

HISTORY OF MELBOURNE TRAM ROUTES FROM 1950 to 2009

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Route Number	Description of Route
1	EAST COBURG - SOUTH MELBOURNE BEACH
2	UNIVERSITY - SOUTH MELBOURNE BEACH. Only occasionally since 31/3/1995. Previously South Melbourne Beach - East Brunswick via Lygon Street
2A	No longer exists. Was City - South Melbourne Beach until 31/10/1970
2D	No longer exists. Was East Coburg, Moreland or City to Sth. Melb. Depot to 31/10/1970 (HANNA STREET DEPOT was the name of South Melbourne Depot prior 20/9/1960)
3	UNIVERSITY - EAST MALVERN from 1/11/1970. Previously this number was not allocated. Replaced by Route 53 during Commonwealth Games 12/3/06 to 26/3/06. From 31/1/2009 Mondays to Fridays Only.
3A	UNIVERSITY – EAST MALVERN via St. Kilda Beach from 31/1/2009. Weekends and Public Holidays Only
4	Allocated Caulfield Station St. Kilda Junction. Used as a peak hour route during train crisis between 5/2/2007 & 13/2/2007. Vacant between 8/10/2000 and 4/2/2007. Previously was Moreland - Kings Way used Saturdays up to 7/10/2000. Prior to closure of South Melbourne Depot on 9/2/1997 was used for any tram returning to the depot from East Coburg, Moreland, Melbourne University or City via Sturt Street. Also ex East Coburg and University. Was City - Carnegie until 31/10/1970.
4A	No longer exists. Was City - Glenhuntly Railway Station until 31/10/1970.
4B	No longer exists. Was City - Glenhuntly Depot. Until 31/10/1970. Now Route 66.
4D	No longer exists. Was City - East Malvern Darling Road until 31/10/1970. Now Rte. 3.
4E	No longer exists. Was City - Elsternwick until 31/10/1970.
5	UNIVERSITY - MALVERN BURKE ROAD. Through service until 1830 hours Monday to Sunday. After 1830 connection with Route 64 trams at Dandenong & Orrong Roads. Replaced by extension of Route 55 during Commonwealth Games 12/3/06 to 26/3/06.
5A	No longer exists. Was City - Wattleree Road until 31/10/1970.
6	UNIVERSITY - GLEN IRIS.
6A	No longer exists. Was City - Tooronga Road via High Street until 31/10/1970.
6B	No longer exists. Was City - Malvern Town Hall via High St. to 31/10/1970. Now R.7.
7	UNIVERSITY - MALVERN TOWN HALL. Used for depot trams via R. 6. Previously City - Camberwell until 31/10/1970.
7A	No longer exists. Was City - Gardiner via Malvern Road until 31/10/1970
7B	No longer exists. Was City - Glenferrie Road via Malvern Rd. to 31/10/1970. Now R.73
7D	No longer exists. Was City - Camberwell Junction via Malvern Road until 31/10/1970. This then became Route 73 and is still used today for any short working.
8	MORELAND – TOORAK from 17/10/2004. Previously University - Toorak
8A	No longer exists. Was City - Orrong Road via Toorak Road until 31/10/1970
8B	No longer exists. Was City - Chapel Street via Toorak Rd. until 31/10/1970.
9	VICTORIA HARBOUR – PRESTON DEPOT from 21/9/2009. Previously City Collins Street West- Preston Depot via St. Georges Road from 18/11/2002 to 27/6/2004 and from 21/11/2005. Previously City – Preston Depot to 15/11/02 and from 28/6/2005 to 18/11/2005. City - Northcote from 31/10/1970 to 26/6/1989. Shuttle service over hump eliminated 14/3/1993. From 26/5/1955 was South. Melbourne & St. Kilda Beach - Northcote via St. Georges Rd. Prior 26/6/1955 was City - East Preston via Collins Street & St. Georges Road.
9A	No longer exists. Was City - Northcote via St. Georges Road until 31/10/1970.

Route Number	Description of Route
9B	No longer exists. Was South Melbourne & St. Kilda Beach - Thornbury Miller Street via St. Georges Road. Until 31/10/1970
9D	No longer exists. Was City - Thornbury Miller Street until 31/10/1970. Became R.39.
9E	No longer exists. Was City - North Fitzroy Barkly Street until 31/10/1970.
10	ST. KILDA BEACH via South Melbourne - MELBOURNE CONVENTION CENTRE used by trams running into Southbank Depot Previously West Preston - South Melbourne & St. Kilda Beach until 29/4/1995.
11	VICTORIA HARBOUR DOCKLANDS – WEST PRESTON from 21/9/2009 with some journeys terminating at Thornbury. Previously City Collins Street West - West Preston from 18/11/2002 to 18/9/2009. Truncated back to Spencer Street from 28 th June 2004 to 21 st November 2005. Previously City - West Preston.
12	Kew Cotham Road – Hawthorn and Dandenong Roads or Malvern Depot since 18/10/2004. Previously City Brunswick Street - South Melbourne & St. Kilda Beach.
13	Arts Centre – St. Kilda Beach used occasionally from 31/10/2009 Vacant 19/11/202005 to 30/10/2009, previously Market Street - Docklands via Market Street Flinders Lane, William, Bourke, Spencer & La Trobe Streets, Harbour Esplanade and Flinders Street West. Temporary route provided during the demolition of Flinders Street Overpass. Commenced 22/5/2005 ceased 18 th November 2005. Vacant 23/6/1989 to 21/5/2005. Previously West Preston - City via Latrobe Street.
14	UNIVERSITY – MALVERN DEPOT via St. Kilda Beach since 17/10/2004 Previously Vacant since 23/6/1989. Was City via Latrobe Street - La Trobe University from 20/1/85 to Boldrewood Parade Reservoir 19/5/1983. To East Preston Tyler St. prior 18/5/83. All trips from La Trobe Street were via St. Georges Road.
15	FLINDERS STREET – ST. KILDA BEACH since 18/10/2004 Previously vacant since 30/3/1995 was Moreland - St. Kilda Beach.
16	UNIVERSITY – KEW – Cotham Road via St. Kilda Beach from 17/10/2004. Previously University – St. Kilda Beach. From 11/12/2000 Route 16 was combined with Route 69 weekdays.
17	CITY Elizabeth Street - PARKVILLE from 28 th March 99. Football extras. Previously City Brunswick Street - Park & Clarendon Streets, used by trams returning to South Melbourne Depot from Collins Street up to it's closure on 8 th February 1997. Previously St. Kilda Beach - East Brunswick via Lygon Street
18	CITY - BRUNSWICK Used by trams returning to Brunswick Depot.
19	CITY - NORTH COBURG.
20	CITY - COBURG. Used by some trams on short workings Weekdays.
21	EAST COBURG - CITY. Allocated but rarely used.
22	Vacant previously Arts Centre - Moreland to 16/10/2004. Also route 22 is shown from South Melbourne Beach and Kings Way running back to Brunswick Depot.
23	Vacant since 7/9/2001 Previously Mont Albert - City via Latrobe Street. M to F Peak Hours from 25/9/1972, previously this route also showed Route 42.
24	NORTH BALWYN – La Trobe and Spencer Streets via Latrobe Street. Monday to Fridays Peak Hours. Was extended from La Trobe and Spencer Streets to Flinders Street West via Docklands from 23/5/2005 to 18/11/2005. Allocated from 25/9/1972, previously this route showed Route 48 when travelling from La Trobe Street.

Route Number	Description of Route
25	Vacant Was Moreland - Domain Road A.M. Peak only between 2/4/1995 & 6/10/2000. Previously used up to 31/3/1995 for trams terminating at Swanston Street from North Balwyn, Kew Depot, East Burwood or Camberwell Depot.
26	Presently vacant. Previously used for trams terminating at Market Street from North Balwyn, Kew Depot, East Burwood or Camberwell Depot.
27	CITY via LA TROBE STREET - KEW DEPOT from 7/12/1998. Some journeys used to commence at Docklands Drive between 4/1/2005 and 18/9/2009. Previously used for trams terminating at CITY Flinders & Spencer Sts from North Balwyn, Kew Depot, East Burwood or Camberwell Depot. Up to 13/2/1965 City Spencer Street - Hawthorn.
28	CITY - RICHMOND. Now only used for extras, when events are held at M. C. G.
29	VICTORIA HARBOUR DOCKLANDS - KEW DEPOT via Collins Street and Bridge Road from 20/9/2009. Previously Docklands Waterfront City Kew Depot via Flinders Street from 4/1/2005. Route allocated 25/9/1972 as City Spencer Street – Kew Depot. (see Route 48 for details)
30	CITY BRUNSWICK ST. – DOCKLANDS Centre Pier Monday to Friday only 6am to 6pm from 28/7/2008. Previously City Brunswick St to City via La Trobe St (terminating at La Trobe & Spencer Street) from 26/2/1951. Route was extended to Docklands Drive New Key between 9 am and 4 pm between 4/1/2005 and 25/7/2008.
31	Victoria Harbour Docklands - City Brunswick Street. Used only for short workings when services on Route 48 are prevented from through working due parades etc. from 20/9/2009 Previously a full time route - City Brunswick Street- Collins Street West from 5/5/2003. Previously City Brunswick Street – City (Spencer Street) via Collins Street. Truncated back to Spencer Street from 28 th June 2004 to 19 th November 2005. Also used for trips extended to Southbank Depot from Brunswick Street. Was also used for trams terminating at Hoddle Street instead of Route 43 up to 19/9/2009 from 5/5/2003.
32	Now vacant was used up to 21 st March 1999 as CITY - PARKVILLE see Route 17
33	Previously 25/9/1972 to 14/11/1986 was Camberwell - City via William Street
33	Allocated to Domain Road - City via William St. Currently not used. Friday lunch extra's between City Road & Peel Street for Victoria Market Shoppers show 00.
34	Now vacant Previously East Melbourne - City via La Trobe St. Between the Peaks M/F. Operated from mid 90's to 19/9/2003. Replaced by operating Route 30 in place of 34.
35	CITY CIRCLE. Opened, 28 th April 1994. Up to mid 2003 trams used 00 instead of 35. Originally operated via Flinders, Spring, La Trobe and Spencer Streets. Service extended via Docklands deleting Spencer Street except for run in and run out trips from Southbank Depot from 30/11/2003 and then extended to Waterfront City via Docklands Drive from 30/5/2009. During the demolition of the King Street overpass the City Circle only operated between Flinders Street West and Victoria Parade and Gisborne Street between 22/5/2005 and 18/11/2005.
36	Previously was Malvern Burke Road - City via William Street 25/9/1972 to 14/11/1986. Allocated Domain Road Interchange - Melbourne University via Kings Way, William Street, La Trobe Street & Swanston Street. for HASTUS purposes only since 1999. Prior to 14/11/1986. Was Glen Iris - City via William Street.
37	Vacant since 14/11/1986. From 25/9/1972 was Carnegie - City via William Street. Previously from 1/11/1970 to 24/9/1972 was Spencer Street - Kew Depot via Flinders St
38	Vacant since 14/11/1986. From 25/9/1972 was Toorak - City via William Street.

Route Number	Description of Route
	Previously from 1/11/1970 to 24/9/1972 was City - East Melbourne Hoddle Street.
39	Vacant. Was CITY Collins St. - THORNBURY MILLER ST.
40	Vacant since 27/8/2004 when East Kew crossover removed. Was Docklands - East Kew previously to 4/5/2003 CITY -Spencer & La Trobe Sts. - East Kew.
41	Victoria Harbour Docklands - KEW Harp Rd. Used for late running only. Full history as for Route 48
42	BOX HILL – VICTORIA HARBOUR DOCKLANDS from 21/9/2009. Previously Box Hill – City Collins Street West. From 5/5/2003 to 18/9/2009. Truncated back to Spencer Street from 28/6/2004 to 21/11/2005. Previously Mont Albert - City Collins Street West from 18/11/2002 to 4/5/2003. Between 19/12/1993 and 17/11/2002 Mont Albert - City only operated peak hours with one early morning and up until 2000, the last trip ex Mont Albert operated as Route 42. Prior to 19/12/1993 this was full time route.
43	CITY -Collins St. - EAST MELBOURNE Hoddle St. Allocated but presently not used. Last used from 28/6/2004 to 21/11/2005. Previously City - Victoria Bridge to early 80's.
44	Vacant since 9/8/2002 when Balwyn crossover eliminated Previously Port Melbourne or City - Balwyn.
45	PORT MELBOURNE or CITY - DEEPDENE Used for late running only.
46	PORT MELBOURNE or CITY - KEW JUNCTION. (Previously Kew Post Office) For late running. Routes 44 to 46 were only ex City prior to 19/12/1993 see R42 for full history.
47	PORT MELBOURNE or VICTORIA HARBOUR - KEW DEPOT. Also applied up to 4/12/1998 to trams to Kew Depot from La Trobe Street. Prior to 4/12/98 trams ex Port Melbourne used R111
48	VICTORIA HARBOUR DOCKLANDS – NORTH BALWYN via Collins Street, Spring Street and Bridge Road from 20/9/2009. Previously Docklands Waterfront City-North Balwyn via Flinders Street commencing Tuesday 4/1/2005 to 19/9/2009. Terminated at Docklands Harbour Esplanade & Bourke Street between 4/5/2003 and 3/1/2005. Terminated at Flinders Street West between 17/2/2002 and 4/5/2003. Between 22/5/2005 and 18/11/2005 trams terminated at Market Street due to the demolition of the King Street Overpass. Previously North Balwyn – Spencer Street up to 16/2/2002.
49	CITY - ELIZABETH ST. - NIDDRIE. Peak hours & late running.
50	CITY - ELIZABETH ST. - NORTH MELBOURNE.
51	CITY - ELIZABETH ST. - ESSENDON STATION. Used Saturday PM. During a Rail crisis between 5/2/2007 and 13/2/2007 also operated during peak hours.
52	CITY - ELIZABETH ST. - ESSENDON BULLA ROAD. For late running.
53	WEST COBURG - CITY Flinders & Market Streets. Previously up to 14/11/1986 was St. Kilda Beach - City via William Street. During Commonwealth Games 12/3/2006 to 26/3/2006 became East Malvern – West Coburg with off peak services terminating at Dudley Street siding replacing Route 3.
54	CITY - ELIZABETH ST. - MARIBYRNONG RIVER. For late running.
55	DOMAIN & ST. KILDA ROADS. - WEST COBURG. Full time service from Sunday 7/8/2005. Previously, only operated Mondays to Saturday & P/H with a Saturday service. (see notes) Was West Coburg - St. Kilda Beach via William Street until 14/11/1986. During Commonwealth Games 12/3/2006 to 26/3/2006 extended from Domain Interchange to Malvern Burke Road replacing Route 5.

Route Number	Description of Route
56	DOMAIN & ST. KILDA ROADS. - WEST BRUNSWICK. For late running. Prior to 15/11/1986 trams from West Coburg terminating at Domain Road displayed Route 56
57	CITY - ELIZABETH ST. - WEST MARIBYRNONG via North Melbourne.
58	CITY - ELIZABETH ST. - SHOWGROUNDS. Extras for Shows, Exams & Races.
59	CITY - ELIZABETH ST. - AIRPORT WEST.
60	Now Vacant was City - Elizabeth St. - Ascot Vale. Crossover no longer at this location.
61	UNIVERSITY - SOUTH CAULFIELD JUNCTION Glenhuntly Depot via Route 64.
62	UNIVERSITY - SOUTH. CAULFIELD NORTH RD. Used for late running.
63	During rail crisis 5/2/2007 and 13/2/2007 used for peak hour service between Elsternwick and City Swanston & La Trobe Streets. Previous use was West Coburg - South Melbourne Depot ceased on closure of depot 8/2/1997. Was to be reserved during MTram days for University - Glenhuntly Depot via Balaclava Road but not used.
64	UNIVERSITY.- EAST BRIGHTON.
65	Allocated CITY Elizabeth Street - Zoo Royal Park for vintage tram service. Currently not in use. Was 1/8/1955 to 14/11/1986 City via William Street - East Brighton via Balaclava Road. Peak Hours only.
66	UNIVERSITY. - GLENHUNTLY DEPOT. Previously 26/6/1934 to 10/7/1955 was East Malvern - Point Ormond.
67	UNIVERSITY. - CARNEGIE. Previously to 10/7/1955 was St. Kilda Beach - Caulfield Balaclava Junction via Fitzroy Street and Dandenong Road.
68	Vacant Previously City - Elizabeth St. - West Coburg from 6/7/1971 to 31/7/2005. This service only operated on Sundays & P/H with a Sunday service. Between 24/6/1934 to 10/7/55 this route was allocated to East Malvern Darling Road - St. Kilda Beach via Balaclava, Hawthorn, Glenhuntly & Brighton Roads and Carlisle St.
69	KEW COTHAM ROAD. - ST. KILDA BEACH. Ceased to be full time route from 16/10/2004. Between 11/12/2000 and 15/10/2004 was combined with R16 only on weekdays.
70	DOCKLANDS WATERFRONT CITY – WATTLE PARK from 20/9/2009. Previously Docklands Bourke St & Harbour Esp.– Wattle Park from 22/11/2005 to 19/9/2009. Previously CITY – La Trobe & Spencer Streets - Wattle Park from 4/5/2003 to 21/5/2005. Previously City – Flinders Street West – Wattle Park from 5/12/1999 to 3/5/2003. Previously City Spencer & Flinders Street – Wattle Park from 7/6/1999. Some services extended to La Trobe Street between 7/6/1999 to 4/12/1999. Previously to 29/5/1999 City Princes Bridge - Wattle Park. Between 30/5/1999 and 6/6/1999 trams terminated at Punt Road with bus connection to Princess Bridge. Between 22/5/2005 and 18/11/2005 trams terminated at Market Street due to the demolition of the King Street Overpass.
71	Docklands Bourke St & Harbour Esplanade – East Melbourne from 21/9/2009. Previously City (terminus as for Route 70 above) - Wattle Park Warrigal Road till Warrigal Road crossover removed 3/11/2001. Vacant 3/11/2001 to 20/9/2009.
72	UNIVERSITY - CAMBERWELL. Truncated to GARDINER between 25/2/1995 & 14/12/1996 during building of new bridge over Freeway connecting at Gardiner with buses to Camberwell. Prior to 31/10/1970 was City Princes Bridge - Riversdale.
73	UNIVERSITY - GLENFERRIE ROAD. Used by trams returning to Malvern Depot via route 72. Is also used for trams terminating at Camberwell Junction.

Route Number	Description of Route
74	CITY – Spencer & La Trobe Street –BURWOOD Now used for late running. Previously CITY –Flinders Street West – BURWOOD 4/5/2003 to 21/5/2005. Previously City Princes Bridge - Burwood up to 13/2/1965 when Hawthorn ceased operations as a running Depot. From 14/2/1965 ran to City via Bridge Road & Flinders Street to Spencer and Lonsdale Streets extended to La Trobe Street 4/7/1993.
75	CITY Spencer & La Trobe Street – VERMONT SOUTH from 22/11/2005. Previously CITY Market Street – Vermont South from 24/7/2005 Previously City – Flinders Street West - East Burwood Blackburn Road from 4/5/2003 to 21/5/2005 then truncated to Market Street. Previously CITY -Spencer & Latrobe Sts. - EAST BURWOOD from 4/7/1993 to 3/5/2003. Between 20/7/1978 and 4/7/1993 City Spencer St. - East Burwood Middleborough Road Prior 20/7/1978 City Spencer Street - Hartwell-Smith Road. Prior to 13/2/1965 City Princess Bridge - Hartwell-Smith Road. Between 22/5/2005 and 18/11/2005 trams terminated at Market Street due to the demolition of the Flinders Street Overpass.
76	DOCKLANDS Waterfront City - CAMBERWELL DEPOT via Swan Street from 20/9/2009 Previously Docklands Bourke Street – Camberwell Depot between 22/11/2005 and 19/9/2009. CITY – La Trobe & Spencer Streets. - Camberwell Depot 4/5/2003 to 21/5/2005. Previously City – Flinders Street West – Camberwell Depot via Swan Street from 5/12/1999. CITY - Flinders & Spencer Sts - Camberwell Depot via Swan Street from 7/6/1999. City Princes Bridge - Camberwell Depot to 29/5/1999 Between 14/2/65 to 5/12/1998 was also City Spencer Street - Camberwell Depot via Bridge Road prior to 6/12/1998. Between 22/5/2005 and 18/11/2005 trams terminated at Market Street due to the demolition of the Flinders Street Overpass. During rail crisis between 5/2/2007 & 13/2/2007 used for a peak hour service between Camberwell Junction and Flinders and Elizabeth Streets.
77	CITY -Spencer & Latrobe Sts. Camberwell Depot via Bridge Road from 22/11/2005. Previously City Flinders Street West-Camberwell Depot via Bridge Road from 4/5/2003 to 21/5/2005. Previously CITY -Spencer & Latrobe Sts. Camberwell Depot via Bridge Road from 6/12/1998 Between 22/5/2005 and 18/11/2005 trams terminated at Market Street due to the demolition of the Flinders Street Overpass Vacant 1/11/86 to 5/12/98. Up to 1/11/1986 was City Princes Bridge - Prahran. .
78	NORTH RICHMOND - PRAHRAN. Runs generally, with a few exceptions, Monday to Friday up to 6.15 pm. Saturday up to 1.10 pm. Commencing 31/1/2009 every day operates to 7 pm
79	NORTH RICHMOND - ST. KILDA BEACH. Commencing 31/1/2009 operates only from 7 pm to last tram each day. Previously ran Monday to Friday from 6.15 pm. Saturday from 1.10 pm. All day Sundays & Public .Holidays with a Sunday service.
80	CITY Elizabeth St. - ABBOTSFORD STREET via Haymarket. Few trips in A.M. Peak. Previously St. Kilda Beach or Prahran - Swan & Church Streets Corner. Used by trams up to 13/2/1965 returning to Hawthorn Depot and for some time after that for short workings.
81	CITY Elizabeth St. - ESSENDON DEPOT. Previously City Princess Bridge - Burnley.
82	MOONEE PONDS - FOOTSCRAY. Commenced 2/5/1954
83	West Maribyrnong - Footscray from 1/3/1983 although, route number allocated there is no service. Prior to this it was Route 86 when it did operate.
84	Now Vacant. Allocated Moonee Ponds - Ordnance Factory from 1/3/1983. Not used Factory now closed. Crossover removed 20 th November 2004.

Route Number	Description of Route
85	WEST MARIBYRNONG - MOONEE PONDS should be used for trams returning to Essendon Depot however, most crews show 00.
86	DOCKLANDS Waterfront City- BUNDOORA RMIT from 27/7/2008. Previously Docklands Centre Pier – Bundoora RMIT 26/3/2000 to 26/7/2008. Between 12/10/1995 & 25/3/2000 City Spencer Street Bundoora RMIT Between 26/4/1987 & 11/10/1995. City Spencer Street - Bundoora McLeans Road. Between 22/5/2005 and 20/11/2005 route extended to Docklands Drive New Quay as a substitute for truncated route 48. Vacant 1/3/1983 to 25/4/1987 Previously West Maribyrnong - Footscray from 2/5/1954 to 28/2/1983.
87	DOCKLANDS Waterfront City - LA TROBE UNIVERSITY from 27/7/2008 Previously Docklands Centre Pier – La Trobe University 26/3/2000 to 26/7/2008. Previously ex Spencer Street from 20/1/1985. From 20/1/1985 to 25/4/1987 was end of line. Previously allocated from 2/5/1954 to 1/3/1983 Footscray - Ordnance Factory.
88	DOCKLANDS Waterfront City- BOLDREWOOD PARADE RESERVOIR from 27/7/2008. Previously Docklands Centre Pier – Boldrewood Parade 26/3/2000 to 26/7/2008. Previously City Spencer Street – Boldrewood Parade to 25/3/2000. Line extended to Boldrewood Parade on 19/5/1983. End of line to 19/1/1985. Previously from 26/6/1955 to 18/5/1983 City-Spencer Street - East Preston-Tyler Street
89	DOCKLANDS Waterfront City - East Preston Depot from 27/7/2008. Previously Docklands Centre Pier – East Preston Depot 26/3/2000 to 26/7/2008. Previously ex Spencer Street from 26/6/1955 to 25/3/2000
90	DOCKLANDS Waterfront City- Northcote Dundas Street from 27/7/2008. Previously Docklands Centre Pier – Dundas Street 26/3/2000 to 26/7/2008. Ex Spencer Street from 26/6/1955 to 25/3/2000 Occasionally used for trams required to run into Preston Workshops.
91	ST. KILDA BEACH - CITY BOURKE STREET. From 9/2/1997 Previously between 22/11/1987 & 8/2/1997 St. Kilda Beach - City William Street used by trams to South Melbourne Depot. Between 26/6/1955 & 21/11/1987 City - Northcote Beavers Road. Beavers Road Crossover removed 29/11/2003
92	Docklands - CLIFTON HILL. From 26/6/1955 to 25/3/2000 ex Spencer St. During rail crisis from 5/2/2007 to 13/2/2007 a frequent peak hour service operated between Clifton Hill and Bourke & King Streets.
93	Vacant since 23/6/1989. Previously City via Latrobe St. - Bundoora. This route only commenced 27/4/1987 with only 3 in A. M. & 3 out P.M. trips Monday to Fridays.
94	EAST BRUNSWICK - SOUTHBANK DEPOT From 9/2/1997 Vacant 11/2/1996 to 8/2/1997. Previously St. Kilda Beach - Exhibition Building. And between 26/6/1955 and 1991 City Spencer St.-Smith & Johnston Sts. X removed 2000
95	ST. KILDA BEACH or CITY SPENCER ST. to CITY GERTRUDE STREET. or CITY GERTRUDE STREET to CITY - SPENCER STREET With the opening of the new Exhibition Centre at Southbank in February 1996, the use of the destination sign Exhibition Building was eliminated, however still shown on “A” & “B1” class trams. Between 26/6/1955 and 11/2/1996 was only City Spencer Street - Exhibition Building.
96	ST. KILDA BEACH or CITY SPENCER STREET to EAST BRUNSWICK. EAST BRUNSWICK, GERTRUDE STREET or CITY to ST. KILDA BEACH Between 8/4/1956 & 21/11/1987 was City Spencer Street - East Brunswick

Route Number	Description of Route
97	ST. KILDA BEACH - NORTH FITZROY. From 22/11/1987 to 18/12/1993 was used for trams running into North Fitzroy Depot now used for late running. Between 8/4/1956 and 21/11/1987 was City Spencer Street - North Fitzroy.
98	EAST BRUNSWICK - ST. KILDA FITZROY ST. Allocated, but rarely used.
99	Vacant since 29/3/1998. Was <i>Night Link</i> Melbourne University - North Fitzroy St. Georges Road via Richmond, Prahran, St. Kilda Beach, Casino & Collins Street. Only ran in February / March 1997 November / December 1997 and January / February / March 1998. Previously allocated North Fitzroy - St. Kilda Fitzroy St., but rarely used.
100	Not allocated.
101	Not allocated.
102	Vacant from 11/2/1996 was City Spencer St. - East Brunswick. Used from 22/11/1987 by trams to South Melbourne Depot. Replaced by showing R. 95 to City now R. 94
103	Vacant from 11/2/1996 was City Spencer St. - North Fitzroy. From 22/11/1987 to 18/12/1993 used by trams returning to North Fitzroy Depot. Replaced by showing R.95 to City. Rarely used after trams left North Fitzroy Depot.
104	Now Vacant was City Spencer Street- Exhibition Buildings. This route number was in lieu of 95, from 20/11/1987, but as crews kept using 95, 104 became 95 officially again.
105	Not allocated.
106	Not allocated.
107	Allocated 4/5/2003 as Box Hill – Collins Street West. However, never used as Route 42 used instead.
108	BOX HILL – MONTAGUE or SOUTH BANK DEPOT from 4/5/2003
109	PORT MELBOURNE – BOX HILL from 4/5/2003. Extension opened 2/5/2003 with shuttle service to Mont Albert. Previously Port Melbourne – Mont Albert from 19/12/1993. Between 18/12/1987 and 18/12/1993 was allocated as Port Melbourne - East Brunswick. Was rarely used, possibly only once or twice. From 7/12/1998 also used for trams operating from the City to Mont Albert, now Box Hill in lieu of Route 42 or 107.
110	Now Vacant. Previously Port Melbourne - North Fitzroy, allocated 18/12/1987 to 18/12/1993. To avoid confusion with passengers, crews normally used route 97 to North Fitzroy Depot.
111	Now Vacant. Between 19/12/1993 & 5/12/1998 was Port Melbourne - Kew Depot. Between 18/12/1987 & 18/12/1993 was used as Port Melbourne - Exhibition Building.
112	WEST PRESTON - SOUTH MELBOURNE & ST. KILDA BEACH from 4/2000. Previously Port Melbourne – City between 18/12/1987 and 3/2000. Was rarely used.
113 to 120	Not allocated
121	MCG or Melbourne Park from any City location. In reverse Telstra Dome (ex Colonial Stadium) From MCG South or North sides. From March 2000
122	MCG - Telstra Dome via Spencer Street. From May 2003.
123	Telstra Dome – Flinders Street via Spencer Street. From May 2003
124	Telstra Dome – Flinders Street via Harbour Esplanade From May 2003
125	MCG (North side) Simpson Street from any City location. From March 2000.
126	Telstra Dome – MCG / Melbourne Park via Harbour Esplanade From May 2003
127	MCG (North side) extra continuing on to Richmond –River Street. From March 2000.
128	Telstra Dome – MCG (North Side) via Harbour Esplanade. From May 2003
129	From MCG North or South side to all City locations except Telstra Dome. From March 2000.
130 to 197	Not allocated but originally reserved for trams. Some numbers now allocated to bus routes

Route Number	Description of Route
198	Vacant was Flinders Street West – Docklands using temporary crossover at end of Flinders Street West, commenced 14 th October 2002 finished 9 th December 2002. Most trams showed 00. Was to operate through to Market Street however, route truncated after only one hour operation.
199	Allocated for Roster purposes only. Used to timetable trams between Elizabeth Street & Victoria Street and Spencer and La Trobe Streets via Victoria Swanston & La Trobe Streets
200 to 999	Allocated to bus routes but not all of these route numbers are in use.

ROUTES OPERATED WITHOUT ROUTE NUMBERS.

North Fitzroy Barkly Street - Lygon Street via Holden Street. Passenger service ceased 2/9/1950. After passenger service ceased Holden Street was used by trams travel ling to or from Preston Workshops. Line closed early 70's.

Elsternwick - Point Ormond. Line closed 22/10/1960

Footscray - Russell Street Line closed 12/3/1962

Williamstown Road - Ballarat Road Closed 12/3/1962.

St. Kilda Beach - Brighton Beach Operated by Victorian

Railways and closed in stages from 1/1/1957 to 28/2/1959.

Closed 5/11/1956 Sandringham - Black Rock. Run by Victorian Railways.

UNIVERSITY - GLENHUNTLY DEPOT via Balaclava Road. Used occasionally when trams require diversion. In previous timetables a couple of trips in the AM peak were scheduled.

Latrobe Street & Peak Hour William Streets Routes appear to have operated without Route Numbers until 1970.

A number of tram routes operate with 00. All Depot run ins from Suburban Termini and some short workings, due to the driver's (or in the past the conductor's) unfamiliarity with the allocated route number.

NOTES.

UNIVERSITY. Refers to Melbourne University. The majority of trams that currently terminate at Melbourne University were previously terminated at CITY (Franklin Street) then CITY (Queensberry Street). The crossover in Swanston Street just south of Queensberry Street removed Saturday 27th February 1999 and was reinstated Sunday 30th November 2003 north of Queensberry Street.

M/F. Refers to Monday to Friday.

M/ Sat. Refers to Monday to Saturday.

P/H. Refers to Public Holidays. At present on Public Holidays a Sunday service operates on New Years Day, Good Friday, Queens Birthday & Christmas Day while a Saturday service operates on Australia Day, Labour Day, Easter Monday, Anzac Day & Melbourne Cup Day.

R. Refers to Route Number.

Rail crisis refers to a problem with the braking of Siemens trains which resulted in the cancellation of up to 40 trips per day during January and early February 2007. Extra trams were operated during this period to assist commuters delayed by the overcrowding of train services remaining. See notes regarding Routes 4, 51, 63, 76 & 92.

Route Number

Description of Route

Tram system split in two between 1/10/1997 and 18/4/2004 with M>TRAM (previously Swanston Trams) operating from Brunswick, Essendon Glen Huntly and Malvern Depots. While Yarra Trams operated from Camberwell, East Preston, Kew and Southbank Depots.

To the best of my knowledge the changes in the Route Numbers are correct;

This list was compiled by HUGH WALDRON, 31st March 1999. Updated 16/10/2009
(Currently a Depot Starter at Kew)