | N  | 3  |    |
| 135   | P  | 1  |    |
| 190   | Q  | 1  |    |
| 238 239 250 252 257 264 265 283 291 295 310 313 316 327<br>328 353 367 368 373 382 383 390 403 405 409 416 418 433<br>470 471 473 582 630 | W2 | 33 | 38 |
| 7 Track Cleaner   | -  | 1  | 39 |



**DAMBERWELL**

|   |     |    |    |
|---|-----|----|----|
| 15 27 28 35   | C   | 4  |    |
| 17 38 39 40 41 42 43 44 45                              | E   | 9  |    |
| 38  | P   | 1  |    |
| 92 199  | Q   | 2  |    |
| 75  | R   | 1  |    |
| 67  | S   | 1  |    |
| 122 235 236 245 254 263 279 285 307 333 354 356 360 364 |     |    |    |
| 165 372 387 391 392 398 404 410 415 417 422 425 434 443 |     |    |    |
| 47 454 493 552 594 598 600 605                          | W2  | 36 |    |
| 36 478  | SW2 | 2  |    |
| 181 682 683 684 685                                     | CW5 | 5  |    |
| 38  | W5  | 1  |    |
| 69  | Y   | 1  |    |
| 110 611 612 613   | Y1  | 4  | 67 |

**MALVERN**

|   |     |    |    |
|---|-----|----|----|
| 66  | S   | 1  |    |
| 125 229 232 233 237 246 247 249 256 273 274 275 278 280 |     |    |    |
| 187 289 292 301 302 308 311 312 319 321 324 325 326 330 |     |    |    |
| 134 338 340 341 342 345 346 347 348 352 357 362 363 375 |     |    |    |
| 179 380 386 407 413 428 438 448 449 450 495 501 502 503 |     |    |    |
| 105 507 514 516 521 525 527 530 533 538 542 544 547 550 |     |    |    |
| 154 568 570 576 580 583 601 604 650 653                 | W2  | 80 |    |
| 26  | SW2 | 1  | 82 |
| 16  | C   | 1  |    |
| 19 122 126  | N   | 3  |    |
| 34 137  | P   | 2  |    |
| 39 143  | Q   | 1  |    |
| 50 174  | R   | 2  |    |
| 56 158 161 165 168                                      | S   | 5  | 97 |

**GLENHUNTLY**

|   |     |    |    |
|---|-----|----|----|
| 101 102 103 104 105 106                                 | L   | 6  |    |
| 120   | N   | 1  |    |
| 131 132 133   | P   | 3  |    |
| 196 198   | Q   | 2  |    |
| 151   | R   | 1  |    |
| 159   | S   | 1  |    |
| 177 179 180 181 182                                     | T   | 5  |    |
| 219 230 240 248 259 260 261 269 305 315 344 349 351 358 |     |    |    |
| 361 376 378 395 406 420 421 423 441 445 452 485 492 497 |     |    |    |
| 500 504 526 534 535 558 561 577 584 585 586 587 588 595 |     |    |    |
| 606   | W2  | 43 |    |
| 432   | SW2 | 1  |    |
| 217 218   | X   | 2  |    |
| 675   | X2  | 1  | 66 |

**HANNA ST**

|   |    |    |    |
|---|----|----|----|
| 144 149   | Q  | 2  |    |
| 176   | R  | 1  |    |
| 171   | S  | 1  |    |
| 221 228 241 251 258 267 277 286 294 299 306 309 317 329 |    |    |    |
| 331 336 350 355 359 377 384 385 389 400 424 430 435 437 |    |    |    |
| 453 481 483 489 523 531 553 555 556 565 566 567 571 572 |    |    |    |
| 573 575 591 593 596 609                                 | W2 | 48 |    |
| 654 655 656 657 658 659 660 661 662 663 664 665 666 667 |    |    |    |
| 668 669   | W3 | 16 |    |
| 670 671 672 673 674                                     | W4 | 5  | 73 |
| 4 Scrubber  | K  | 1  |    |
| 1 2 Rail Grinders                                       |    |    |    |
| 5 Scrubber  | -  | 3  | 77 |

**VICTORIAN RAILWAYS**

**ELWOOD**

|   |  |    |    |
|---|--|----|----|
| 2 3 4 5 6 7 Single-truck combination                  |  | 6  |    |
| 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 Bogie |  | 16 | 22 |
| 1 Scrubber (ex single-truck combination)              |  | 1  |    |
| 20 Breakdown Car (ex single-truck crossbench)         |  | 1  | 24 |

**SANDRINGHAM**

|                               |  |   |   |
|-------------------------------|--|---|---|
| 23 26 Single-truck crossbench |  | 2 |   |
| 48 49 Bogie                   |  | 2 |   |
| 50 51 Bogie saloon            |  | 2 | 6 |



# SEPTEMBER II, 1948

## FOOTSCRAY

|                                     |    |   |    |
|-------------------------------------|----|---|----|
| 154 155 157 158 165 166 168 169     | S  | 8 |    |
| 460 461 462 463 464 465 466 467 468 | X1 | 9 |    |
| 675 676 677 678 679 680             | X2 | 6 | 23 |

## ESSENDON

|  |     |    |    |
|--|-----|----|----|
| 145 146 191 197 199  | Q   | 5  |    |
| 176  | R   | 1  |    |
| 240 242 246 263 283 316 323 333 343 355 364 370 373 387<br>392 403 404 406 416 427 450 454 477 495 499 506 516 519<br>522 541 552 558 560 570 571 581 607                            | W2  | 37 |    |
| 740 741 750 751 778 779 783 784 785 786 787 788 789 790<br>791 792 793 794 795 796 802 804 805 806 807 809 813 817<br>818 820 827 828 829 830 831 832 833 834 835 836 837 838<br>839 | W5  | 43 |    |
| 906 907 908 909 910 911 916 927 935  | SW6 | 9  | 95 |

## BRUNSWICK

|   |     |    |    |
|---|-----|----|----|
| 192 200   | Q   | 2  |    |
| 159   | S   | 1  |    |
| 654 656 657 658   | W3  | 4  |    |
| 729 730 731 732 733 734 735 736 737 739 742 743 744 745<br>746 747 748 749 752 753 754 755 756 757 758 759 760 761<br>762 763 764 765 766 767 768 769 770 771 772 797 798 799 | W5  | 42 |    |
| 871 872 873 874 875 915 932   | SW6 | 7  | 56 |
| <u>35</u>   | C   | 1  |    |
| <u>37 38 39 41 42</u>   | E   | 5  |    |
| <u>177 179 180</u>  | T   | 3  |    |
| <u>30</u> Dog Car   | C   | 1  | 66 |

## COBURG

|  |     |    |    |
|--|-----|----|----|
| 181  | T   | 1  |    |
| 235 265 402 431 456 458 474 484 515 518 528 532 540 548<br>562 589 643 651 | W2  | 18 |    |
| 662 667 668 669  | W3  | 4  |    |
| 725 726 727 728 800 801  | W5  | 6  |    |
| 857 858 859 860 861 862 931 934  | SW6 | 8  | 37 |
| <u>150</u>   | R   | 1  | 38 |

## PRESTON

|   |     |    |    |
|---|-----|----|----|
| 174   | R   | 1  |    |
| 163 167   | S   | 2  |    |
| 222 226 241 266 268 271 276 295 320 332 335 347 396 408<br>424 444 475 511 549 551 553 572 574 577 578 579 591 595<br>599 603 609 644 645 646 652 | W2  | 35 |    |
| 663 664 665 666   | W3  | 4  |    |
| 780 781 782 824 825 826   | W5  | 6  |    |
| 882 883 884 885 886 925 928 938   | SW6 | 8  | 56 |

## WORKSHOPS

|  |     |   |    |
|--|-----|---|----|
| 4 Scrubber                                     | K   | 1 |    |
| 11 Ballast Motor 17 Freight Car                | V   | 2 |    |
| <u>6</u> Track Cleaner                         |     |   |    |
| <u>18</u> Workshops Locomotive                 | -   | 2 |    |
| 940 941 942 943 944 New 945 946 947 948 Bodies | SW6 | 9 |    |
| <u>27</u>                                      | C   | 1 |    |
| <u>19 206</u> Freight Cars                     | U   | 2 | 17 |

## KEW

|   |     |    |    |
|---|-----|----|----|
| 144 148 196   | Q   | 3  |    |
| 220 224 227 231 234 253 255 272 281 284 288 290 293 296<br>297 298 336 365 366 369 371 374 380 381 393 394 397 399<br>411 412 414 419 440 446 451 457 476 482 488 490 491 509<br>510 512 513 524 529 536 537 543 545 546 592 597 625 626<br>627 628 629 632 634 635 637 638 639 640 641 642 648 649 | W2  | 70 |    |
| 814 815   | W5  | 2  |    |
| 889 890 891 892 893 929 933 936   | SW6 | 8  | 83 |

## HAWTHORN

|   |     |    |    |
|---|-----|----|----|
| 228 238 239 249 250 252 257 278 285 289 291 314 317 327<br>328 339 353 368 390 401 433 439 470 472 489 508 566 582<br>624 | W2  | 29 |    |
| 436   | SW2 | 1  |    |
| 819   | W5  | 1  |    |
| 840 841 842 843 844 845 846 847 848 849   | SW5 | 10 |    |
| 850 851 852 853 854 855 856 912 913 914   | SW6 | 10 | 51 |



**AMBERWELL**

|  |     |    |    |
|--|-----|----|----|
| 51   | R   | 1  |    |
| 23 236 243 244 264 270 273 279 325 330 337 342 348 350 |     |    |    |
| 54 372 388 391 409 415 417 425 434 447 471 473 486 503 |     |    |    |
| 07 5 17 520 525 538 557 559 564 598 630 633 636        | W2  | 40 |    |
| .26 432 478  | SW2 | 3  |    |
| 20 721 722 723 724 738 821 822 823                     | W5  | 9  |    |
| 63 864 865 866 867 868 876 877 878 879 918 921 922 923 |     |    |    |
| 139  | SW6 | 15 |    |
| .69  | Y   | 1  |    |
| 10 611 612 613   | Y1  | 4  | 73 |
| <u>90 Drivers Instruction</u>                          | Q   | 1  | 74 |

**MALVERN**

|  |     |    |    |
|--|-----|----|----|
| 40 141 149   | Q   | 3  |    |
| 72   | R   | 1  |    |
| 82   | T   | 1  |    |
| 25 229 232 233 237 247 254 256 262 274 275 280 287 292 |     |    |    |
| 00 301 302 304 309 312 313 319 324 326 334 338 340 341 |     |    |    |
| 62 363 367 375 379 382 386 398 405 407 413 418 428 438 |     |    |    |
| 48 449 480 494 501 505 514 527 530 533 542 544 547 580 |     |    |    |
| 83 594 600 601 604 605 631 650 653                     | W2  | 65 |    |
| 81 682 683 684 685                                     | CW5 | 5  |    |
| 75 776 816   | W5  | 3  |    |
| 69 870 880 881 887 888 919 920 924                     | SW6 | 9  | 87 |
| <u>0 44 45</u>   | E   | 3  |    |
| <u>64</u>  | S   | 1  | 91 |

**LENHUNTLY**

|  |     |    |    |
|--|-----|----|----|
| 01 102 103 104 105 106                                 | L   | 6  |    |
| 42 198   | Q   | 2  |    |
| 75   | R   | 1  |    |
| 78   | T   | 1  |    |
| 19 230 245 248 259 260 261 269 299 307 310 311 315 318 |     |    |    |
| 21 344 345 349 351 352 356 357 361 378 395 410 420 421 |     |    |    |
| 23 429 430 435 441 443 445 452 485 492 493 497 498 500 |     |    |    |
| 02 504 521 526 534 535 550 554 561 573 576 584 585 586 |     |    |    |
| 87 606 608   | W2  | 59 |    |
| 55 659 660 661   | W3  | 4  |    |
| 77 810 811 812   | W5  | 4  |    |
| 00 901 902 903 904 905 917 926                         | SW6 | 8  |    |
| 17 218   | X   | 2  |    |
| 59   | X1  | 1  | 88 |

**HANNA ST**

|   |     |    |    |
|---|-----|----|----|
| 139 147   | Q   | 2  |    |
| 156 160 161 171   | S   | 4  |    |
| 221 251 258 267 277 282 286 294 303 305 306 308 322 329 |     |    |    |
| 331 346 358 359 360 376 377 383 384 385 389 400 422 437 |     |    |    |
| 442 453 455 479 481 483 487 496 523 531 539 555 556 563 |     |    |    |
| 565 567 568 569 575 588 590 593 596 602 647             | W2  | 53 |    |
| 670 671 672 673 674                                     | W4  | 5  |    |
| 773 774 803 808   | W5  | 4  |    |
| 894 895 896 897 898 899 930 937                         | SW6 | 8  | 76 |
| 1 2 Rail Grinders                                       |     |    |    |
| 5 Scrubber  |     |    |    |
| 7 8 Track Cleaners                                      | -   | 5  | 81 |

**VICTORIAN RAILWAYS**

**ELWOOD**

|   |    |    |
|---|----|----|
| 3 4 5 6 7 Single-truck combination                    | 5  |    |
| 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 Bogie | 16 |    |
| 52 53 54 Bogie saloon (MMTB VR class)                 | 3  | 24 |
| 1 Scrubber (ex single-truck combination)              | 1  |    |
| 20 Breakdown Car (ex single-truck crossbench)         | 1  | 26 |

**SANDRINGHAM**

|                               |   |   |
|-------------------------------|---|---|
| 23 26 Single-truck crossbench | 2 |   |
| 48 49 Bogie                   | 2 |   |
| 50 51 Bogie saloon            | 2 | 6 |



# JANUARY 23, 1954

## FOOTSCRAY

|                                     |    |   |    |
|-------------------------------------|----|---|----|
| 157                                 | S  | 1 |    |
| 177 179 180 181 182                 | T  | 5 |    |
| 460 461 462 463 464 465 466 467 468 | X1 | 9 |    |
| 675 676 677 678 679 680             | X2 | 6 | 21 |

## ESSENDON

|  |     |    |    |
|--|-----|----|----|
| 143 144 192 200  | Q   | 4  |    |
| 150  | R   | 1  |    |
| 240 246 263 283 316 323 333 343 355 370 373 387 392 403<br>404 406 416 427 450 454 476 477 495 499 504 506 516 519<br>522 541 552 558 560 570 571 581 607 634 635                    | W2  | 39 |    |
| 740 741 750 751 778 779 783 784 785 786 787 788 789 790<br>791 792 793 794 795 796 802 804 805 806 807 809 813 817<br>818 820 827 828 829 830 831 832 833 834 835 836 837 838<br>839 | W5  | 43 |    |
| 907 908 909 910 911 916 927 935 948 957 968 969  | SW6 | 12 | 99 |

## BRUNSWICK

|  |     |    |    |
|--|-----|----|----|
| 140 145  | Q   | 2  |    |
| 227 235 242 265 278 328 402 410 431 456 458 474 515 518<br>528 540 548 562 589 643 651   | W2  | 21 |    |
| 654 656 657 658 662 667 668 669  | W3  | 8  |    |
| 727 728 731 732 733 734 735 736 737 739 742 743 744 745<br>746 747 748 749 752 753 754 755 756 757 758 759 760 761<br>762 763 764 765 766 767 768 769 770 771 772 797 798 799<br>800 801 | W5  | 44 |    |
| 858 859 860 861 862 871 872 873 874 875 915 930 931 932<br>942 949   | SW6 | 16 |    |
| 972 973 974 976  | W6  | 4  | 94 |

## COBURG

|  |    |    |    |
|--|----|----|----|
| <u>978 979 981 982 983 984 985 986 987 988 989</u> | W6 | 11 | 11 |
|--|----|----|----|

{Also trams stored awaiting transport to Workshops}

## PRESTON

|   |     |    |    |
|---|-----|----|----|
| 197   | Q   | 1  |    |
| 222 226 241 266 268 271 276 295 308 320 332 335 347 360<br>396 408 424 444 455 475 511 551 553 563 572 574 577 578<br>579 591 595 599 603 639 645 646 649 652 | W2  | 38 |    |
| 644   | SW2 | 1  |    |
| 663 664 665 666   | W3  | 4  |    |
| 780 781 782 824 825 826   | W5  | 6  |    |
| 842   | SW5 | 1  |    |
| 882 883 884 885 886 925 928 938 967   | SW6 | 9  |    |
| 975   | W6  | 1  | 61 |

## WORKSHOPS

|  |    |    |    |
|--|----|----|----|
| 19 Freight Car                               | U  | 1  |    |
| 17 Freight Car                               | V  | 1  |    |
| 991 992 993 994 995 996 997 998 999 1000 New | W6 | 10 |    |
| <u>30 Dog Car</u>                            | C  | 1  | 13 |

## KEW

|   |     |    |    |
|---|-----|----|----|
| 146 196   | Q   | 2  |    |
| 174 176   | R   | 2  |    |
| 220 224 230 231 234 238 253 255 272 281 284 288 290 293<br>296 297 298 336 364 365 366 369 371 374 380 381 390 393<br>397 399 411 412 414 417 419 446 451 457 488 490 491 509<br>510 512 513 524 529 532 536 537 538 543 545 564 592 597<br>609 626 627 628 637 638 640 642 648 | W2  | 65 |    |
| 725 726 814 815 821   | W5  | 5  |    |
| 889 890 891 892 893 906 929 933 936 947 950 951 952 956<br>960 963 966  | SW6 | 17 | 91 |

## HAWTHORN

|  |     |    |    |
|--|-----|----|----|
| 239 249 250 252 257 285 289 291 314 317 327 339 353 368<br>401 433 439 470 472 489 508 566 582 624 | W2  | 24 |    |
| 436  | SW2 | 1  |    |
| 729 730 819  | W5  | 3  |    |
| 840 841 843 844 845 846 847 848 849  | SW5 | 9  |    |
| 850 851 852 853 854 855 856 912 913 914 944  | SW6 | 11 | 48 |



**DAMBERWELL**

|   |     |    |    |
|---|-----|----|----|
| 51  | R   | 1  |    |
| 119 223 236 243 244 248 264 270 273 279 311 318 325 330 |     |    |    |
| 137 342 348 350 352 354 372 388 391 394 409 415 425 434 |     |    |    |
| 140 447 471 473 482 484 486 503 507 517 520 525 534 546 |     |    |    |
| 149 557 559 598 625 629 630 633 636 641                 | W2  | 52 |    |
| 126 432 478   | SW2 | 3  |    |
| 122 723 724 738 822 823                                 | W5  | 6  |    |
| 157 868 876 877 878 879 918 921 922 923 934 939 945     | SW6 | 13 |    |
| 169   | Y   | 1  |    |
| 110 611 612 613   | Y1  | 4  | 79 |
| 90 Drivers Instruction                                  | Q   | 1  | 80 |

**MALVERN**

|   |     |    |    |
|---|-----|----|----|
| 180   | PCC | 1  |    |
| 39 198  | Q   | 2  |    |
| 75  | R   | 1  |    |
| 125 229 232 233 237 247 254 256 262 274 275 280 287 292 |     |    |    |
| 100 301 302 304 309 312 313 319 324 326 334 338 340 341 |     |    |    |
| 162 363 367 375 379 382 386 398 405 407 413 418 428 438 |     |    |    |
| 48 449 480 494 501 505 514 527 530 533 542 544 547 580  |     |    |    |
| 183 594 600 601 604 605 631 650 653                     | W2  | 65 |    |
| 181 682 683 684 685                                     | CW5 | 5  |    |
| 75 776 816  | W5  | 3  |    |
| 169 870 880 881 887 888 919 920 924 941 943 959         | SW6 | 12 |    |
| 171   | W6  | 1  | 90 |
| 64 AETA   | S   | 1  | 91 |

**LENHUNTLY**

|   |     |    |    |
|---|-----|----|----|
| 01 102 103 104 105 106                                  | L   | 6  |    |
| 41 191 199  | Q   | 3  |    |
| 78  | T   | 1  |    |
| 145 259 260 261 269 299 307 310 315 321 344 345 349 351 |     |    |    |
| 57 361 378 395 420 421 423 429 430 435 441 443 445 452  |     |    |    |
| 85 492 497 498 500 502 521 526 535 550 554 561 573 576  |     |    |    |
| 84 585 586 587 606 632                                  | W2  | 48 |    |
| 55 659 660 661  | W3  | 4  |    |
| 20 721 777 810 811 812                                  | W5  | 6  |    |
| 53 864 865 866 867 900 901 902 903 904 905 917 926 937  |     |    |    |
| 46 953 954 958 965                                      | SW6 | 19 |    |
| 17 218  | X   | 2  |    |
| 59  | X1  | 1  | 90 |

**HANNA ST**

|   |     |    |    |
|---|-----|----|----|
| 142 147 148 149 193                                     | Q   | 5  |    |
| 172   | R   | 1  |    |
| 221 251 258 267 277 282 286 294 303 305 306 322 329 331 |     |    |    |
| 346 356 358 359 376 377 383 384 385 389 400 422 437 442 |     |    |    |
| 453 479 481 483 487 493 496 523 531 539 555 556 565 567 |     |    |    |
| 568 569 575 588 590 593 596 602 608 647                 | W2  | 52 |    |
| 670 671 672 673 674                                     | W4  | 5  |    |
| 773 774 803 808   | W5  | 4  |    |
| 894 895 896 897 898 899 940 955 961 962 963 964         | SW6 | 12 |    |
| 970   | W6  | 1  | 80 |
| 1 2 Rail Grinders                                       |     |    |    |
| 5 7 8 Scrubbers   | -   | 5  | 85 |

**VICTORIAN RAILWAYS**

**ELWOOD**

|   |    |    |
|---|----|----|
| 3 4 5 6 7 Single-truck combination                    | 5  |    |
| 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 Bogie | 16 |    |
| 52 53 54 Bogie saloon (MMTB VR class)                 | 3  | 24 |
| 1 Scrubber (ex single-truck combination)              | 1  |    |
| 20 Breakdown Car (ex single-truck crossbench)         | 1  | 26 |

**SANDRINGHAM**

|                               |   |   |
|-------------------------------|---|---|
| 23 26 Single-truck crossbench | 2 |   |
| 48 49 Bogie                   | 2 |   |
| 50 51 Bogie saloon            | 2 | 6 |



# JANUARY I, 1961

## FOOTSCRAY

459 460 4 62 463 464 465 466 467 468 X1 9  
 678 679 X2 2 11

## ESSENDON

52 53 VR 2  
 318 323 342 343 352 355 367 370 373 387 392 396 399 404  
 406 416 427 447 449 454 456 474 476 477 486 499 504 506  
 516 519 522 555 558 560 565 570 571 577 581 590 591 595  
 607 634 635 W2 45  
 681 682 683 684 685 740 741 750 751 778 779 783 784 786  
 788 789 790 791 792 793 794 795 796 802 804 805 806 807  
 809 813 817 818 820 827 828 829 830 836 837 838 839 W5 41  
 785 787 SW5 2  
 907 908 909 910 911 916 927 935 948 SW6 9 106

## BRUNSWICK

518 528 540 541 553 562 563 579 589 599 643 651 W2 12  
 654 656 657 658 662 667 668 669 W3 8  
 727 728 731 732 733 734 735 736 737 739 742 744 745 746  
 747 748 752 753 754 755 757 760 761 762 763 764 765 766  
 768 769 770 771 772 797 798 799 800 801 803 W5 39  
 858 859 860 861 862 871 872 873 874 875 915 928 930 931  
 932 942 949 SW6 17 76

## NORTH FITZROY

980 PCC 1  
 973 W6 1  
 1020 1021 1023 1024 1025 1026 1027 1028 1029 1030 1031  
 1032 1033 1034 1035 W7 15 17

## WORKSHOPS (incl THORNBURY)

219 220 221 222 223 224 225 226 227 228 229 230 231 232  
 233 234 235 236 237 239 240 241 242 243 244 245 246 247  
 248 249 250 251 252 253 254 255 256 257 258 259 260 262  
 263 265 266 267 268 270 272 273 277 278 280 281 282 283  
 284 287 288 289 291 292 293 294 295 296 Pool trams W2 66  
 275 Pool tram SW2 1  
 677 Pool tram X2 1 68  
 15 16 Works Cars Q 2  
 19 Freight Car U 1  
 17 Freight Car V 1 72

## EAST PRESTON

402 428 444 455 473 475 491 513 543 572 574 597 629 633  
 642 645 646 649 652 W2 19  
 644 SW2 1  
 663 664 665 666 W3 4  
 743 749 758 759 767 780 781 782 825 826 W5 10  
 842 SW5 1  
 882 883 884 938 967 968 969 SW6 7  
 970 971 972 973 974 975 976 977 978 979 981 982 983 984  
 985 986 987 988 989 990 991 992 993 994 995 996 997 998  
 999 1000 W6 30  
 1001 1002 1003 1004 1005 1006 1007 1008 1009 1010 1011  
 1012 1013 1014 1015 1016 1017 1018 1019 1022 1036 1037  
 1038 1039 1040 W7 31 96

## KEW

308 316 320 335 336 357 361 364 365 366 369 371 374 380  
 381 390 393 408 410 411 412 414 417 419 431 446 451 457  
 458 488 490 509 510 512 529 532 536 537 538 545 564 592  
 609 626 627 628 637 638 640 648 W2 50  
 725 726 814 815 821 W5 5  
 885 889 890 891 892 893 903 906 925 929 933 936 937 939  
 950 952 956 957 960 962 963 964 966 SW6 23 78

## HAWTHORN

309 312 314 317 319 327 332 339 353 368 397 401 433 439  
 448 470 472 489 508 566 582 604 W2 22  
 436 SW2 1  
 729 730 W5 2  
 840 841 843 848 849 SW5 5  
 850 851 852 853 854 855 856 912 913 914 944 SW6 11 41

## CAMBERWELL

330 333 337 348 350 354 372 388 391 394 409 415 424 425  
 434 440 450 471 482 484 492 495 503 507 511 517 520 525  
 534 557 559 578 598 603 605 625 630 636 W2 38  
 426 432 478 SW2 3  
 722 723 724 738 822 823 W5 6  
 857 863 864 865 866 867 868 876 877 878 879 886 918 921  
 922 923 934 945 SW6 18  
 469 Y 1  
 610 611 612 613 Y1 4 70  
 676 Drivers Instruction X2 1 71



**MALVERN**

|   |     |    |     |
|---|-----|----|-----|
| 00 301 302 303 304 306 307 310 311 315 321 324 326 331  |     |    |     |
| 034 338 340 341 344 345 346 347 349 351 358 360 362 363 |     |    |     |
| 075 377 379 382 383 386 389 398 405 407 418 422 435 438 |     |    |     |
| 053 480 487 494 501 505 514 524 527 530 533 542 544 547 |     |    |     |
| 080 583 594 600 601 606 624 631 650                     | W2  | 65 |     |
| 75 776 808 816 819 831 832 833 834 835                  | W5  | 10 |     |
| 144 845 846 847   | SW5 | 4  |     |
| 169 870 880 881 887 888 897 898 899 900 919 920 924 941 |     |    |     |
| 146 951 959 961   | SW6 | 18 | 109 |
| 1endigo 3 AETA  | M   | 1  |     |
| 64 AETA   | S   | 1  |     |
| 117 AETA  | X   | 1  | 112 |

**MELBURN**

|   |     |    |    |
|---|-----|----|----|
| 01 102 103 104 105 106                                  | L   | 6  |    |
| 097 298 378 395 413 421 423 429 430 441 443 445 485 497 |     |    |    |
| 098 500 502 521 526 535 550 554 561 573 576 584 585 586 | W2  | 32 |    |
| 087 606 632 653   | W3  | 4  |    |
| 55 659 660 661  | W5  | 6  |    |
| 20 721 777 810 811 812                                  | W5  | 6  |    |
| 01 902 904 905 917 926 947 953 954 958 965              | SW6 | 11 | 59 |

**SOUTH MELBOURNE**

|   |     |    |    |
|---|-----|----|----|
| 305 322 328 329 356 359 376 384 385 400 403 437 442 479 |     |    |    |
| 481 483 493 496 515 523 531 539 546 556 567 568 575 588 |     |    |    |
| 593 596 602 639 647                                     | W2  | 33 |    |
| 670 671 672 673 674                                     | W4  | 5  |    |
| 756 773 774 824   | W5  | 4  |    |
| 894 895 896 940 943 955                                 | SW6 | 6  | 48 |
| 9 Scrubber  | Q   | 1  |    |
| 177 Track Cleaner                                       | T   | 1  |    |
| 1 2 3 Rail Grinders                                     |     |    |    |
| 7 8 10 11 Scrubbers                                     | -   | 7  | 57 |

**STORAGE**

|  |    |    |    |
|--|----|----|----|
| <u>178 179 180 181 182</u>                                     | T  | 5  |    |
| <u>54</u>  | VR | 1  |    |
| <u>238 261 264 269 271 274 276 279 285 286 290 299 420 452</u> |    |    |    |
| <u>548 549 551 552 569 641</u>                                 | W2 | 20 |    |
| <u>461</u>   | X1 | 1  |    |
| <u>675 680</u>   | X2 | 2  |    |
| <u>5</u> Scrubber  | -  | 1  | 30 |



# JANUARY I, 1977

## ESSENDON

|   |     |    |     |
|---|-----|----|-----|
| 103   | L   | 1  |     |
| 700   | VR  | 1  |     |
| 227 246 247 250 258 263 268 283 284 338 340 342 392 396<br>399 402 406 427 447 449 454 474 486 506 516 522 548 555<br>558 560 570 571 577 581 590 595 597 598 607 634 635 | W2  | 41 |     |
| 681 682 683 684 685 740 741 750 751 778 779 783 784 786<br>788 789 790 791 792 793 795 802 804 805 806 807 809 817<br>818 820 827 828 829 830 836 837 839                 | W5  | 37 |     |
| 785 787   | SW5 | 2  |     |
| 907 908 909 910 911 916 927 935 948   | SW6 | 9  |     |
| 981 988 989   | W6  | 3  |     |
| 1001 1004 1035  | W7  | 3  | 97  |
| <u>408 559 573 574</u>  | W2  | 4  | 101 |

## BRUNSWICK

|   |     |    |    |
|---|-----|----|----|
| 101 102   | L   | 2  |    |
| 242 249 254 278 280 282 312 314 315 322 434 631 636 649<br>650 652  | W2  | 16 |    |
| 732 733 734 735 736 737 739 742 744 745 746 747 748 752<br>753 754 755 757 760 761 762 763 764 765 766 768 769 770<br>771 772 797 798 799 800 801 | W5  | 35 |    |
| 858 859 860 861 862 871 872 873 874 875 915 928 930 931<br>932 938 942 949 967  | SW6 | 19 |    |
| 991   | W6  | 1  | 73 |
| <u>298 390 398 416 491 529 651</u>  | W2  | 7  |    |
| <u>657 662</u>  | W3  | 2  | 82 |

## NORTH FITZROY

|                                     |   |    |    |
|-------------------------------------|---|----|----|
| 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 | Z | 15 | 15 |
|-------------------------------------|---|----|----|

## THORNBURY

|  |    |    |    |
|--|----|----|----|
| <u>52</u>                                      | VR | 1  |    |
| <u>354 401 414 428 484 537 580 591 599 632</u> | W2 | 10 |    |
| <u>665 668</u>                                 | W3 | 2  |    |
| <u>611 612</u>                                 | Y1 | 2  | 15 |

## WORKSHOPS

|  |     |   |    |
|--|-----|---|----|
| 1041                                   | PCC | 1 | 1  |
| 15W 16W Works Cars                     | Q   | 2 |    |
| 19W Freight Car                        | U   | 1 |    |
| 17W Freight Car                        | V   | 1 |    |
| 337 394 Mobile Offices<br>533 Test Car | W2  | 3 |    |
| <u>980</u>                             | PCC | 1 |    |
| <u>442 476 536 546 550</u>             | W2  | 5 |    |
| <u>20</u> Flat Car                     | -   | 1 | 15 |

## EAST PRESTON

|  |     |    |     |
|--|-----|----|-----|
| 222 226 241 253 333 334 336 564 583 640 642 643 646  | W2  | 13 |     |
| 644  | SW2 | 1  |     |
| 743 749 758 759 767 780 781 782 825 826  | W5  | 10 |     |
| 842  | SW5 | 1  |     |
| 882 883  | SW6 | 2  |     |
| 971 975 977 978 983 984 986 987 994 996  | W6  | 10 |     |
| 1002 1003 1005 1007 1010 1011 1013 1015 1016 1019 1022<br>1023 1025 1026 1028 1029 1030 1031 1032 1033 1034 1036<br>1037 1038 1039 1040            | W7  | 26 |     |
| 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32<br>33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49<br>50 51 52 53 54 55 56 57 58 59 60 61 62 | Z   | 47 | 110 |
| 1024 Decorated car   | W7  | 1  | 111 |

## KEW

|  |     |    |    |
|--|-----|----|----|
| 224 230 255 281 288 350 352 353 367 370 393 410 411 412<br>417 431 446 448 451 456 458 472 481 483 488 489 490 504<br>509 510 512 528 532 540 544 545 566 568 609 626 627 637<br>638 645 648 | W2  | 45 |    |
| 436  | SW2 | 1  |    |
| 725 726 729 730 814 815 821  | W5  | 7  |    |
| 840 841 843 848  | SW5 | 4  |    |
| 884 885 889 890 891 892 893 906 925 929 933 936 937 950<br>956 960 962 963 964 966   | SW6 | 20 |    |
| 970 972 982 992  | W6  | 4  | 81 |



**LA WTHORN**

|  |    |   |    |
|--|----|---|----|
| 180 600 Drivers Instruction            | W2 | 2 |    |
| 176 Drivers Instruction                | X2 | 1 |    |
| 169 Drivers Instruction                | Y  | 1 |    |
| 110 613 Drivers Instruction            | Y1 | 2 |    |
| <u>194 357 359 386 424 499 505 628</u> | W2 | 8 | 14 |

**LAMBERWELL**

|   |     |    |    |
|---|-----|----|----|
| 119 223 243 244 270 273 329 331 332 368 369 371 388 391 |     |    |    |
| 197 415 422 425 433 439 440 450 470 471 473 495 503 507 |     |    |    |
| 111 517 518 520 525 557 578 579 603 604 605 625 630     | W2  | 41 |    |
| 126 432 478   | SW2 | 3  |    |
| 122 723 724 738 822                                     | W5  | 5  |    |
| 149   | SW5 | 1  |    |
| 150 851 852 853 854 855 856 857 863 864 865 866 867 868 |     |    |    |
| 176 877 878 879 886 912 918 921 922 923 934 945 969     | SW6 | 27 |    |
| 179 985 993 995 1000                                    | W6  | 5  |    |
| 1008 1009 1017  | W7  | 3  | 85 |
| <u>134</u>  | W2  | 1  | 86 |

**MALVERN**

|   |     |    |     |
|---|-----|----|-----|
| 106   | L   | 1  |     |
| 120 225 257 292 293 301 302 303 311 321 335 358 360 362 |     |    |     |
| 163 364 374 375 377 378 379 382 387 389 395 405 407 418 |     |    |     |
| 121 435 453 455 480 487 501 513 514 524 527 530 541 542 |     |    |     |
| 143 547 552 553 569 572 594 601 608 624                 | W2  | 52 |     |
| 175   | SW2 | 1  |     |
| 131 775 776 808 816 819 831 832 833 834 835             | W5  | 11 |     |
| 144 845 846 847   | SW5 | 4  |     |
| 169 870 880 881 887 888 897 898 899 919 920 924 941 946 |     |    |     |
| 151 959 961   | SW6 | 17 |     |
| 176 990   | W6  | 2  |     |
| 1012 1014 1018 1020                                     | W7  | 4  | 92  |
| 100 Decorated car                                       | SW6 | 1  |     |
| <u>129 272 355 383 385 438 457 477 482 492 538 639</u>  | W2  | 12 |     |
| 1 TMSV  | M   | 1  |     |
| 64 TMSV   | S   | 1  |     |
| 80 TMSV   | T   | 1  |     |
| 17 TMSV   | X   | 1  | 109 |

**GLENHUNTLY**

|   |     |    |    |
|---|-----|----|----|
| 105   | L   | 1  |    |
| 248 260 261 269 324 327 344 345 346 347 349 409 445 497 |     |    |    |
| 498 500 502 521 526 535 551 554 561 562 563 575 576 582 |     |    |    |
| 584 585 586 588 589 592 606 633 641 653                 | W2  | 38 |    |
| 720 721 728 777 810 811 812                             | W5  | 7  |    |
| 901 902 904 905 913 914 917 926 944 947 953 954 958 965 | SW6 | 14 |    |
| 973 974 999   | W6  | 3  |    |
| 1021 1027   | W7  | 2  | 65 |
| <u>373 587</u>  | W2  | 2  | 67 |

**SOUTH MELBOURNE**

|   |     |    |    |
|---|-----|----|----|
| 104   | L   | 1  |    |
| 234 245 251 262 277 323 328 366 376 384 403 437 441 444 |     |    |    |
| 479 493 496 515 523 531 539 556 565 567 593 596 602 629 |     |    |    |
| 647   | W2  | 29 |    |
| 727 756 773 774 794 796 823 824 838                     | W5  | 9  |    |
| 894 895 896 903 939 940 943 952 955 957 968             | SW6 | 11 |    |
| 997 998   | W6  | 2  |    |
| 1006  | W7  | 1  | 53 |
| 9W Scrubber   | Q   | 1  |    |
| 221 Rerailing Instruction                               |     |    |    |
| 233 Line Marker   | W2  | 2  |    |
| <u>6 7W 8W 10W 11W Scrubbers</u>                        | -   | 5  | 61 |

**ENGINE HOUSE**

|                        |    |   |   |
|------------------------|----|---|---|
| 475 Conductor Training | W2 | 1 | 1 |
|------------------------|----|---|---|



# OCTOBER 28, 1991

## ESSENDON

|  |    |    |    |
|--|----|----|----|
| 4 8 36 58 60 61 64 66 67 68 69 70 71 72 73 74 75<br>76 77 78 79 80 82 83 84 85 86 87 88 89 90 91 92 93<br>94 95 96 97 98 99 100  | Z1 | 41 |    |
| 124 125 126 127 128 129 130 131 132 133 164 165 166 167<br>168 169 170 171 172 173 174 175 176 177 178 198 199 200<br>201 202 203 204 207 210 211 212 213 215 217 218 219 220<br>221 222 223 224 225 226 227 228 229 230 | Z3 | 52 | 93 |
| 106 Heritage service   | L  | 1  | 94 |

## BRUNSWICK

|  |     |    |    |
|--|-----|----|----|
| 2008 2010 2017 2019 2030 2041 2052 2053 2054 2055 2056<br>2057 2060 2061 2062 2066 2069 2076 | B2  | 18 |    |
| 733 746 754 755 769 787 789 805 836  | SW5 | 9  |    |
| 861 862 872 873 875 915 927 930 931 932 963 964 967  | SW6 | 13 |    |
| 986 994  | W6  | 2  |    |
| 37 38 39 46 48 52  | Z1  | 6  |    |
| 140 147 148 149 150 151 154 155 156 157 158 160 161 162<br>163                               | Z3  | 15 | 63 |

## NORTH FITZROY

9 B2 trams supplied from South Melbourne Depot.

## THORNBURY

|   |     |   |    |
|---|-----|---|----|
| 833 Rerailing Instruction<br><u>834</u> | W5  | 2 |    |
| <u>877 879 914 922</u>                  | SW6 | 4 |    |
| <u>1004 1016</u>                        | W7  | 2 |    |
| <u>3 5 30 32 54 57</u>                  | Z1  | 6 | 14 |

## WORKSHOPS

|   |     |    |    |
|---|-----|----|----|
| 2078 2079 2080 2081 2082 2083 2084 2085 2086 2087 2088<br>New | B2  | 11 |    |
| <u>504</u>  | W2  | 1  |    |
| <u>774</u>  | W5  | 1  |    |
| <u>740 744 747 819</u>  | SW5 | 4  |    |
| <u>860</u>  | SW6 | 1  |    |
| <u>974</u>  | W6  | 1  |    |
| <u>1030 1038</u>  | W7  | 2  |    |
| <u>1 9 47 56 65</u>   | Z1  | 5  |    |
| <u>891</u> Pantograph Car                                     | SW6 | 1  | 27 |

## EAST PRESTON

|   |     |    |    |
|---|-----|----|----|
| 2004 2008 2012 2013 2016 2021 2023 2028 2035 2048 2049<br>2050 2051 2058 2059 2065 2067 2068 2073 2074 2075 | B2  | 21 |    |
| 821   | W5  | 1  |    |
| 725 731 732 741 743 752 760 764 775 781 800 840   | SW5 | 12 |    |
| 897 906 910 911 962   | SW6 | 5  |    |
| 975   | W6  | 1  |    |
| 1003 1005 1006 1011 1013 1015 1019 1022 1023 1025 1026<br>1028 1029 1032 1033 1034 1035                     | W7  | 17 |    |
| 101 103 104 105 106 107 108 109 110 111 112 113 114 115   | Z2  | 14 |    |
| 152 153 159 179 180 181 182 183 184 185 205 206 208 209<br>214 216  | Z3  | 16 | 87 |

## KEW

|   |     |    |    |
|---|-----|----|----|
| 231 232 233 234 235 236 238 239 240 241 242 243 244 245<br>246 247 248 249 250 251 252 253 254 255 256 257 258  | A1  | 27 |    |
| 259 260 261 262 263 264 265 266 267 268 269 270 271 272<br>273 274 275 276 277 278 279 280 281 282 283 284 285 286<br>287 288 289 290 291 292 293 294 295 296 297 298 299 300 | A2  | 42 |    |
| 892 935 948   | SW6 | 3  |    |
| 985 996   | W6  | 2  | 74 |
| 237 Decorated Car   | A1  | 1  | 75 |

## HAWTHORN

|                                |     |   |    |
|--------------------------------|-----|---|----|
| 600 Drivers Instruction        | W2  | 1 |    |
| 796 Drivers Instruction        | SW5 | 1 |    |
| 890 Drivers Instruction        | SW6 | 1 |    |
| 63 Drivers Instruction         | Z1  | 1 |    |
| <u>1041</u>                    | PCC | 1 |    |
| <u>684 720 772 783 823 826</u> | W5  | 6 |    |
| <u>878 937</u>                 | SW6 | 2 |    |
| <u>988</u>                     | W6  | 1 |    |
| <u>611</u>                     | Y1  | 1 |    |
| <u>2 34 35 40 41 44 49 50</u>  | Z1  | 8 | 23 |
| <u>547 568 650</u> Private     | W2  | 3 | 26 |



**DAMBERWELL**

|   |    |    |    |
|---|----|----|----|
| 7 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24          |    |    |    |
| 5 26 27 28 29 59 81                                     | Z1 | 24 |    |
| 16 1 17 118 119 120 121 122 123 134 135 136 137 138 139 |    |    |    |
| 41 1 42 143 144 145 146 186 187 188 189 190 191 192 193 |    |    |    |
| 94 1 95 196 197   | Z3 | 32 | 56 |
| <u>2</u>  | Z1 | 1  | 57 |

**MALVERN**

|  |     |    |    |
|--|-----|----|----|
| 82 721 722 723 724 726 738 758 759 770 773 776 784 785 |     |    |    |
| 86 790 797 802 806 814 816 828 829 830 843 844 845 846 |     |    |    |
| 47   | SW5 | 29 |    |
| 50 851 852 853 854 855 856 857 863 864 865 866 867 868 |     |    |    |
| 69 870 876 880 881 884 887 888 893 896 898 899 907 909 |     |    |    |
| 19 924 925 928 929 936 941 942 946 950 951 956 959 961 | SW6 | 42 |    |
| 71 976 982 984 987 989 992                             | W6  | 7  |    |
| 009 1012 1014 1018 1020                                | W7  | 5  | 83 |
| 10 612 Heritage service                                | Y1  | 2  |    |
| <u>59 912 966</u>                                      | SW6 | 3  |    |
| <u>79</u>  | W6  | 1  |    |
| <u>1</u>   | Z1  | 1  |    |
| <u>W</u> Scrubber                                      | -   | 1  |    |
| <u>TMSV</u>  | M   | 1  | 92 |

**LENHUNTLY**

|  |     |    |    |
|--|-----|----|----|
| 28 730 734 736 737 745 750 753 757 768 777 780 788 793 |     |    |    |
| 10 811 837 841 842 848 849                             | SW5 | 21 |    |
| 71 882 883 885 886 889 901 904 905 908 913 916 917 918 |     |    |    |
| 21 923 926 934 944 945 947 953 954 957 958 960 965 969 | SW6 | 28 |    |
| 72 973 977 978 981 983 993 999 1000                    | W6  | 9  |    |
| 007 1008 1010 1017 1021 1027 1031 1036 1037 1039 1040  | W7  | 11 |    |
| 2 43 45 51 53 55                                       | Z1  | 6  | 75 |

**SOUTH MELBOURNE**

|   |  |  |     |    |
|---|--|--|-----|----|
| 2001 2002   |  |  | B1  | 2  |
| 2003 2005 2006 2007 2011 2014 2015 2018 2020 2022 2024  |  |  |     |    |
| 2025 2026 2027 2029 2031 2032 2033 2034 2036 2037 2038  |  |  |     |    |
| 2039 2040 2042 2043 2044 2045 2046 2047 2063 2064 2071  |  |  |     |    |
| 2072 2077 (9 B2 trams for North Fitzroy)                |  |  | B2  | 35 |
| 646   |  |  | W2  | 1  |
| 685 763   |  |  | W5  | 2  |
| 681 727 729 739 742 748 749 765 767 791 807 809 812 815 |  |  |     |    |
| 818 824 838   |  |  | SW5 | 17 |
| 858 874 894 895 900 903 920 933 938 939 940 943 949 952 |  |  |     |    |
| 955 968   |  |  | SW6 | 16 |
| 970 990 991 995 997 998                                 |  |  | W6  | 6  |
| 1002 1024   |  |  | W7  | 2  |
|   |  |  |     | 81 |
| 104 Heritage service                                    |  |  | L   | 1  |
| 138 Heritage service                                    |  |  | P   | 1  |
| 9W Scrubber   |  |  | Q   | 1  |
| 164 Heritage service                                    |  |  | S   | 1  |
| 180 Heritage service                                    |  |  | T   | 1  |
| 214 Heritage service                                    |  |  | V   | 1  |
| 380 Heritage service                                    |  |  | W   | 1  |
| 431 Heritage service                                    |  |  | W1  | 1  |
| 442 Restaurant  |  |  |     |    |
| 510 Heritage service                                    |  |  | W2  | 2  |
| 217 Heritage service                                    |  |  | X   | 1  |
| 676 Heritage service                                    |  |  | X2  | 1  |
| 469 Heritage service                                    |  |  | Y   | 1  |
| 613 Heritage service                                    |  |  | Y1  | 1  |
| 10W 11W Scrubbers                                       |  |  | -   | 2  |
|   |  |  |     | 97 |

**ON LOAN**

|              |  |  |     |   |
|--------------|--|--|-----|---|
| 644 TMSV     |  |  | SW2 | 1 |
| 782 795 TMSV |  |  | W5  | 2 |
| 808 Bendigo  |  |  | SW5 | 1 |
| 902 TMSV     |  |  | SW6 | 1 |
| 1001 TMSV    |  |  | W7  | 1 |
|              |  |  |     | 6 |



## APPENDIX 3

### TRAMS SOLD FOR USE AT GEELONG, BALLARAT AND BENDIGO

| TRUST        | MMTB  | YEAR | GEELONG | BALLARAT  | BENDIGO  | NOTES  |
|--------------|-------|------|---------|-----------|----------|--|
| PMTT 84      | B 84  | 1931 |         |           | 16       | Preserved by Bendigo Trust                     |
| PMTT 86      | B 86  | 1931 |         |           | 14       | Scrapped 1957                                  |
| PMTT 89      | B 89  | 1931 |         | 20        |          | Scrapped 1970                                  |
| PMTT 90      | B 90  | 1931 |         |           | 7        | Scrapped 1951                                  |
| PMTT 26      | C 26  | 1948 | 36      |           | 5 (1956) | Preserved by Bendigo Trust                     |
| PMTT 35      | C 35  | 1951 |         | 40        |          | Preserved by Ballarat Tramway Museum           |
| PMTT 37      | E 37  | 1951 | 38      |           |          | Scrapped 1956                                  |
| PMTT 38      | E 38  | 1951 | 37      | 42 (1956) |          | Body to TMSV for parts                         |
| PMTT 39      | E 39  | 1951 | 39      | 41 (1956) |          | Preserved privately at Horsham                 |
| PMTT 40      | E 40  | 1951 | 40      | 43 (1956) |          | Body preserved by TMSV                         |
| PMTT 41      | E 41  | 1951 |         | 38        |          | Preserved by Ballarat Tramway Museum           |
| PMTT 42      | E 42  | 1951 |         | 39        |          | Preserved by Ballarat Tramway Museum           |
| PMTT 44      | E 44  | 1951 |         |           | 17       | Preserved by Bendigo Trust as PMTT 44          |
| PMTT 45      | E 45  | 1951 |         |           | 18       | Preserved by Bendigo Trust                     |
| PMTT 63      | H 63  | 1931 |         | 18        |          | Preserved by Ballarat Tramway Museum           |
| PMTT 64      | J 64  | 1928 | 26      |           |          | Scrapped 1956                                  |
| PMTT 65      | J 65  | 1928 | 28      | 11 (1935) |          | Preserved by Ballarat Tramway Museum           |
| PMTT 66      | J 66  | 1928 | 25 > 28 |           |          | Renumbered 28 1951; Scrapped 1956              |
| PMTT 67      | J 67  | 1928 | 24      |           |          | Scrapped 1956                                  |
| PMTT 68      | J 68  | 1928 | 30      | 13 (1935) |          | Preserved by Ballarat Tramway Museum           |
| PMTT 71      | J 71  | 1928 | 27      | 12 (1935) |          | Preserved by Sydney Tramway Museum             |
| PMTT 73      | J 73  | 1931 |         | 17        |          | Preserved by TMSV                              |
| PMTT 75      | J 75  | 1928 | 29      | 14 (1935) |          | Preserved by Ballarat Tramway Museum           |
| PMTT 76      | J 76  | 1931 |         | 19        | 7 (1960) | Preserved by Bendigo Trust                     |
| PMTT 79      | J 79  | 1931 |         |           | 6        | Scrapped 1956                                  |
| PMTT 82      | J 82  | 1931 |         | 16        |          | Scrapped 1956                                  |
| PMTT 83      | J 83  | 1931 |         |           | 4        | Scrapped 1951                                  |
| HTT 1        | M 107 | 1930 |         |           | 19 > 12  | Renumbered 12 1935; Preserved by Bendigo Trust |
| HTT 2        | M 108 | 1930 |         | 24        |          | Scrapped 1957                                  |
| HTT 3        | M 109 | 1930 |         |           | 13       | Scrapped 1960                                  |
| HTT 4        | M 110 | 1930 |         | 25        | 6 (1960) | Preserved by Bendigo Trust                     |
| HTT 5        | M 111 | 1930 |         | 26        |          | Preserved by Ballarat Tramway Museum           |
| HTT 6        | M 112 | 1930 |         |           | 10       | Scrapped 1956                                  |
| HTT 7        | M 113 | 1930 |         | 28        |          | Preserved by Ballarat Tramway Museum           |
| HTT 8        | M 114 | 1930 |         |           | 3        | To AETA/TMSV 1956; Heritage fleet as HTT 8     |
| HTT 9        | M 115 | 1930 |         |           | 2        | Scrapped 1952                                  |
| HTT 10       | M 116 | 1930 |         | 27        |          | Preserved by Ballarat Tramway Museum           |
| HTT/FTT 33   | M 183 | 1935 |         | 30        |          | Sold to USA                                    |
| HTT/FTT 34   | M 184 | 1935 |         | 31        |          | Preserved by Perth Electric Tramway Society    |
| HTT/FTT 35   | M 185 | 1935 |         |           | 19       | Preserved by Bendigo Trust                     |
| HTT/FTT 36   | M 186 | 1935 |         | 32        |          | Preserved by Ballarat Tramway Museum           |
| HTT/FTT 37   | M 187 | 1935 |         |           | 20       | Preserved by Bendigo Trust                     |
| HTT/FTT 38   | M 188 | 1935 |         |           | 21       | Preserved by Bendigo Trust                     |
| HTT/FTT 39   | M 189 | 1935 |         | 33        |          | Preserved by Ballarat Tramway Museum           |
| HTT 11       | N 117 | 1945 |         | 37        |          | Scrapped 1955                                  |
| HTT 12       | N 118 | 1947 | 31      |           |          | Scrapped 1956                                  |
| HTT 13       | N 119 | 1948 | 35      | 37 (1960) | 1 (1956) | Preserved by Sydney Tramway Museum             |
| HTT 14       | N 120 | 1947 | 33      |           | 4 (1956) | Preserved by Bendigo Trust                     |
| HTT 16       | N 122 | 1947 | 32      |           | 3 (1956) | Preserved by Bendigo Trust as MMTB 122         |
| HTT 17       | N 123 | 1945 |         |           | 23       | Preserved by Bendigo Trust                     |
| HTT 18       | N 124 | 1947 |         | 35        |          | Scrapped 1971                                  |
| HTT 20       | N 126 | 1947 | 34      |           | 2 (1956) | Preserved by Bendigo Trust                     |
| HTT 26       | P 132 | 1945 |         | 36        |          | Preserved by TMSV                              |
| HTT 27       | P 133 | 1947 |         |           | 25       | Preserved by Bendigo Trust                     |
| HTT 29       | P 135 | 1947 |         |           | 26       | Preserved by Bendigo Trust                     |
| HTT 31       | P 137 | 1947 |         | 34        |          | Preserved by AETM                              |
| HTT 32       | P 138 | 1945 |         |           | 24       | Preserved by Bendigo Trust as MMTB 138         |
| FNPTT 3 or 7 | R 152 | 1936 |         | 29        |          | Scrapped 1950                                  |
| FNPTT 2      | R 153 | 1936 |         |           | 22       | Scrapped 1956; body preserved by Bendigo Trust |

## APPENDIX 4



# PRESERVED TRAMS IN AUSTRALIA

| CLASS | NUMBERS | PRESERVED BY  |
|-------|---------|---|
| B     | 84      | Bendigo Trust as Bendigo 16                           |
| C     | 26      | Bendigo Trust as Bendigo 5                            |
|       | 35      | Ballarat Tramway Museum as Ballarat 40                |
| E     | 40      | TMSV as Ballarat 43                                   |
|       | 41      | Ballarat Tramway Museum as Ballarat 38                |
|       | 42      | Ballarat Tramway Museum as Ballarat 39                |
|       | 44      | Bendigo Trust as PMTT 44                              |
|       | 45      | Bendigo Trust as Bendigo 18 (rebuilt as a saloon car) |
| F     | 46      | TMSV (body only)                                      |
| G     | 53      | TMSV (body only)                                      |
| H     | 55      | TMSV (body only)                                      |
|       | 63      | Ballarat Tramway Museum as Ballarat 18                |
| J     | 65      | Ballarat Tramway Museum as Ballarat 11                |
|       | 71      | Sydney Tramway Museum as Ballarat 12                  |
|       | 73      | TMSV as Ballarat 17                                   |
|       | 75      | Ballarat Tramway Museum as Ballarat 14                |
|       | 76      | Bendigo Trust as Bendigo 7                            |
| L     | 101     | TMSV  |
|       | 102     | Canberra Tradesmen's Union Club (body only)           |
|       | 103     | MTPA (Haddon)   |
|       | 104     | Melbourne heritage fleet                              |
|       | 106     | Melbourne heritage fleet                              |
| M     | 107     | Bendigo Trust as Bendigo 12                           |
|       | 110     | Bendigo Trust as Bendigo 6                            |
|       | 111     | Ballarat Tramway Museum as Ballarat 26                |
|       | 113     | Ballarat Tramway Museum as Ballarat 28                |
|       | 114     | TMSV / Melbourne heritage fleet as HTT 8              |
|       | 116     | Ballarat Tramway Museum as Ballarat 27                |
|       | 184     | Perth Electric Tramway Society as Ballarat 31         |
|       | 185     | Bendigo Trust as Bendigo 19                           |
|       | 186     | Ballarat Tramway Museum as Ballarat 32                |
|       | 187     | Bendigo Trust as Bendigo 20                           |
|       | 188     | Bendigo Trust as Bendigo 21                           |
| N     | 119     | Sydney Tramway Museum as Ballarat 37                  |
|       | 120     | Bendigo Trust as Bendigo 2                            |
|       | 121     | Ballarat Tramway Museum (body only)                   |
|       | 122     | Bendigo Trust   |
|       | 123     | Bendigo Trust as Bendigo 4                            |
| O     | 126     | Bendigo Trust as Bendigo 23                           |
|       | 130     | AETM as Adelaide 192                                  |
| P     | 132     | TMSV as Ballarat 36                                   |
|       | 133     | Bendigo Trust as Bendigo 25                           |
|       | 135     | Bendigo Trust as Bendigo 26                           |
|       | 137     | AETM as Ballarat 34                                   |
| Q     | 138     | Bendigo Trust   |
|       | 139     | Canberra Tradesmen's Union Club (body only)           |
|       | 197     | Bendigo Trust as Scrubber 9W                          |
|       | 198     | TMSV as 15W   |
| R     | 199     | TMSV  |
|       | 153     | Bendigo Trust as Bendigo 22 (body only)               |
| S     | 164     | TMSV / Melbourne heritage fleet                       |
| T     | 180     | TMSV / Melbourne heritage fleet                       |
| U     | 205     | TMSV  |
| V     | 214     | Melbourne heritage fleet                              |
| W     | 220     | TMSV  |
|       | 380     | Melbourne heritage fleet                              |
| W1    | 421     | Bendigo Trust as Bendigo 31                           |
|       | 427     | TMSV  |
|       | 431     | Melbourne heritage fleet                              |
| W2    | 245     | Sydney Tramway Museum                                 |



|       |                    |   |
|-------|--------------------|---|
|       | 249                | Sydney Tramway Museum                       |
|       | 294                | AETM  |
|       | 323                | Melbourne heritage fleet                    |
|       | 329                | Perth Electric Tramway Society              |
|       | 332                | Private                                     |
|       | 354                | AETM  |
|       | 357                | MTPA (Haddon)                               |
|       | 368                | Perth Electric Tramway Society              |
|       | 384                | Private                                     |
|       | 392                | Sydney Tramway Museum                       |
|       | 393                | Perth Electric Tramway Society              |
|       | 399                | TMSV  |
|       | 407                | MTPA (Haddon)                               |
|       | 441                | Bendigo Trust                               |
|       | 447                | Canberra Tradesmen's Union Club (body only) |
|       | 456                | Bendigo Trust                               |
|       | 470                | Bendigo Trust as Bendigo 35                 |
|       | 483                | Private                                     |
|       | 486                | Private                                     |
|       | 504                | Melbourne heritage fleet                    |
|       | 510                | Melbourne heritage fleet                    |
|       | 513                | Private                                     |
|       | 522                | TMSV  |
|       | 547                | Private                                     |
|       | 568                | Private - on Melbourne system               |
|       | 600                | Private                                     |
|       | 643                | TMSV  |
|       | 646                | Melbourne heritage fleet                    |
|       | 650                | Private - on Melbourne system               |
| SW2   | 275                | Bendigo Trust                               |
|       | 426                | Perth Electric Tramway Society              |
|       | 432                | Sydney Tramway Museum                       |
|       | 644                | On loan to TMSV                             |
| W3    | 661                | Ballarat Tramway Museum                     |
|       | 663                | MTPA (Haddon)                               |
|       | 667                | TMSV  |
| W4    | 670                | MTPA (Haddon)                               |
|       | 671                | Ballarat Tramway Museum                     |
|       | 673                | TMSV  |
|       | 674                | Perth Electric Tramway Society              |
| W5 *  | 766                | Perth Electric Tramway Society              |
|       | 774                | Melbourne heritage fleet                    |
|       | 782                | On loan to TMSV                             |
|       | 792                | Sydney Tramway Museum                       |
|       | 795                | On loan to TMSV                             |
|       | 825                | Canberra Tradesmen's Union Club (body only) |
| SW5 * | 808                | On loan to Bendigo Trust                    |
| SW6 * | 887, 902           | On loan to TMSV                             |
| W6 *  | 976                | On loan to Bendigo Trust as a café tram     |
|       | 996                | On loan to TMSV                             |
| W7 *  | 1001               | On loan to TMSV                             |
| PCC   | 980                | TMSV  |
| X     | 217                | TMSV / Melbourne heritage fleet             |
| X1    | 466                | Private                                     |
|       | 467                | TMSV  |
| X2    | 676                | Melbourne heritage fleet                    |
|       | 680                | TMSV  |
| Y     | 469                | Melbourne heritage fleet                    |
| Y1    | 610, 611, 612, 613 | Melbourne heritage fleet                    |
| VR    | 20                 | Melbourne heritage fleet                    |
| VR    | 34                 | TMSV  |
|       | 41                 | MTPA (Haddon)                               |
| VR    | 52                 | TMSV  |
|       | 53 (700)           | ARHS Railway Museum, Williamstown           |
| Works | 1, 7W, 20          | TMSV  |
|       | 8W                 | Ballarat Tramway Museum                     |

\* Many trams of the W5, SW5, SW6, W6 and W7 classes are still retained; only those specifically designated for preservation are listed.

**OVERSEAS:** Several trams are preserved overseas, including 244, 321, 411 and 436 in New



# APPENDIX 5

## TRACK MAPS