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## 5. APPENDICES

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### APPENDIX 1

### ROUTE NUMBERS

Route numbers, as an aid in identifying tram destinations, were first introduced by the PMTT. Numbers allocated were as follows:

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

The HTT adopted a system of route letters:

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

The NMETL opted for a similar system, which displayed a large letter as part of the destination sign, e.g. **M** River; **K** Keilor Rd, etc.

When the MMTB came into being, it retained the PMTT route numbers in its Eastern system, and added numbers 16 - 18 for ex HTT routes, discontinuing the route letters. These route numbers were abolished shortly afterwards, and for most of the 1920's trams carried auxiliary boards giving additional information to aid passengers. (The large letter destinations of ex NMETL cars disappeared as those trams received standard destination boxes or were withdrawn from traffic). Route numbers were re-introduced on December 19, 1928, as a trial on the East Coburg - Elsternwick route. Several W2 class trams had route number plates fitted to the roof in the centre over the leading entrance, and numbers were allocated as follows:

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

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

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

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

Subsequent alterations to the route numbering system are as follows:

October 26, 1930:

- 1 ST KILDA BEACH VIA SOUTH MELB - EAST COBURG
- 2 ST KILDA BEACH VIA SOUTH MELB - EAST BRUNSWICK
- 2A ST KILDA BEACH VIA SOUTH MELB - CITY
- 9 EAST PRESTON - CITY (via Collins Street)

**APR 1** New junction installed at Thornbury, which included a direct connection for trams from West Preston to Preston Depot. At this time, the overhead wiring was removed from roads 1 - 5 in Thornbury Depot.

**JUNE** New entrance to Preston Depot installed, plus alterations to trackwork on the depot fan.

*ROLLING STOCK:* SW6 900 repainted in MMTB colours.

**JULY** *ROLLING STOCK:* Two Z3 class cars allocated to Kew Depot, replacing the last W class trams.

The East Coburg - South Melbourne Beach and Moreland - St Kilda Beach lines operate as an alternating route on weekdays between the peaks, i.e. Moreland - St Kilda Beach - East Coburg - South Melbourne Beach - Moreland, etc. Also, St Kilda Beach trams at night were extended to the University.

**SEPT** Operation of scrubber cars transferred from South Melbourne Depot to Hawthorn Depot.

*ROLLING STOCK:* SW6 937 converted to second Restaurant tram, commencing service in October.

B1 2100 enters service painted chocolate.

**OCT** Crossover installed at Airport West terminus, in preparation for extension of the line.

*ROLLING STOCK:* Z1 67 fitted with pantograph and other modifications as a prototype for overhaul treatment of the class. No improvement was made to the rough ride. Two Z3 cars at Essendon Depot were altered for fixing conductors.

**NOV** *ROLLING STOCK:* Z class trams enter service on the La Trobe Street, West Preston and South Melbourne & St Kilda Beach routes, operated from Preston Depot.

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

*ROLLING STOCK:* B2 class articulated cars also commenced operation on the line at this time.

- 9A THORNBURY - CITY (via Collins Street)
- 9B NORTH FITZROY - CITY (via Collins Street)
- 10 WEST PRESTON - CITY (via Collins Street)
- 11 *Discontinued*
- 12 *Discontinued*
- 14 *Altered to route 2A*

June 6, 1934:

- 27 HAWTHORN - SPENCER ST
- 28 RICHMOND - SPENCER ST
- 40 EAST KEW - SPENCER ST
- 41 KEW - SPENCER ST
- 42 MONT ALBERT - CITY
- 44 BALWYN - CITY
- 45 DEEPDENE - CITY
- 46 KEW POST OFFICE - CITY
- 47 VICTORIA BRIDGE - CITY

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

June 24, 1934:

- 4 CARNEGIE - CITY
- 4A GLENHUNTLY RLY STN - CITY
- 4B GLENHUNTLY DEPOT - CITY
- 4D DARLING RD - CITY
- 4E ELSTERNWICK - CITY
- 64 BRIGHTON CEM - ST KILDA BEACH (via Dandenong Rd)
- 65 DARLING RD - ELSTERNWICK
- 66 DARLING RD - POINT ORMOND
- 68 DARLING RD - ST KILDA BEACH (via Baladava Rd)
- 69 KEW COTHAM RD - ST KILDA BEACH (via Baladava Rd)

This established the letter suffix pattern of A, B, D, E. Like the number 3, the MMTB never used the letter C.

July 16, 1934:

- 51 ESSENDON (Gillies St) - CITY (via William St)
- 52 FLETCHER ST - CITY (via William St)
- 54 MARIBYRNONG RIVER - CITY (via William St)
- 55 WEST COBURG - CITY (via William St)
- 56 WEST BRUNSWICK - CITY (via William St)

December 9, 1934:

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

November 17, 1935 - April 26, 1936:

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

November 29, 1936:

- 14 CAULFIELD (Baladava Jun via Baladava Rd) - CITY
- February 7, 1937:
- 51 ESSENDON (Birdwood Street) - CITY

July 25, 1937:

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

December 5, 1937:

- 64 ST KILDA BEACH VIA DANDENONG RD - EAST BRIGHTON

October 16, 1938:

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

About this time, numbers were allocated for the Footscray routes, although never used as the trams were not fitted with route number boxes:

- 57 WILLIAMSTOWN RD - BALLARAT RD
- 58 RUSSELL ST - FOOTSCRAY RAILWAY STATION
- 59 WILLIAMSTOWN RD - FOOTSCRAY RAILWAY STATION
- 60 BALLARAT RD - FOOTSCRAY RAILWAY STATION

December 22, 1940:

- 57 WEST MARIBYRNONG - CITY VIA NORTH MELB

May 12, and May 16, 1943, respectively:

- 58 SHOW GROUNDS - CITY VIA NORTH MELB
- 59 ESSENDON AERODROME - CITY

February 3, 1946:

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

April 28, 1947:

- 60 ASCOT VALE - CITY VIA NORTH MELB

September 13, 1953:

- 1 SOUTH MELBOURNE BEACH - EAST COBURG
- 2 SOUTH MELBOURNE BEACH - EAST BRUNSWICK
- 2A SOUTH MELBOURNE BEACH - CITY
- 9 SOUTH MELB & ST KILDA BEACH - EAST PRESTON
- 9B SOUTH MELB & ST KILDA BEACH - THORNBURY
- 10 SOUTH MELB & ST KILDA BEACH - WEST PRESTON
- 12 SOUTH MELB & ST KILDA BEACH - CITY

May 2, 1954:

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

June 26, 1955:

- 9 NORTHCOTE VIA ST GEORGES RD - SOUTH MELB & ST KILDA BEACH

9A NORTHCOTE VIA ST GEORGES RD - CITY  
88 EAST PRESTON - CITY  
89 EAST PRESTON BELL ST - CITY  
90 NORTHCOTE DUNDAS ST - CITY  
91 NORTHCOTE BEAVERS RD - CITY  
92 CLIFTON HILL - CITY  
94 FITZROY SMITH & JOHNSTON STS - CITY  
95 EXHIBITION - CITY

July 10, 1955: East Brighton and Darling Rd services were altered; 4D, 61, 62 and 64 were retained on the diverted services - 65, 66 and 67 were discontinued.

August 1, 1955:

65 EAST BRIGHTON VIA BALACLAVA RD - CITY VIA WILLIAM ST.

11 July, 1955:

29 inbound cars only in Flinders St to Spencer St corner.

Other numbers allocated in 1955:

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

April 8, 1956:

96 EAST BRUNSWICK - CITY  
97 NORTH FITZROY - CITY

July 1961: Route 51 discontinued.

Feb 13 1965:

74 BURWOOD - SPENCER ST  
75 HARTWELL - SPENCER ST.

March 28, 1967:

9E EAST PRESTON (via St Georges Rd) - CITY VIA LA TROBE ST

August 1968:

13 WEST PRESTON - CITY VIA LA TROBE ST

January 20, 1969:

53 ST KILDA BEACH - CITY VIA WILLIAM ST

November 1, 1970. The illogical allocation of numbers was extensively revised, and replaced by an equally illogical system which was of no benefit to the passenger:

2 SOUTH MELBOURNE BEACH - CITY  
3 EAST MALVERN DARLING RD - CITY  
9 NORTHCOTE VIA ST GEORGES RD - CITY  
14 EAST PRESTON - CITY VIA LA TROBE ST  
22 MORELAND - CITY  
25 SWANSTON ST (via Flinders St) City bound trams only.  
26 MARKET ST (via Flinders St) City bound trams only.  
27 FLINDERS & SPENCER STS CNR City bound trams only.  
37 KEW DEPOT - SPENCER ST  
38 EAST MELBOURNE HODDLE ST - CITY  
51 ESSENDON STN - CITY  
63 SOUTH MELB DEPOT from West Coburg  
66 GLENHUNTLY DEPOT - CITY  
67 CARNEGIE - CITY  
68 WEST COBURG - CITY COLLINS ST VIA WILLIAM ST  
72 CAMBERWELL - CITY  
73 CAMBERWELL JUN - CITY

76 CAMBERWELL DEPOT from Spencer St or Princes Bge  
Numbers discontinued:  
2A, 4, 4A, 4B, 4D, 4E, 5A, 6A, 6B, 7A, 7B, 7D, 8A, 8B, 9A, 9B, 9D,  
9E, 17, 29, 30, 81, 87, 94. All letter suffixes were discontinued.

September 25, 1972:

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

Numbers allocated during 1974:

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

July 19, 1978:

75 EAST BURWOOD - SPENCER ST

1983 - Numbers allocated for proposed Bundoora extension:

83 WEST MARIBYRNONG - FOOTSCRAY  
86 BUNDOORA - CITY  
87 LA TROBE UNIVERSITY - CITY  
91 *Discontinued*

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

Jan 10, 1985:

14 LA TROBE UNIVERSITY - CITY VIA LA TROBE ST

November 17, 1986:

33 DOMAIN RD - DUDLEY ST  
32, 35, 36, 37, 38, 53, 65 *discontinued*.

April 23, 1987:

93 BUNDOORA - CITY VIA LA TROBE ST

November 20, 1987:

91 ST KILDA BEACH - WILLIAM ST  
94 ST KILDA BEACH - EXHIBITION  
96 ST KILDA BEACH - EAST BRUNSWICK  
97 ST KILDA BEACH - NORTH FITZROY  
102 EAST BRUNSWICK - CITY  
103 NORTH FITZROY - CITY  
104 EXHIBITION - CITY  
109 PORT MELBOURNE - EAST BRUNSWICK  
110 PORT MELBOURNE - NORTH FITZROY  
111 PORT MELBOURNE - EXHIBITION  
112 PORT MELBOURNE - WILLIAM ST  
95 and 99 were later allocated for St Kilda Station.

December 22, 1992 - Route 59 altered for Airport West extension.