MELBOURNE & METROPOLITAN TRAMWAYS BOARD

SIGNIFICANT EVENTS IN TRAMWAY HISTORY

FROM TRAMWAY TRUSTS DAYS TO 1982

Royal Park (Zoo) Horse Tramways

Opened 10/ 3/1890
Ceased 6/11/1923

Kew Cemetery - Victoria Bridge Horse Tram

Opened 24/12/1887
Ceased 1/11/1914

Hawthorn Bridge - Power Street Horse Tram

Opened 27/ 1/1890
Ceased 31/ 1/1916

First Electric Tramway - Box Hill to Doncaster

Opened 14/10/1889
Closed 6/ 1/1896

From 1894 to 1896 this Tramway was leased to a Mr. Hilton for a weekly rental of 1/-. Box Hill Post Office via Station Street and private properties to Corner Doncaster and Williamsons Roads, Doncaster. Engine House at Bushy Creek, near Wimmera Street, Box Hill.

Clifton Hill Cable Tramway (Bourke Street)

Opened 10/ 8/1887
Closed at 9.00 p.m. on 26/10/1940

September 12, 1854

At 12.20 p.m. first train departed Flinders Street Station to Sandridge (now Port Melbourne).

Melbourne and Metropolitan Tramway Board
Melbourne Tramways

Opening Dates - Electric Lines

	Opened	By	Conversion Completed
xBox Hill to Doncaster (Private)	Opened 14/10/1889 Closed 6/ 1/1896	Private	
xSt. Kilda Station to Middle Brighton (Park Street) Victorian Railways	7/5/06	Victorian Railways	
xKeilor Road Essendon and Maribyrnong River to Flemington Bridge	11/10/06	N.M.E.T.& L.Co.	
xSt. Kilda Station to Middle Brighton extended to Brighton Beach (Victorian Railways	22/12/06	Victorian Railways	
High Street, Malvern Tooronga Road to Chapel Street	30/ 5/10	P. & M.T.T.	
xBurke and Wattletree Roads to Malvern Town Hall	30/ 5/10	P. & M.T.T.	
xHigh Street Line extended - Chapel Street to Punt Road	14/ 5/11	P. & M.T.T.	
Wattletree Road via Glenferrie and Dandenong Roads to Chapel Street	16/12/11	P. & M.T.T.	
High Street Line extended Punt Road to St. Kilda Road	14/ 9/12	P. & M.T.T.	
Hawthorn and Dandenong Roads via Hawthorn and Balaclava Roads to Beach	12/ 4/13	P. & M.T.T.	
Malvern Town Hall to Kew Post Office and Deepdene	30/ 5/13	P. & M.T.T.	
xEssendon Lines extended to Cable Terminus at North Melbourne	27/ 8/13	N.M.E.T.& L.Co.	
Darling Road to Elsternwick and Grange Road to Brighton Road	13/11/13	P. & M.T.T.	
xHigh Street and Tooronga Road extended to Glen Iris	28/ 3/14	P. & M.T.T.	
xCaulfield Station Loop constructed	20/ 6/14	P. & M.T.T.	
Kew Post Office to Victoria Bridge (East Side)	24/ 2/15	P. & M.T.T.	
xMalvern Road St. Kilda Road to Burke and Malvern Roads	8/ 4/15	P. & M.T.T.	
Kew Post Office to Kew Cemetery	9/ 5/15	P. & M.T.T.	
xGlenhuntly and Brighton Roads to Point Ormond	4/ 6/15	P. & M.T.T.	
xVictoria Bridge east side to Cable Terminus * on west side	4/ 7/15	P. & M.T.T.	
xKew Cemetery to Strathalbyn Street (Kew terminus)	26/11/15	P. & M.T.T.	
xLoop at St. Kilda Beach	1/ 3/16	P. & M.T.T.	
Princes Bridge to Power Street	6/ 4/16	H.T.T	
xMoreland and Holmes Road via Syndey Road to Bell Street	27/ 4/16	M.B.& C.T.T.	
Power Street to Auburn Road	7/ 5/16	H.T.T.	
xBell Street to Bakers Road	14/ 5/16	M.B.& C.T.T.	
Auburn Road to Bowen Street	31/ 5/16	H.T.T.	
Bowen Street to Burwood	10/ 6/16	H.T.T.	
Wallen Road and Power Street to Hawthorn Bridge	21/ 6/16	H.T.T.	
Moreland Road to Park and Lygon Streets	14/ 8/16	M.B.& C.T.T.	

	Opened	By	Conversion Completed
Deepdene to Mont Albert	30/ 9/16	P. & M.T.T	
xCamberwell Road to Wattle Valley Road (Riversdale Road)	16/10/16	H.T.T	
xPark and Lygon Streets to Queensberry and Madeline Streets	31/10/16	M.B.& C.T.T.	
xMoreland and Holmes to Coburg Cemetery (East Coburg) (Bell Street)	31/10/16	M.B.& C.T.T.	
xWattle Valley Road to Highfield Road	9/11/16	H.T.T.	
xHighfield Road to Boundary Road (Wattle Park)	23/12/16	H.T.T.	
xGardiner to Camberwell Station (south side of Railway)	6/12/17	P. & M.T.T	
xCamberwell to Deepdene and into Cotham Road	7/ 3/18	P. & M.T.T.	
East and West Preston to Barkly Street and and St. Georges Road	1/ 4/20	F.N. & P.T.T.	
Footscray lines opened	6/ 9/21	F.T.T.	
xKeilor Road extended to Gillies Street	7/ 7/23	M.M.T.B.	
xHawthorn Bridge to Barkers Road and High Street Kew	7/ 7/23	M.M.T.B.	
xNapier Street Spur Line	25/ 8/23	M.M.T.B.	
xQueensberry Street to Lonsdale Street and Swanston Street		M.M.T.B	13/ 4/24
Toorak Road to Swan Street, Richmond	8/ 7/24	M.M.T.B.	
Church Street line extended to Victoria Street, North Richmond	20/10/24	M.M.T.B.	
Strathalbyn Street, Kew to East Kew	11/ 1/25	M.M.T.B.	
Glenhuntly Road to North Road (Brighton Cemetery)	1/ 3/25	M.M.T.B.	
Brunswick Road, St. Georges Road to Lygon Street via Holden Street	24/ 3/25	M.M.T.B.	
Flemington Bridge to Collins Street (via William Street)	19/ 7/25	M.M.T.B.	
Abbotsford Street Junction to Daly Street (West Brunswick)	19/ 7/25	M.M.T.B.	
Daly Street to Albion Street (West Brunswick)	10/10/25	M.M.T.B.	
St. Kilda Beach to City and St. Kilda Roads Junction via Albert Park	30/10/25	M.M.T.B.	
St. Kilda Beach to Chapel Street via Fitzroy Street		M.M.T.B.	27/12/25
St. Kilda Junction (temporary tracks) to Park Street and Domain Road	27/12/25	M.M.T.B.	
Park Street and St. Kilda Road to Hanna and Sturt Streets	27/12/25	M.M.T.B.	
City Road to Flinders Street		M.M.T.B.	27/12/25
Swanston Street, Flinders Street to Lonsdale Street		M.M.T.B.	24/ 1/26
City Road to Domain Road		M.M.T.B.	28/ 3/26
Domain Road to St. Kilda Junction (permanent tracks)		M.M.T.B.	9/ 5/26
St. Kilda Junction to Brighton Road Terminus		M.M.T.B.	29/ 8/26
Brighton Road Terminus to Glenhuntly Road	29/ 8/26	M.M.T.B.	
Toorak Road and Chapel Street to Windsor Station		M.M.T.B.	31/10/26
Windsor Station to Carlisle Street (old Prahran Terminus)		M.M.T.B.	19/12/26
Chapel and Carlisle Streets to Brighton Road	19/12/26	M.M.T.B.	
Grange Road to Carnegie	19/12/27	M.M.T.B.	

	Opened	By	Conversion Completed
Domain and St. Kilda Roads to Orrong Road Toorak		M.M.T.B.	17/ 4/27
Orrong Road to Glenferrie Road		M.M.T.B.	8/ 5/27
Albion Street to Moreland Road (West Sunshine)	14/ 5/27	M.M.T.B.	
Moreland Road to Bell Street (West Coburg)	26/ 6/27	M.M.T.B.	
Spencer and Lonsdale Streets to Gas Office (Swanston Street)	14/ 7/27	M.M.T.B.	29/ 6/27
Richmond Terminus to Gas Office		M.M.T.B.	4/12/27
Wattletree Road corner to Denbigh Road	24/ 6/28	M.M.T.B.	
Boundary Road (now Warrigal Road) to Elgar Road (Wattle Park)	1/ 7/28	M.M.T.B.	
Barwise Street between Flemington Road and Victoria Street (Barwise Street was the present part of Racecourse Road between Flemington Road and Moonee Ponds Creek)	4/ 8/29	M.M.T.B.	
Victoria Bridge to Brunswick Street		M.M.T.B.	15/ 9/29
Brunswick Street to Collins and Spencer Streets		M.M.T.B.	8/12/29
Victoria Parade via Brunswick Street to Barkly Street, Fitzroy		M.M.T.B.	26/10/30
North Melbourne - Victoria and Ely Streets to Flinders and Ely Streets		M.M.T.B.	17/11/35
Brunswick		M.M.T.B.	26/ 4/36
Warrigal Road (Burwood) to Middleborough Road, East Burwood		M.M.T.B.	20/ 7/78
North Melbourne to Victoria and Ely Streets (Connected with bus)			29/ 9/95

x - Not included on detailed list attached:

Cable Trams

Double Decker buses — Cable Lines — 18th January 1954

	Opened	Closed
Northcote	18th February 1890	
Richmond	11th November 1885	29th June 1927
Fitzroy	2nd October 1886	12th July 1930
Victoria Street	22nd November 1886	13th July 1929
Clifton Hill	10th August 1887	26th October 1940
Nicholson Street	30th August 1887	26th October 1940
Brunswick	1st October 1887	11th January 1936
Carlton amalgamated 23rd February 1890	21st December 1887	15th April 1939
Prahran	26th October 1888	28 August 1926
Toorak	15th February 1889	1st October 1926
North Carlton (amalgamated Brighton Road 23rd February 1890)	9th February 1889	1st August 1936
Esplanade (Windsor called Esplanade)	27th October 1891	29th August 1925
Brighton Road (amalgamated North Carlton 23rd February 1890)	11th October 1888	26th December 1925
North Melbourne	3rd March 1890	21st July 1935
West Melbourne	18th April 1890	21st July 1935
South Melbourne (amalgamated 30th April 1892 came 11th May 1893)	17th June 1890	13th March 1937
Port Melbourne	20th June 1890	13th March 1937
Royal Park (Horse) (was burnt out during police strike)	10th March 1890	6th November 1923
Coburg Electric	14th August 1916	11th October 1952
East Preston Electric	26th June 1955	

Details of Melbourne's Cable Tramways

Service		Date Opened	Date Closed	Route Mileage	Route Colour	Years
Richmond-Spencer Street	Via Flinders Street	11/11/1885	29/ 6/1927	3½	Blue	42
North Fitzroy-Spencer Street (A)	Via Collins Street	2/10/1886	12/ 7/1930	3½	Yellow	44
Victoria Bridge-Spencer Street	Via Collins Street	22/11/1886	26/12/1929	3½	Red	43
Clifton Hill-Spencer Street	Via Bourke Street	10/ 8/1887	26/10/1940	3 3/4	Red	53
Nicholson Street-Spencer Street	Via Bourke Street	22/ 8/1887	26/10/1940	3¼	Blue	53
Brunswick-Flinders Street	Via Elizabeth Street	1/10/1887	26/ 4/1936	4½	Red	49
Johnston Street (B)	Via Swanston Street	21/12/1887	15/ 4/1939	3 ¼	Red	52
Brighton Road-Queensberry Street (C)	Via Swanston Street	11/10/1888	29/ 8/1926	5	White	38
Prahran (B)	Via Swanston Street	24/10/1888	28/ 8/1926	5	Red	39
North Carlton (D)	Via Swanston Street	21/12/1888	1/ 8/1936	2 3/4	Green	48
Toorak	Via Swanston Street	15/ 2/1889	2/10/1926	5	Yellow	38
North Melbourne (C)	Via Elizabeth Street	3/ 3/1890	29/ 9/1935	3	Green	45
West Melbourne	Via Elizabeth Street	11/ 4/1890	20/ 7/1935	2¼	Chocolate	45
South Melbourne (A)	Via Collins Street	17/ 6/1890	25/ 7/1937	2 3/4	Green	47
Port Melbourne	Via Collins Street	17/ 6/1890	13/ 3/1937	2½	White	47
St. Kilda Beach-Windsor	Via St. Kilda Junction	27/10/1891	27/12/1925	2	Yellow	34
St. Kilda Beach (D)	Via Swanston Street	18/12/1897	30/ 9/1925	4½	Green	28
Northcote-Preston	Via High Street	18/ 2/1890	26/10/1940	2 ¼	Red	51

Notes: (A) Through-routed a few years before electrification. (B) Through-routed via Swanston Street, 23/ 2/1890. (C) Through-routed when Queensberry Street-Lonsdale Street section closed for extension into City of Coburg electric services. (D) Through-routed via Swanston Street on 18/12/1897.

1868

Melbourne Omnibus Company formed.

1869

March 23 — Omnibuses of Melbourne Omnibus Company ran first organised public street transport in Melbourne with a service of 11 horse buses from Bourke Street to the Birmingham Hotel, corner Smith and Johnston Streets, Fitzroy.

1870

1871

1872

1873

September — First Cable Tramway in the world opened in Clay Street, San Francisco, U.S.A.

1874

1875

1876

1877

1878

Melbourne Omnibus Company voluntarily wound up and re-formed as the Melbourne Tramway and Omnibus Company.

1879

1880

1881

Victorian Tramway Company formed.

1882

Melbourne Tramway and Omnibus Company amalgamated with the Victorian Tramway Company under the name of The Melbourne Tramway and Omnibus Company Limited, with Head Office at 100 Bourke Street East (near Bijou Theatre).

1883

October Bill authorising the Melbourne Tramways Trust to build tramways and operate or lease them became law - Act 47 Vic. No. 765.

\- Horse Tramway in Station Street, Fairfield, from Fairfield Railway Station to Mansfield Street, Thornbury, opened.

1884

March 4 — First Meeting of Melbourne Tramways Trust, Alderman T. O'Grady elected Chairman. Trust subsequently appointed Mr. G.S. Duncan, Engineer, T. Hamilton, Secretary, and H.T. Jordan, Treasurer. Steps taken to draw up lease of tramways (when constructed) to the Melbourne Tramway and Omnibus Co. Ltd. and arrange for construction finance.

June — Melbourne Tramways Trust leased the cable lines as and when constructed to the Melbourne Tramway and Omnibus Co. Ltd. for a period of 32 years ending on June 30, 1916.

October — Melbourne Tramway and Omnibus Co. Ltd. at the request of the Melbourne Tramways Trust commenced construction of a trial line of cable type from Spencer Street to Richmond.

1885

November 11 — Melbourne's First Cable Tramway, the Richmond Line, opened for traffic. (First in Australia, Sydney had 2 lines, none in other states). 60 hour week.

1886

March — Mr. A.S. Halladie, inventor of the cable tram (which first ran in Clay Street, San Francisco in September, 1873) visisted Melbourne.

October 2 — Fitzroy Cable Line opened.

November 22 — Victoria Street Cable Line opened.

November 29 — High Street, Malvern Horse Bus Line opened.

1887

August 10 — Clifton Hill Cable Line opened.

August 30 — Nicholson Street Cable Line opened.

October 1 — Brunswick Cable Line opened.

December 21 — Carlton Cable Line opened.

December 28 — Kew Horse Tram Iine opened. (Kew Cemetery to Victoria Bridge).

1888

February	Moorabbin Council authorised the Beaumaris Tramways Company to construct a horse tramway from Sandringham Railway Station via Beaumaris to Cheltenham Railway Station and operate it on a lease for 30 years.
October 11	St. Kilda (Brighton Road) Cable Line opened.
October 26	Prahran Cable Line opened.
-	Northcote Council obtained an Order-in-Council to construct a cable tramway in High Street, Northcote, and the Clifton Hill to Northcote and Preston Tramway Company was formed to construct and operate it on a 30-year lease.

1889

February 9	North Carlton Cable Line opened.
February 15	Toorak Cable Line opened.
April	Horse Tram Line in Glenhuntly Road from Elsternwick to Glenhuntly Railway Station opened.
May 16	Foundation Stone of Northcote Engine House laid by Sir W.J. Clarke, M.L.C.
October	Moonee Ponds Horse Bus Line opened.
October 14	Box Hill - Doncaster Electric Line of the Box Hill and Doncaster Tramway Co. opened - the first electric tram in Australia.

1890

January 27	Hawthorn Horse Tram Line opened. Hawthorn to Hawthorn Bridge extended back to Auburn and Riversdale Roads.
February 18	Northcote Cable Line opened.
February 23	Carlton and Prahran Cable Lines were amalgamated.
	North Carlton and St. Kilda (Brighton Road) Cable Lines were amalgamated.
March 3	North Melbourne Cable Line opened.
March 10	Royal Park (Zoo) Horse Tram Line opened.
April 18	West Melbourne Cable Line opened.
June 17	South Melbourne Cable Line opened.
June 20	Port Melbourne Cable Line opened.
-	Fairfield Horse Tramway closed.

1891

October 27 — Windsor (Esplanade) Cable Line opened - this completed the cable tramways construction.

October 27 — Dandenong Road Horse Bus Line opened.

- — Melbourne Tramway and Omnibus Co Ltd built new Head Office at 673 Bourke Street West (corner of Godfrey Street).

1892

January 6 — Box Hill and Doncaster Tramway Co. wound up and line taken over by The Doncaster and Box Hill Electric Road Co. Ltd.

April 30 — Fitzroy and South Melbourne Cable Lines amalgamated.

September 14 — East Brunswick Horse Bus Line opened.

1893

April 21 — Port Melbourne cable service extended to Gisborne Street.

May 11 — Fitzroy and South Melbourne Cable Lines amalgamation cancelled.

July 7 — Northcote Cable Line ceased operations owing to losses and the lessee Company's assets passed to the English, Scottish and Australian Bank.

1894

January 15 — Church Street Richmond Horse Bus Line opened (Summer only for first 6 years).

April 7 — Northcote Cable Line re-opened on lease to Mr. P.P. Kelly.

- — Box Hill - Doncaster Electric Line leased to H.J. Hilton for 1/- per week.

- — Horse Tramway in Glenhuntly Road closed.

1895

1896

January 6 — Box Hill - Doncaster Electric Line closed.

1897

November 27 — Northcote Cable Line again ceased operating due to run down condition through lack of maintenance.

Wagonette service at hourly intervals ran from this date between corner High and Ballantyne Streets, Northcote, and Ackman's Furniture Warehouse, Smith Street, Fitzroy, until tramway re-opened in 1901.

December 18 — North Carlton - St. Kilda (Brighton Road) amalgamation cancelled and North Carlton amalgamated with St. Kilda Esplanade Cable Line.

1898

Royal Commission held to inquire into the grievances of tramway employees.

1899

1900

1901

March — Northcote Cable Line re-opened by Dynan and Goldsworthy under arrangement with Northcote Council for a six months' trial.

September 10 — Northcote Cable Line leased by Northcote Council to Mr. S.L. Dorum for 7 years.

December 30 — Victoria Dock Horse Bus line opened.

1902

June 9 — Malvern Road Horse Bus Line opened.

August 2 — Victoria Dock Horse Bus Line closed.

1903

March 7 — Moonee Ponds Horse Bus Line closed.

May 10 — Malvern Road Horse Bus Line closed.

May 9 to May 15 — Railway Strike

1904

North Melbourne Electric Tramways and Lighting Co. Ltd. formed in England - Sir Alexander Peacock being the Victorian representative. It was given rights to construct and operate tramways through the municipalities of Flemington and Essendon and supply electricity for a period of 30 years.

1905

May June — Power House at Essendon commenced and first rail laid in Mt. Alexander Road.

1906

April 26 — First Meeting of Prahran and Malvern Councils' Tramway Conference.

May 5 — Victorian Railways Electric Line from St. Kilda Railway Station to Head Street, Elwood opened.

May 25 — Noyes Bros. Melbourne, submitted detailed report on proposed Prahran to Malvern (High Street) Tramway.

October 11 — Essendon Electric lines to North Essendon and Saltwater (now Maribyrnong) River opened. (Flemington Bridge Terminus).

December 22 — Extension of V.R. Line from Head Street to Brighton Beach Railway Station opened.

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October 11 — Essendon Electric lines to North Essendon and Saltwater (now Maribyrnong) River opened. (Flemington Bridge Terminus).

December 22 — Extension of V.R. Line from Head Street to Brighton Beach Railway Station opened.

1907

October	Application made by Prahran and Malvern Councils for authority to construct tramways under the Tramway Act, 1890.

1908

January 14	Cable Gripmen and Conductors' hours reduced from 60 to 54 per wee
July 6	Acts 54, No. 1148 "Tramway at Malvern" and 55, No. 1218 "Tramway at Prahran" passed and Order-in-Council made constituting the Prahran and Malvern Tramways Trust. Its first Chairman was Alex Cameron and Secretary was W.O. Strangward.
August 29 to September 5	Visit of United States Fleet to Melbourne.
September 10	Northcote Council leased Northcote Cable Line to Meakin and Thomas until June 30, 1916.

1909

October 20	First rail laid in High Street, Prahran.
-	Malvern Depot, Coldblo Road built.

1910

May 29	Prahran and Malvern (High Street) Horse Bus Line closed.
May 30	Prahran to Malvern (High Street), Tooronga Road to Chapel Street, Burke and Wattletree Roads to Malvern Town Hall Electric Lines opened.

1911

March 12	Duplication of Track in Wattletree Road opened.
April 1	Cable Gripmen and Conductors' hours reduced from 54 to 48 per wee
May 14	High Street Electric Line extended from Chapel Street to Punt Road
September 13	Metropolitan Traffic Commission presented its report to Parliament.
December 2	Dandenong Road Horse Bus Line closed.
December 2	Church Street (Richmond - South Yarra) Horse Bus Line closed.
December 16	Dandenong Road Electric Line opened to Railway Bridge.

1912

March 31	Dandenong Road Electric Line opened from Railway Bridge to Chapel Street.
September 14	High Street Electric Line extended from Punt Road to St. Kilda Road.
-	Car Repair Shop built at Malvern Depot.
-	Northern Extension Tramway League formed to construct an electric tramway along St. George's Road to Preston - Mayor of Fitzroy Cr. C. Ottery, President, W.H. Smith, Secretary.
-	Cheltenham - Beaumaris Section of Beaumaris Horse Tramway closed.

1913

April 12	Hawthorn Road - St. Kilda Esplanade via Hawthorn and Balaclava Roads Electric Line opened.
May 30	Glenferrie Road Electric Line from High Street, Malvern to Corner Cotham and Burke Roads, Kew, opened. Also to Kew Post Office and Deepdene.
November 13	Caulfield Elctric Line from Corner Dandenong and Balaclava Roads via Hawthorn Road to Glenhuntly Road opened.
	Electric Line from Corner Balaclava and Hawthorn Roads via Balaclava and Waverley Roads to Darling Road, Malvern (with exception of Loop at Caulfield Railway Station) opened.
	Electric Line from Corner Grange and Glenhuntly Roads, Caulfield via Glenhuntly Road to Brighton Road Elsternwick opened.
-	Malvern Carshed extended to house 65 cars.

1914

February 17	Hawthorn Tramway Trust constituted by the Melbourne to Burwood Tramways Act, No. 2488.
	Brunswick and Coburg Tramways Act, No. 2484, constituted the Brunswick and Coburg Tramways Trust, Chairman - T. O'L. Reynolds and Secretary, C. Andrews.
March 28	Duplication of Track in High Street from Glenferrie Road to Tooronga Road and its extension to Burke Road opened.
May	McCarty and Underwood, Consulting Electrical Engineers, Melbourne, submitted a detailed report on the proposed Melbourne to Burwood Electric Tramway including electrification of the Hawthorn Horse Tramway.
June 19	First Meeting of the Hawthorn Tramways Trust with D.H. Dureau as Chairman.
June 20	Loop at Caulfield Railway Station opened.
June	Sandringham - Beaumaris Section of Beaumaris Horse Tramway closed.
July 7	F.A. McCarty appointed Consulting Engineer and L.A. Cleveland, Secretary to the Hawthorn Tramways Trust.
July	S.S.D. Robertson appointed Engineer and Manager of the Melbourne, Brunswick and Coburg Tramways Trust.
September	McCarty and Underwood, Consulting Electrical Engineers, Melbourne, submitted detailed scheme for the St. George's Road Tramway to the Northern District Tramway Extension League.
October 26	Amending Act to 2484 included City of Melbourne and constituted the Melbourne, Brunswick and Coburg Tramways Trust.
November 1	Kew Horse Tramway acquired by Kew Council from Melbourne Tramway and Omnibus Co. Ltd. for electrification and closed.
December 17	Substation Rusdon Street, Elsternwick, opened.
-	Coburg Council's Horse Tramway in Sydney Road vested in the Melbourne, Brunswick and Coburg Tramways Trust.
-	First Footscray Motor Bus Service from Footscray to Yarraville opened by W. Thorley with four steam wagons converted to petrol buses.

1916

January 18	The Tramway Board appointed by the Governor-in-Council.
	The Tramway Board assumed its statutory authority.
January 28	First Meeting of the Tramway Board with Colin Templeton as Chairman. H.A. Wilcox appointed General Manager and W.O. Strangward, Secretary.
January 31	Hawthorn Horse Tramway acquired for £500 by Hawthorn Tramways Trust from the Melbourne Tramway and Omnibus Co. Ltd for electrification.
January	Coburg Horse Tramway closed for electrification.
March 1	Melbourne Tramways Trust dissolved, its interests being vested in the Tramways Board.
March 18	Loop at St. Kilda Esplanade opened (with Cafe).
March 24	First Meeting of Footscray Tramways Trust - Cr. J.R. Johnson, Chairman and C.H. Neylon (Footscray Council Engineer), Secretary. McCarty and Underwood appointed Consulting Engineers.
April 6	Princes Bridge to Corner Wallen Road and Power Street Electric Line of Hawthorn Tramways Trust opened.
April 27	Electric Line in Sydney Road, Coburg, from Moreland Road to Bell Street opened by M.B. & C.T.T.
May 3	East Brunswick Horse Bus Line closed.
May 7	Extension of Hawthorn Electric Line from Power Street to Auburn Road in Riversdale Road opened.
May 14	Extension Sydney Road from Bell Street to Bakers Road, North Coburg opened.
May 31	Extension of Hawthorn Electric Line in Riversdale and Camberwell Roads from Auburn Road to Bowen Street, Camberwell opened.
June 10	Final Extension of Hawthorn Electric Line from Bowen Street, Camberwell, via Camberwell and Norwood (now Toorak) Roads to Boundary (now Warrigal) Road, Burwood, opened.
June 21	Electric Line from Corner Wallen Road and Power Street via Power Street and Burwood Road over Hawthorn Bridge to Richmond Cable Terminus opened by Hawthorn Tramwways Trust.
June 30	Melbourne Tramway and Omnibus Co. Ltd's lease of the cable tramways from the Melbourne Tramway Trust expired.
July 1	The Tramway Board took over assets and operation of the metropolitan cable tramways with the exception of the Northcote Municipal Cable Tramway. Chairman - Colin Templeton, Secretary - W.O. Strangward.
	Northcote Cable Line taken over from lessee and operated directly by the Northcote Council - the first Council in Victoria to operate a tramway

1916 (continued)

August 14 — Extension Coburg tram, Corner Sydney and Moreland Roads via Moreland and Holmes Road and Lygon Street to Park Street, East Brunswick, opened.

September 30 — Extension in Cotham Road from Burke Road, Kew, to Union Road, Mont Albert, opened.

October 16 — Electric Line from Corner Camberwell and Burke Roads, via Riversdale Road to Wattle Valley Road, Camberwell, opened by Hawthorn Tramways Trust.

October 31 — Extensions M.B. C.T.T. from Park Street via Lygon, Elgin and Madeline (now Swanston) Streets to Queensberry Street, Melbourne, and Corner Moreland Road and Nicholson Street, Coburg, via Nicholson Street to Bell Street, East Coburg terminus opened.

November 9 — Extension Riversdale Road, Wattle Valley Road to Highfield Road opened.

December 22 — Final extension of above from Highfield Road to Boundary (now Warrigal) Road, Wattle Park opened.

- Kew Depot completed.

- Service of Double Deck Motor Buses in Lygon Street closed.

1917

March 31 — Wattle Park purchased by the Hawthorn Tramways Trust from Miss Effie Ball for £9,000 was officially opened by H.E. the Governor of Victoria, Sir Arthur Stanley, K.C.M.G. Five councils - Melbourne, Richmond, Hawthorn, Camberwell and Nunawading - each contributed one fifth of the cost. (Article in Tramway Topics Vol 2 December 1943 No. 18 gives details of Wattle Park purchase, this states that only Nunawading contributed to costs (£1,180)).

August 11 — Foundation Stone of new Bridge over Merri Creek in St. George's Road laid by Hon. J.G. Membrey, M.L.A.

December 6 — Electric Line in Burke Road from Malvern Road to south side of Camberwell Railway Station opened.

- Extension of Hawthorn Depot completed to house further 25 cars.

- Construction of Footscray Electric Lines commenced.

1918

March	F.A. McCarty left Hawthorn Tramways Trust.
April 30	Duplication of Track in Waverley Road from Finch Street to Loop at Tennyson Street opened.
May	M.K. Westcott appointed Engineer of the Melbourne, Brunswick and Coburg Tramways Trust (replacing S.S.D. Robertson appointed to Hawthorn) and the Chairman took over the management.
June 5	S.S.D. Robertson appointed Engineer and Manager, Hawthorn Tramways Trust.
September	Extension in Burke Road from Camberwell Railway Station to Cotham Road opened.
September 10	First sod of St. George's Road Line turned south of Merri Creek Bridge by Chairman C. Ottery.
November	Construction of Footscray Electric tracks completed.

1919

March	Privy Council upheld Arbitrator's Award of £335,000 to the Melbourne Tramway and Omnibus Co. Ltd. for assets taken over by the Tramway Board.
March 10	Victorian Railways Electric Tramway from Sandringham Railway Station to Balcombe Road, Black Rock, opened.
March 16 to March 22	Prahran and Malvern Tram Strike.
July 16 to August 27	Seamen's Strike. Coal restrictions. No trams on Sundays and none after 7 p.m. on weekdays for 6 weeks.
August 15	L.A. Cleveland resumed duty as Secretary, Hawthorn Tramways Trust on return from War Service.
October 19	Electric Drive commenced at North Carlton Cable Power House.
October 31	The Tramway Board dissolved.
November 1	Melbourne and Metropolitan Tramways Board assumed office and held its first meeting with Alex Cameron as Chairman and W.O. Strangward, Secretary and Acting General Manager. The Metropolitan Cable Tramways were taken over by it from the Tramway Board on this date.
-	Melbourne Tramway and Omnibus Co. Ltd. finally wound up.
-	Pneumonic Influenza Epidemic.

1920

January 20	Last Meeting of Melbourne, Brunswick and Coburg Tramways Trust.
January 27	Trial Run made on completed St. George's Road Electric Line to East and West Preston, by Fitzroy, Northcote and Preston Tramways Trust.
January 29	Last Meeting (129th) of Footscray Tramways Trust.
January 30	Last Meeting of Hawthorn Tramways Trust.
February 1	Northcote Cable Line taken over by the Melbourne Metropolitan Tramways Board together with the following electric tram undertakings:- Prahran and Malvern Tramways Trust Hawthorn Tramways Trust Melbourne, Brunswick and Coburg Tramways Trust Fitzroy, Northcote and Preston Tramways Trust Footscray Tramways Trust (see Annual Report of 1920 for further details).
February 2	Prahran and Malvern Tramways Trust dissolved.
February 5	Last Meeting of Fitzroy, Northcote and Preston Tramways Trust.
February	Regulation Strike on Eastern Electric System over use of magnetic brakes.
March 9	By-Law approved providing for penny sections on suburban ends of cable lines except where such already existed - operated from June 21, 1920.
April 1	East and West Preston Electric Lines opened to Cable Terminus, St. George's Road, North Fitzroy. Thornbury Depot.
April 23	Wages increase of ½d. per day granted to all employees plus 2d. per day to cable first year gripmen and conductuors, also Cost-of-Living adjustments each 1st January and 1st July, until 1922 - 1st July, 1920, C.O.L. increase was 5/6 per week.
May 26 to June 12	Visit of H.R.H. the Prince of Wales (later King Edward VIII).
June 1	Convertor Station Machinery and Switch Gear purchased from the Melbourne Electric Supply Co. Ltd. at original cost and new agreement for supply of A.C. current made, saving £9,800 a year.
June 13 to June 18	Gas Strike. No electric or North Carlton cable trams and no cable trams after 6 p.m.

1920 (continued)

June 21	1d. Sections introduced on suburban end of Cable Lines.
June 30	£30,000 of Surplus distributed to municipalities under Section 89 of Act 2995.
December 24	Fitzroy and South Melbourne Cable Lines amalgamated - reducing number of cars in Collins Street at peak periods by 54.
-	Preparation of General Scheme under Section 34 of Act 2995.
-	10 Cable Dummies and 2 Cable Cars built at the Nicholson Street Repair Shops during the year.

1921

January 5 to February 28	Stewards and Seamen's Strike. No trams after 7 p.m.
March 7	Fares increased by ½d. on Sundays and Holidays and sectional fares by ½d. Overlapping sections abolished.
March 12	All Night service between midnight and 5.20 a.m. instituted on Hawthorn Electric Line. Princes Bridge to Burke Road.
September 1	Power Supply made available to Footscray Tramways by Victorian Railways. Newport Power Station.
September 6	Footscray Electric Lines opened.
October 1	T.P. Strickland took up duties as Chief Engineer.
October 20	Electric Line from Victoria Bridge through routed to St. Kilda Esplanade.
November 22	Use of bell punches discontinued on cable lines and issue of fare check tickets substituted.
-	Fare Tokens of 1½d. introduced - made at Nicholson Street Repair Shops and sold by conductors at 4 for 6d.
-	New Paint Shop erected for Repair Shops in Scotchmer Street and additional Car Repair Shop at Malvern Depot. Tar Distilling Works in Flinders Street Extension enlarged.
-	15 Cable Dummies and 23 Cable Cars built at Nicholson Street Repair Shops.
-	5 4-motor bogie Electric Cars were completed, also 3 single truck Electric Cars.
-	Steam Plant from North Carlton Cable Power House installed at Richmond Power House.

1922

January 16	Wallen Road to Hawthorn Bridge Electric Line closed for 6 weeks on account of repairs to Hawthorn bridge.
March	General re-classification of Official and Clerical Staff.
May	Auxiliary Engine put into operation at Brunswick Cable Power House.
June 30	Interim Report by M. & M.T.B. on General Scheme for future development on Tramways made to Minister of Public Works.
	11 Cable Dummies and 22 Cable Cars built at Nicholson Street Repair Shops.
	1 Bogie and 3 Single Truck Electric Cars completed.
August 1	Essendon Electric Lines purchased from North Melbourne Electric Tramways and Lighting Co. Ltd. (through State Electricity Commission) and vested in the Melbourne Metropolitan Tramways Board.
	Dr. Carlton A. Ellis commenced duty as Board's Medical Officer at salary of £500 per annum.
September	Electric Auxiliary Drive put into operation at St. Kilda Road Cable Power House.
November	Strike for 2 days on Coburg Electric Lines.
November 30	General Scheme for future development of Tramways presented to the Minister for Public Works.

1923

March	Chairman Alex Cameron left for America and Europe on investigation tour.
	Town Planning Commission created by State Government and T.P. Strickland appointed a member.
March 15	T. O'L. Reynolds appointed Deputy Chairman.
April 5	New Wages Agreement with A.T.E.A. giving increase of 4d. per day to traffic staff - cost to Board £60,000 per annum. Wages increase since December 31, 1919 over £250,000 per annum. 3 Days Good Conduct leave, time and half for Sundays and Holidays.
April 12 to April 18	Strike of men on Prahran, Malvern, Hawthorn, Kew and Footscray Electric Lines.
April 19	General Scheme for future development of Tramways recommended for adoption by the Parliamentary Committee on Railways with an opinion that it would be advisable to call evidence and deail with each proposal in turn.

1923 (continued)

before June	Retiring and Death Gratuity Scheme for employees introduced.
	7 Cable Dummies and 3 Cable Cars built at Nicholson Street Repair Shops.
	9 Electric Bogie Cars completed.
	Order placed for 2 Safety Electric Cars from U.S.A.
July 1	East Kew Electric Line routed to Hawthorn Bridge in lieu of Victoria Bridge.
July 7	Extension of Essendon Electric Line from Keilor Road to Gillies Street opened.
	Church Street, Hawthorn Electric Line from Hawthorn Bridge to Corner Bakers Road and High Street, Kew, opened. (service Kew to Hawthorn Bridge in lieu of Victoria Bridge)
August 23	Glenhuntly Depot opened.
August 25	Electric Spur Line in Napier Street to Essendon Football Ground opened.
September 30	Existing tram tracks will be rated by Municipalities for next three years on a valuation of £120,000.
November 1	W.O. Strangward relinquished duties as Manager, retaining those of Secretary. A.D. Murdoch appointed Manager and C.W. Young, Assistant Manager.
November 5	Horse Car Depot at Royal Park and four horse cars destroyed by fire (during Police Strike). Horse Tram Line to Zoo abandoned.
November 11	Police Strike.
December	Act 3308 passed empowering Board to operate Motor Buses "for the purpose of aiding or relieving traffic on tramways".

1924

February 1	Chairman Alex Cameron returned from overseas.
February 11	Bell Punch System ceased on all cable lines.
	Cable Track in Lonsdale Street between Swanston and Elizabeth Streets opened and North Melbourne Cable Cars through routed to Brighton Road and cable track in Swanston Street from Queensberry to Lonsdale Streets closed for electrification.
March 17 to May 25	Visit of British Fleet to Melbourne.
April 5 to April 19	Tramway Strike.
April 13	Extension of Coburg Electric Line from Queensberry Street to Lonsdale Street via Swanston Street opened.
May 5 to May 19	General Tramway Strike. Gripmen refusing to train a student believing he had applied for employment as a Special Constable during police strike.
June 24	2 1-Man Safety Cars into service - Wallen Road to Hawthorn Bridge.
June	Extension for 30 cars at Essendon Depot completed.
July 1	Cap Numbers first used.
July 8	Opening of Chapel Street Electric Line from Toorak Road to Corner Church and Swan Streets, Richmond with through routing to Princes Bridge.
October 20	Extension of Church Street Electric Line from Swan Street to Victoria Street, North Richmond, opened.
December	Motor Omnibus Act 1924 passed and Regulations made to prevent wasteful and unncessary competition by motor buses along tram routes.
	Extension for 35 cars at Coburg Depot completed.
-	12 Electric Bogie Cars completed.
-	12' Driving Wheels replaced by 14 ft. ones at Nicholson Street Cable Power House to increase rope speeds from 11 to 13 m.p.h.
-	Church Street Bridge completed - Board contributed 19% of cost - £16,624 paid to June 30, 1924.
-	Stabling accommodation at Feed works increased by 9 stalls.
-	Substations at Carlton, Ascot Vale and Camberwell completed.
-	Site acquired in Victoria Parade next to Fitzroy Cable Power House for new Head Office.
-	Removal of rails from track in Puckle Street, Moonee Ponds, not used by Board since taken over on August 1, 1922.

1925

January 3	Elsternwick - City Bus Route opened. (Conversion purposes Annual Report 1925).
January 11	Extension of Electric Line in High Street, Kew, from Strathalbyn Street to Burke Road opened.
February 1	Motor Omnibus Act came into force to control and regulate bus operations.
March 1	Extension of Electric Line in Hawthorn Road, Caulfield, from Glenhuntly Road to North Road (Brighton Cemetery) opened.
March 8	Northcote Cable Line connected with Clifton Hill Cable Line providing through service to Bourke and Spencer Streets, City.
March 24	Holden Street Electric Line from St. Georges Road via Barkly, Pilkington, Holden Streets and Brunswick Road to Lygon Street opened and Preston cars through routed to City.
May 1	Revision of Fares and Sections.
July 19	Electric Line from Flemington Bridge via Flemington Road, Peel and William Streets to Collins Street opened.
	West Brunswick Electric Line from Corner Abbotsford Street and Flemington Road via Royal Park, Grantham and Dawson Streets to Daly Street opened.
	North Melbourne - St. Kilda and North Carlton - Esplanade amalgamations cancelled. North Melbourne Cable Service ran from Flemington Road and Abbotsford Street to Elizabeth and Flinders Streets, North Carlton - Brighton Road cable services amalgamated.
July 23 to August 6	Visit of United States Fleet (45 vessels) - Free tram travel granted to all ratings.
August 23	Railway gates removed at Clifton Hill Crossing and trains run over new overhead bridge.
August 29	St. Kilda (Esplanade) and Windsor Cable Lines closed.
August 30	Esplanade - City and to Windsor Bus Route opened.
October 10	Extension of West Brunswick Electric Line from Daly Street via Melville Road to Albion Street opened.
October 30	Electric Line from Corner Fitzroy and Park Streets, St. Kilda, via Park, Danks, Mills Streets., Canterbury and Albert Roads, Clarendon, Park and Sturt Streets and City Road to St. Kilda Road opened (via Princes Bridge).
November	Erection of Preston Workshops commenced. Paintshop completed.

1925 (continued)

December 19 to January 19	"Go Slow" Strike on Essendon lines over roster dispute.
December 26	Cable line in Swanston Street from Flinders to Lonsdale Streets closed, also Cable Line from St. Kilda Junction to Brighton Road.
	St. Kilda (Brighton Road) Cable Line closed. Carlton-Prahran Cable amalgamation cancelled.
December 27	Hanna Street Depot opened (renamed South Melbourne September 20, 1960).
	Electric Line from Corner Park Street and St. Kilda Road, South Melbourne via Park and Hanna Street (near Kingsway) to City Road, South Melbourne opened.
	Prahran and Toorak Cable Lines to City Road only.
	Electric Line from Esplanade to Flinders Street opened on temporary tracks.
	Electric Line in Wellington Street from St. Kilda Junction to Chapel Street opened.
	Esplanade-City to Windsor Bus Route closed.
	East Malvern - Murrumbeena Bus Route opened.
-	46 Motor Buses put into service.
-	Howard Street, North Melbourne Cable Depot completed for use during Flemington Road conversion.
-	Applications for Tramway Reserves in St. Kilda Road, Brighton Road and Flemington Road were not approved by the Minister.
-	Metropolitan Town Planning Commission's First Report endorsed the Board's general policy regarding co-ordination of trams and buses in Metropolitan area.
-	89 Class "W" Electric Cars completed.
-	2 Cable Dummies taken out of service.
-	Nelson Street, Windsor Substation completed.

1926

January 24	East and West Preston cars went via Holden and Lygon Streets to the City and were through routed to St. Kilda Beach.
	Electric line in Swanston Street from Flinders to Lonsdale Streets opened. Coburg trams routed to Esplanade and Preston trams to Fitzroy Street via Albert Park.
January 29	Toorak Conversion Bus Route opened.
January 30	Prahran and Toorak Cable Lines ran to St. Kilda Road only.
March 28	St. Kilda Road Electric line to City opened. (City Road to Park Street Track completed).
April 17	Williamstown - Newport Bus Route opened.
	East Malvern and Murrumbeena Bus Route closed.
May 1	Fares increased on all Lines (no extra charges for Sundays and Holidays).
May 15	Balwyn Road to Burnley Street (Kew Depot via Barkers Road) Bus Route opened.
May 16	High Street and Malvern Road Electric Lines through routed to City via St. Kilda Road.
July 24	North Carlton Cable Depot closed and cars run from Carlton Depot.
August 28	Prahran Cable Line closed.
	Milton Street and Elsternwick Bus Routes closed.
August 29	Electric Line from St. Kilda Junction to Brighton Road opened.
	Extension of Electric line in Brighton Road from Brunning Street to Glenhuntly Road opened.
	Elsternwick to City Electric Service commenced.
	Chapel Street, Prahran Conversion, Bus Route opened. Brighton Road to Domain Road, via Chapel Street.
September 1	Extension of Victorian Railways Electric Tramway from Black Rock to Beaumaris opened.
October 2	Toorak Cable line closed.
	Bus Service Elizabeth Street to City.
October 31	Electric Line in Chapel Street from Toorak Road to Windsor Railway Station opened.
November 1	North Williamstown Bus Route closed. Commencement of Moreland Grove to City Road electric service. Albion Street destination sign altered to Moreland Road.

November 29	Elsternwick - Point Ormond service by 1-man trams.
December 5	Gardner cars ran from Malvern Depot.
December 6	Crozier Street to City Road service in lieu of the Grove to City service. West Preston cars shunted at Miller Street, passengers for City transferring to East Preston cars during all off peak.
December 18	Chapel Street, Prahran, Bus Route closed.
December 19	Extension of Electric Line in Chapel Street from Carlisle Street to Brighton Road and converted section between Windsor Station and Carlisle Street opened.
	Extension of Electric Line from Corner Glenhuntly and Grange Roads via Glenhuntly and Truganini Roads to Koornang Road, Carnegie, opened.
	Electric Line in Chapel Street from Windsor Railway Station to Carlisle Street opened.
December 20	Transfers issued between East Preston electric and Northcote cable trams.
-	Store, Timber Sheds and Substation Buildings at Preston Workshops completed.
-	Riversdale Road outside Wattle Park regraded by Box Hill City Council, Board contributing £4,000.
-	Traffic Offices and Depot to house 72 Electric Bogie Cars completed at Hanna Street, South Melbourne.
-	Former Substation next to Essendon Depot purchase from S.E.C. and converted as Traffic Offices.
-	Cable Depots in Brighton Road and Acland Street converted into Bus Garages, also one erected on land adjacent to Victoria Street Depot.
-	Substation at Corner Clarke and Hancock Streets, South Melbourne completed.
-	Esplanade Cable Power House plant dismantled and engines transferred to Northcote Power House.
-	143 Cable Cars and 136 Cable Dummies taken out of service. 49 Electric Bogie Cars completed. 10 Motor Buses put into service.
-	Plant and equipment from Holden Street Body Shop transferred to the newly completed Car Body and Licting Shop at Preston Workshops.

1927

February 4 to February 8	8.30 p.m. February 4 to 4 p.m. February 8 power off at Footscray - buses substituted.
April 17	Electric line from St. Kilda and Domain Roads via Domain Road, Park Street and Toorak Road to Orrong Road opened.
	East Coburg cars through routed to Elsternwick.
	Toorak Bus Route ran from Orrong Road to Elizabeth Street, Malvern only.
April 21 to April 30	Visit of H.R.H. the Duke and Duchess of York (later King George VI and Queen Elizabeth) to Melbourne. No trams in City at night. Free travel for all ratings on H.M.S. "Renown" and the Australian Squadron.
May 7	Toorak Bus Route closed.
May 8	Extension Electric Line in Toorak Road from Orrong Road to Glenferrie Road opened.
May 15	Cable Section from Spencer and Bourke Streets to Swanston Street via Flinders Street closed (Richmond to Gas Office only).
	Extension of West Brunswick Electric Line from Albion Street via Melville Road to Moreland Road, opened.
June 19	Murrumbeena terminus renamed 'Carnegie'.
June 26	Extension of West Brunswick Electric Line from Moreland Road via Melville Road to Bell Street, West Coburg, opened.
June 29	Richmond Cable Line closed (section from Swanston Street to Hawthorn Bridge).
June 30	Richmond Conversion Bus Route (Swanston Street to Hawthorn Bridge) opened.
July 14	Electric Line from Bourke Street via Spencer and Flinders Streets to Swanston Street opened. (From Hanna Street Depot curve from Swanston Street into Flinders Street).
July 23	Extensions Bourke Street to Lonsdale Street and to east side of Swanston Street opened.
July 30	Albert Park and Elsternwick routes extended from Lonsdale Street via Swanston Street to Victoria Street.
September 16	Tourist Tram commenced service.
September 17	Electric cars commenced running from Swanston Street to Melbourne Cricket Ground for Football Finals and Races only.
October 14	Strathalbyn Street destination sign altered to Kew.

1927 (Continued)

November 23	Parliamentary Committee on Public Accounts recommended that the M.M.T.B. be relieved of statutory payments to State Consolidated Revenue (Note: These were not finally lifted until 1954).
December 1	Kew and Hawthorn trams shunted on east side Hawthorn Bridge on account of repair work.
December 3	Richmond Conversion Bus Route closed.
December 4	Electric Line from Swanston Street via Flinders Street, Wellington Parade and Bridge Road to Hawthorn Bridge opened. Kew, East Kew and Hawthorn lines through routed to Spencer Street via Flinders Street.
December 26	North Richmond to Point Ormond electric service opened (Sundays and Public Holidays only).
December 31	Reservoir Private Bus Line closed, Transport Club, members only continued the service.
-	Sports Oval constructed at Wattle Park.
-	Truck and Machine Shop, Blacksmith's Shop and Administrative Offices completed at Preston Workshops.
-	Substation in Daly Street, South Yarra completed.
-	Carshed to duplicate accommodation at Kew Depot completed.
-	Richmond Cable Depot converted to Bus Garage.
-	Toorak and Richmond Cable Power Houses closed.
-	71 Cable Cars and 73 Cable Dummies taken out of service. 37 Class "W" Electric Bogie Cars, 7 Class "X" and 1 Class "Y" Safety Electric Cars completed.

1928

March 3	Private Bus Service Preston to Spencer Street closed.
March 24	Luna Park to Victoria Street (via Albert Park) electric service commenced.
April 7	Strike on Eastern Systems - cars resumed running at 5 p.m. East Coburg trams shunted at St. Kilda Junction.
April 8	North Richmond - Point Ormond electric service closed. Luna Park - Victoria Street (via Albert Park) service closed.
May 6	Balwyn Road Bus Route fares increased.
June 23	Wattletree Road corner to Esplanade Electric Line closed.

1928 (Continued)

June 24	Extension of Electric Line in Dandenong Road from Denbigh Road to Wattletree Road opened. East Malvern to Victoria Street City via Dandenong Road Electric Line opened.
June 26	Tourist Tram discontinued.
June 29	East Malvern - Esplanade Electric Line opened (week ends only).
July 1	One-man operation introduced on Ballarat Road - Footscray Station Electric Line.
	Extension of Electric Line in Riversdale Road from Boundary (now Warrigal) Road to Elgar Road, Wattle Park opened - single track.
July 28	Simpson Street siding opened.
August 25	New Tables on Footscray Electric Lines - reducing mileage.
September 14	Judge Beeby delivered new Award for A.T.E.A.
September 17	Tourist Tram resumed running. 2d. and 3d. Strip Tickets at 6 for 1/- and 8 for 2/- sold on all lines.
December 19	Commencement of Route Numbers on electric trams.
December 23	North Richmond - Esplanade Electric Service opened.
December 28	Alderman W.W. Cabena, Board Member, died.
-	The Chalet at Wattle Park, designed and built by the Board's staff, completed.
-	First effects of Financial Depression felt.
-	Mess Room Block at Preston Workshops completed.
-	72 Class "W" Electric Bogie Cars completed, also 3 Class "X" Safety Electric Cars.
-	33 Cable Cars and 33 Cable Dummies taken out of service.
-	Crombie Lane, City, building purchased for use as a Substation.
-	Cinematograph Film of Board's Undertaking made and shown in Metropolitan theatres and copy sent to London for exhibition at Australia House.
-	St. Kilda Road Cable Power House, Toorak Cable Power House, Prahran Cable Depot, North Carlton Cable Depot (portion only) and North Melbourne Cable Depot sold.

1929

January 12	Luna Park - Victoria Street (via Albert Park) service resumed.
January 18	W. O. Strangward died. R.A. Spencer appointed Secretary.
January 26	Princes Bridge - Esplanade (via Chapel Street) Electric Service opened.
January 26 to June 25	Timber Mills Strike.
April 21	Combined fares issued between Brunswick Cable and Coburg Electric Lines.
May 5	Combined fares issued between Fitzroy Cable and Preston Electric Line.
June 9	One-man operation extended to Footscray - Williamstown Road Electric Line and cars run through to Ballarat Road. This was the commencement of the through service.
June 28	Tourist Tram discontinued.
June 30	Mont Albert and Balwyn Road electric services to City commenced and ran via Hawthorn Bridge and Flinders Street in lieu of to Victoria Bridge and combined fares issued via Victoria Street with transfer at Kew Post Office.
July 13	Victoria Street Cable Line closed (Victoria Bridge to Brunswick Street). Depot also closed, buses were transferred to Nicholson Street Cable sheds. Fitzroy - South Melbourne amalgamation cancelled.
July 14	Victoria Street Conversion Bus Route opened.
July 29	Tourist Bus Service opened.
August 4	Electric line in Barwise Street (now Racecourse Road) North Melbourne from Flemington Road to Victoria Street opened.
August 8	Electric Line in Victoria Street, Flemington, between Mt. Alexander and Racecourse Roads officially abandoned.
September 14	Fitzroy Cable line (Section Brunswick Street to Spencer Street via Collins Street closed).
	Victoria Street Conversion Bus Route closed.
September 15	Electric Line from Victoria Bridge via Victoria Street and Victoria Parade to Brunswick Street opened. South and Port Melboune Cable Lines ran to Market Street only. Port Melbourne Cable Depot closed and cars transferred to South Melbourne.
	Collins Street Conversion (Brunswick to Spencer Streets) Bus Route opened.

1929 (Continued)

November 2 — North Richmond - Esplanade electric service resumed.

December 7 — Collins Street Conversion Bus Route closed.

December 8 — Electric Line from Brunswick Street via Victoria Parade, Gisborne and Collins Streets to Spencer Street opened.

Mont Albert and Balwyn Road electric services resumed running via Victoria Bridge.

Esplanade - Victoria Bridge electric service cut back to Corner Cotham and Glenferrie Roads run by Malvern only.

Camberwell Electric Depot opened. Burwood and Elgar Roads routes from Hawthorn Depot and Camberwell route from Malvern.

- Camberwell Depot housing 63 cars completed, also Revenue Offices.
- Extension to Preston Depot carshed completed.
- Signal Cabin and Passenger Shelter at Victoria and Swanston Streets, City, completed.
- Signal Cabin erected at St. Kilda Junction.
- Old Section of Coburg Depot re-constructed.
- Non-ferrous Foundry at Preston Workshops completed.
- 46 Class "W" Electric Bogie Cars completed.
- Parliamentary Standing Committee on Railways disapproved applications to construct electric tramways in Nicholson Street, East Brunswick from Albion Street to Holden Street and in Mt. Alexander Road and Buckley Street, Essendon.
- Young Street, Fitzroy Substation completed.
- Coldblo Road, Malvern Substation completed.

1930

April 13 — Decrease in fares on Elsternwick Railway Line.

April 26 — North Richmond - Esplanade electric service discontinued. (Summer service).

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

June 8 — Balwyn Road Bus Service reduced.

1930 (Continued)

June 14	Footscray electric services reduced.
July 12	Fitzroy Cable Line closed (Section Victoria Parade to Barkly Street Terminus).
July 13	Fitzroy Conversion Bus Route opened (Victoria Parade to Barkly Street).
September 13	(Saturday). One-man cars operated on Russell Street, Footscray electric line.
September 22	Tourist Bus resumed for summer season.
October 25	Fitzroy Conversion Bus Route closed.
October 26	Electrified Fitzroy Line opened and East and West Preston cars diverted into Collins Street (later through routed to South Melbounre). East Coburg cars routed to St. Kilda Beach via South Melbourne in lieu of East and West Preston cars.
	Elsternwick electric line to Victoria Street City only in lieu of East Coburg.
November 2	6d. Combined Fare from Corner Glenhuntly and Hawthorn Roads via Elsternwick or Dandenong Road, or Corner Balaclava and Hawthorn Roads via Balaclava Road to City.
November 17	Kew trams shunt at Hawthorn, except in peak period.
December 31	Newport-Williamstown Bus Route closed.
-	Coldblo Road, Malvern Carshed completed.
-	52 Class "W", 2 Class "Y" and 1 Class "X.2" Electric Cars completed.
-	10 Bodies from Thornycroft J Buses transferred to new A.D.C. chassis.

1931

February 2	Depots and routes regrouped, Mr. Simpson - Northern System, Mr. Davidson - Southern System.
February	Wages and salaries reduced by 10%.
April 5	T. O' L Reynolds, Deputy Chairman, died.
April 30	Balwyn Road Bus Route closed.
May 30	Tourist Bus ceased for winter months.
June 5	Electric trams ran for Midnight Picture Show at the Regent Theatre, Collins Street - fare 6d.
July 2	Traffic Depots and Routes re-grouped into Northern and Southern systems.

1931 (Continued)

September 1	Black Rock - Beaumaris Section of Victorian Railways Electric Tramway closed.
September 13	Fare Section terminating at Glenferrie Railway Station extended to Burwood Road, Hawthorn.
September 21	Tourist Bus resumed for summer months.
October 11	Funeral of Sir John Monash.
October 26	Special 2d. and 3d. Tickets for use by unemployed sick on Brunswick and Coburg lines sold to Brunswick and Coburg Councils at half rate.
November 4	Electric trams ran for Midnight Picture Show at the Regent Theatre, Collins Street - fare 6d.
December 13	Family Concession Tickets issued on Wattle Park line Saturdays and Sundays only - 2/6 return.
-	33 Class "W.2" and 4 Class "W.3" Electric cars completed.
-	Engineering and Cable repair work transferred for Nicholson Street Repair Shops to Preston Workshops.

1932

January 1	Senior Scholars "Tickets (over 17 and under 19) issued at slightly increased rates over Junior rates.
January 22	Special 2d. and 3d. Tickets at half rates for use by unemployed sick on all routes through City of Richmond.
January 24	City Section Tickets at 8 for 1/- introduced.
May 16	Special 2d. and 3d. Tickets for unemployed sick now sold to Sustenance Department and good on all lines except Footscray.
May 28	Tourist Bus ceased for winter months.
-	2 Class "W.3" Electric Cars completed.
-	Substation at Preston Workshops completed.

1933

March	Arbitration Court varies "Cost of Living" Table, increasing Basic Wage by 4/10 per week.
July 25	Last Day of Trotting at Richmond Racecourse.
-	4 class "W.3" Electric Cars completed.
-	2 Tennis Courts, Curator's Lodge and Dressing Shelter completed at Wattle Park.

1934

April	Arbitration Court ordered that 10% cut in wages and salaries no longer operate. New scale of adjustments fixed Basic Wage for Melbourne at £3/4/- per week.
	Darling Road - Elsternwick to City except Sundays and after 7.43 p.m. Weekdays and Saturdays.
June 24	Carnegie trams commenced through running to Victoria Street, City.
June 30	Race Trains commenced running from Flinders Street, instead of Spencer Street.
October 16 to October 19	Tramway Strike.
October 18	Centenary of Victoria Celebration opened by H.R.H. the Duke of Gloucester.
	Arrival of H.R.H. the Duke of Gloucester.
October 1934 to June 1935	State of Victoria and City of Melbourne Centenary Celebrations.
December 2 to Decmber 19	Wallen Road Bridge weakened by flood waters during repair trams from Kew Depot for Chapel Street ran from Kew Depot, Burwood and Wattle Park trams diverted via Bridge Road to Swanston and Flinders Streets. Short service from Princes Bridge to Burnley. Temporary meal room at corner Church Street and Bridge Road.
December 8	Drivers and Conductors with over 10 years' service given increase of 3/- per week by Arbitration Court.
December	Dr. W. Kent Hughes succeeded Dr. Carlton A. Ellis deceased as Medical Officer.
December	Bonus of £ 8,000 distributed to traffic employees for extra strain during Centenary Celebrations.
-	Board's application for tramway reserve in Sydney Road from Flemington Road to Park Street opposed by Melbourne City Council. On appeal to Governor-in-Council, the objections of the Council were upheld.

1935

July 15	H.H. Bell appointed Deputy Chairman.
July 20	North Melbourne and West Melbourne Cable Lines closed.
July 21	West Melbourne Bus Service opened along cable route. (Nicholson Street) North Melbourne Conversion Bus Route opened. (Flemington Bridge to Corner Victoria and Elizabeth Streets)
September 28	Brunswick Cable Line truncated at Victoria Street City.
September 29	North Melbourne Bus Route extended from Victoria Street via Elizabeth Street to Flinders Street.
	Carnegie - Esltemwick and Elsternwick - City electric routes combined as Carnegie - City through fare 7d.
	Electric tram service from Flemington Road to corner of Victoria and Elizabeth Streets.
	Brunswick and North Melbourne passengers to transfer to Buses at Victoria Street.
November 16	Section of Brunswick Cable Line from Flinders Street to Leonard Street closed.
November 17	Brunswick Conversion Bus Route opened (Leonard Street to Flinders Street).
	Electric line from Flemington Bridge via Flemington Road, Abbotsford, Queensberry, Errol and Victoria Streets to Elizabeth Street opened.
	Cable Trams (Brunswick) truncated at Leonard Street. Buses running from Leonard Street to Elizabeth and Flinders Streets. North Melbourne Electric trams extended to Flinders Street from Victoria Street.
December 29	Maribyrnong River electric service re-routed to Elizabeth and Flinders Streets via North Melbourne. Essendon (Gillies Street) electric service re-routed to Elizabeth and Flinders Streets via the Haymarket.
December 31	Alex Cameron retired as Chairman.
-	Continunance of Centenary of Victoria Celebrations.
-	2 Class "W.4", 5 Class "C.W.5" and 1 Class "W.5" Electric Cars completed.
-	Office Building in Victoria Parade (Corner Young Street) for Traffic, Uniform and Per.Way staffs completed.
-	Malvern Road Storage Depot, Fitzroy Cable Power House and Johnston Street Cable Depot sold.

1936

January 1	H.H. Bell appointed Chairman.
January 11	Section of Brunswick Cable Line from Leonard Street to Moreland Road closed.
	Brunswick Conversion Bus Route - Leonard Street to Flinders Street closed - Leonard Street to Moreland Road opened.
January 12	Electric Line from Flinders Street via Elizabeth Street and Sydney Road to Leonard Street opened.
February 23	Extension of Brunswick Electric Line in Sydney Road from Leonard to Park Streets opened.
	Brunswick Conversion Bus Route shortened - Park Street to Moreland Road.
April 25	Brunswick Conversion Bus Route closed.
April 26	Extension of Brunswick Electric Line in Sydney Road from Park Street (Brunswick Depot) to Moreland Road opened and North Coburg cars through routed to Elizabeth and Flinders Streets.
	New electric service Moreland - St. Kilda Beach commenced via Swanston Street. (Coburg Depot - Hanna Street Depot)
May 25	Fishermen's Bend, Holden's Motor Works Bus Route opened via Flinders, Lorimer Streets and Williamstown Road (Nicholson Street Depot).
July 1	Wages of daily paid employees increased by 6d. per day - cost to Board £50,000 per annum.
August 1	North Carlton Cable Line closed (running from Carlton Depot
August 2	North Carlton Bus Service along cable route with extensions to Blyth and Nicholson Streets, East Brunswick opened via Nicholson, Park, Rathdowne, Elgin, Lygon, Russell and Flinders Streets to Elizabeth Street.
October 4	Sunday morning services inaugurated on all Cable and Electric tram routes and on Port Melbourne and Footscray - Moonee Ponds via Maribyrnong Bus routes.
October 9	Commencement of New Head Office Building.
November 1	Family Excursion Tickets at 2/6 introduced to Wattle Park and beaches on Sundays.
November 29	Caulfield - City electric service commenced. Darling Road - Esplanade electric service discontinued. Mal
December 6	Footscray - Moonee Ponds via Maribyrnong Bus Route opened. Footscray - Moonee Ponds via Ascot Vale Bus Route opened. Footscray - Sunshine Railway Station Bus Route opened via Ball Road. 14 seat Bedford Buses.

1936 (Continued)

- Calling of Yearly Contracts for supply of Stores instituted.

- Howard Street Cable Depot and North Carlton Cable Car and Power House sold.

- 55 Class "W.5" Electric Cars completed.

- 12 Leyland Cub Motor Buses with 24-seat bodies put into service.

- New Electric Depot at Brunswick completed, housing 72 cars, with Traffic Offices and 7 Lock-up shops.

- West Brunswick Substation completed.

- Land, Corner Little Collins and Godfrey Streets purchased for new Head Office.

- New Coat-type Uniform adopted for traffic staff.

1937

February 7 — Extension of Essendon Electric Line from Gillies Street to Birdwood Street opened.

February 14 — All Night Tram services commenced on Mont Albert, East Kew, Camberwell, North Coburg, Carnegie, Essendon and Albert Park routes.

March 13 — South Melbourne and Port Melbourne Cable Lines closed.

March 14 — Port Melbourne Bus Service opened along cable route (one man). South Melbourne Conversion Bus Route opened.

June 13 — Extension of East Kew Electric Line from Burke Road, via Doncaster Road to Bulleen Road, North Balwyn opened.

July 1 — Wages loading of 3/- per week granted by Arbitration Court.

July 25 — South Melbourne Electric Line from Beaconsfield Parade via Victoria Avenue, Bridport Street, Montague Street, Park Street, Clarendon Street, to Corner Spencer and Flinders Street opened and through routing via Collins Street to Preston.

Port Melbourne and East Brunswick bus routes amalgamated.

July 27 — Services reduced on account of Infantile Paralysis Epidemic.

September 6 — Re-opening of Schools after Infantile Paralysis Epidemic.

1937 (Continued)

September 16	New Head Office Building opened by the Minister of Public Works - the Hon. G.L. Goudie, M.L.C. - 98% of materials used of Australian origin and workmanship.
September	Head Office moved from 673 Bourke Street to new Head Office Building, 616 Little Collins Street.
October 1	Staff transferred to New Building.
	Wages loading of 3/- per week granted by Arbitration Court - cost to Board £100,000 per annum.
October 6	A 9-hole Gold Course laid out at Wattle Park and officially opened by Chairman.
December 9	Extension of Electric Line in Hawthorn Road from North Road to Point Neapean Road, Brighton, opened.
-	21 Class "W.5" Electric cars completed.
-	8 Leyland Cub, 10 Bedford and 8 Federal Petrol Buses and 17 Leyland Tiger, 1 Daimler and 1 Leyland Cub Diesel Buses put into service.
-	Port Melbourne Garage (for 29 buses) and Footscray Garage (for 12 buses) completed.
-	South Melbourne Cable Power House sold.

1938

March 9	Infantile Paralysis Epidemic offically declared over.
April 13	Chairman H.H. Bell and Secretary, R.A. Spencer, left for Overseas Investigation tour - W.J. McGrath appointed Deputy Chairman.
May 28	Victorian Railways Motor Bus Service from Sandringham Railway Station via Beach Road to Beaumaris opened.
July 1	Statutory payments to Licensing Fund discontinued.
July 23	Footscray - Ascot Vale Bus Service suspended.
August 8	Footscray - Sunshine Bus Route extended to Deer Park.
September	Wages increase of 1/- per week - cost to Board £25,000 per annum.
October 4	Chairman and Secretary returned from Overseas.
October 15	East Brighton - St. Kilda Beach (via Dandenong Road) electric service discontinued.
October 16	East Brighton - City via Balaclava Road electric service commenced. Balaclava Junction - St. Kilda Beach via Dandenong Road - service commenced by Malvern. Extension of 6d. Concession Fare from Malvern and Burke Roads to Ieura and Burke Roads.

1938 (Continued)

December 11	Extension of East Kew Electric Line from Bulleen Road via Doncaster Road to Balwyn Road, North Balwyn, opened.
December 22	Collingwood - Point Ormond Bus Route via Hoddle Street, Punt Road and Barkly Street opened.
-	Traffic declined due to Infantile Paralysis Epidemic.
-	29 Class "W.5" Electric cars completed.
-	South Melbourne Cable Depot sold.
-	Board stated it should be controlling authority for motor buses in Metropolitan area.

1939

March 7	Canadian Leyland Tiger Tourist Bus put into service.
April 15	Carlton Cable Line closed (buses operating from 9.35 p.m.)
April 16	Carlton Bus Service opened along cable route to Johnston Street Bridge, Collingwood.
May 14	Caulfield Railway Station - South Caulfield Bus Route (via Bambra Road) opened.
July 19	Newmarket Railway Station - New Pig Market, Brooklyn Bus Route opened - Wednesdays and Thursdays only.
September 1	Germany invaded Poland - start of World War II.
September 3	England and France declared war on Germany. Second World War started.
October 1	Working Hourse reduced from 48 per week to 88 per fortnight - cost to Board £60,000 per annum. Rises in Cost of Living totalling 4/- per week cost the Board an additional £46,000 per annum.
October 25	Buses substituted for electric trams on Holden Street - Lygon Street route.
-	Double Deck Bus Body imported as prototype for 45 chassis Leyland Titan T.D.5 on order.
-	14 Class "W.5" and 5 Class "S.W.5" Electric Cars completed.
-	11 Leyland Cub Diesel Chassis with 23-seat bodies completed.
-	Fuelling Bay erected at North Fitzroy Garage.
-	T.P. Strickland, Chief Engineer, retired.
-	Application to extend East Brunswick Bus Service via Nicholson and Albion Streets to Sydney Road approved but not operated on account of shortage of buses.

1939 (Continued)

- Second Section of North Fitzroy Bus Garage and New Traffic Offices were completed, and former Cable Repair Shops Buildings were re-modelled for Bus Garage purposes.

- Collingwood Garage parking area and Mess Room opened.

- Increase accommodation provided at Footscray Garage for operation of services to Munition Works and Annexes.

- South track on Holden Street Electric Line abandoned and rails removed.

- Fare Concessions given to members of the Military Forces.

- Staggering of Working Hours arranged after conference of Public Bodies.

- Alex Cameron died.

- Colin Templeton died.

- Cable/electric crossing at Swanston and Lonsdale Streets removed also cable track curve from Swanston and Lonsdale Streets removed.

1940

March 12 to May 16	Coal Strike
March 31	Extra late trips on electric and bus routes owing to trains ceasing at 10.30 pm. on Sundays.
	44 hour week instead of 88 hour fortnight (refer 1940 annual report).
April 6	Concession Fare of 3d. for any through journey for members of H.M. Forces.
April 9	Extra Sunday night trips discontinued.
May 10	Germany invaded Holland and Belgium.
May 13	Carlton Cable Depot closed.
June 10	Italy declared war on Allies.
June 14	Germans occupies Paris.
July 10	Tourist Bus services withdrawn and buses used for ordinary services.
July 22	Office Hours at Head Office changed to 8.30 a.m. to 4.30 p.m
August 13	Air Crash at Canberrra - Federal Cabinet Minsiters killed.
September 21	Federal Electric Pollling Day.
October 1	Petrol rationing commenced.

1940 (Continued)

October 26	Clifton Hill and Nicholson Street Cable Lines closed.
	Buses substituted for cable trams on Clifton Hill and Nicholson Street Lines at 9.17 p.m.
	First Double Decker Buses on Bourke Street (ceased January 18, 1954).
December 9	Footscray - Ascot Value - Moonee Ponds Bus Route closed.
December 22	Extension of Electric Iine from Maribyrnong River Terminus to Explosives Factory, West Maribyrnong opened.
December 29	Collingwood Bus Route extended to Kew.
-	Expansion of Defence work and rationing of petrol placed great strain on public transport services.
-	Clothing Workroom established at Hawthorn Depot.

In 1940/41 Footscray - Sunshine - Deer Park route altered to run via Ahsley and Essex Street and extend by 1 mile for munitions.

1941

January 19	Kew Bus Route extended to North Kew.
March 1	Concession Fares to members of H.M. Forces extended to children's half fare rate.
March 24	Pram Bus put into service on Northcote City Route.
April 9	Germany invaded Greece.
April 28	All night services.
June 22	Germany declared war on Russia.
July 1	Board required to make monthly payments of 2½% on Pay Roll on all wages in excess of £20 per week towards Child Endowment - cost to Board £38,000 per annum.
July 6	Extension of West Maribyrnong Electric Line to Williamson Road opened (Ordnance Factory).
July 20	Holden Street - Lygon Street Bus Route closed (electric trams substituted) on account war time bus shortage.
July 21	Fishermen's Bend via Salmon Street Bus Route opened.
August 3	Port Melbourne Bus Route extended to Garden City. West Preston All-Night service commenced.
August 10	Toorak All-Night service commenced.
August 11	Bus Services from North Fitzroy, Coburg and North Essendon to Munitions Factory, Maribyrnong opened.
August 15	Heidelberg All Night Bus Route opened.
	Northcote - Port Melbourne All Night Bus commenced.

1941 (Continued)

August 24	North Richmond - Esplande All-Night service commenced.
August 29	R.G. Menzies resigned as Prime Minister.
August	Women employed as conductresses to meet labour shortage.
September 14	Extension at Ballarat Road, Footscray, Electric Line via Gordon Street to River Street opened.
September 27	Brighton - Elsternwick Railway Gates All Night Bus Route opened.
October 7	Federal Labour Government formed with John Curtin as Prime Minister.
November	Dr. W. Kent Hughes died. Dr. J.J. Daly replaced him.
November 16	Garden City Bus Service through routed via Port Melbourne to City.
December 8	Japan declared war on Britain and U.S.A.
December 9	Britain and U.S.A. declared war on Japan.
December 11	U.S.A. declared war on Germany and Italy.
December 12	Friday night shopping abolished. Restricted lighting conditions imposed on Melbourne and suburhbs to June 1943.
December 27	Japan occupies Hong Kong.
-	Cost of Living Adjustments increased Basic Wage from 76/- + 6/- loading to 81/- + 6/- loading - cost to Board £62,000 per annum. Other approved loadings and margins cost £67,000 per annum.
-	11 Class "S.W.6" Electric cars completed.
-	14 Leyland Tiger and 6 Austerity Buses put into service.
-	Third section of North Fitzroy Bus Garage completed.
-	Extension at No. 1 Carshed at Essendon completed.
-	Extension to Footscray Garage completed.
-	New Substation at West Maribyrnong completed.

1942

January 1	Daylight saving introduced.
February 11	Blackout Rehearsal 9.30 p.m. to 10.30 pm. Trams and buses stopped running.
February 12	Reduced lighting on all trams and buses.
February 16	Singapore surrended to Japanese.
February 20	Darwin raided by Japanese planes.
March 12	Air Raid rehearsed in afternoon.
March 29	Last day of daylight saving.
March 31	Air Raid Rehearsal - Trams and Buses turned back from City.
April 25	Anzac Day March not held.
May 8	Announcement of Clothing Rationing caused rush buying from retail stores.
May 15	Commenced of Brown-out - trams and buses ran at reduced sppeeds.
May 24	Brown-out lifted - trams and buses resumed normal running.
	Electric Line (connecting Moonee Ponds with West Maribyrnong) from Corner Mt. Alexander and Ascot Vale Roads via Ascot Vale and Maribyrnong Roads to Untion Road opened.
May 31	Three Japanese Midget Submarines sunk in Sydney Harbour.
June 1	New conditions accepted by Union including reduction meal relief spread, increase signing off time and for increased penalty rates for spread of hours 5¼ to 4 3/4.
June 13	First distribution of Food and Clothing Ration Books.
June 30	Board distributed £50,000 to Municipalities.
July 30	Stopping places of trams and buses reduced from 8 to 5 per mile to save wear and tear on equipment.
August 2	Spread reduced from 5¼ hours to 4 3/4 hours.
August 9	Spread reduced from 5¼ hours to 4 3/4 hours.
August 17	Fishermen's Bend (Y.M.C.A. City Road to Aircraft Factory, Williamstown Road via Salmon Street) Bus Route opened.
August 30	Spread reduced from 5¼ hours to 4 3/4 hours.
September 13	Spread reduced from 5¼ hours to 4 3/4 hours.
September 14	Introduction of concession Rail Fares for Defence Forces.
September 20	Spread reduced from 5¼ hours to 4 3/4 hours.

1942 (Continued)

September 27	Daylight Saving resumed.
October 3	Introduction of Austerity Saturdays - no races on first Saturday of each month.
October 11	Spread 5 ¼ to 4 3/4.
October 18	Spread reduced from 5 ¼ to 4 3/4 hours.
November 15	Board directed by Manpower Authorities to increase working hours to 13 day fortnight until October 13, 1945.
November 30	Some Footscray - Sunshine buses deviated to serve munitions at Tottenham 7.00 to 8.30 a.m. and 5.00 to 9.30 p.m.
-	Additional War Loading of 1/6 per week on wages cost Board £73,000 for year.
-	9 Class "S.W.6" Electric cars completed.
-	49 Austerity Body buses put into service.
-	A new Carshed with 6 extra tracks at Essendon completed.
-	Properties adjoining Footscray and Port Melbourne Garages purchased to accommodate extra buses.
-	Old Traffic Office at Clifton Hill altered to house gas equipment for operation of buses on town gas.
-	Charcoal Crushing and Grading Plant installed at Northcote Cable Power House for producer gas units on motor vehicles.

1943

January 29	South Caulfield Bus Route closed at request of Commonwealth Land Transport Board, buses required for Fishermen's Bend Route.
March 1	Taxi services curtailed between 12.30 a.m. and 5.30 a.m.
March 28	Daylight Saving discontinued.
March 31	9th Division A.I.F. marched through City.
April 24	Stop Work Meetings at North Fitzroy and Port Melbourne Bus Depots (no Buses except on Munitions routes). Malvern and Brunswick trams ceased running in afternoon.
April 25	Anzac Day March resumed.
May 16	Extension of Essendon Electric Line from Birdwood Street to Essendon Aerodrome made at request of Commonwealth Government, opened.

1943 (Continued)

May 19	Victoria Tramways declared a protected industry.
June 5	Issue of New Ration Books.
June 12	State Election Polling Day.
June 30	£50,000 of surplus distributed to municipalities.
July 7	Partial restoration of normal lighting after 18 months of black-out.
July 16	Picture Matinees finish earlier - 4 p.m. to 4.15 p.m.
August 21	Federal Election Polling Day.
September 19	Certain North Essendon - Coburg munition trips amalgamated and portion of Coburg route deleted.
	Manpower Authority, Board and Union agreed to 13 day fortnight be adjusted to 6 days weekly with 25% required to work 1 extra day each week.
October 3	Daylight Saving resumed.
October 14	Italy declared war on Germany.
November 6	End of Austerity Saturdays - normal racing restored.
-	Cost of Living increases during year added £57,000 to Board's operating expenses.
-	7 Class "S.W.6" Electric cars completed.
-	10 Austerity Buses put into service
-	North Essendon Substation completed.

1944

January 17	Meat Rationing introduced.
February 15	Serious bush fires throughout Victoria. Open cut at Yallourn ablaze. Electricity services disrupted. Suburban train services reduced until further notice.
February 17	Tram services reduced 25% between 10.00 a.m. and 3 p.m. and 8 p.m. and 10 p.m.
February 25	Electricity restrictions lifted. Services back to normal.
March 25	Daylight Saving discontinued.
April 19	7th Division A.I.F. marched through City.
June 3	New Ration Books issued.

1944 (Continued)

June 4	Reduction all train services due to coal shortage - weekdays and Saturdays, 10% in peak and 50% in off-peak hours. Sunday services curtailed.
June 5	Rome liberated.
June 6	Allies invade France through Channel Ports. Thanksgiving services throughout Victoria.
June 30	£45,813 of surplus distributed to Municipalities under Section 76 of the Board's Act.
July 6	Alderman Sir Stephern Morell died. Cr. R.H. Solly replaced him as a member of the Board.
July 10 July 17 July 24	No races owing to coal shortage.
July 20	Japanese Cabinet resigned.
July 25	Railway services resumed normal running. Ballot by Traffice employees on running Race Specials - Majority for "No".
August 5	Caulfield Racecourse re-opened.
August 19	Voting Day on additional powers for Federal Parliament.
August 23	Paris liberated.
August 27	New Traffic Offices at Essendon opened.
August	Cost of living increase of 1/- per week - cost to Board £13,000 per annum.
September 5	Brussels liberated.
September 11	Special peak services between Ordnance Factory Maribyrnong and Munition Stores at Tottenham.
September 12	Allies invaded Germany.
September 18	Curtailment of services on Footscray, Brunswick, Essendon and Coburg due to manpower shortage.
September 25	Ditto - Hawthorn, Kew, Hanna Street, Glenhuntly, Preston, Camberwell and North Fitzroy.
September 29	Allied Services marched through City to aid 2nd Victory Loan.
September 30	One-day tram and bus strike re C D O s and annual leave.
October 3	Official opening of 3rd Victory Loan.
October 6	Women's Services marched through City.
October 20	Navy Personnel marched through City.
October 21	Record crowd of 86,000 attended Caulfield Cup Meeting - first since 1939.

1944 (Continued)

October 26	Allies invaded Phillipines - Japanese routed.
October 27	R.A.A.F. marched through City.
October 31	3rd Victory Loan closed.
-	4 Class "S.W.6" Electric Cars completed.

1944/45 report gives Intermittent Munitions services.

1945

January 18	Warsaw captured by Russians.
January 29	Duke of Gloucester arrived, with Duchess, to take up duty as Governor-General.
February 16	Bataan Peninsula re-occupied by General Macarthur.
February 17	Corregidor re-captured by General Macarthur.
February 21	Duke of Gloucester opened Federal Parliament.
February 23	Duke and Duchess of Gloucester visited Melbourne.
March 16	Navy Personnel marched through City.
March 25	Army Personnel marched through City.
April 5	Retiring and Death Gratuities and Long Service Leave liberalised.
April 6	Australian and New Zealand troops marched through City.
April 7	Funeral of Sir James Barrett.
April 12	President F.D. Roosevelt of U.S.A. died.
April 14	Opening of Association Football Season.
April 21	Opening of League Football Season.
April 25	Anzac Day March. Tram strike at Footscray.
April 29	Fire at Regent Picture Theatre, Collins Street.
April 30	Mussolini executed.
May 1	Germans in Italy routed.
May 2	Berlin captured.
May 4	Australian Forces land in Borneo.
May 8	V.E. Day - War ended in Europe.
May 9	V.E. Day - Public Holiday and Thanksgiving Services.
May 17	Acute shortage of milk due to bad seasons. No deliveries to offices and other supplies severely rationed.
May	Lease of Hanna Street Depot site renewed for further 20 years (approximately 7 acres).