

HISTORY of KEW DEPOT and the ROUTES OPERATED by KEW

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- CA 1500 The word tram and tramway are derived from Scottish words indicating the type of truck and the tracks used in coal mines.
- 1807 The first Horse tram service in the world commences operation between Swansea and Mumbles in Wales.
- 12th September 1854 At 12.20 pm first train departs Flinders Street Station for Sandridge (Port Melbourne) **First Steam operated railway line in Australia.** The line is eventually converted to tram operation during December 1987 between the current Southbank Depot and Port Melbourne. The first rail lines in Australia operated in Newcastle Collieries operated by horses in 1829. Then a five-mile line on the Tasman Peninsula opened in 1836 and powered by convicts pushing the rail vehicle. The next line to open was on 18/5/1854 in South Australia (Goolwa) and operated by horses.
- 1864 Leonard John Flanagan was born in Richmond. After graduating he became an Architect and was responsible for being the Architect building Malvern Depot 1910, Kew Depot 1915 and Hawthorn Depot 1916. He died 2nd November 1945.
- September 1873 First cable tramway in the world opens in Clay Street, San Francisco, USA.
- 1877 Steam tramways commence. Victoria only had two steam tramways both opened 1890 between Sorrento Pier to Sorrento Back Beach closed on 20th March 1921 (This line also operated horse trams when passenger demand was not high.) and Bendigo to Eaglehawk converted to electric trams in 1903.
- 1879 First electric railway demonstrated at Berlin Trades Fair.
- 3rd September 1880 First electric tram service in the world commences in Saint Petersburg, Russia. However after funds to continue the experiment runs out the service ceased at the end of the same month with horse trams resuming full service.
- 16th May 1881 First permanent electric tramway opened in Berlin, Germany. Current was supplied from the rails. This line was changed to overhead collection in 1891.
- October 1883 Bill authorising the construction and to operate or lease tramways by the Melbourne Tramways Trust becomes law – Act 47 Victoria Number 765.
- June 1884 Melbourne Tramways Trust leased the cable tram lines as and when constructed to the Melbourne Tramways and Omnibus Co. Ltd. for a period of 32 years ending on 30th June 1916.
- October 1884 Construction commences of cable tram line between Richmond (Hawthorn Bridge) and Spencer & Bourke Streets.
- 20th December 1884 Horse tram service opens between Fairfield Station and Mansfield Street Thornbury. Line closes between 1890 and 1892. No precise date has been found.

- 11TH November 1885 Cable Tram service opens Richmond (Hawthorn Bridge) to Spencer and Bourke Streets along with a depot at Richmond. The Richmond Depot facade is still in position, where the new Rydges Hotel now stands in Bridge Road at Hawthorn Bridge.
- 1st February 1886 A gas propelled tram service is opened between Clifton Hill and Alphington. This tram service closed on 7th May 1888 the day before the railway to Heidelberg opened.
- 22nd November 1886 Cable Tram service opens Victoria Bridge to Collins and Spencer Streets. The Depot for this line was at the Victoria Bridge terminus now the site of Victoria Gardens Shopping Centre in Victoria St, Richmond.
- 19th December 1887 A 1.5 km railway branching from Hawthorn was opened to Kew terminating at the corner of Denmark Street and Wellington Street.
- 24th December 1887 Horse Tram service from Victoria Bridge to Kew Cemetery. Barkers Road Cutting gradient made suitable for horses to enable them to pull the tram up the hill. Two horses required to top of cutting. Depot was at the corner of High & Disraeli Streets Kew.
- 26th October 1888 Cable Tram service opens in Chapel Street Prahran, operated from St. Kilda Road via Domain Road, Park Street, Toorak Road and Chapel Street to terminate at Carlisle Street.
- 19th November 1888 Australia's first electric tram exhibited by Messrs. W. H. Masters & Co. at the Centennial Exhibition. The track was laid parallel to Carlton Street at the northern end of Carlton Gardens. It ran for 58 days and earned 105 pounds 15 shillings & 11 pence. The Centennial Exhibition had opened in Melbourne on 1st August 1888. This tram went on to operate between Box Hill and Doncaster in October the following year.
- 15th February 1889 Cable tram service to Toorak opens branching off the Prahran line at Toorak Road.
- 14th October 1889 First electric tramway in Australia opens from Box Hill to Doncaster. Tram Road Doncaster received its name from the tramway as the tram line followed Station Street Box Hill then Tram Road to its terminus on the Southern side of the intersection with Doncaster Road. The depot was on the banks of the southern side of Bushy Creek near the present intersection of Station & Wimmera Streets. The shelter shed at that location was constructed to look like the first tram. The main attraction at Doncaster at the time was the Doncaster Tower that was built in 1879 and dismantled in 1914.
- 27th January 1890 Horse Tram service from Hawthorn Bridge to Riversdale and Auburn Roads.
- 20th June 1890 Port Melbourne cable tram service opened running from Collins Street via Market Street, Queensbridge Street, City Road, Bay Street and Beaconsfield Parade terminating close to current terminus of Route 109 at Port Melbourne Station.
- 25th December 1890 A saloon tram imported from the USA entered service as the second tram on the Box Hill to Doncaster tramway. This tram made travelling on cold or wet days more pleasurable than the open tram.
- 15th January 1894 Horse Bus commenced operation in Church Street Richmond between Victoria Street and Toorak Road. (The horse bus operated in summer only for first six years).

- 6th January 1896 Box Hill to Doncaster electric tramway closes. No more trams operated to Box Hill until a test run by “A2” 284 on the new Mont Albert extension to Box Hill on Thursday 17th April 2003 arriving around 0215.
- 26th April 1906 The Malvern and Prahran councils meet to discuss the setting up of the Prahran and Malvern Tramways Trust.
- 25th May 1906 A detailed report on the first proposed tramway for the PMTT is submitted to both Prahran and Malvern councils.
- October 1907 Prahran & Malvern Councils make application to operate under the Tramways Act 1890
- 6th July 1908 Acts passed. The Prahran and Malvern Tramways Trust is formed with Alex Cameron the first Chairman and W. O. Strangward the first Secretary.
- 30th May 1910 Malvern Depot is opened along with two lines - Chapel & High Streets to Tooronga Road & Chapel & High Streets to Malvern Burke Road via High Street, Glenferrie & Wattleree Roads
- 1st December 1911 A Poem by W. H. Blanshard who lived in Highbury Grove Kew is published in *the Reporter* (Box Hill Victoria 1889 to 1918) titled *The Kew Tram* it tells the story of a trip to Kew, first on a cable tram to Victoria Bridge then on the horse tram to his home in Highbury Grove. (The poem is reprinted towards the end of this document)
- 2nd December 1911 Church Street Horse Bus Route closed.
- 30th May 1913 Prahran and Malvern Tramways Trust opens their first lines in Kew, when the line from Malvern Town Hall to Kew Post Office (now Q.P.O. Bar & Bistro) and Deepdene via Glenferrie and Cotham Roads. Route numbers allocated by the PMTT were 4 Deepdene – The Esplanade and 6 Kew Post Office – The Esplanade.
- 1st November 1914 Horse Tram service Victoria Bridge to Kew Cemetery closed to allow conversion to an electric line.
- 18th January 1915 Hawthorn Road duplicated from Balaclava Junction to South Caulfield Junction.
- 22nd January 1915 Foundation stone laid at Kew Depot.
- 24th February 1915 Electrification of Horse Tram service from Victoria Bridge (East side) to Cotham Road opened. Route 6 extended from Kew Post Office.
- 8th May 1915 Kew Depot opens with six roads. Electric line extended from Cotham Road to Kew Cemetery (previous Horse Tram terminus)
- 14th July 1915 Electric Trams were extended across Victoria Bridge from east to west side to closer connect with Cable Tram. This saves passengers a walk across the bridge when transferring between cable and electric trams. However a short walk was still required for a further 11 months.
- 22nd November 1915 Extension with double track from Kew Cemetery to Strathalbyn Street (Harp Road) Kew opened. Crossover installed at former terminus. The route number allocated by PMTT was 14.

- November 1915 Grinnell Sprinkler System installed at Kew Depot. The Prahran & Malvern Tramways Trust had considered a sprinkler system essential after a fire at Elwood Depot on 7th March 1907 destroying all the trams in the depot and Sebastopol Horse tram depot on 10th October 1909 destroying 5 trams, 13 horses and killing the overnight watchman Andrew Angus. A Grinnell sprinkler system was installed at Malvern Depot when opened. Sprinkler Systems were first developed in 1874. Fredrick Grinnell from Rhode Island USA patented his system in 1882. This system was introduced into Australia in 1886. A significant advance on automatic fire sprinkler came in 1909 when Bendigo born Edward Kirby produced an alarm that transmitted a single to the Fire Brigade when the system started to operate. It was this improved Grinnell system that was installed at Kew. An early feature of this system until water mains pressure improved was from overhead water tanks.
- 30th December 1915 Hawthorn Depot completed.
- 18th January 1916 Melbourne Tramways Board appointed. Aim to take over the Cable tram routes to convert to electric.
- 31st January 1916 Horse Tram Line Hawthorn Bridge to Riversdale & Auburn Roads Hawthorn closed.
- 18th March 1916 Loop at St. Kilda opened. McDonald's now occupies the site.
- 10th June 1916 A further short extension on west side of Victoria Bridge brings electric trams up to cable tram terminus.
- 21st June 1916 Power Street Electric line opened, Hawthorn Depot to Hawthorn Bridge West side to connect with Cable Trams.
- 1st July 1916 Tramways Board takes over the Cable Trams except for Northcote Line
- 18th September 1916 Deepdene railway crossing installed for Mont Albert extension.
- 30th September 1916 Extension of Deepdene line to Mont Albert opened with double track to Creswick Street then single track to Talbot Avenue double track to Wharton Street then single track to the terminus at Union Road. Service provided from Victoria Bridge to Mont Albert. St. Kilda Beach service continued to terminate at Deepdene. The route number allocated by PMTT was 15.
- 22nd December 1916 Kew Depot completed. Cameron Hall at Kew Depot was named after Alex Cameron the first Chairman. Cameron Hall and the old Sub Station were demolished in 1994.
- 7th March 1918 Extension Camberwell Station to Cotham Road along Burke Road opened including curves into Cotham Road Duplication of Mont Albert line between Burke Road and Deepdene Railway Crossing. Kew Depot operates a shuttle service between Whitehorse Road and Camberwell Station. Passengers then had to cross the railway line by foot to pick up a Malvern Depot tram on the other side. The section from Camberwell Station to Burke and Malvern Roads opened 6th December 1917.
- 28th April 1918 Railway crossing at Camberwell Station completed. Through running along Burke Road commenced operated by Malvern Depot. Kew ceases to operate section Whitehorse Road to Camberwell Station.
- November 1918 Railway crossing at Glenferrie Station was replaced by grade separation.

- March 16th to 22nd March 1919 Kew and Malvern Depot on strike. The strike was over a driving instructor who had been intimidating to trainee drivers. After the instructor had been transferred to other duties the men returned to work.
- 31st October 1919 The Melbourne Tramway Board Dissolved.
- 26th October 1919 Port Melbourne Rail Line Electrified. The majority of the overhead infrastructure from just beyond Port Junction to Port Melbourne retained when line converted to tram operation in 1987.
- 1st November 1919 The Melbourne and Metropolitan Tramways Board (MMTB) was formed with Alex Cameron its first Chairman. The Railway level crossing at Burke Road Camberwell replaced by grade separation
- 1st February 1920 The MMTB takes over the Prahran and Malvern Tramways Trust. All PMTT trams (Kew and Malvern Depots) retain their original numbers on take over by the MMTB. 1 to 20 "A" class, 21 to 24 "B" class (the original 21 to 24 had been sold to the Hawthorn Tramways Trust becoming their 21 to 24 with the takeover they became MMTB 127 to 130 "O" class), 25 to 35 "C" class, 36 "D" class, 37 to 45 "E" class, 46 & 47 "F" class (These trams were originally PMTT numbers 36 & 37), 48 to 53 "G" class, 54 to 63 "H" class, 64 to 83 "J" class, 84 to 91 "B" class (with 21 to 24 a total of 11 "B" class were built) 92 to 97 "K" class. These trams were shared by Kew and Malvern depots. A further 3 "K" class 98 to 100 were delivered after the MMTB as were "L" class 101 to 106 that were on order to PMTT prior to the takeover.
- 2nd February 1920 Prahran and Malvern Tramways Trust dissolved.
- 12th March 1921 First all night service was introduced between Princes Bridge and Camberwell Junction. It was discontinued after a few months due to lack of patronage.
- 30th May 1921 Electrification of the railway to Princes Pier (then known as New Pier) opened. The junction for the line was just on the City side of Graham. Trains ran as required when passenger ships were berthed there.
- 20th October 1921 St. Kilda Beach via Glenferrie Road to Deepdene discontinued. Service from Victoria Bridge to St. Kilda Beach via Glenferrie Road continues.
- 17th December 1922 Kew railway line electrified.
- 14th February 1923 Mont Albert Line duplicated from Deepdene Railway Crossing to Talbot Avenue loop. A crossover was installed at Balwyn Road.
- 1st July 1923 Church Street Hawthorn electric line opened. Strathalbyn Street Kew trams diverted from Barkers Road terminating at Victoria Bridge to terminate at Hawthorn Bridge West side.
- 4th August 1923 At 2335 "J" class tram 65 collided with the Deepdene Dasher hauled by tank engine F182. Ten passengers on the tram had minor injuries. Both tram and train (Round) drivers were found negligent of their duties as well as Conductor Cartwright (Who should have alighted from the tram prior to the tram proceeding over the crossing to check for trains.) The train was allowed to proceed after a 25 minute delay while it was several hours later before the tram was re-railed and towed back to Kew Depot.

- 5th November 1923 The Zoo horse tram depot and rolling stock destroyed by fire during a Police strike. Service closed thus becoming the last horse tram service to operate in Melbourne.
- 1st December 1923 The following 30 trams were allocated to Kew on this date:-
1, 4, 10, 16 & 20 = 5 "A" class, 21, 22, 23 & 24 = 4 "B" class, 46 & 47 = 2 "F" class, 54 to 63 = 10 "H" class, 92 to 100 = 9 "K" class.
- 12th December 1923 First "W" class tram 219 enters service.
- 11th February 1924 The last new section of cable tram track was completed between Swanston and Elizabeth Streets in Lonsdale Street.
- 8th July 1924 Chapel / Church Streets electric line opened between Toorak Road & Swan Street. Service extended to Princes Bridge and operated by Hawthorn Depot.
- October 1924 The building of Preston Workshops commences.
- 20th October 1924 Church Street line extended from Swan Street to Victoria Street. Service Toorak Road to North Richmond operated by Hawthorn Depot.
- 11th January 1925 Extension of High St. line from Strathalbyn Street to Burke Road opened with double track to Clyde Street single track to terminus.
- 30th October 1925 Hanna Street Depot (renamed South Melbourne on 20/9/1960) opened.
- 15th May 1926 Bus Route Victoria & Burnley Sts. to Balwyn Rd. via Barkers & Mont Albert Rds. open.
- 28th August 1926 Prahran Cable line closed.
- 29th August 1926 Prahran Conversion temporary bus service opened.
- 31st October 1926 Chapel Street Cable Tram line converted to Electric Toorak Road to Windsor Station. Crossovers were installed on the north side of Toorak Road and High Street.
- 18th December 1926 Prahran Conversion temporary bus service closed.
- 19th December 1926 Chapel Street Electric line extended Windsor to Brighton Road with connecting curves into Brighton Road and connecting curves Chapel Street into Carlisle Street. Through service commences to St. Kilda Beach and Prahran from North Richmond operated by Hawthorn Depot and Princes Bridge to Prahran operated by Glen Huntly Depot. Two sets of curves one north and one south opened at Swan and Church Streets installed.
- 26th March 1927 The following 32 trams were allocated to Kew on this date:-
21,23 & 24 = 3 "B" class, 33 & 34 = 2 "C" class, 36 = 1 "D" class 38 to 45 = 8 "E" class, 92 to 100 = 9 "K" class 300, 301, 302, 303, 304, 306, 307, 308 & 326 = 9 "W" class. 36, was reconverted back to "E" class in 1923 but retained "D" class classification til 1927.
- 15th May 1927 Cable section from Spencer and Bourke Sts. to Flinders and Swanston Sts. closed
- 29th June 1927 Richmond Cable line & Richmond Depot closed (Hawthorn Bridge to Swanston Street) Temporary conversion to a bus service with Richmond Depot converted to bus depot.

- 14th July 1927 Electric Line from Spencer & Bourke Sts. to Flinders & Swanston Sts. opened. Trams from Hanna Street (changed to South Melbourne Depot 20/9/1960 and closed 8/2/1997) Depot used a single curve from Swanston St. into Flinders St. on the Flinders Street Station side. Curve disconnected 6th April 1942.
- 25th July 1927 Mont Albert line duplicated from Wharton Street to Terminus.
- 9th September 1927 Crossover installed in High Street north of Barkers Road (Kew Depot).
- 17th September 1927 Electric trams commence running to the M.C.G. for football finals only operated by Hanna Street Depot.
- 9th October 1927 Rail passenger service from Deepdene to East Camberwell operates for the last time.
- 14th October 1927 Strathalbyn St. destination sign altered to KEW. In 1996, sign changed to Kew Harp Rd.
- 3rd December 1927 Richmond (Bridge Road) conversion bus service closed.
- 4th December 1927 Electric trams commence to run from Hawthorn Bridge to the City via Bridge Rd. This was the first time that Kew Depot actually operated all the way to the City. Service along Bridge Road jointly worked with Hawthorn Depot operating the Spencer Street to Hawthorn service. Hanna Street Depot then only operated MCG extras.
- 26th December 1927 North Richmond to Point Ormond electric service opened (Sundays & Public Holidays) via new curves from Brighton Road into Glen Huntly Road.
- 8th April 1928 North Richmond to Point Ormond service closed.
- 13th April 1928 Kew Depot extensions roads 7 to 12 completed plus run-out via road 13 to High Street.
- 24th April 1928 The following 73 trams were allocated to Kew on this date:-
21, 23, 24 & 85 = 4 "B" class, 30, 33, 34 & 35 = 4 "C" class, 36 to 42, 44 & 45 = 9 "E" class, 53 "G" class, 92 to 100 = 9 "K" class, 131 & 136 = 2 "P" class, 141, 143, 145, 191, 193, 195 to 201 = 7 "Q" class, 173 "R" class, 166 & 168 = 2 "S" class, 267, 300, 301, 302, 303, 304, 306, 307, 308, 310, 325, 326, 345, 353, 367, 373, & 397 = 17 "W" class, 454, 455, 456, 457, 458, 480, 481, 482, 487, 488, 495 & 497 = 12 "W2" class.
- 28th July 1928 Simpson Street Siding opened.
- 19th December 1928 Route Numbering System introduced on MMTB Electric Trams; Melbourne wide.
- 23rd December 1928 North Richmond to St. Kilda Beach service commenced.
- 26th January 1929 Princes Bridge to St. Kilda Beach service commenced.
- 30th June 1929 Mont Albert line trams diverted from terminating at Victoria Bridge, to operate direct to the City via Church Street, Bridge Road and Flinders Street, pending Victoria Street Cable Tram conversion to electric trams. Glenferrie Road Trams maintained service to Victoria Bridge. Passengers transferring to Mont Albert trams at Kew Post Office.
- 13th July 1929 Victoria Street Cable Line closed between Victoria Bridge and Brunswick Street.
- 14th July 1929 Victoria Street temporary conversion bus service opens.

- 14th September 1929 Cable Line closed Brunswick Street & Victoria Parade to Collins & Spencer Streets. Victoria Street temporary conversion bus service closed.
- 15th September 1929 Electric trams commence to run between Victoria Bridge and Brunswick Street by extending St. Kilda Beach - Victoria Bridge service to Brunswick Street. Crossovers installed at Victoria Bridge and Brunswick Street. Collins Street temporary bus service opened Spencer Street to Brunswick Street.
- 24th September 1929 A single track connecting curve was installed at North Richmond terminus from Church Street into Victoria Street to junction with the down track, together with a facing crossover in Victoria Street.
- 2nd November 1929 North Richmond – St. Kilda Beach service resumes.
- 8th December 1929 Electric trams commence to run between Brunswick Street. and Collins & Spencer Sts. Mont Albert Line trams commence operating via Victoria Bridge to the City. St. Kilda Beach – Brunswick Street service was cut back to Kew Cotham Road and operated fully by Malvern Depot. Camberwell Depot is opened.
- 26th April 1930 North Richmond – St. Kilda Beach service was discontinued.
- 8th June 1930 Balwyn Road - Burnley & Victoria Streets Bus service reduced.
- 24th November 1930 With the popularity of the through tram service (Bridge Road 4/12/1927 and Victoria Street and Collins Street 8/12/1929) patronage on the Kew railway dropped. As a result the service on the Railway became a through service peak hours only. Off peak became a shuttle to Hawthorn using a single ABM motor car.
- November 1930 Electric train services to Princess Pier Port Melbourne withdrawn and overhead subsequently removed 17/8/1953.
- 30th April 1931 Balwyn Road - Burnley & Victoria Streets Bus service closed.
- 22nd May 1933 Electrification extended from Port Melbourne to Station Pier. The train service beyond Port Melbourne Station on to Station Pier was on an as required basis.
- 25th July 1933 Last day of Trotting at Richmond Racecourse. The racecourse was situated in Bridge Road between Stawell Street and Westbank Terrace. River Street crossover was placed in its current position to assist in shunting extra trams required to serve the racecourse.
- 6th June 1934 Route numbers reintroduced to Kew and Hawthorn Depot routes; -
- 27 Hawthorn – Spencer Street.
 - 28 Richmond – Spencer Street
 - 40 East Kew – Spencer Street
 - 41 Kew Harp Road – Spencer Street
 - 42 Mont Albert – City
 - 44 Balwyn – City
 - 45 Deepdene – City
 - 46 Kew Post Office – City
 - 47 Victoria Bridge – City
- Trams running in to Kew Depot from the City were required to show Route 28 via Flinders Street and 47 via Collins Street.

- 9th June 1934 The following 76 trams were allocated to Kew on this date: -
419, 472 & 476 = 3 “W1” class, 220, 223, 224, 231, 234 270, 271, 272, 281, 284, 288,
290, 298, 303, 337, 366, 369, 371, 374, 381, 388, 393, 394, 397, 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 = 72 “W2” class, plus 93 breakdown car “K” class.
- 24th June 1934 Route 69 was allocated for Kew Cotham Road – St. Kilda Beach.
- 9th December 1934 Route numbers were allocated to Chapel Street routes: -
77 Prahran- City Princes Bridge
78 Prahran – North Richmond
79 St. Kilda Beach – North Richmond
- 2nd December 1934 Wallen Road Bridge was weakened by floodwaters. During repairs (that lasted to the
19th December 1934) to the bridge, trams for Chapel Street ran from Kew Depot.
Burwood and Wattle Park services were diverted via Bridge Road to Flinders &
Swanston Street. A shuttle service ran from Princes Bridge to Burnley. A temporary
meal room was installed at Church Street and Bridge Road.
- 20th December 1934 Repairs to Wallen Road Bridge completed tram services returned to normal.
- January 1936 Crossover in High Street at Park Hill Road (Kew Cemetery) removed.
- 7th December 1936 New curves installed from Collins Street into Spencer Street. These were constructed for
a new tramline to be built (opened 25th July 1937) over the Spencer Street Bridge which
had opened without trams in 1930.
- 14th February 1937 All night trams commence from Kew Depot on East Kew and Mont Albert Lines.
- 15th February 1937 Crossover installed in Flinders Street at Market Street.
- 13th March 1937 Port Melbourne and South Melbourne cable lines closed. Port Melbourne service
replaced with a bus service. South Melbourne temporarily replaced with buses til
25/7/37.
- 13th June 1937 Extension of East Kew line from Burke Road to Bulleen Road built as double track
opened.
- 25th July 1937 South Melbourne line opens across Spencer Street Bridge.
- 21st October 1937 Some overhead on railway line on Station Pier dismantled.
- 29th November 1937 Afternoon through peak hour services on the Kew railway cancelled replaced with the
shuttle service from Hawthorn Station.
- 30th June 1938 The following 82 trams were allocated to Kew on this date: -
141, 146, 147, 191 = 4 “Q” class, 220, 223, 224, 231, 234 241, 244, 253, 268, 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, 419, 440, 446, 457, 472, 476, 482, 488, 490, 491,
508, 509, 510, 512, 513, 524, 529, 536, 537, 543, 545, 546, 597, 624, 625, 626, 627,
628, 629, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 648 & 649 = 77 “W2”
class, plus 163 breakdown car “S” class.

- 11th December 1938 Extension of East Kew line from Bulleen Road to Balwyn Road. North Balwyn opened as single track with a loop at Buchanan Avenue and was allocated route 48.
- 5th June 1939 Further patronage losses to the trams saw the Kew railway reduced to peak hour and Sunday morning only service with a bus replacing the trains in off peak hours, Saturdays and Sunday Afternoons.
- 2nd October 1939 Sunday morning train service to Kew cancelled.
- 4th November 1939 Curves from Glenferrie Road turning east into Cotham Road removed leaving the curves to the west retained.
- 26th October 1940 Last Cable Tram in Melbourne operates at 9.17 pm. Clifton Hill & Nicholson Street to Spencer Street via Bourke Street Cable Lines close. Service replaced by buses til 1955.
- 27th July 1941 All night services increased due to petrol rationing brought on by World War 2. Services from East Kew operate via Flinders Street Spencer Street to terminate in Collins Street. Trams then proceeded to Mont Albert. Trams from Mont Albert terminated at Spencer Street in Collins Street then proceeded to East Kew.
- 24th August 1941 North Richmond to St. Kilda Beach all night service commenced.
- 14th September 1941 Employment of Conductresses commence due to Wartime labour shortages.
- 12th February 1942 Reduced lighting on all trams & buses due to World War 2.
- 6th April 1942 Connecting curve from Flinders Street into Swanston Street disconnected. The curve was directly outside the entrance to Flinders Street Station.
- 15th May 1942 Commenced Brownout - trams & buses run at reduced speed.
- 24th May 1942 Brownout lifted - trams & buses resume normal speed.
- 7th September 1943 East Kew – Riversdale Railway which crossed the Mont Albert tramway at Deepdene closed. This had been a goods railway since passenger services ceased on 9 / 10 / 1927.
- 2nd November 1945 The Architect that designed Kew Depot Leonard John Flannagan dies aged 81 at Mornington. He was also responsible for designing Malvern 1910 and Hawthorn 1916.
- 11th November 1945 The connecting curve disconnected 6th April 1942 outside Flinders Street Station’s main entrance removed completely.
- 30th June 1946 Railway crossing in Whitehorse Road at Deepdene removed.
- 22nd June 1947 All night Tram services converted to one-man operation.
- 11th September 1948 83 trams allocated to Kew were;- 144, 148 & 196 = 3 “Q” class, 220, 224, 227, 231, 234, 253, 255, 272, 281, 284, 288, 290, 293, 296, 297, 298, 336, 365, 366, 369, 371, 374, 380, 381, 393, 394, 397, 399, 411, 412, 414, 419, 440, 446, 451, 457, 476, 482, 488, 490, 491, 509, 510, 512, 513, 524, 529, 536, 537, 543, 545, 546, 592, 597, 625, 626, 627, 628, 629, 632, 635, 636, 637, 638, 639, 640, 641, 642, 648 & 649 = 70 “W2” class, 814 & 815 = 2 “W5” class, 889, 890, 891, 892, 893, 929, 933 & 936 = 8 “SW6” class.

- 31st January 1950 Remainder of the overhead beyond Port Melbourne Station and on Station Pier was dismantled. The overhead had been unused from 1939.
- 23rd February 1950 A tramway employee strike commences which lasts until April 24th. On resumption of work all depots find they are short of staff as a result the all-night service is not reinstated until July.
- 15th January 1951 Opening of La Trobe Street line from Victoria Parade and Brunswick Street to Spencer and Lonsdale Streets. Crossovers were installed at Nicholson Street, Swanston Street, Elizabeth Street and Spencer Street. Double connecting curves were provided at William Street and a single connecting curve was provided at Elizabeth Street from the up track in La Trobe Street to the up track in Elizabeth Street. Service initially operated by Hawthorn Depot by extending Hawthorn to Spencer & Lonsdale Streets services (Route 27) to Brunswick Street between 6am & 6pm Monday to Fridays and 6am & 1pm Saturdays. No service Sundays or public Holidays.
- 16th January 1951 Numbered stops introduced on Burwood and Wattle Park routes. Numbered stops were then gradually introduced to other routes.
- 26th February 1951 La Trobe Street services transferred from Hawthorn to Preston Depot. Shuttle service introduced.
- 23rd April 1951 La Trobe Street service transferred from Preston to Essendon Depot.
- 12th July 1951 Tracks at Kew in High Street at Harp Road straightened. Previously the tracks crossed the old railway bridge. Once the old railway cutting was filled in a straighter course could be constructed. Part of the old bridge can still be seen today.
- 27th August 1951 La Trobe Street service transferred from Essendon Depot to Hanna Street Depot.
- 3rd December 1951 La Trobe Street service transferred from Hanna Street back to Preston Depot.
- 6th January 1952 East Kew all night service extended to North Balwyn.
- 21st July 1952 Revised peak hour La Trobe Street service, with Kew Depot providing four additional trams. Commencement of Mont Albert - City via La Trobe Street service. Services also commenced between La Trobe Street and East Preston and West Preston.
- 18th August 1952 Passenger service on Kew railway line closed.
- 3rd November 1952 North Balwyn - City via La Trobe Street service commences with 7 AM & 6 PM trips.
- 21st November 1952 Balwyn Road crossover relocated to Iramoo Street (crossover eliminated 11/8/2002).
- 24th November 1952 North Balwyn route duplicated from Bulleen Road to the terminus at Balwyn Road.
- 20th March 1953 A connection into Kew Depot from the down was installed this was in addition to the two connections that already existed to the up track.
- 17th August 1953 Overhead on the line from Graham to Princes Pier dismantled.
- 23rd January 1954 The following 91 trams were allocated to Kew;- 146 & 196 = 2 "Q" class, 174 & 176 = 2 "R" class, 220, 224, 230, 231, 234, 238, 253, 255, 272, 281, 284, 288, 290, 293, 296,

297, 298, 336, 364, 365, 366, 369, 371, 374, 380, 381, 390, 393, 397, 399, 411, 412, 414, 417, 419, 446, 451, 457, 488, 490, 491, 509, 510, 512, 513, 524, 529, 536, 537, 538, 543, 545, 564, 592, 597, 609, 626, 627, 628, 637, 638, 640, 642 & 648 = 65 “W2” class, 725, 726, 814, 815 & 821 = 5 “W5” class, 889, 890, 891, 892, 893, 906, 929, 933, 936, 947, 950, 951, 952, 956, 960, 963 & 966 = 17 “SW6” class.

- 6th September 1954 Standard Monday to Friday off peak service Melbourne wide reduced from 10 minute to 12 minute frequency on most routes.
- 14th June 1955 Lenny Bates, Kew Depot’s longest serving employee commences work. Len’s last day driving was 1st December 2011 passing away on 27th December 2011 after 56 years 6 & half months employed by the tramways.
- 24th June 1955 East Preston Depot opens and takes over services previously operated by Preston Depot
- 25th June 1955 La Trobe Street service on a Saturday eliminated.
- 26th June 1955 Bourke Street opens with new route East Preston to Bourke & Spencer Streets.
- 11th July 1955 A new crossover is installed in Flinders Street at Spencer Street.
- 2nd October 1955 New crossover installed at Hawthorn Bridge East side in Burwood Road while the West side crossover was relocated to River Street. Trams on Route 28 Richmond extended to crossover located in Burwood Road. While the relocated crossover on the west side continued to be used by Hawthorn Depot trams operating Route 48 services to North Balwyn while running in or out from Hawthorn Depot. Route 48 continued to be shared with Hawthorn Depot until its closure as a running depot.
- 25th November 1955 Saturday tram service in La Trobe Street discontinued.
- August 1956 Last “W” class “W7” 1040 built.
- 28th October 1956 Buses replace trams on North Balwyn and Mont Albert all night services.
- 22nd November to 8th December 1956 Olympic Games held in Melbourne. All leave cancelled
- April 1957 The connecting curves at Camberwell terminus out of Burke Road into Whitehorse Road removed.
- 13th May 1957 Kew railway line closed to goods service and the land sold. VicRoads currently (2015) occupy the old Kew Station site.
- 16th August 1957 Crossover at Camberwell terminus replaced with a Y terminus.
- 5th May 1958 Weekdays North Richmond - Prahran trips between 8.41 am and 4.19 pm, Saturdays between 8.41 am & 12.49 pm diverted to St. Kilda Beach.
- 30th August 1958 The following 76 trams were allocated to Kew;- 220, 230, 231, 234, 238, 255, 272, 281, 288, 290, 293, 296, 297, 298, 335, 336, 364, 365, 366, 369, 371, 374, 380, 381, 390, 393, 411, 412, 414, 417, 419, 446, 451, 457, 488, 509, 510, 512, 532, 536, 537, 538, 543, 545, 564, 592, 609, 626, 627, 628, 637, 638, 640, & 648 = 51 “W2” class, 726, 814, 815 & 821 = 4 “W5” class, 889, 890, 891, 892, 893, 929, 933, 936, 950, 956, 960 & 963 = 12 “SW6” class, 1016, 1018, 1019, 1022, 1025, 1036, 1037, 1039 & 1040 = 9 “W7” class.

- 12th August 1959 MMTB purchased from Sydney scrubber trams 10 and 11 arrive in Melbourne. They become the usual scrubbers to operate over Kew operated routes. They are both retired in 2002. Both were built in 1908 as Sydney "K" class 763 and 797 and converted to scrubber cars in 1952 138s and 1953 139s. Both trams are preserved.
- 21st June 1959 Elimination of North West curve from Swan Street to Church Street.
- 15th November 1959 Hawthorn Depot closed on Sundays as an economy measure. Camberwell Depot takes over Hawthorn – Spencer Street and North Richmond – St. Kilda Beach on Sundays while Prahran - City Princes Bridge is converted to a one man bus route. Footscray routes are also converted to one man bus operations on Sundays.
- 20th November 1959 "SW6" 903 from South Melbourne Depot tests Flinders Street Overpass
- 22nd November 1959 Trams commence using Flinders Street overpass at King Street just after 1 pm. "SW6" 939 from Kew Depot becomes the first service tram (on route 48) to cross over followed by Camberwell tram "W2"350 on Route 27
- 12th June 1960 New permanent tracks on Flinders Street Overpass brought into use.
- 26th June 1960 Work on the new Flinders Street overpass at King Street completed.
- 20th September 1960 Hanna Street Depot renamed South Melbourne Depot.
- 22nd October 1960 Elsternwick – Point Ormond line closes, "X2" 677 being the last tram. This was the last driver only operation in Melbourne until 1990.
- 1st January 1961 The following 78 trams were allocated to 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, 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 = 50 "W2" class, 725, 726, 814, 815 & 821 = 5 "W5" class, 889, 890, 891, 892, 893, 906, 929, 933, 936, 947, 950, 951, 952, 956, 960, 963 & 966 = 17 "SW6" class.
- 15th October 1961 North Richmond terminus in Church Street was replaced from a crossover and siding by a Y terminus with curve connection to down track in Victoria Street. At the same time the facing crossover in Victoria Street replaced with a trailing crossover. This track layout was to become a major problem once Kew took over routes 78 / 79. Trams from Kew Depot entering Church Street had to shunt from the up track to the down track then precede bang road on the down track to access the curve into Church Street. With traffic a problem trams were only able to access Church Street unaided up to 0700. After this time trams could only access Church Street with the aid of an Inspector or take up running from either Swan Street or by doing a Route 69 Kew – St. Kilda Beach run before commencing a route 79 trip from St. Kilda Beach to North Richmond.
- 22nd October 1961 Conversion of trolley poles to carbon insert trolley shoes for quiet running from trolley wheels completed.
- 25th March 1962 A Y terminus was installed at Mont Albert.
- June 1962 The balloon loop at St. Kilda Beach was removed. Routes 69 & 79 terminate on the remaining section of single track against the footpath.

- 11th July 1962 Flinders Street overpass closed following cracks appearing on King Street Bridge.
- 23rd July 1962 Flinders Street overpass reopened shored up with timber.
- 5th November 1962 A Y terminus was installed at North Balwyn.
- 31st January 1965 Prior to the closure of Hawthorn Depot the following 74 trams were allocated to Kew.
336, 357, 364, 366, 369, 371, 374, 378, 380, 381, 390, 393, 408, 410, 411, 412, 414, 416, 417, 431, 446, 451, 457, 458, 488, 490, 509, 510, 512, 528, 529, 532, 536, 537, 540, 544, 545, 546, 609, 626, 627, 628, 637, 638, 640, & 648 = 46 “W2” class, 725, 726, 814, 815 & 821 = 5 “W5” class, 885, 889, 890, 891, 892, 893, 903, 906, 925, 929, 933, 936, 937, 939, 950, 952, 956, 957, 960, 962, 963, 964 & 966 = 23 “W6” class.
- 13th February 1965 Hawthorn Depot closes as a running depot. At closure the following 38 trams were allocated to Hawthorn. 327, 330, 332, 352, 353, 354, 368, 372, 397, 401, 433, 434, 448, 472, 489, 566, 582 & 604 = 18 “W2” class, 432 & 436 = 2 “SW2” class, 729 & 730 = 2 “W5” class, 840, 841, 843, 848 & 849 = 5 “SW5” class, 850, 851, 852, 853, 854, 855, 856, 912, 913, 914 & 944 = 11 “SW6” class. Of these the following 12 were transferred to Kew Depot: 434, 436, 448, 472, 489, 566, 729, 730, 840, 841, 843 & 848.
- 14th February 1965 Kew Depot takes over the running of Routes 78 & 79 from Hawthorn. Glen Huntly Depot takes over Prahran - City route (77) Mondays to Saturdays from Hawthorn. Decimal currency commences. New fare scales.
- 1st March 1965 After the closure of Hawthorn the following 86 trams were allocated to Kew
336, 357, 364, 366, 369, 371, 374, 378, 380, 381, 390, 393, 408, 410, 411, 412, 414, 416, 417, 431, 434, 446, 448, 451, 457, 458, 472, 488, 489, 490, 509, 510, 512, 528, 529, 532, 536, 537, 540, 544, 545, 546, 566, 609, 626, 627, 628, 637, 638, 640, & 648 = 51 “W2” class, 436 = 1 “SW2” class, 725, 726, 729, 730, 814, 815 & 821 = 7 “W5” class, 840, 841, 843, 848, = 4 “SW5” class, 885, 889, 890, 891, 892, 893, 903, 906, 925, 929, 933, 936, 937, 939, 950, 952, 956, 957, 960, 962, 963, 964 & 966 = 23 “W6” class.
- 15th March 1965 Crossover in Swan Street at Lennox Street removed as no longer required since closure of Hawthorn Depot.
- 14th January 1968 Dandenong Road and Chapel Street intersection realigned for new St. Kilda Junction project.
- 11th April 1968 A New crossover was installed in Glenferrie Road at Gardiner Road. This allowed Kew school runs to terminate here. Until 31st March 1995 up to two trams in the morning and one in the afternoon regularly terminated here.
- 17th November 1968 All night bus services cancelled. They had replaced the all-night tram services to North Balwyn and Mont Albert on 28th October 1956.
- 28th July 1969 A new crossover was installed in Victoria Parade at Hoddle Street.
- 14th December 1969 Double railway track from Junction of Princes Pier line (City side of Graham) to Port Melbourne reduced to single track.
- 22nd March 1970 A new crossover was installed in Collins Street at Russell Street.

- June 1970 “SW6” 940 becomes the first tram to be fitted with multiple head and tail lights (with the exception of the “L” class) all trams in regular service were converted by January 1974.
- 28th October 1970 The Graham Street overbridge replaces level crossing at Graham. Opened as two lanes and increased to four lanes the following year.
- 1st November 1970 Extensive alteration to Tram Route Numbers implemented including the use of the number 3 for the first time. These alterations resulted in the discontinuing use of letters with numbers. Letters were reinstated on 31/1/2009. However minimal changes occurred for Kew routes. The changes were: -
- 25 Trams terminating at Flinders and Swanston Streets.
 - 26 Trams terminating at Flinders and Market Streets.
 - 27 Trams terminating at Flinders and Spencer Streets.
 - 37 Kew Depot via Flinders Street.
 - 38 City – East Melbourne Hoddle Street. This route number became Toorak – City via William Street on 25th September 1972. At a later date Route 43 was allocated to City- East Melbourne after regular workings terminating at Victoria Bridge ceased.
- 27th August 1971 The crossover in Spencer Street south of Bourke Street removed.
- 5th August 1972 Cancellation of East Doncaster - North Balwyn bus connecting with tram service. Bus service extended to City.
- 25th September 1972 Revised Route Numbers on La Trobe & William Streets Routes. Alterations to Kew;-
- 23 Mont Albert – City via La Trobe Street
 - 24 North Balwyn – City via La Trobe Street
 - 29 Kew Depot via Flinders Street (replacing short lived route 37)
 - 30 City via La Trobe Street – Brunswick Street (Now St. Vincent’s Plaza)
 - 31 City via Collins Street – Brunswick Street.
 - 43 City via Collins Street – Victoria Bridge
 - 47 Became exclusively City – Kew Depot.
- 30th October 1972 Some trams and trips on routes 78 & 79 along Chapel Street transferred to Glen Huntly Depot due to a shortage of staff at Kew Depot.
- 19th April 1973 1041 the first new tram since August 1956 is launched.
- 18th May 1973 The single curve connecting La Trobe Street and Elizabeth Street from up track east to up track south was removed and replaced by a single curve from up track west to down track south which had been installed a short time previously.
- 23rd May 1973 Two conductresses (Barry and Stone) from Brunswick Depot commence training as Drivers. Training deferred after intervention with AT&MOEA. (Recommended 13th November 1975)
- 10th July 1973 Crossover in Gisborne Street removed.
- 17th December 1973 Tracks in La Trobe Street between Elizabeth & Swanston Streets diverted to allow new Museum Railway Station (now renamed Melbourne Central) to be built.
- 19th May 1974 Wearing of caps becomes optional.

- 17th November 1974 Wearing of shorts and long socks approved from 1975/ 1976 summer with introduction of new brown uniform.
- 18th November 1974 Due to the improvement of the work force position at Kew Depot two AM & four PM trips and Richmond Off peak service restored
- 19th December 1974 Crossover in Chapel Street north of Carlisle Street removed.
- 30th April 1975 Ceremony at Preston Workshops to mark the first “Z1” class trams. New brown uniform introduced.
- 30th June 1975 First five “Z1” class trams enter service at North Fitzroy Depot.
- 13th November 1975 Training of conductresses for driving recommenced.
5th December 1975 Joyce Barry (Brunswick) becomes first woman tram driver in Melbourne.
- 1st January 1977 The following 81 trams were allocated to Kew;- 224, 230,255, 281, 288, 350, 352, 353, 367, 370, 393, 410, 411, 412, 417, 431, 446, 448, 451, 456, 458, 472, 481, 483, 488, 489, 490, 504, 509, 510, 512, 528, 532, 540, 544, 545, 566, 468, 609, 626, 627, 637, 638, 645 & 648 = 45 “W2” class, 436 “SW2” class 725, 726, 729, 730, 814, 815 & 821 = 7 “W5” class, 840, 841, 843 & 848 = 4 “SW5” class, 884, 885, 889, 890, 891, 892, 893, 906, 925, 929, 933, 936, 937, 950, 956, 960, 962, 963, 964 & 966 = 20 “SW6” class, 970,972,982 & 992 = 4 “W6” class.
67 trams were required for the morning peak with 72 for the afternoon peak. During the day, routes 42, 48 & 79 ran a 12 minute frequency however Route 42 was supplemented by Route 45 (Deepdene) which gave a six minute frequency to the City from Burke Road. Kew also operated Route 30 and shared 31.
- 24th October 1977 New terminus constructed at Luna Park for Kew & North Richmond services in new roundabout in lieu of siding.
- 11th June 1978 Tracks in La Trobe Street reinstated to original position between Elizabeth and Swanston Street after completion of first stage of new Museum Railway Station (now Melbourne Central Railway Station).
- 26th February to 14th March 1982 *Storming Mont Albert by Tram* is performed on board a tram travelling from the City to Mont Albert and return.
Presented by: Theatre Works [Eastern Suburbs professional Community Theatre Company]
Written by: Paul Davies
Directed by: Mark Shirrefs
Performed by: Mary Sitarenos, Peter Sommerfeld, Hannie Rayson, Carolyn (Caz) Howard, Peter Finlay, Tony Kishane, Paul Davies, Graham Stephen & Brett Stewart.
- 28th February 1982 Sunday morning Route 48 North Balwyn trams extended from River Street to City.
- 16th September 1982 Hugh Waldron, the compiler of this time line, has his first day at Kew doing 11 Table, with conductor instructor Peter Waldron (no relation). Car out Kew 0656 tram 891, Mont Albert,0722 via Route 23, Latrobe Street 0810, Car in 0835 Take 0859 tram 965, City Collins Street 0922, taken Depot 0948. Car out 1329, tram 950, (prior to leaving 13 road the conductor’s job was to walk to the corner of Barkers Road and check if any Mont Albert tram was approaching, if so he advised the driver who then waited for the Mont Albert tram to pass so as not to delay the through tram at Deepdene Burke Road

where the departure time was 1348, City, 1428, by 62 table 1452, Car out 1550 tram 891, Spencer Street, 1627, North Balwyn 1718, Car in 1736.

- 10th March 1983 After commencing driver training 15th February 1983, Hugh Waldron has his first day driving by himself on 42 table with Conductor Quyen Dam. The table is as follows: -
Car out 0759, 4 run, tram 929 North Balwyn 0820, Spencer Street 0914, North Balwyn 1004, Spencer Street 1051, North Balwyn 1140 by 124 1157, then take 124 1511 4 run but tram now 350, Spencer Street 1542 however due to late running shunted Flinders & Spencer Streets Corner at 1545, North Balwyn 1636, Spencer Street 1719, Latrobe & Spencer Streets 1729 returning to North Balwyn as Route 24 depart 1815, car in 1833.
- 1st July 1983 The Melbourne & Metropolitan Tramways Board (MMTB) replaced by the Metropolitan Transit Authority (The MET) Green uniforms replace the brown.
- 17th October 1983 The Fairway system was introduced featuring unbroken and broken yellow lines.
- 16th November 1983 At about 0654 Driver Norm (Naim) Salem was run over by a bread truck at Mont Albert Terminus while crossing the road to punch the bundy clock. His conductor Lawrance McArdle gave the alarm and the tram, "SW6" 964 that he had been driving was later driven back to Kew Depot by the Depot Starter Doug Prosser.
He died shortly after his arrival at hospital. As a result of this accident, Kew drivers were instructed to hand in their bundy keys and not to use any bundy clocks.
- 18th November 1983 From midday trams commenced running into Kew Depot. All trams had returned by 1245. At 1245 two trams departed Kew with full standing loads of drivers and conductors to attend driver Norm (Naim) Salem's funeral at St. Nicholas Church in Victoria Parade. The two trams remained parked outside the church for the service in the Victoria Parade reservation. The service finished at 1345. On return to Kew Depot a guard of honour was formed in Barkers Road for the funeral procession to pass by at 1400. Trams recommenced running out between 1410 and 1435.
- 25th November 1983 At a Depot meeting it was agreed to recommence punching bundy clocks that were situated on safety zones or on reservations only. This meant that on Route 42 the only clocks to be punched were at the city terminus at Spencer Street and at Brunswick Street. While on Route 48 the only clock that was not punched was in High Street at Station Street (which was the side of the road) as all the others were in safety zones.
- December 1983 The first "A1" class trams 231 and 232 delivered to Preston Workshops.
- 13th June 1984 "A1" 231 becomes the first modern tram to operate out of Kew Depot, on Route 42. Driver Brian Hughes, Conductor Bob Colquhoun.
- 11th July 1985 "A1" 239 becomes the first "A" class to operate on Route 48 on 4 run.
- September 1985 First "A2" class trams (260 & 261) delivered to Preston Workshops.
- 16th December 1985 "A2" 260 becomes the first pantograph equipped tram to be attached to Kew Depot.
- 11th January 1986 Fire destroys the old Richmond Cable Tram Depot after vandals set fire to "W2" class tram 254, which was being stored there. The façade, which survived the fire, was utilised as part of the new Rydges Riverwalk Hotel.

- 14th February 1986 First day of "A2" class (259 arrived 10/2/86, 260 16/12/85 and 261 20/12/85) in service. The "A2" class trams were operated on Route 48, which had previously been converted for pantograph / pole operation
- 2nd November 1986 Just after midnight, the position of bus conductors in Victoria was eliminated at North Fitzroy Depot. Princes Bridge - Prahran service (Route 77) closed with 973 being last service tram followed by 850 on special charter. This reduced the service in Chapel St. to routes 78/79 jointly operated by Kew and Glen Huntly Depots. However, the Sunday only bus replacement service (Route 377 to East Malvern) continued to travel via Chapel Street until 1st August 1993.
- 5th December 1986 "W2" 471 becomes the last allocated "W2" to leave Kew at 6.29 am on K29 run then transferred to Glen Huntly Depot.
- ?? February 1987 Last Kew operation on Route 69, 9.30 am trip from Kew Cotham Road to St. Kilda Beach.
Trip cancelled due to an industrial dispute re Route 79 at Glen Huntly Depot. All services become Route 78 only until 13th July 1987.
- 16th February 1987 New terminus and curves at North Richmond available. This allowed trams to turn from up track in Victoria Street directly into Church Street without the need to shunt onto the down track first. New rosters at Kew take advantage of this easier access.
- ?? March 1987 "A1" class trams commenced to operate on Routes 78/79 from Kew Depot. Some "A1" class trams transferred to South Melbourne Depot. Up to this date all "A" class had been allocated to Kew Depot.
- 8th May 1987 Hugh Waldron passes Driver training exam and becomes a driver trainer. First Student is Ann Sao on 11th May.
- 13th July 1987 Route 79 recommences operation at nights, Saturdays from 2 pm and Sundays. First tram to recommence service was "SW6" 889 at 6.08 pm ex North Richmond.
- 18th March 1987 "A2" class tram 272 became the first "A2" class tram to operate on Route 42 Mont Albert at 2.24 pm on 53 Run after route 42 conversion to pantograph / pole operation.
- 25th August 1987 New triangular junction installed from Bourke Street into Spencer Street.
- 5th September 1987 Curves installed from William Street into Bourke Street for South Melbourne Depot trams taking up service to St. Kilda Beach and Port Melbourne when opened.
- 7th September 1987 Some "A2" class trams transferred from Kew Depot to North Fitzroy Depot.
- 19th September 1987 New junction at Clarendon and Whiteman Streets for future St Kilda and Port Melbourne light rail lines constructed.
- 10th October 1987 6.30 pm Last Electric Train to Port Melbourne leaves Flinders Street Station.
- 16th October 1987 Last Goods Train on Port Melbourne Line
- 20th November 1987 St. Kilda light rail opened. Route 96 extended from Spencer and Bourke Streets to St. Kilda Beach. "A2" class trams transferred from Kew to South Melbourne Depot while "A1" class trams at South Melbourne transferred back to Kew.
Route numbers allocated for the soon to be opened Port Melbourne Line: -

- 109 Port Melbourne – East Brunswick
 - 110 Port Melbourne – North Fitzroy
 - 111 Port Melbourne – Exhibition Building
 - 112 Port Melbourne – City William Street
- All above routes were via Bourke Street.

- 18th December 1987 “A2” 285 becomes the First official tram to run to Port Melbourne. It ran out of South Melbourne Depot at 1145 to Spencer & Lonsdale Street where it departed on its inaugural run at midday with Driver Clive Dunn and Conductor Thomas McIntosh. The tram departed Port Melbourne at 1217 and on its second trip to Port Melbourne from Spencer & Lonsdale Street at 1235 driver Hugh Waldron became the first Kew driver to operate a tram to Port Melbourne. He departed Port Melbourne at 1235 arriving back at Spencer & Lonsdale Street at 1305. Clive Dunn then resumed driving for the third departure at 1310.
- 20th December 1987 Regular services commence on the Port Melbourne line as Route 111 Port Melbourne – Exhibition Building operated by South Melbourne Depot with occasional trips operated by North Fitzroy Depot.
- 31st December 1987 New Years Eve celebrations centred on Port Melbourne, resulting in large crowds descending on Port Melbourne. As a result of heavy rain large numbers left before midnight. This was the first occasion that Kew operated services to Port Melbourne to assist South Melbourne and North Fitzroy Depots.
- 1st January 1988 The only known tram to operate the original Route 109 Port Melbourne – East Brunswick was Driver Hugh Waldron on Kew 46 run, tram 297, which departed Port Melbourne at 0156 and returned from East Brunswick at 0237 displaying Route 109 in both directions the tram then departed Port Melbourne 0307 for Kew Depot.
- April 1989 “B” class trams enter service on Port Melbourne services.
- 1st July 1989 Public Transport Corporation replaces the Metropolitan Transit Authority. However, the trading name ‘The Met’ is retained.
- 1st January 1990 Trams blockade the City for five weeks during a dispute on one-person operation. However, all Kew trams remained in the Depot.
- February 1990 Driver only operation begins on Route 70 Camberwell Depot at certain times.
- 27th December 1990 Disused St. Kilda and Port Melbourne railway bridge over Clarendon Street demolished.
- 22nd January 1991 Port Melbourne now exclusively “B” class with the route shared between South Melbourne and North Fitzroy Depot. All “A2” class trams returned to Kew Depot. Kew allocation includes “A1” class 231 to 258 and “A2” 259 to 300 plus 5 “W” class.
- 20th June 1991 to 20th October 1992 “A1” 237 is done up as a Black Thunder Vehicle for Fox FM. With selected crew over the following months, 237, worked out of all Depots with the exception of North Fitzroy Depot. Thus 237 became the first “A1” class tram to operate in traffic on numerous Routes that normally until then did not see “A” class trams.
- 26th June 1991 “A1” 237 Fox FM’s Black Thunder broadcasts the Breakfast Show with Mike Perso and Peter Stubbs between 6am and 9 pm on two trips between Mont Albert & City. To beam the signal back to the Studio a helicopter was required to follow the tram.

- 29th September 1991 To celebrate the 75th anniversary of the opening of the Mont Albert Line “Y1” 611, 892, 948, 985, 1021 & “A1” 231 in special livery for Kew’s 75th Anniversary were used in service.
- 5th October 1991 “L” 104, “W1” 431, “W2” 510, “Y1” 611 plus “SW6” 892 were used on special shuttle trips between Deepdene and Mont Albert for Mont Albert’s 75th Anniversary.
- 20th October 1991 PTC Open Day.
- 28th October 1991 The following 75 trams were allocated to Kew; - 231 to 258 = 28 “A1” class, 259 to 300 = 42 “A2” class, 892, 935 & 948 = 3 “SW6” class, 985 & 996 = 2 “W6” class
- 24th November 1991 75th Anniversary of Hawthorn Tramways Trust. Kew Depot assisted with drivers. Parade of trams from Princes Bridge to Wattle Park consisted of from front to rear:- “P” class 138, “V” class 214. “S” class 164. “T” class 180, “X” class 217, “X2” class 676, “L” class 104, “W” class 380, “W1” class 431, “W2” class 510, “Y1” class 613, “Y1” class 611, “SW6” class 885 & “SW5” class 757. Kew tram “SW6” class 935 missed out due to lack of crew.
- 8th December 1991 Open Day at Kew Depot to celebrate Kew’s 75th Birthday of the completion of the depot on 22nd December 1916. Depot had opened on 8th May 1915. Celebrations were staged over three months.
The Parade of trams left the Depot around 3.20 pm led by Horse tram 256 then “V” 214, “S” 164, “X” 217, “X2” 676, “W” 380, “Y1” 611 & “A1” 231 (in Kew 75th Anniversary livery). Trams also visiting Kew were “P” 138 “Y” 469, “B2” 2033, Scrubber 10W & Sam the Tram “SW5” 753 (*Sam the Tram* was a children’s book).
- 2nd June 1992 “SW6” 891 returned to Kew (fitted with a pantograph) after a long absence & became the last “W” sent to Kew. It was not used in traffic due to Union objections to the type of pantograph fitted.
- 19th July 1992 Sir Robert Risson 91 Chairman of the MMTB from 1/10/1949 to 30/6/1970 died.
- 25th July 1992 Last run by a “W” class tram from Kew Depot “SW6” 935 on K77 run 9.06 am to 10.22 am on Route 78. During April 2012 935 became Restaurant tram number 6.
- 28th July 1992 “W6” 985 last “W” class to leave Kew Depot. Kew Depot becomes all “A” class with 70 trams allocated 231 to 258 = 28 “A1” class and 259 to 300 = 42 “A2” class..
- 15th October 1992 “Z3” 155 becomes the first “Z3” allocated to Kew 156 follows the next day. This brings Kew’s allocation to 72 trams.
- 28th February 1993 One-person operation of trams on Route 70 Wattle Park – Princes Bridge extended to full time operation.
- 7th March 1993 One-person operation at Kew Depot commences with operation on Route 48.
- 17th July 1993 Hugh Waldron has his first shift as a one-person operator, the table being 73. Car out 0524 tram 255 with on first half conductor Paul Tarabay, Mont Albert 0543, City 0622, Mont Albert 0703, City 0742, Mont Albert 0830, City 0922 by 13table 0949. Car out 1103 tram 239 71 run and on my own, North Richmond 1109, left 1110 in tram 235, Prahran 1148, North Richmond 1221, however due late running changed to block car

238 at Swan & Church Streets at 1229, Prahran 1255, Car in scheduled for 1330, actual time in 1355. Amount paid in to revenue was \$119.70.

- 1st August 1993 Last Day of regular bus operation (Sunday only Route 377) along Chapel Street.
- 6th August 1993 “Z3’s” 155 & 156 transfer to Glen Huntly Depot, making Kew once again all “A” class
- 8th August 1993 Trams recommenced operating on Sundays on three routes that had been previously been replaced by buses: - East Malvern (Bus Route 377) replaced by trams (Route 3) first tram on the Sunday was “Z3” 155. Trams last ran to East Malvern on Sundays in November 1961. The first Sunday tram from West Maribyrnong Route 57 on a Sunday was 129. While the first tram on Sundays Route 82 Moonee Ponds - Footscray was 201.
- 14th August 1993 Trams also returned Saturday afternoons and evenings on Route 82.
- 4th October 1993 Scrubber 11W became first tram to operate along the new City Circle track in Spring Street. 11W had an interesting history being built in 1908 as a passenger tram in Sydney as “K” class 797 and converted to a scrubber car 1952/1953 and numbered 139s purchased by the MMTB in 1959 and entered service in Melbourne during June 1960. Pantograph added 1989. Withdrawn from service December 2002 and is now preserved by the Sydney Tram Museum but currently (2012) stored offsite.
- 19th December 1993 North Fitzroy Tram Depot closes last tram in was “B2” 2125 at 12.40am with some staff transferred to Kew. Kew takes over Port Melbourne line from North Fitzroy and South Melbourne Depots. First Kew tram to run in regular service on new Route 109 Mont Albert to Port Melbourne is “A2” 286 on run K40. In addition to Route 109 Route 111 becomes Port Melbourne - Kew Depot while Route 110 was cancelled. North Fitzroy continued as a bus depot and reopened to City Circle trams between 15th November 2008 and 1st September 2012.
Allocation of trams at Kew Depot on this date comprises “A1” 231 to 239 fitted with poles for operation on Chapel Street, “A1” 240 to 258 fitted with pantographs and “A2” 259 to 300. This gave 70 trams allocated to Kew.
- 6th March 1994 New curves from Victoria Parade into Nicholson Street completed for City Circle.
- 14th April 1994 Kew tram “A2” 286 along with “Z1”49 and “B2” 2036 tested the City Circle tracks in Spring Street at 10.30 pm.
- 28th April 1994 Official Opening of City Circle and the commencement of Kew crews blaming the City Circle tram in front of them for being late. Full service on City Circle (Route 35) commences next day 29th April.
Included in the work done to implement Route 35 City Circle the following work had been completed in the weekends leading up to the opening.
(1) A new Y terminus was constructed in Spencer Street north of La Trobe Street along with a junction in Spencer Street south of La Trobe Street for trams turning into La Trobe Street. Routes 48 & 75 extended from Lonsdale Street to the new terminus.
(2) Curves from La Trobe Street into Swanston Street together with new crossover in La Trobe Street east of Swanston Street.
The original Route 35 was Spring Street, Nicolson Street, Victoria Parade, La Trobe Street, Flinders Street and back to Spring Street. This remained the route until Route 35 was extended to the Docklands eliminating Spencer Street on 30th November 2003.
- 10th September 1994 Victoria Bridge crossover eliminated. (Crossover reinstated on the 27th January 2003.)

- 22nd December 1994 Tram allocation list shows a reduction of three trams at Kew with Camberwell obtaining their first "A" class with "A1" 250 & "A2" 269 and 290 allocated.
- 3rd February 1995 Pantograph operation commences on Chapel Street routes 78/79 with pantograph equipped "A1" 246, while the first "A2" to operate in Chapel Street was 278
- 1st April 1995 Kew Depot loses its runs in Glenferrie Road, last Kew tram from Glenferrie Station was "A1" 237 at 5.28 am. Last run to Gardiner Road Kooyong was "A1" 233 on 31/3/95
- 2nd April 1995 Chapel Street is taken over fully by Glen Huntly Depot, last Kew tram was "A1" 237 on Route 79, which departed St. Kilda Beach at 12.05 am. "A1" 231 to 239 the last trams at Kew fitted with poles transferred to Camberwell Depot plus 240 & 241. Kew becomes a pantograph-only Depot. 231 to 239 have since been converted to pantograph operation.
- 23rd October 1995 Crossover installed in Market Street between Flinders Street and Flinders Lane. Kew trams were to use this crossover between 22nd May and 18th November 2005 with Route 13 during demolition of the King Street overpass.
- 12th February 1996 to 23rd May 1996 Over this period on various days Kew Driver Hugh Waldron was changed by management to assist with operating "Z1" 10 tram for testing the new ticket machine. "Z1" 10 was based at Hawthorn Depot becoming the last passenger tram operating out of Hawthorn. During these tests the Snubber cars 10W and 11W were also based at Hawthorn thus having two number 10's in the depot at the same time. The driver of "Z1" 10 was Carolyn Dean with Hugh assisting with the shunting and testing the ticket machine. Test Engineer was John Head.
- May 1996 Construction of the new South Bank Depot commences.
- 18th September 1996 Automatic Ticket Machines commence on two "B2" trams on route 75.
- 3rd January 1997 Hugh Waldron's last day at Kew until he is transferred back as a Depot Starter in May 2006. He becomes the last driver to be transferred to South Melbourne Depot, on closure he is then transferred to Malvern Depot on 9th February. His last driving shift at Kew was table 14. Take 99 1052 run 68 tram 275 Conductress Dina Fernando, Port Melbourne 1140, Mont Albert 1247, Port Melbourne 1356, by 37 1436, take 44 1538 run 15 tram 300 Conductor Rodney Fernando, Spencer Street 1619, North Balwyn 1716, Spencer Street 1811, North Balwyn 1902, Car in 1918.
- 9th February 1997 South Bank Depot opens South Melbourne Depot closes. Route 16 moves to Malvern.
- 28th February 1997 All Night trams recommence at 11.17 pm from Kew Depot on new Route 99 for a 4-week trial during March on Saturday & Sunday Mornings only. A 48-hour stoppage prevents a fifth weekend in March. Trial continues from 1st November 1997 to 29th March 1998.
- 1st October 1997 Tram system split in two, Yarra Trams and Swanston Trams. Kew Depot becomes part of Yarra Trams along with Camberwell, Preston and Southbank Depots while Swanston took over Brunswick, Essendon, Glen Huntly and Malvern Depots.
- 8th December 1997 Camberwell Depot becomes the first depot to operate all its trams without conductors. Followed in 1998 by Glen Huntly 20th January, Kew 7th March, Preston 21st March, Brunswick 15th April, Essendon 5th May Southbank 12th May and Malvern 23rd May.

- 9th February 1998 Kew takes over from Preston all Route 30 and Route 34 trips and some Route 31 trips.
- 24th February 1998 Ticket Machines (Metcard) commence on all Kew trams.
- 7th March 1998 The last day that conductors worked at Kew Depot.
- 29th March 1998 Last night of all-night trams on Route 99 Service not recommenced in November 1998 as previously advised due industrial dispute re lack of meal break during shift.
- 23rd May 1998 Last Day of Tram Conductors in Melbourne, the last tram conductor Bernard Lamberty finally finished at 2.30am on 24th May at Malvern Depot.
- 24th May 1998 All trams in Melbourne become fully One Person Operation.
- 1st October 1998 The tram section of the Public Transport Corporation is split into two. Yarra Trams assumes control of Camberwell, Kew, East Preston and Southbank. Swanston Trams assumes control of Brunswick, Essendon, Glen Huntly and Malvern Depots.
- 7th & 8th November 1998 New junction at Flinders and Exhibition Streets for new line to replace the current Route 70 terminus at Batman Avenue installed. (Service to the Princes Bridge terminus ceased at 12.15 am on Saturday 29th May 1999 with "B2" 2132 & 2061 the last passenger trams followed by Scrubber tram 11W the last tram to use the curve from Swanston Street into Batman Avenue.)
- 6th December 1998 New timetables produce change of some route numbers. Route 27 becomes City-La Trobe Street - Kew Depot Route 111 replaced by 47 that became Port Melbourne/City to Kew Depot
- 20th & 21st March 1999. The track in Flinders Street was renewed and realigned to give more room for the down safety zone at Flinders & Swanston Streets plus room for a shelter shed. This allows more room for waiting passengers now that four routes load at that stop (Routes 48, 70, 75 & City Circle). At the same time the crossover that was at the west side of Swanston Street was moved to the east side of Elizabeth Street.
- 19th to 22nd April 1999 between 10pm and 5am. Overhead work for the new junction for Route 70 at Flinders & Exhibition Streets completed.
- 6th May 1999 After an absence of 5 years 9 months "Z3" 191 becomes the first "Z3" tram to be reallocated to Kew. Kew Depot receives four "Z3" class trams 139, 190, 191 & 192 from Camberwell Depot while 231, 236, 238 & 240 are transferred to Camberwell.
- 28th May 1999 Ex Sydney scrubber tram 11W becomes the first tram to operate over the new track between Exhibition Street and Punt Road.
- 6th June 1999 Official opening of new line from Flinders Street and Batman Avenue to Swan Street near Punt Road with "B2" 2036 at 12.11 pm becoming the first tram followed by "B2" 2019.

- 7th June 1999 Commencement of Route 70 in Flinders Street with tram “A1” 231 on the first service, the 5.18 am service from Camberwell Depot.
- 18th June 1999 The Victorian State Parliament announces the sale of Yarra Trams including Kew Depot to MetroLink. Swanston Trams to National Express.
- 8pm 6th August to 5am 9th August 1999. A new H crossing plus new Junction curves with new straight track at Flinders and Spencer Streets Corner. The new straight track led to an already partly completed temporary terminus including crossover for the recently diverted Route 70 tram service.
- 29th August 1999 At 3am, MetroLink trading as Yarra Trams assumes control of Kew Depot. The last tram to run into Kew as a Government Tram was “A2” 278, while the first Kew tram to operate under MetroLink ownership was “A2” 290.
- 1st March 2000 La Trobe Street Extension to Docklands Line opened with “A2” 262. This tram also becomes the first tram allocated to Kew Depot in the new Yarra Trams livery.
- 9th March 2001 The last “Z3” class at Kew Depot tram 136 is transferred to East Preston Depot
- 26th March 2000 Route 86 extended from Bourke & Spencer Streets to La Trobe Street & Harbour Esp.
17th & 18th June 2000 Depot entrance tracks from Barkers Road renewed and Crossover outside MacKenzie’s Bus Depot renewed and relocated to allow space for two articulated “C” class trams between Depot’s entrance and crossover. Buses replaced trams between Mont Albert & Victoria Parade.
- Monday 24th July 2000 Hugh Waldron become the only Melbourne tram driver (attached to Malvern depot at the time) to be given the opportunity to work for Midland Metro at Wednesbury Depot England operated by National Express which at that time operated Swanston Trams from Brunswick, Essendon, Glen Huntly and Malvern Depots. Midland Metro operates between Birmingham and Wolverhampton. During Hugh’s three weeks at Wednesbury he obtained his English tram drivers licence and worked in the Control Room and went on patrol in the Patrol car. After working in England, he then visited Potsdam and Freiburg in Germany to look and ride the new Siemens Combino trams.
- 9th August 2001 The first four of thirty-six “C” class trams built by Citadis arrive on board MV EDAMGRACHT from France at Webb Dock. They were unloaded on Friday 10th August and transferred by truck to Preston Workshops after 11pm that night. Most of these trams are destined for Kew Depot for operation on Route 109..
- 13th August 2001 Testing of the new “C” class tram commence.
- 28th August 2001 Work commences on the extension from Mont Albert to Box Hill with a “Turning of the First Sod” Ceremony performed by Transport Minister Peter Batchelor
- 7th September 2001 Route 23 Mont Albert - City via La Trobe Street ceases to operate. Last tram to operate the route was “A2” 287 leaving La Trobe & Spencer Streets for Mont Albert (scheduled to leave at 5.31 pm) at 5.42 pm arriving Mont Albert at 6.34 pm & driven by Kathy Bailieu.
- 11th September 2001 Two planes crash into Twin Towers New York, one into the Pentagon in Washington and one crash landed near Shanks Ville in Pennsylvania in a terrorist attack. As a result of this attack and the tightening security on Station Pier all work on the extension of the

tram line to Station Pier was abandoned. During the late 1990's when the railway track on Station Pier was removed some railway track had been replaced with tram track. The tram track installed on the western side of Station Pier is still visible (2017).

- 14th September 2001 Operation of new "C" class trams (Citadis) from Southbank Depot on Route 109 in passenger service commence.
- 12th October 2001 First Super Stop in Collins Street at the corner of Swanston Street (west side) opened by Transport Minister Peter Batchelor and the first four Citadis trams officially into service operating on Route 31 over the lunch period.
- 15th October 2001 "C" class (Citadis) trams officially commence operations on normal runs on Route 109. However, they initially operate from South Bank Depot, only.
- 10th December 2001 3003 becomes the first "C" class tram to be allocated to Kew Depot.
- December 2001 End of the use of scratch and punch card tickets.
- 17th February 2002 Route 48 City terminus altered from Spencer and Lonsdale Streets to Flinders Street West.
- 13th & 14th March 2002 Track laying commences on the Box Hill extension of the Mont Albert line.
- 23rd & 24th March 2002 New H crossing and junction installed for new Collins Street Extension at Spencer St.
- 25th to 28th April 2002 New Junction installed at Gisborne Street, Victoria Parade and Brunswick Street featuring new three track layout that separated the West Preston trams prior to turning into Brunswick Street.
- 24th July 2002 New super stops in Victoria Parade at Brunswick Street officially opened by the Transport Minister Mr. Peter Batchelor and renamed St. Vincent's Plaza.
- 26th July 2002 Track laying commences on new Collins Street Extension Bridge.
- 10th August 2002 "A2" class tram 290 at 12.47 am becomes the last tram to use the old Y terminus at Mont Albert. New track is installed, linking up to track laid 13th & 14th March 2002.
- 11th August 2002 Balwyn Crossover terminus for Route 44 is removed.
- 12th August 2002 "A1" class tram 256 at 5.23 am becomes first tram to use new Mont Albert Crossover.
- 19th August 2002 "W" class trams return to La Trobe Street on Route 30 operated by Southbank Depot.
- 17th September 2002 "A2" class tram 300 becomes the first tram to operate to the new temporary terminus at Flinders Street West. Route number allocated was 198 however few trams displayed this route number most showing 00.
- 14th October 2002 Flinders Street West service implemented with "A2" 273 on K15 run. One tram operates a shuttle between the current Flinders Street West terminus and Charles Grimes Bridge between 9 am and 5.30 pm Monday to Fridays. Service was to operate between Market Street and Charles Grimes Bridge, however trams on Routes 48 & 70 laying up prevented service operating to Market Street after 10 am on the first day of service.

Allocated route 198 for HASTUS purposes only. Most trams displayed 00. HASTUS is the computer programme used for rostering purposes.
Beacon Cove (Port Melbourne) platform stop opened.

- 28th October 2002 “C” 3021 becomes the first tram to cross the new Collins Street Extension Bridge.
- 18th November 2002 Routes 9, 11, 31, 42 & 47 extended to Collins Street West over the new Collins Street Extension Bridge. “A1” 247 became the first tram in service to cross the bridge at 8.15 am, on route 11, followed by “B2” 2006 also on route 11 with “A2” 277 being the first route 42 at 8.39 am. The first “C” in traffic was 3007 at 8.53 am
- 9th December 2002 Route 198 ceases to operate after 5.30 pm after only eight weeks in operation.
- 12th December 2002 Work commences on track relocation outside Victoria Gardens in Victoria Street between Victoria Bridge and Burnley Street. This work includes the reinstatement of the Victoria Bridge Crossover in the relocated track about 200 metres west from the original location removed 10th September 1994.
- 14th December 2002 Track work concludes on new Docklands line between Bourke Street and Flinders Street.
- 21st December 2002 One “B” and one “W” class tram check the new track on the Docklands line. An obstruction was found on the “outer” track which fouled the sand pipe of the “B” class.
- 25th to 27th January 2003 Track work outside Victoria Gardens completed including the reinstatement of the crossover at Victoria Bridge previously removed on 18th September 1994.
- 4th March 2003 Route 48 extended from Flinders Street West to Harbour Esplanade and Bourke Street.
- 6th April 2003 Track work completed on Box Hill Extension.
- 17th April 2003 “A2” 284 becomes the first tram to operate to Box Hill leaving Mont Albert terminus at 2am returning from Box Hill at 2.30 am. “C” 3016 became the second tram to depart from Box Hill at 3.59 am. Both trams are driven by Kew Senior Trainer Steve McEvoy.
- 2nd May 2003 Box Hill extension opened returning trams to Box Hill after an absence of 107 years 3 Months and 26 days since Australia’s first electric tram line from Box Hill to Doncaster closed on 6th January 1896. “C” 3001 was the first official tram to arrive at 11.06 am after horse tram 253 had left the new terminus hauled by two horses just after 11 am. On opening day, “C” 3016 between 7.45 am and 9.15 am made three round trips to clean the rails. The horse tram carried no passengers and only travelled a short distance before being removal from the rails and loading into a truck for the return trip to the Tramway Museum at Bylands.
Speeches commenced, after the arrival of “C”3001 at 11.06 am (driven by Kew Senior Trainer Steve McEvoy) with the Premier of Victoria Steve Bracks. The Transport Minister Peter Batchelor, Yarra Trams Chief Executive Officer Hubert Guyot and the Mayor of Whitehorse Jessie McCallum then followed him. Then all four speakers cut a ribbon declaring the tram extension open.
After refreshments, the first official tram “C” 3001 carried guests up to Mont Albert Terminus and back. The first trip departed around 12 noon and returned to Box Hill at 12. 21pm. The tram then continued shuttle services up to 4pm.
- Sunday 4th May 2003 The last scheduled tram to terminate at Mont Albert was “A2” 300 at 12.48 am in the early morning of 4th May 2003.

The first service tram to operate to Box Hill was “C” 3005 on Kew 42 run, which departed Kew Depot at 6.24 am to form the 6.49 am departure from Box Hill. The first through service from Port Melbourne to Box Hill was “C” 3007 on Kew 42 run, which departed Port Melbourne at 7.14 am.

Route 48 was also extended this day when services from North Balwyn were extended from Flinders Street West to Telstra Dome (Docklands Stadium) at Harbour Esplanade and Bourke Street Docklands. The first tram on the extended route 48 was “A2” class tram 263 on Kew 1 run. This tram left Kew depot at 7.02 am North Balwyn at 7.22 am and departed the new terminus at Docklands Telstra Dome at 8.06 am.

- 7th, 8th & 9th June 2003 High Street and Cotham Road Junction re-laid eliminating the kink in the track on the North Balwyn line. The work also included the removal of the Kew Post Office crossover in Cotham Road and the installation of a new crossover between Cotham Road and Kew Junction. This new crossover is now used for the occasional trams terminating at Kew Junction and can be used for both Box Hill and North Balwyn routes.
- 15th June 2003 North Richmond crossover in Victoria Street near Church Street eliminated.
24th June 2003 Metlink established.
- 2nd September 2003 At 8.15am, at the corner of Victoria and Hoddle Streets, National bus 192 collided with “C” class tram 3034 derailing the tram and forcing it into the path of “C” class tram 3013 extensively damaging both trams and the bus. Ambulances take fifteen people to hospital.
- 19th September 2003 Route 34 City La Trobe Street – East Melbourne Hoddle Street discontinued.
- 21st September 2003 New timetables introduced with all Route 30 trips transferred to South Bank Depot.
22nd September 2003 Route 30 extended to operate all day Monday to Friday 6 am to 6 pm and operated by South Bank Depot using “W” class trams.
- 5th October 2003 Kew Depot receives its first visit of a “D1” class tram with 3524 from 2.36 to 2.57 pm.
- 30th November 2003 City Circle extended to Docklands.
- 17th February 2004 The Transport Minister Mr. Peter Bachelor announced a \$7.5 million one kilometre extension branch off the current Docklands line at the La Trobe Street and Harbour Esplanade intersection where a triangular junction will be laid. The line will travel north along Harbour Esplanade and west along Docklands Drive (previously Dudley Street) to just west of Pearl River Road. Route 48 North Balwyn and Route 29 Kew Depot were extended to the new terminus from their previous terminus at Harbour Esplanade. Route 30 St. Vincent’s Plaza was extended to the new terminus in off peak times. Run in trams via La Trobe Street show Route 27 Kew Depot.
- 19th February 2004 The Premier of Victoria Mr. Steve Bracks announced that as from 3 am on Sunday 18th April 2004 M>Tram will be taken over by Yarra Trams and M>Train will be taken over by Connex. The subsidy from the Government over the five-year contracts will be 2.3 billion. Government also announces new ticketing system to commence during 2006.
- 18th April 2004 At 3 am Yarra Trams took over M>Tram adding four extra depots to Yarra Trams: Brunswick, Glen Huntly, Essendon and Malvern. A carnivale was held at Melbourne Showgrounds for all new and old staff to celebrate the combining of Melbourne tram system. Six trams were used to bring some of the staff and family to the carnivale

including 2015 from Kew, 2014 from Malvern, 2098 from Brunswick, 2085 from Glen Huntly 233 from South Bank and 2045 from East Preston. No trams operated from Camberwell or Essendon Depots to the Yarra Trams Carnivale.

- 13th June 2004 Work commences to fill in pits at Kew Depot.
- 23rd July 2004 Work on filling in the pits completed. Only four pits remain at the bottom of roads 1 to 4 giving room to berth 3 “A” class or 2 “C” class trams over each pit.
- July 2004 “W” class trams return to Chapel Street on Routes 78 & 79 operated from Glen Huntly.
- 27th August 2004 East Kew crossover, terminus for Route 40 removed.
- 30th August 2004 New terminus and Super Stop at North Balwyn comes into operation. Old terminus removed 27th August 2004, during building of new terminus trams terminated at Harp Road Kew. First tram to operate into new terminus was “A2” class 262 on Kew 1 run at 5.21 am.
- 7th October 2004 First track laid on Route 48 extension to Docklands Drive between Harbour Esplanade and Doppel Lane in Docklands Drive.
- 6th & 7th November 04 A new Junction at the La Trobe Street and Harbour Esplanade intersection was installed for the Docklands Drive extension.
- 4th December 2004 Last section of track laid in Docklands Drive.
13th December 2004 Overhead completed for the new Docklands Drive extension.
- 16th December 2004 “A2” 280 became the first tram to test the new Docklands Drive tramline between 10.43 am and 11.45 am. “SW6” 888 followed between 12 noon and 12.30 pm.
- 1st January 2005 New Uniforms officially come into use replacing old Yarra Trams and M>Tram uniforms
- 4th January 2005 Route 48 and Route 30 extended to new Docklands Drive terminus. The first tram was “A2” 290 on Kew 2 run ex North Balwyn on Route 48 at 5.09 am arriving Docklands Drive at 5.49 am departing at 5.57 am. “A1” 233 did the official trip from Kew Depot picking up the Transport Minister Peter Bachelor and official guests at Stop D2 Docklands at 10 05 am. “W7” 1012 was on the 1st trip on Route 30 arriving at 9.02 am and departing at 9.10 am.
- March 2005 New Fleet Operations Centre opens in Eastern Road South Melbourne.
- 22nd May 2005 Route 48 temporally truncated to Market Street due to demolition of Flinders Street Overpass. Routes 70 and 75 also truncated.
Temporary Route 13 Market Street – Docklands commenced operating jointly with Southbank Depot. Six trams required four from Kew and two from Southbank operating via Market Street, Flinders Lane, William, Bourke, Spencer & La Trobe Streets, Harbour Esplanade and Flinders Street West. Route 24 extended from La Trobe and Spencer Streets to Flinders Street West via Docklands.
- 16th June 2005 Len Bates celebrates 50 years working at Kew Depot. At 1324 Len ceremoniously drove a “C” class tram out of Kew Depot to Box Hill and return with senior management and media on board after a number of speeches had been made.

- 27th October 2005 Preliminary work on the alteration to the Depot fan and run in begins. Platform stop at Collins and Elizabeth Street opens.
- Late October, early November 2005 Track is laid between Spencer Street and William Street on new alignment and level in Flinders Street. This track laying included the removal of the crossover at Flinders and Spencer Streets Corner and the installation of a new crossover at William Street on the King Street side.
- 18th November 2005 Temporary Route 13 Market Street – Docklands discontinued with the last tram Kew “A2” 279 departing Market Street at 8 pm. New H crossing at Market Street and elimination of Market Street crossing in Flinders Street commence. North Balwyn service further truncated to Elizabeth Street. Last day for the extension of trams on Route 24 from La Trobe and Spencer Street to Flinders Street West via Docklands.
- 21st November 2005 The derailment of test tram “B2” 2014 between William and Market Streets caused by new track being out of gauge prevents the restoration of normal services. Route 24 is reinstated to terminate at La Trobe and Spencer Streets.
- 22nd November 2005 After the all clear was given at 12.25 am, services on North Balwyn returned to terminating at Docklands Drive New Quay, Routes 70 extended to Bourke Street and Harbour Esplanade, and Route 75 re extended to Spencer and La Trobe Streets from first tram. City Circle resumed normal services. Installation of pits and conduits for redevelopment of Kew Depot commences.
- 25th November 2005 Crossover in Flinders Street east side of Swanston Street removed.
- 28th November 2005 New crossover in Flinders Street at Russell Street placed into service.
- 5th December 2005 Installation of new poles in yard commence.
- 10th December 2005 Removal of redundant poles commence. Power removed from 0800 to 2000. Two additional “C” class sent to Southbank Depot and two “A” class to Simpson Street Siding for changeovers if required. Removal of poles completed 6th January 2006.
- 14th December 2005 Installation of Pole 12 in yard results in Road 7 being unavailable for use until new fan is installed.
- 17th December 2005 Preparatory overhead work continued at Kew Depot with power removed between 0800 and 2000. Between the peaks two “C” class trams stabled at Southbank and two “A” class trams stabled at Simpson Street.
- 6th January 2006 Work commences on new run in for Kew Depot. Last tram to depart from Kew using the old runout was “C” class 3028 driven by Kew’s most senior driver 50 year veteran Len Bates at 2000. Power is cut as soon as 3028 reaches Church Street Richmond. During the eleven day shutdown the following trams remained at Kew. On one road “A2” class 281, 293 & 282, on two road “A2” 299, 283 & 266, on three road “C” class 3025 & 3009, on four road “C” 3014 & 3011 and on five road “A2” 280 & 296. These trams were not required due to a Saturday timetable being in force for early January. In addition during the shut down 18 “C” class trams were kept at Collins Street West, 10 “A” class at Simpson Street, 12 “A” class at Camberwell Depot and 3 “C” class at Southbank Depot overnight

- 7th & 8th January 2006 Work on entrance tracks continue, buses continue to replace tram between East Melbourne and Box Hill.
- 9th to 14th January Replacement of the Depot fan continues. Trams operate normally on Route 109.
- 15th January 2006 Overhead work completed with “C” class 3009 driven by Ashok Soeny testing all new tracks from 2 pm. Buses again replace trams between East Melbourne and Box Hill. With buses diverting around the Yearly Luna Festival held along Victoria Street North Richmond.
On both weekends of the shutdown trams on Route 31 terminated at World Congress Centre in Spencer Street. This was due to the trams stored in Collins Street. To allow Routes 11, 31 & 42 to operate normally to Collins Street West during the week 9th to 13th January 2006 five Kew runs were scheduled to run in and out of Southbank Depot during the day between the peaks thus avoiding the need to store trams at Collins Street West during the day. During the time at Southbank these trams were sanded, washed and ticket machines cleared resulting in a different five trams rostered to run in each day.
Trams on Route 48 were able to operate normally on all eleven days although were required to use their power limit switches while passing Kew Depot during the first weekend. Any changeovers required for Route 48 during the eleven day shutdown were supplied by Camberwell Depot.
- 16th January 2006 Work completed on the Depot fan allowing trams to re-enter the depot from 8 am.
- 27th January 2006 Work on surfacing the car park and landscaping completed.
- 5th February 2006 Platform stop in Collins Street between Exhibition and Russell Streets opens.
- 12th March to 1st April 2006 All leave cancelled to allow additional services for Commonwealth Games and Grand Prix.
- 15th to 26th March 2006 Commonwealth Games are held in Melbourne. Depots manned 24 hours a day. During Commonwealth Games all serviceable “C” class allocated to Kew Depot. Southbank’s “C” class return to Southbank late on 24th March 2006.
- 1st May 2006 Hugh Waldron returns to Kew Depot after an absence of 9 years and 4 months, as a Depot Starter.
- 29th May 2006 58 trams allocated to Kew Depot were: - 233, 234, 245 & 253 = 4 “A1” class, 260, 262, 265, 266, 267, 268, 269, 278, 279, 280, 281, 282, 283, 284, 286, 287, 289, 291, 293, 294, 296, 297, 298, 299 & 300 = 25 “A2” class and 3001 to 3029 = 29 “C” class.
- 10th to 12th June 2006 A completely redesigned junction on a new alignment was installed at the corner of Church Street and Burwood Roads Hawthorn Bridge.
- 1st July 2006 Preliminary work commences on the extension of Collins Street.
- 16th October 2006 Restrictions on buses travelling along High Street and Doncaster Road are lifted allowing bus passengers to be picked up or set down at any stop along tram route 48. This ended restrictions on buses picking up and setting down along tram routes that were introduced in January 1925.

- 26th October 2006 Due to a fire in a Japanese Restaurant preventing trams from running out of Glen Huntly Depot, Kew Depot provided a reduced service for the first time on Route 78 since 2nd April 1995 with two “A2’s” (between 5.30 am and 8 am).
- 29th October 2006 Due to a Glen Huntly driver being late for work (commencement of daylight saving) the first tram for the day from North Richmond 0755 (GH 51 run) was operated by Kew with the first “C” class (3021) tram to operate in service on Route 79.
- 8th November 2006 Opposition Leader Ted Baillieu (Liberal Party) promises to extend Routes 24 & 48, from North Balwyn to Doncaster Shopping Town during the next three years if elected to Government at the Victorian State Elections held on Saturday 25th November 2006.
- 25th November 2006 Labour Party returns to power. This ends the plan to extend Routes 24 & 48 for the time being.
- 24th December 2006 “A1” 253 becomes the first tram to be fitted with air conditioning to the drivers’ cabins. An upgraded air conditioning is fitted 17th April 2008.
- 1st January 2007 Water restrictions Stage 3 come into effect preventing the washing of trams with hoses. Only East Preston Depot was able to wash trams due to previously installed water tanks. Malvern Depot is able to wash trams after four water tanks installed during March 2007.
- 3rd January 2007 Routes 78 & 79 Converted to temporary bus routes while the Church Street Bridge underwent major maintenance works. During the bridge shutdown the opportunity was taken to relay the tram tracks on the bridge.
- 19th January 2007 Work on the Church Street Bridge was completed one and a half days earlier than scheduled allowing replacement bus service to operate over the normal tram route.
- 21st January 2007 Trams return to Routes 78 & 79 with “W6” 971 being the first tram to reopen the line.
- 11th May 2007 During the reconstruction of Glen Huntly Depot fan 10 “W” class trams are temporarily transferred to Kew Depot for operation of Routes 78 & 79. The first “W” to return was 929 During the shutdown the following “W” class trams are attached to Kew 855, 881, 892, 929, 935, 946, 971, 1012, 1015 & 1019. 892 became defective on Tuesday and was driven to Malvern then Southbank before returning to Kew on the Thursday replacing 855 that had been in collision on Wednesday. 977 arrived at Kew on the Tuesday to replace 892.
- 21st May 2007 With reconstruction of Glen Huntly Depot fan complete “W7” 1012 becomes the last “W” to depart Kew at 0706 for a scheduled trip to Prahran.
- 10th July 2007 “A2” 299 becomes the last “A” class to be fitted with air conditioning to its drivers cabs.
- 14th August 2007 Water tank installed at end of 12 road reducing the length of the track.
- 12th September 2007 Sufficient water in the newly installed tank allows washing of trams to recommence.
- 7th November 2007 The strip between the track on 13 road and the fence is concreted with a shallow drain next to the fence to stop water seepage lying on the track. The concrete replaced asphalt which had a few potholes caused by water seepage and buses using 13 road on replacement services.

- 21st to 25th March 2008 New centre super stop built in Flinders Street outside Flinders Street Station. Crossovers in Flinders Street just east of Elizabeth Street and just west of William Street eliminated and replaced by new crossovers just west of Elizabeth Street and just east of King Street.
- 24th April 2008 New centre super stop outside Flinders Street Station opens.
Last day of Route 24 being operated by Kew Depot, last tram on Route 24 operated by Kew Depot was "A2" 265 on Kew 71 run driven by Ben Lim. Seven "A" class trams transferred to Camberwell Depot including Kew's then remaining "A1" class trams (245 was the last to leave at 1945 driven by Neil Tran). "A1" 241 returned to Kew after pit reconstruction. (Route 24 returned to Kew 21/9/2009)
- 28th April 2008 Operation of Route 24 North Balwyn – City via La Trobe Street transfers to Camberwell Depot. The first Camberwell tram was V71 run being "A1" 234 driven by Tim Finnigan.
- 10th May 2008 The shop facing Barkers Road closes for last time prior to be changed into offices for United Group who have contract for maintenance of "C" class trams. The shop over the years had been a Milk Bar and finally an outlet for Blackmores Health products.
- 7th to 9th June 2008 Renewal of curves east to south from La Trobe Street into William Street, renewal of H crossing and the provision of new curves from William into La Trobe Street from north to west.
- 21st June 2008 Curves from William Street into Bourke Street were removed. These curves were last used on a regular basis for Route 13 discontinued 18/11/2005. These curves saw little use after the closure of South Melbourne Depot on 9/2/1997 with the exception of the Restaurant trams and temporary route 13.
- 23rd June 2008 Work commences on lowering the pits on Roads 1 to 4 and converting the shop at the side of the depot facing Barkers Road to offices.
- 24th July 2008 Roads 1 & 3 tested over pits. 297 endeavoured to operate on 2 road at 1027 but was only able to go half way. 291 was then used to test 1 road at 1040 followed by 289 & 297. 3007 was used to test 3 road at 1115 followed by 3036 at 1125. All of these trams were driven by Depot Foreman Ashley Shur. While 3036 was over the pit Ben Redfern took the opportunity to do some minor work on 3036 at 1335, thus 3036 became the first tram to have repairs while over the newly reconstructed pits.
- 25th July 2008 This was the last day of Route 30 terminating in Docklands Drive and at La Trobe and Spencer Streets during off peak hours.
- 27th July 2008 Route 86 extended to Docklands Drive terminus sharing the terminus with Route 48.
- 28th July 2008 Route 30 commenced operation as St. Vincents Plaza to Central Pier Docklands using the terminus vacated by Route 86.
Work is completed on the pit area and the new offices in the former shop area and the conversion of the old offices into new storerooms. 284 becomes the first tram to test all of 2 road at 1500 while 3011 tests 4 road at 1510.
- 29th July 2008 2k services resume at Kew Depot for "A" class trams. During the pit reconstruction "A" class trams requiring 2k services and pit attention were sent to Camberwell Depot.

- 31st July 2008 Day ins for “C” class trams resume at Kew. During the pit reconstruction “C” class trams requiring day ins and pit work were sent to Southbank Depot. All day ins for Southbank “C” class trams transferred to Kew.
- 7th August 2008 Completion of contract for the air-conditioning of drivers cabs on “A1” & “A2” trams. “A2” 300 attends barbeque held at Camberwell Depot where the work was carried out to celebrate the end of the contract.
- 6th September 2008 Kew Depot takes over the full operation of Routes 31 and 109 from 2100 on Saturday 6th September 2008. In addition, “C” class trams 3029, 3030, 3033, 3034, 3035 & 3036 were transferred from Southbank Depot to Kew. The last Southbank tram to operate on Route 109 was “A1” 231 on S 64 run which returned to Southbank Depot at 2056. The other trips operating on Route 109 from Southbank on the 6th were all Kew trams on loan. They were S61 run “A2” 282 into Southbank at 1904, S62 run “C” 3022 in at 2045 and S63 run “C” 3021 in at 2025. The three Kew trams were returned to Kew the following day.
- 7th September 2008 New rosters commence at Kew to include trips on Routes 31 & 109 previously operated by Southbank Depot. All “C” class trams (3001 to 3036) now allocated to Kew.
- 15th September 2008 Track upgrades completed at North Fitzroy Depot returning North Fitzroy to an operating depot. North Fitzroy will operate Route 35 (City Circle) with 10 “W” class trams.
- 27th October 2008 “C2” 5123 (Mulhouse 2023) derails on the bridge over Montague Street around 0757 trapping four “C” trams which were used to operate a shuttle service between Montague and Port Melbourne. 5123 was finally re-railed and through service restored at 1651.
- 15th November 2008 North Fitzroy Depot reopens its tram area for City Circle trams
- 1st December 2008 Work commences on track bed for future extension along Collins Street West between Batmans Drive and Merchant Street.
- 13th & 14th December 2008 New H crossing installed corner Collins Street and Harbour Esplanade for extension of Collins Street. Also, first track also laid on both sides of H crossing in Collins Street. Routes 35, 48 & 70 diverted via Spencer Street.
- 14th January 2009 At around 1300 3030 became the first major derailment in the depot since the new depot fan was installed in January 2006. 3030 was destined for 9 road however the back bogie proceeded towards 6 road.
- 20th to 22nd January 2009 New Crane installed above 4 road, power off on roads 3, 4 & 5 between 0745 and 1700.
- 21st & 22nd February 2009 Port Junction renewed. Buses replaced trams between Collins Street West and Port Melbourne. Southbank Depot isolated trams required for Routes 96 & 112 kept overnight in Harbour Esplanade. Restaurant trams in Camberwell Depot.

- 17th May 2009 Preliminary overhead works took place for new junction at Collins and Spring Streets.
- 30th May 2009 Route 35 (City Circle) extended to Docklands Drive sharing terminus with Routes 48 & 86. Number of trams required to operate route increases from eight to ten.
- 6th to 8th June 2009 New junction installed at Collins and Spring Streets allowing trams to turn from Spring into Collins for future change to Route 48. Work also included track replacement in Macarthur Street.
- 9th June 2009 3012 became first tram around 0500 (driven by Driver Bryant Pridgeon) to test new curves and junctions at Collins and Spring Streets and new replacement track in Macarthur Street.
- 14th June 2009 Preliminary overhead works took place for new junction at Wellington Parade and Spring Street.
- 19th to 21st June 2009 New junction installed at Wellington Parade and Spring Street while junction in Flinders Street replaced on a slightly different alignment. Work commenced at 2000 on 19th. This new junction will allow Route 48 to be diverted from Flinders Street to Collins Street.
- 22nd June 2009 3008 became first tram around 0500 (driven by Driver Bryant Pridgeon) to test new curves from Wellington Parade into Spring Street and Spring Street into Flinders Street. To access closest crossover new curves from Spring Street into Collins Street were also used. A “B2” from Camberwell was also used for the tests.
- 27th June 2009 The Government announces at 1100 that both Connex and Yarra Trams will be replaced by new operators from 1st December 2009.
Connex will be replaced by Metro Trains Melbourne a consortium led by Hong Kong’s Mass Transit Railway with John Holland and United Group Rail.
Yarra Trams operated by French firm Transdev and Australian firm Transfield will be replaced by a consortium of French firm Keolis and Downer EDI.
- 13th July 2009 Work commences on the extension of Southbank Depot on the west side of Montague Street.
- 18th August 2009 Transport Minister Lynne Kosky announced that “W” class trams would be phased out on Routes 30 La Trobe Street and 78 Chapel Street as soon as new trams arrived. This would leave Route 35 as the only route operating “W” class trams. The announcement triggered debate on merits of keeping “W” class trams for historical reasons and the case for replacing them as they do not comply with disability access rules.
- 31st August 2009 The first tram to operate on the new line in Collins Street between Batman’s Hill Drive and Merchant Street was 3036 driven by Senior Trainer Dina Fernando.

Two test runs were made the first at 0906 to 0935 arriving at the end of track at 0918 and leaving at 0923. The second run took place between 0939 and 0950.

- 2nd September 2009 Driver training commenced for the new line along Collins Street to Merchant Street and the new curves from Wellington Parade into Spring Street and Spring Street into Collins Street and the new track in Collins Street. Route 48 is changed to operate this way from Sunday 20th September 2009.
- 14th September 2009 Work on the extension of Southbank Depot commences in the existing Depot site.
- 18th September 2009 Last Day of Camberwell Depot operating Route 24 (North Balwyn – City La Trobe Street), Camberwell had taken over Route 24 from Kew on 28th April 2008 “B2” 2068 operated the last Camberwell operated Route 24 from North Balwyn at 1520 while “B2” 2036 operated the last Camberwell operated Route 24 from La Trobe and Spencer Streets at 1742. As Kew currently has A & C class “B2” 2036 became the last “B2” to operate to North Balwyn in normal service. Camberwell normally operated “A” class on Route 24 with the occasional “B2” class. To give Kew additional trams to operate Route 24 “A2”s 262, 265, 267 & 274 were transferred from Camberwell Depot to Kew after the evening peak on Friday 18th September.

The 59 trams allocated to Kew on Saturday 19th September 2009 were: -
“A1” 241, “A2”s 262, 265, 267, 269, 274, 280, 281, 282, 283, 284, 286, 287, 289, 291, 292, 293, 294, 296, 297, 298, 299, 300 and “C” class 3001 to 3036.

- 19th September 2009 Route 31 ceased to be a regular route, the last tram on Route 31 was “A2” 292 arriving at the previous terminus at the intersection of Collins Street and Batman’s Hill Drive at 1737. This tram then departed the old terminus at 1742. Route 31 (extended to Victoria Harbour) will now only operate when parades block Collins Street with the first occasion being the AFL Grand Final Parade which was held on Friday 25th September. (Route 31 reinstated 25/10/2010.)
- 20th September 2009 The extension along Collins Street to Merchant Street was opened. The first tram on the relocated Route 48 to arrive at the new terminus was “A2” 283 (driven by Dominic Conidoni) which departed North Balwyn at 0716 and arriving at Victoria Harbour at 0757 and then departing again for North Balwyn at 0811. The official first tram was “C” 3001 (driven by Peter Slattery) which departed Kew Depot at 1000 arriving at 1030 for an official opening by the Acting Premier Rob Hulls. This tram remained at the terminus for about one hour before returning to Kew Depot via Victoria Street. Earlier in the morning the last tram on old Route 48 to leave Waterfront City Docklands and operate to North Balwyn via Flinders Street was “C” 3018 at 0107 driven by John Powell. To retain the service along Flinders Street to Waterfront City Docklands Route 70 was extended from Sunday 20th September to Waterfront City from Harbour Esplanade and Bourke Street Docklands. The first tram to the new Route 70 terminus was “A1” 246 which left Wattle Park at 0711 arriving at Waterfront City at 0758 and departing for Wattle Park at 0807. Earlier in the morning the

last tram to arrive at Route 70's previous terminus at Harbour Esplanade and Bourke Street was "B2" 2024 at 0110 departing at 0114.

Timetables were changed on 20th September 2009 in association of the opening of the Victoria Harbour extension for the following routes 11, 24, 30, 42, 48, 70, 71, 75 and 112. Route 11 (there are now 11 trips on Route 11 in the morning peak with one trip commencing from West Preston at 0811 with the remainder commencing from Thornbury. In the afternoon 10 trips originate at Victoria Harbour with all but the first trip at 1611 proceeding to West Preston. This is the first time Route 11 has operated in the evening peak for some time. The last trip leaves Victoria Harbour at 1807, 1808 Fridays), routes 24 & 30 Kew Depot now does one return trip on route 30 around 1615 from La Trobe and Spencer Streets this trip may occasionally have a "C" class on it, route 42 there has been a reduction of trams on this route with only four trips a day proceeding to the new terminus at Victoria Harbour.

- 21st September 2009 Kew Depot re takes over the running of Route 24 from Camberwell Depot with "A2" 282 doing the honours leaving Kew Depot at 0655 and North Balwyn 0714. Routes 11 and 42 extended to Merchant Street with "A2" 295 being the first tram on Route 11 arriving around 0757 and the first Route 42 being "C" 3007 arriving just after 0900. A new Route 71 commenced with two trams operating a service between Simpson Street Siding and the old Route 70 terminus at Harbour Esplanade and Bourke Street with "A1" 242 becoming the first tram on this new route leaving Harbour Esplanade and Bourke Street at 1202. The service is a lunch time only service Monday to Friday. Previously Route 71 was applied to trams terminating at Wattle Park Warrigal Road. This use of Route 71 ceased when the crossover at that location was removed 3rd November 2001
- 30th November 2009 At 0301 Yarra Trams operation is replaced by a consortium of French firm Keolis and Downer EDI from French firm Transdev and Australian firm Transfield.
- 1st December 2009 Yarra Trams take over from the United Group the operation of Preston Workshops and the maintenance of the "C" class with staff at Kew Depot. Also taken over were the maintenance of "D" class trams at Malvern, Southbank and Preston Workshops. This brought all tramway operations back into one company for the first time since 1st October 1998.
- 29th December 2009 myki ticketing system commences on the suburban rail system.
- 5th February 2010 Last day that catch points were in operation at the Kooyong railway crossing.
- 8th February 2010 First day of operation at the Kooyong railway crossing without tramway catch points.
- 24th February 2010 Around 0430 a garbage truck overturned at Flinders and Spencer Streets and spilt its load blocking access for Routes 96, 109 & 112 and trams operating into service from Southbank Depot, as a result a shuttle service was operated by Southbank Depot using "C2" class 5106 & "B2" class 2131 (a Camberwell tram

that was unable to return to its depot due to the accident) This was the first known use of a “C2” class on Route 109.

- 26th February 2010 The final two “C” class 3033 & 3036 are given the new Yarra Trams livery.
- 29th May 2010 Crossover in Cotham Road at Burke Road removed.
- 30th May 2010 New crossover in Whitehorse Road at Meadow Grove completed.
- 1st June 2010 Work commences in relocating tracks in Harbour Esplanade between Bourke and La Trobe Streets.
- 3rd June 2010 Overhead installed above new crossover in Whitehorse Road at Meadow Grove and removed from site of previous Deepdene crossover in Cotham Road at Burke Road.
- 4th June 2010 “C” class tram 3003 becomes first tram to use new crossover at Meadow Grove with tests between 1028 and 1035. Tram was driven by Senior Trainer Dina Fernando.
- 21st July 2010 “C” class tram 3036 operates a round trip to Prahran on route 78 between 0800 and 0927 after a semi trailer breaks down at Dandenong Road blocking Chapel Street.
myki cards handed out to staff at Kew replacing their Metcards.
- 25th July 2010 myki system extended to all Melbourne trams and buses.
- 13th to 16th August 2010 Between 2000 Friday 13th and 1000 Monday 16th August a new junction was installed at the Harbour Esplanade, Docklands Drive, Dudley Street and Footscray Road intersection. The new junction allows for the Docklands Drive track to be separated from the Footscray Road track on approach to Docklands Drive so a tram will not hold up another tram destined for either destination. “A1” 237 was used to test tracks heading to and from Docklands Drive at 1000.
- 19th September 2010 Remedial work was carried out on the curve leading to 13 road. Work continued over the following two nights. This was the first major job on the new depot layout since it was completed on 16th January 2006.
- 25th October 2010 Due heavy lunchtime loading Mondays to Fridays at Victoria Harbour Route 31 was reinstated with the first tram on the reintroduced service Victoria Parade and Hoddle Street – Victoria Harbour via Collins Street being “C” class tram 3022 on Kew run 31 departing the Depot at 1019 driven by John Mahanivong. Five additional trams ran out at ten minute intervals giving Victoria Harbour a five minute frequency along Collins Street between 1100 and 1400.
- 12th November 2010 Triple track alongside Harbour Esplanade between Bourke Street and La Trobe Street closes. Last trams between La Trobe Street and Flinders Street West were: Last Route 35 City Circle 981 Southbank 109 run around 2105 on trip from Flinders Street West to La Trobe Street.

Last Route 35 City Circle 738 Southbank 104 run around 2115 on trip from La Trobe Street to Flinders Street West.

Last Route 70 between La Trobe Street and Flinders Street West around 2125 was Camberwell 29 run was "A2" 276. This tram became the last tram to use both up and down tracks between Bourke and La Trobe Streets on the old alignment.

Trams on Rote 70 then accessed Docklands Drive via Spencer Street, La Trobe Street and Harbour Esplanade.

- 13th November 2010 The last trams to use the old aligned junction at La Trobe and Harbour Esplanade were: - Route 86 was 2043 on Preston 51 run around 0111 on Saturday 13 November 2010. Route 70 was 276 on Camberwell 29 run around 0120 on Saturday 13 November 2010.
This meant that 276 was the last tram to use all sections of the track to be realigned with the exception of the curves from La Trobe Street into Harbour Esplanade from East to South which were used on 12th November 2010.
- 20th November 2010 New centre track along Harbour Esplanade opened with the first service tram being "B2" 2029 on Camberwell 21 run around 0604.
- 25th January 2011 "W7" 1039 and "B2" 2012 used to test new tram extension along Footscray Road. The Test was carried out from 1417 to 1447.
- 29th January 2011 Track reconstruction was commenced between Montague and Port Melbourne after last tram around 0145. The lifting of the old track and the laying of new track with concrete sleepers continued until 6th February 2011. Buses replaced trams between Southbank Depot where the trams terminated and Port Melbourne.
- 4th February 2011 "C" 3002 becomes the first "C" class with all over advertising. In all over black it advertises Melbourne's new super Rugby team the Melbourne Rebels.
- 7th February 2011 Trams recommence service to Port Melbourne from first tram after test tram 3001 driven by Trainer Driver Peter Kypreos tests new track between 0430 and 0515.
- 4th March 2011 Kew Depot Starter Hugh Waldron is knocked down by a car while changing points to allow defective "A2" 296 enter 2 Road around 0748. Service delayed around 54 minutes.
- 7th March 2011 Workcover investigator investigating Hugh's accident suggests traffic lights for the depot entrance. After investigation traffic lights have been approved for installation, originally programed for August 2012 but (September 2012) now rescheduled for June 2013. Traffic lights first suggested for entrance to Kew Depot in 1952.
- 11th April 2011 Film made of entrance to Kew Depot by Mighty Films, camera operator Sean McPhillips during morning and afternoon peak. This film was made as a follow up of the incident 4th March when Depot Starter Hugh Waldron was knocked down by a car.

- 21st to 26th April 2011 From 2000 on Thursday 21st to last tram Easter Tuesday 26th April renewal of track in Spencer Street takes place between The Casino and Little Lonsdale Street with the exception of the track between the Spencer Street Bridge and the points leading to Flinders Street and between the H crossing at Collins Street and Little Collins Street. Also renewed were the curves from Collins Street into Spencer Street including both sets of points and both curves from Bourke Street into Spencer Street and their points. Also relocated was the crossover between Lonsdale Street and Little Bourke Street to between Little Lonsdale Street and Lonsdale Street. Due to the reconstruction unusual working took place including Port Junction to Port Melbourne with “D2” class trams from Southbank Depot with bus connections to Collins and Queen Street. While trams from Box Hill and North Balwyn both terminated in Collins Street at Spencer Street. Some workings resulted in for the first time (since all night service finished 28th October 1956) having trams on Route 48 returning as a Route 109 and vice-versa. During a short period on Monday 25th April Anzac Day a defective tram in Collins Street resulted in trams coming in on Route 48 being diverted via Flinders Street, Harbour Esplanade and La Trobe Street to become a Route 109 while Route 109 were diverted in the reverse to become Route 48. This was the first time that Kew trams have used both tracks in Harbour Esplanade since the new tracks were opened on 20th November 2010.
- 22nd April 2011 “C” 3033 was used for filming a Yarra Trams advertisement entitled “Rhinoceros on skateboards” on the isolated section of track during the reconstruction of Spencer Street in Collins Street at Victoria Harbour. During the filming driver Bryant Pridgeon was available to drive 3033 as required from 0730 to 1430. The tram was one of the last trams to travel across Spencer Street on the previous night and was unable to return to Kew until late Tuesday 26th April when it was used as a test tram to check the reconstructed tracks.
- 30th April 2011 “C” 3005 becomes the first Kew tram to use the new crossover in Spencer Street between Lonsdale Street and Little Lonsdale Street around 1654 on Football extra K91 run driven by Greg Adams.
- 4th May 2011 At a meeting of the Metropolitan Transport Forum Yarra Trams Chief operating Officer Clemet Michel held at the Melbourne Town Hall gave details of proposed changes to Melbourne tram routes.
- 25th May 2011 “A” class again stored overnight on 13 road due to problems experienced by “C” class on 13 road during heavy rain.
- 30th May 2011 59 trams allocated to Kew Depot are; - 241 “A1” class, 262, 265, 267, 269, 274, 280, 281, 282, 283, 284, 286, 287, 289, 291, 292, 293, 294, 296, 297, 298, 299 & 300 = 22 “A2” class and 3001 to 3036 = 36 “C” class. 52 trams are required for peak operation.

- 21st June 2011 Government announces that myki will be kept. However, no myki ticket machines will be installed on trams requiring passengers once Metcard is removed in December 2012 to buy tickets before boarding the tram.
- 22nd June 2011 A new bicycle shed is installed at Kew at the top end of the Visitors car park..
- 25th & 26th June 2011 Work completed on the upgrading of tracks between Southbank Depot and Port Melbourne. This work was required due to the heat and wet weather that prevented work to be completed during the track renewal that was carried out between 29th January and 7th February 2011.
- 18th July 2011 Due to condition of Victoria Bridge only one tram at a time is to be on the bridge at any one time. (This limit lifted 12th February 2014 after bridge strengthening.)
- 30th July 2011 New roster introduced on account of traffic lights not yet installed outside depot requested by Workcover after Depot Starter Hugh Waldron was knocked down by a car while changing points outside the depot around 0748 on 4th March 2011. The new roster requires all trams leaving the depot that can not run out from 13 road to travel to Victoria Gardens to shunt. This requirement also applies to run in trams and changeovers, plus trams requiring shunting from road to road that previously were able to shunt outside the depot.
- 16th August 2011 In order to have more “C” class leave the depot via 13 road the ban on “C” class being berthed on 13 road overnight imposed from 25th May 2011 was lifted using trams fitted with new roof seals.
- 25th August 2011 New Uniforms commence to be worn however due to a dispute most staff do not change from old uniform.
- 3rd September 2011 All staff now in new uniforms.
- 23rd October 2011 Route numbers rationalised with the abolition of intermediate route numbers. To replace the depot and infrequently used route numbers a and d letters were introduced. This resulted in the following Kew Depot route numbers being abolished: -
- 27 City Latrobe Street - Kew Depot replaced by 24d.
 - 28 City – Richmond replaced by 48a via Collins St. and 75a via Flinders St.
 - 29 Victoria Harbour or City to Kew Depot via Bridge Road replaced by 48d.
 - 41 Victoria Harbour – Harp Road Kew replaced by 48a
 - 42 Box Hill – Victoria Harbour replaced by 109a
 - 45 Deepdene replaced by 109a
 - 46 Kew Junction replaced by 109a
 - 47 Kew Depot via Victoria Street replaced by 109d or 31d
 - 121 – 129 Trips to MCG area replaced by 75a to Simpson Street and 70a to Melbourne Park and MCG south side.
- As the “C” class had not been programmed to show a or d, “C” class on short workings showed 00.
- 1st December 2011 Lenny Bates last day of driving trams. His last shift was 102 table. Sign on 1237, As instructed 1243 – 1318, take 17 table 1318 50 run tram “C” 3002, Box Hill

1351, Port Melbourne 1506, Box Hill 1635, taken by 6 table. Meal 1701 to take 112 table at 1749 63 run tram 3020, Box Hill 1827, Port Melbourne 1946, Box Hill 2100, taken by 66 table at 2120. Thus, Lenny's last tram he drove was 3020.

- 27th December 2011 Lenny Bates, Kew's longest serving employee dies. Lenny joined Kew on 14th June 1955. With 56 years 6 months and 2 weeks all spent at Kew Depot Len holds a record that will probably never be beaten.
- 4th January 2012 Numerous Kew and ex Kew staff attend Lenny Bates funeral and burial at Thomastown and Fawkner.
- 7th January 2012 With the upcoming works for Southbank Depot two senior staff members transferred from Southbank to Kew. Their office is in the office previously occupied by United staff prior to their absorption into Yarra Trams from 30th November 2009.
- 11th January 2012 "A1" 241 transferred to Glen Huntly and replaced by "A2" 288. This ended the practice of having at least one "A1" class tram attached to the depot. Although on occasions of rolling stock shortages "A1" class trams continue to be lent to Kew from other depots.
- 31st January 2012 With work commencing on enlarging Southbank Depot's Maintenance area Kew Depot takes over the 10,000- and 50,000-kilometre services of "A2" class trams. The first tram to receive its 10,000-k service at Kew was tram 278 from Camberwell Depot while the first Kew tram was 262 the following day. Work at Southbank included the maintenance area extended from roads 8 & 9 over roads 4, 5, 6 and 7. A new tram wash, 60,000 underground rain water tanks, new maintenance pits platforms and gantry cranes. New workshops, offices and storerooms, under floor wheel lathe and automatic wheel measuring station on main line adjacent to the stop.
- 2nd February 2012 A start made on removal of Metcard machines from railway stations as the start to full myki ticketing takes effect.
- 1st April 2012 Metlink abolished.
- 2nd April 2012 Public Transport Victoria (PTV) replaces Metlink Ian Dobbs becomes the first PTV CEO.
- 21st April 2012 Curve from La Trobe Street into Elizabeth Street eliminated. This curve from up track in La Trobe Street to the down track in Elizabeth Street was installed 18th May 1973 replacing the original curve from the up track in La Trobe Street to the up track in Elizabeth Street that was removed in order to allow tracks in La Trobe Street to be repositioned temporarily for the open cut building of the underground Museum Station (now Melbourne Central) This curve was rarely used after curves from La Trobe Street into Swanston Street were installed in April 1994. During the five-day shutdown to replace the H crossing and removing the curve plus replacing track in Elizabeth Street, Routes 24, 30 & 35

terminated at La Trobe and Swanston Streets. (24 & 30 was only for two days due weekend and Anzac Day.)

- 26th & 27th May 2012 River Street crossover in Bridge Road replaced. Tram services on Routes 48 & 75 operate from both ends of their routes by using temporary crossovers on both sides of the works with passengers walking 200 metres between the temporary crossovers to continue their journeys. This was the first use of these crossovers on Kew routes.
- 23rd August 2012 3020 becomes the first “C” class to be fitted with soft closer dampers on both cabin doors, thus preventing cabin doors from slamming. This addition to cabin doors on “C” class is expected to reduce substantially damage to door locks.
- 1st September 2012 With the reopening of Road 4 Southbank the need to use North Fitzroy to park the City Circle trams at night ceases. “SW6” 866 becomes the last tram to leave North Fitzroy around 1000.
- 7th September 2012 Sand shed below sand hopper at the commencement of road 13 completed.
- 27th September 2012 Retirement party for Drivers Conidoni and Yacoub and Depot Starter Waldron takes place. A surprise was the presence of “SW6” class tram 929 at Kew Depot; this tram was the first tram that Hugh Waldron had driven on his own back on 10th March 1983. Hugh was able to drive it from 7 road to the front of the depot, thus 929 became the last tram driven by Hugh in his employment with the trams. 929 was at that stage attached to Glen Huntly Depot. Also, a surprise was a decorated cake with the picture of tram 852 on it.
- 29th September 2012 Hugh Waldron retires after 30 years and two weeks working on the trams and a total of 51 years and 4 months in the workforce. Trams allocated to Kew at the end of Hugh’s career were, 23 “A2” class 261, 262, 265, 267, 269, 274, 280, 282, 283, 284, 286, 287, 288, 289, 291, 292, 293, 294, 296, 297, 298, 299 & 300 and 36 “C” class 3001 to 3036.
- 4th October 2012 “A2” 265 becomes the last tram to receive a 10,000 km. overhaul at Kew Depot until they recommence on 28th April 2014.
- 5th October 2012 With the of extensions to Southbank Depot Maintenance shed close to completion, staff on loan to Kew for the 50,000 and 10,000 km. overhauls and senior staff occupying the spare office at Kew return to Southbank Depot.
- 7th October 2012 Southbank depot resumes all 50,000 and 10,000 km services from the overnight shift starting at 2300.
- 23rd October 2012 “A2” 282 becomes the first “A2” class tram from Kew to be re sent to Southbank for a 10,000 km service now that servicing for these trams had resumed at Southbank after eight months of servicing at Kew.
- 18th November 2012 A new roster is introduced at Southbank Depot which includes shifts that pick up and deliver trams on 10,000 and 50,000 km services. This ends the need for Kew drivers having to deliver or pick up trams from Southbank that require servicing.

- During December 2012 Preparation work on a security system for entering the depot which will include a swipe card to enter the depot and offices is commenced.
- 28th December 2012 Last day passengers were able to use the Metcard ticketing system on buses, trains and trams. Last day passengers were able to purchase a ticket on a tram (from a ticket machine). Ticket machines were first introduced for passenger purchase of tickets on 18th September 1996 on two “B2” class trams out of Camberwell Depot on Route 75. Ticket machines commenced on Kew trams on 24th February 1998.
- 29th December 2012 myki becomes the sole ticketing system. Ticket machines are turned off on trams prior to their removal.
- 23rd January 2013 A new category of employees with a title of Tram Driver / Customer Service Employee (DCS) commence work. They will work in this role for between 12 months and 18 months before being placed on the full time driver’s roster. Kew Depot is allocated four from the first group, Tony Brook, Erson Coskun, Jeffrey Montgomery and William Pisani. Due to a shortage of “C” class trainers Tony Brook was trained on “A” class with an East Preston trainer. This was the first time a new driver at Kew has been trained on the “A” class first since the early 2000’s.
- 23rd February 2013 The first White night festival sees trams operating all night on a 30 minute frequency after the normal Saturday service finished until normal first tram on Sunday. Heavy loading was experienced throughout the night.
- 25th March 2013 Two new road platform stops opened in Bridge Road between Church Street and Hoddle Street. These stops allow cars to use both lanes however both lanes are at a different level. These were the first of this type of stop on routes 48 & 75.
- 2nd April 2013 Depot Manager George Etiennette moves in to a new refurbish office previously used for the Senior Trainer and Kew Line Officer. This allows work to continue on changing the main office to include the previous Depot Managers Office. Work commences on the extension of Collins Street beyond Merchant Street to Bourke Street. This work will include a new terminus at Collins and Bourke Streets featuring a centre platform with a scissors crossover just prior to the platform. A further extension beyond Bourke Street will now not be done (at least in the foreseeable future).
- 18th April 2013 New security system activated around 1100. To gain access to depot office’s and mess room a new swipe card issued to employees is required.
- 25th to 28th April 2013 Single track terminus at Victoria Harbour removed. A temporary crossover installed (non portable) on the Bourke Street side of platform. During four-day shutdown trams scheduled to terminate at Victoria Harbour were truncated to the crossover in Collins Street near Batman’s Hill Drive.
- 3rd May 2013 Installation of traffic lights outside the entrance to the depot commence. These traffic lights are the result of a Work cover investigation into the knockdown of now retired Depot Starter Hugh Waldron while he was changing points on 4th March 2011 to allow a defective tram to enter the depot.

- 28th June 2013 at 0200 the first of the new trams “E” class 6001 was delivered to Preston Workshops from Bombardier Dandenong where it was built..
- 4th July 2013 “D2” 5005 becomes the last tram to have its Metcard machine removed.
- 15th July 2013 “E” class 6001 commenced overnight testing.
- 30th July 2013 Inspection of extension along Collins Street finds all track in place to Bourke Street with work progressing on the scissor’s crossover and terminal platform.
- 31st July 2013 George Etiennette replaced by Tarik Sheikh as Manager Kew Depot
- 12th August 2013 Traffic lights at Kew Depot entrance put into operation by Retired Depot Starter Hugh Waldron at 1404. 3022 first tram to test lights running out from depot at 1413 with 287 being the first tram to run in at 1414. 3013 was the first tram to test the lights from roads 1 to 3 at 1446.
- 11th September 2013 The first visit to Kew Depot by an “E” class takes place.
- 14th September 2013 Overhead completed over new extension along Collins Street to Bourke Street Victoria Harbour.
- 16th September 2013 The Government announces the Draft Vision and design guidelines for the redevelopment of Fisherman’s Bend. The redevelopment will include a loop tramway and a bridge over the Yarra around Bourke and Collins Street intersection extending Route 48 across the Yarra to Fisherman’s Bend.
- 29th October 2013 More than 200 people attend a protest meeting over the construction of a bridge to carry trams over the Yarra River around Bourke and Collins Street intersection. The meeting held by the Marina YE Tenants Committee and Owners Corporation fear that the new bridge would prevent most boat owners that currently berth at Yarra’s Edge Marina from reaching the marina. Of the 149 leases at the Marina some have tenure to 2030.
- 4th November 2013 The “E” class enter service for the first time from Southbank Depot with 6001 & 6002 used on the day.
- 20th December 2013 Refurbishments and upgrades of the Mechanics Kitchen, Toilets, and Showers & Locker Room completed after a three-week occupation of the area.
- January 2014 Announcement made that the 5 (five section) Citadis “C2” class trams 5103, 5106, 5111, 5113 & 5123 will be transferred from Southbank to Kew in June for use on Route 109. These five “C2” class trams entered service during 2008 having been brought to Melbourne from Mulhouse in France. In Mulhouse their numbers were 2003, 2006, 2011, 2013 & 2023. As these numbers were already used in Melbourne by “B2” class the first two numbers of each tram were altered to 51. To accommodate these 32.52 metre trams around 12 “A2” class trams will be transferred to other depots. With less trams it is anticipated that Kew will lose Routes 24 and 31. This transfer of trams will make Kew the only depot to operate Citadis trams. This transfer did not happen.

- 26th January 2014 The extension of Collins Street tram line to Bourke Street finally opens having been complete since 14th September 2013. The delay in opening the extension was due to continuing road works and lack of completed buildings. The last tram to terminate at previous terminus at Merchant Street was “A2” class 300 driven by Driver Mario Horvat at 0107 while the first official tram through to the new terminus was “C1” 3018 arriving around 0759 and leaving at 0813 and driven by Driver Steve Carter. Also, on this day Route 75 was extended to Footscray Road via Flinders Street and Harbour Esplanade. This ended 128 Years 2 months and 15 days of continuous service by trams from Flinders Street into Spencer Street. The last Route 75 to depart from Spencer and La Trobe Streets to Vermont South was tram “A2” 277 on Camberwell Depot 49 run at 0100 driven by Driver Whatman while the first tram to Footscray Road from Vermont South at 0642 was “A2” 290 on 41 run arriving around 0745 and departing around 0751 and driven by Driver Howlett. Route 48 ceased to turn from Flinders Street into Spencer Street from 16/2/2002.
- 28th January 2014 Route 24 extended from La Trobe and Spencer Streets to Footscray Road. First tram on extension of Route 24 was “A2” 283 on K71 run leaving North Balwyn at 0714 and arriving at Footscray Road around 0805 and driven by Driver Minh Tran. Routes 11 and 31 extended from Collins and Merchant Streets to Collins and Bourke Streets.
- 12th February 2014 The limit of one tram only crossing Victoria Bridge imposed on 18th July 2011 lifted after strengthening of bridge completed.
- 24th March 2014 Route 24 truncated to Etihad Stadium due to congestion at Footscray Road terminus.
- 26th March 2014 Government announces free travel on trams in City and Docklands area from 1st January 2015. Also announced from the same starting date is the elimination of Zone one / two fares meaning travelers to Zone one from Zone two will only be required to pay a Zone one fare. Travelers traveling only in Zone two will still be only required to pay the lower Zone two fare.
- 28th March 2014 A committee on how to celebrate Kew’s centenary is formed and has its first meeting.
- 31st March 2014 Work involving Extension of the Elevated Walkway, Installation of evaporative cooling and installation of a fence between 5 and 6 roads completed. These works were commenced during January 2014
- 17th to 25th April 2014 From 2000 on 17th to last tram on 25th April the junction at Nicholson Street and Victoria Parade was completely renewed with all curves laid with increased radius. During the shutdown Route 24 was diverted at Gibson Street and ran to Victoria Harbour Terminus terminating at the same location as Route 48. Other routes affected by the renewal works were Routes 30, 35, 86 & 96.
- 28th April 2014 Kew Depot commences 10,000 and 50,000 km services for both Kew and Camberwell Depots that were previously done at Southbank Depot. The first

“B2” class (tram 2034) from Camberwell Depot that was serviced at Kew was on Tuesday 29th April.

- 6th May 2014 The Victorian State Budget includes funds for a new rail link between Southern Cross Station and South Yarra with stations at Montague under the previous station of Montague that is now a tram platform on the Port Melbourne - Box Hill tram line that was at that stage Route 109. The other station will be at Domain. Work is expected to commence in 2016.
- 29th May 2014 Commencement of installation of colour cameras to “C1” class trams with 3021 becoming the first “C1” class fitted with the new cameras. 3019 had previously been fitted and for years had trialed colour cameras. All “C1” class when issued to traffic were only fitted with black and white cameras. 3019 was updated to the new cameras on 4th September 2014.
- 4th June 2014 3016 becomes the first Kew tram to be in new PT> livery.
- 21st July 2014 After a weekend of Route 109 being diverted via Bridge Road to allow a new siding to be constructed in Victoria Street near River Boulevard tram 297 from Kew with Driver Paul Mayer tests the new siding between 0400 and 0430. Work on this new siding to be used by new route 12 had commenced mid-June.
- 25th July 2014 The last Peak hour only route North Balwyn – Etihad Stadium Route 24 closes. Last route 24 from North Balwyn to Etihad Stadium at 1603 was A2 267 driven by Trevor Reilly. Last route 24 from Etihad Stadium 1832 was A2 300 driven by Vinh Ly. This service commenced on 3rd November 1952 ending after over 61 years of operation.
Last Route 30 operated by Kew Depot from Etihad Stadium was A2 267 at 1658 returning from St. Vincent's Plaza at 1725 driven by Trevor Reilly.
Also finishing on this day were all the lunch time extra's Route 55a between Haymarket and City Road Friday lunch time only operated by Essendon Depot. Route 95 Gertrude Street – Docklands Footscray Road operated by East Preston Depot with last tram being 249 and Kew operated Route 31 from East Melbourne - Hoddle Street to Victoria Harbour with the last tram being A1 252 at 1350 returning to Kew Depot from Victoria Harbour at 1425 as Route 31d and driven by Mark Papworth. This service had been reintroduced due to heavy lunchtime loadings on 25th October 2010. This route was eliminated due to the reintroduction of Route 11 as a full-time route.
This day was also the last day of W class on Chapel Street with W7 1005 being the last W to return to Glen Huntly Depot at 1922 from Route 78. Last W class in service on Route 79 was SW6 896 on the previous day Thursday 24 July.
The allocation of trams at Kew on this day were A1 class 252 on loan from East Preston, 23 A2 class 261,262,265, 267, 269, 274, 280, 282, 283, 284, 286, 287, 288, 289, 291, 292, 293, 294, 296, 297, 298, 299 &300 and C1 class 3001 to 3036.
- 26th July 2014 Due to the changes the following trams were to be moved over the weekend; -
From East Preston to Glenhuntly A1 239, 240, 242, 244 & 245.

From Malvern to Glenhuntly Z1 59

From Glen Huntly to storage SW6 870, 881, 884, 896, 907 & 960 & W7 1005.

From East Preston to Southbank A1 234, 236 & 238

From Kew to Southbank A2 261, 262, 274, 282, 284, 286, 288, 291, 294, 297, 298 & 299.

- 27th July 2014 In the early hours of the morning Routes 79 North Richmond – St. Kilda Beach & Route 112 West Preston – St. Kilda Beach ceased to operate. The last Route 79 was tram Z1 78 at Approx. 0158 on the Sunday morning. Route 12 was re-established as St. Kilda Park Street to Victoria Gardens. First trams on Route 12 were A1 237 to Victoria Gardens that was scheduled to depart at 0721 to St. Kilda. First Route 12 from St. Kilda to Victoria Gardens was A1 233 at 0723. Also, Route 11 West Preston – Victoria Harbour was reinstated as a full-time service. Kew Depot now has the lowest allocation of trams since 13th April 1928 when Kew was extended to 13 roads. On 24th April that year 73 trams were allocated to Kew. Current allocation from 26 July is: - 11 A2 class 265, 267, 269, 280, 283, 287, 289, 292, 293, 296 & 300 and 36 C1 class 3001 to 3036 totalling 47 trams. With the reduction of trams at Kew 13 road at night is no longer required to store trams.
- 28th July 2014 Route 109 has a reduced frequency, five-minute peak and ten minutes off peak, this reduces the number of C1 class trams required for route 109 releasing extra C1 class trams for Route 48. Tables are reduced from 128 to 116. Prahran terminus renamed Balaclava; hence Route 78 became North Richmond – Balaclava.
- 11th September 2014 Temporary crossover Collins and Merchant Streets installed ANZAC Day weekend 2013 removed. Crossover rarely used after service extended to Victoria Harbour Collins and Bourke Streets on 26th January 2014.
- 30th September 2014 Run in board installed the previous year brought into use. Depot Starters now only required to change first set of points for trams entering the depot. All other points now the responsibility of the driver.
- 16th October 2014 Last "C1" class 3032 to have black and white cameras was fitted with colour cameras. Installation of these new colour cameras commenced 29th May 2014.
- 20th October 2014 New front fence and gate completed. Work had commenced on the previous day a Sunday to reduce impact of the work. From this day Kew Depot was effectively locked to the general public for the first time since opening.
- 29th October 2014 Docklands Community Forum was told that the fight against the tram bridge across the Yarra from Victoria Harbour to Fisherman's Bend appears lost with the bridge going ahead in three to five years. "The bridge will be a bascule bridge and have a clearance height of four metres when closed and will open to allow

vessels with a height greater than four metres to enter and leave the Yarra Edge Marina.”

- 2nd December 2014 With a change of State Government to Labor, the new Government indicated that the tram bridge across the Yarra at Victoria Harbour to Fisherman’s Bend would not be built.
- 11th December 2014 Computer generated Run out boards commence.
- 2nd January to 11th January 2015 Route 109 operated in two sections as Route 109a Port Melbourne to Port Junction and Victoria Harbour to Box Hill. Route 12 operated with buses between St. Kilda and Arts Centre in St. Kilda Road. Route 96 was also split in two while track work replacing the junction at Flinders and Spencer Street and construction of a new centre platform at Batman Park. This platform required track to be placed in a new location and resiting of the crossover at that location. Passengers were required to walk around the work site. Work was advanced enough to allow Routes 35, 70 & 75 to resume normal operations from Friday 9th January. Southbank operated the Port Junction to Port Melbourne Section with three “C1” class trams transferred from Kew to Southbank. Although some “A” class trams were also used.
- 20th February 2015 At a ceremony held at Kew Depot on Friday 20th February 2015 Kew Depot was formally declared a Green Depot after a symbolic ribbon was cut at 1220. A celebratory lunch followed.
A number of works have been completed to bring the Depot up to green standard including replacing fluorescent tubes to LED lights, connecting the previously installed water tank (installed 14th August 2007) to supply flushing water to toilets, recycling stations, and a rain garden installed to filter pollutants from stormwater runoff from the Depot shed roof before the water enters the stormwater drains.
- 25th March 2015 Safety fence for charting on 6 road extended outside depot cover to centre pole.
- 1st April 2015 An *Age* article on the sale of the kiosk at Port Melbourne terminus for \$11 million was published. Key Infrastructure Australia the purchaser indicated that 15 luxury apartments will be built on the site on levels two and three while the ground floor will be retail. The redevelopment will also include duplication of the tram tracks across Beach Street with a centre platform at the terminus with a scissor’s crossover. This will allow trams to terminate on both tracks.
- 16th April 2015 A footpath was built between the visitor’s car park and the main car park at the front of the depot.
- 30th April 2015 Last meeting of the Centenary Committee. The Committee first meet on 28th March 2014 and comprised the following participants: - Sue McKee Chairperson, Tarik Sheikh Manager, Kew Lines, Bev Grenda Advisor, Design & Production, Gary Clarke, Ben Lim, Alan Hunt, Shaun Harper, Luke Cooling, Adrian Powell, Duong Prendergast Shane Crompton, Rodney Fernando Union delegate, Hugh Waldron retired, Tony Michael Secretary Kew Historical Society

and Mike Ryan Melbourne Tram Museum.
“W1” 431 arrived by truck at 1238 from Hawthorn.

- 3rd May 2015** Kew Depot holds an Open Day to celebrate its Centenary between 1100 and 1600 with over 2,000 people attending. Trams on display were “E” class 6005 on 11 road, “C1” 3031 on 10 road “A2” 283 on 9 road, “W1” 431 on 8 road and “SW6” 935 on 3 road. 935 was the last “W” to operate in service on 25th July 1992. 935 is now Restaurant Tram 6 and morning and afternoon teas were available on this tram. Other highlights were an Art competition, bands on stage, a choir, exhibitions, an animal farm, face painting, a jumping castle, a photo booth and displays from the Kew Historical Society and the Melbourne Tramway Museum. Speeches were made by Tarik Sheikh, Aline Frantzen Director Lines and Tim Smith member for Kew in State Parliament. Shane Crompton was the Master of Ceremonies. To return 935 to Southbank Depot 36 lucky participants had dinner on board leaving Kew Depot at 1724 arriving at Port Junction at 1906. The winners of the Art competition had their drawings enlarged and put on the front and backs of 11 “A2” class trams 261, 267, 269, 280, 283, 287, 289, 292, 293, 296 & 300.
- 5th May 2015** The Australian Railway Historical Society celebrated Kew’s Centenary by visiting the Depot between 1050 and 1215 for its May luncheon outing. The group of 33 was addressed by Jim Armstrong and Adrian Powell.
- 8th May 2015** Kew Depot celebrates its centenary with a staff luncheon with Aline Frantzen Director of Lines unveiling a plaque celebrating 100 years of Kew Depot around 1240. At night 935 (Restaurant tram 6) was the venue for a celebratory dinner. Trams allocated to Kew on its centenary are 12 A2 class 261, 267, 269, 280, 283, 287, 288, 289, 292, 293, 296 & 300 and 36 C1 class 3001 to 3036 totalling 48 trams. “W1” 431 is returned to Hawthorn by truck leaving Kew Depot around 0954.
- 18th to 25th July 2015** A new centre platform stop was installed in Flinders Street at Russell Street. As a result of altered track layout, a new junction was installed at Flinders Street and Batman Avenue installed originally installed during 1999. Although not affecting Kew Depot with exception of Football Extras alterations to Routes 35, 70 & 75 occurred during the shutdown of Flinders Street.
- 10th to 17th October 2015** The longest centre platform stop so far built was installed in Wellington Parade between Clarendon Street and Powlett Street. A temporary crossover was installed just west of Clarendon Street with a shuttle service operated by both Kew and Camberwell Depots between Jolimont Road and Etihad Stadium. Kew mostly used “A2” class trams and it was the first time that Kew had used Footscray Road as a terminus. Trams on the eastern end of Routes 48a and 75a terminated at Wellington Parade and Simpson Street. Trams returned to normal on Sunday 18th November 2015.
- 20th October 2015** 3018 derailed just short of the Mont Albert crossover after losing a wheel. All “C1” class trams called in one at a time for an inspection.

- 2nd January 2016 All night trams along with trains commence a twelve-month trial. Kew provides an all-night service on Route 109 Box Hill to Port Melbourne. Other tram routes operating all night on Friday and Saturday nights were 19, 67, 75, 86 & 96.
- 3rd January 2016 Tram Hub drivers commence driving Kew Depot trams along with Kew Drivers.
- 11 pm 3rd January to 5.30 am 19th January 2016 Track renewal in Clarendon Street between the Casino stop and Whiteman Street including a new junction with a third track turnout and new track in the reservation between Port Junction and Clarendon Street. This new track included a new siding for the Restaurant trams with platform stop and a centre platform stop for routes 96 & 109. During this construction Route 109 trams were terminated at Victoria Harbour with bus connection at Southern Cross Station. Kew Depot also operated with City Hub, Route 12 between Victoria Gardens and Batman Park
- 7 am 21st to 5 am 28th February 2016 New accessible stops installed in Victoria Street at stop 19 North Richmond Station and stop 20 Nicholson Street in kerbside lane. During this period Route 109 operated via Bridge Road.
- 16th May 2016 At around 2315 “C1” 3011 collided with a 4-wheel drive resulting in the tram derailing and ending up crashing into the front of the house at 507 High Street Kew near Childers Street causing considerable damage at number 1 end and the undercarriage. The tram was re railed around 0200.
- 20th March 2017 Driver training commenced on Chapel Street in readiness for Kew Depot taking over from Glen Huntly Depot route 78.
- 6th April 2017 Kew Depot receives a visit of the first “E2” class tram 6051.
- 8th April 2017 Trams allocated to Kew prior to regaining Chapel Street were 13 A2 class 261, 263, 265, 269, 280, 283, 287, 288, 289, 292, 293, 296 & 300 and 36 C1 class 3001 to 3036 totalling 49 trams.
- 8th April to 5am 11th April 2017 Junction at Victoria and Church Streets North Richmond replaced. Route 78 trams terminated at their normal terminus but slightly out of the safety zone, resulting in passengers alighting and boarding at the first stop from the terminus. Route 12 trams terminated at Victoria Parade and Hoddle Street, while route 109 trams diverted via Bridge Road. A bus replacement service operated between St. Vincent’s Plaza and Kew Depot.
- 21st April 2017 Construction completed of a new two car, car park just below the barbeque area. The car park was constructed to park two cars to be used by drivers requiring to takeover trams at North Richmond terminus for route 78 to drive there and back.
- 30th April 2017 Last day route 78 operated by Glen Huntly Depot. Last operation of “Z3” class trams on the route. Last Glenhantly tram on route was “A1” class tram 257 on GH 57 run at 2410 from North Richmond early on 1st May 2017. Thus ended Glenhantly Depot’s 52 years of operation along Chapel Street. Glenhantly took

over the now discontinued Route 77 Prahran-Princes Bridge from Hawthorn Depot on 14th February 1965. Route 77 ceased 2nd November 1986.

- 1st May 2017 Kew resumes Route 78 North Richmond – Balaclava via Prahran after an absence of 22 years and 29 days. 1st service tram to run out of Kew on route 78 was “A2” 269 on K71 run that departed Kew Depot at 0441 and driven by Corey Doherty.
Kew Depot had originally taken over Route 78 along with now discontinued Route 79 on the closure of Hawthorn Depot on 14th February 1965. Kew then shared routes 78 & 79 with Glen Huntly from 30th October 1972. Glen Huntly took over full operation of routes 78 & 79 from 2nd April 1995. Route 79 ceased 27th July 2014.
Allocation of trams at Kew now numbered 57 with 21 “A2” class trams 261, 262, 263, 265, 266, 268 269, 270, 274, 280, 282, 283, 284, 286, 287, 288, 289, 292, 293, 296 & 300 and 36 “C1” class 3001 to 3036.
- 22nd June 2017 “A2” 263 becomes the first tram at Kew to be fitted with GPS passenger information. First “A” class tram fitted was Southbank “A1” 232 on 29/5/2017.
- 17th July 2017 Kew’s “A2” 296 becomes the last “A” class to be fitted with GPS passenger information.
- 27th July 2017 “C1” 3028 becomes the first “C” class to be with a new style GPS passenger information display.

Hugh commenced working at KEW DEPOT on 15th September 1982 to the 3rd January 1997 progressing from conductor to driver then trainer driver and returned to Kew from 1st May 2006 to Retirement on 29th September 2012 as a Depot Starter. During his absence from Kew, Hugh worked at South Melbourne, Malvern, Glen Huntly, Brunswick, Wednesbury (England July, August 2000) and Southbank Depots. In addition to the above depots Hugh has also worked on loan at Camberwell, East Preston, Essendon, North Fitzroy and Head Office.

Position is now available for anyone prepared to take over the updating of this document. And to keep me informed of any additions or changes to the Kew Depot History.

Any additions or corrections to this history will be gratefully accepted.

Please send them to hugh.waldron@bigpond.com

Hugh Waldron originally compiled this list during August 1999

(Progressively updated to 21/6/2024)

This poem covers a cable tram ride to Victoria Bridge then a horse tram ride to the author's residence in Highbury Grove Kew in 1911. Highbury Grove runs between High Street and Cotham Road parallel to Charles Street on the eastern side.

Reporter (Box Hill, Vic. : 1889 - 1918)
Fri 1 Dec 1911 Page 2 The Kew Tram.

The Kew Tram. -

This is not meant for sarcasm, for every word is true;
'Tis most about the antiquated tram they run at Kew.
Our cable cars, the town folks say, are really bad enough;
If they lived out in our suburb they'd think it very rough.
You spring on to a cable car and dive through city dust,
Beneath the road the cable roars, you'd think the thing would bust;
The gripman pulls a lever, and the old 'bus rocks and jolts,
As half way down the seat you slide, but the thing never really bolts.
Then a lean conductor waltzes up, you wonder at his nerve,
As the tram swings round a corner with the gripman's "Mind the curve"
Well, we've come through sloppy Richmond and we're at Victoria bridge,
If you look up through the cutting you see Kew across the ridge.
You just stop off the cable tram and on to something worse,
The fare is just the same upon this antiquated hearse;
But it's really worth the threepence (that's just 'tween you and me);
To step inside, and take a ride for

curiosity.
The driver and conductor are two rolled into one,
Upon this antediluvian ark which has for years been run.
You get inside and take a seat that's hard as hobs of hell,
And you read advertisements of what different firms will sell.
The first that meets the eye is Leeming's boot advert, so rude,
Clad in a smile and pair of boots, all otherwise is nude.
Then next you read "Rexona." with a serf siren in tights,

It only costs a "Schilling" and it puts you all to rights.
Alongside this is Sunlight soap and Monkey Brand as well;
'T would take a month of Sundays if I'd take the time to tell.
A dozen other ads. you see of clothes and goods and rinks,
Of stuff you eat and garments neat, and various kinds of drinks.
There's Robur tea, O.V.G., White Horse and Mitchell's too,
Rosella jams and Hutton's' hams .and.
The next quaint thing that meets the eye's a little box and slot,
Where each well-shaken passenger puts in his little lot.
And on the doors in letters black is written large and bold,

Not to get off the rushing car whilst
in motion you are told..
The wording of the notice sounds
indicative of speed,

take the blooming pelf!!
The tramway trust's a trusty trust that
only trusts itself..
Unless you've travelled on these cars

Melbourne Tramway and Omnibus Company Limited.																					
TIME TABLE FOR KEW TRAMWAY LINE.																					
Leave Kew Cemetery.						Leave Victoria Bridge.															
WEEK DAYS.				SATURDAYS.				SUNDAYS.			WEEK DAYS.				SATURDAYS.			SUNDAYS.			
A.M.	P.M.	P.M.	P.M.	Same as Week Days until 12.20 p.m.				P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	Same as Week Days until 12.40 p.m.				P.M.	P.M.	P.M.
8.0	1.13	4.23	7.13					1.30	4.29	8.40	8.20	1.33	4.48	7.33					1.50	4.49	9.0
15	22	36	26	P.M.	P.M.	P.M.	P.M.	45	36	50	35	42	56	46	P.M.	P.M.	P.M.	P.M.	2.5	56	10
30	31	41	40	12.30	3.23	6.16	9.30	2.0	43	9.0	52	51	5.1	8.0	12.50	3.43	6.36	9.50	20	5.3	20
45	40	47	53	40	30	24	40	9	49	10	9.5	2.0	7	13	1.0	50	44	10.0	29	9	30
9.0	48	53	8.6	50	36	32	50	17	56	20	20	8	13	26	10	56	52	10	37	16	40
14	56	58	20	1.0	44	40	10.0	24	54	30	34	16	18	40	20	4.4	7.0	20	44	24	50
27	2.4	5.4	33	8	52	48	10	30	12	40	47	24	24	53	28	12	8	30	50	32	10.0
40	12	10	46	16	4.0	56	20	37	20	*50	10.0	32	30	9.6	36	20	16	40	57	40	10
54	20	15	9.0	24	8	7.4	30	43	28	10.0	14	40	35	20	44	28	24	50	3.3	48	20
10.7	28	20	13	32	16	12	40	49	36	10	27	48	40	33	52	36	32	11.0	9	56	30
20	36	25	26	40	24	20	50	56	47	20	40	56	45	46	2.0	44	40	10	16	6.7	40
34	44	30	40	48	32	28	11.0	3.3	6.0	30	54	3.4	50	10.0	8	52	48	20	23	20	50
47	52	35	50	56	40	36	10	9	15	40	11.7	12	55	10	16	5.0	56	30	29	35	11.0
11.0	3.0	40	10.0	2.4	48	44	*20	16	27		20	20	6.0	20	24	8	8.4	40	36	47	
14	8	45	10	12	56	52	30	23	40		34	28	5	30	32	16	12	50	43	7.0	
27	16	50	20	20	5.4	8.0	40	29	54		47	36	10	40	40	24	20	12.0	49	14	
40	24	56	30	28	12	10	55	36	7.7		12.0	44	16	50	48	32	30	15	56	27	
54	32	6.1	40	36	20	20	12.10	43	20		P.M.	52	21	11.0	56	40	40	30	4.3	40	
P.M.	40	10	*50	43	28	30		49	34		12.14	4.0	30	10	3.3	48	50		9	54	
12.7	48	20	11.0	50	36	40		56	47		27	8	40	20	10	56	9.0		16	8.7	
20	56	33	10	56	44	50		4.3	8.0		40	16	53	30	16	6.4	10		23	20	
34	4.4	43	25	3.3	52	9.0		9	10		54	24	7.3	45	23	12	20		29	30	
47	12	53	40	10	6.0	10		16	20		1.7	32	13	12.0	30	20	30		36	40	
1.0	20	7.3		16	8	20		23	30		20	40	23		36	28	40		43	50	

* To catch last Car for Melbourne.

Pass Post Office 5 minutes and Junction 7 minutes after leaving Cemetery.

The times given are liable to be varied by exigencies of traffic, or unforeseen delays, and also on holidays.

Fare between Kew and Victoria Bridge
3d. in Cash or 2d. by Ticket (Six for 1/-)

Last Car to Kew meets last Car from Town.

On the **Through Journey to and from Melbourne** the **Fares** will be payable on **each Car separately**, by the usual Two-penny Tramway Tickets (Six for One Shilling), which can be obtained in packages from the Drivers or Conductors, and will be good for the whole or any part of each line.

Take Cars at Swanston Street 20 minutes before times given to leave Bridge. Time Tables from the Drivers.

May, 1907. W. G. SPRIGG, Secretary.

A little pushing powder is what the
Kew trams really need.
The well-kept horses tug away to pull
you up the hill -
The grade with only empty car's enough
a horse to kill.
The trust prohibits any driver from
handling its money -
To an honest-minded driver chap this
must feel awfully funny.
Just think, the good old driver cannot

you'd say this was satire,
In fact, you'd feel inclined to think
the writer was a liar.
Take a trip out to our suburb and you'll
find these lines are true
Of what is borne in patience by the
residents of Kew.

-W. H. BLANSHARD.
Highbury Grove, Kew, 24/9/1911.

Copy of horse tram timetable dated May 1907

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