

DESTINATION CITY

Errata

- ✓ Page 6 - Wheel arrangement - should include:-
B'B' - double truck, tandem drive - Z3, A1, A2 class
B'2'B' - articulated double truck, tandem drive,
centre truck non-powered.
- ✓ Page 8 - Photo 3 - caption should read "Victoria Parade, ²
East Melbourne *Brunswick St*
Car classification - Car allocation sheet dated
26/3/1927 has simplified classification with F class
✓ cars reclassified A and defined as "summer cars".
- ✓ Page 9 - Colour schemes - I was told by Bob Prentice that 469
was originally painted chocolate and cream. The
official photo in the MMTB annual report would tend
to bear this out as the colour on the side panels
appears very dark. According to Sam Serman the last
W2 class car painted in chocolate and cream was 538.
G class car 190 was painted green and cream in
November 1950. (I qualified for driving on 190 in
chocolate and cream livery in October 1950)
- ✓ Page 15 - Photo 14 - caption should read "Victoria Parade at
- Latrobe Street".
- ✓ Page 16 - Z3 class - seats, removal of conductors pedestals
seating increased to 48 (50 - 149 only)
- ✓ Page 18 - A1 & A2 classes - Design & construction - 237-239
later retrofitted with trolley poles.
- 22 ✓ Page 23 - W class - Design & construction - body frames built
X class 217 GEK63R 218 GEK63G
at Holden Street Workshops
- ✓ Page 26 - W2 class - Use - W2 class cars not used on Coburg and
North Coburg routes after 14/10/1952
- ✓ Page 27 - Photo 34 - 534 is in Victoria St, City shunt. Caption
should read "gutter rather than drip rail".
- ✓ Page 29 - Y class - Design - pneumatic dead-man equipment removed
1948. Rattan seating replaced by wooden
seating, 1929.
- ✓ Page 30 - X2 class - 675 may have been used as all-night car up
to 4/1943, none used as such after that date.

✓ Page 31 - Y1 class - Trucks - 610 fitted with No.15 trucks, 5/1983.

✓ Photo 42 - taken before 1962 - car has trolley wheels and No.9A trucks.

✓ Page 32 - W3 class - Design - no T class cars scrapped before all W3 class cars were built. Wheel sets came from scrapped single truck cars of the A,B,F,G,H,J & K class cars. 655, 657-659 converted to body mounted brake cylinders, 1949. Never used at F or H. Construction was slow due to conversion of W class cars to W2 class.

✓ Page 33 - W4 class - 674 built with MV102 motors from G class cars 195 & 201 which were later exchanged with other cars of class and replaced with MV101AZ motors ex W3 654 in 1967 Use - were allocated to Coburg, Essendon, Glenhuntly, Malvern, Preston and South Melbourne depots.

✓ Page 34 - CW5 class - Design - should read "however as with the W4 class, etc" Initially allocated to V in 1935, allocated to M in 1942, used on the former route 67, Caulfield (Balaclava Junction) - St.Kilda Bch via Dandenong Rd Allocated to E 1955

✓ Page 35 - W5 class - Design - 725 had GEK35JJ controllers, MV101AR motors and No.1A trucks when issued to traffic, 5/1935. Converted to standard W5, 8/1935.

✓ Page 37 - SW2 class - Control - 436 when converted to SW2 had EEQ2RCA controllers, 1938; converted to MMTBRC1 controllers, 10/1952; converted to GEK35JJ controllers, 8/1979. Design - 275 & 644 - should read comparable to current W7 design.

Page 40 - SW6 class - Control - 850 built with EEQ2RCA controllers, converted to MMTBRC1 controllers, 10/1949.

Use - used throughout the service including Bourke St lines with the exception of Footscray lines.

- ✓ Page 42 - PCC class - Control - 980 has GE17KC56D controllers.
- ✓ Page 46 - Photo 69 - drip rail on 510 not 1934 version
- ✓ Page 49 - A class - 26/1927 and 28/3/1928 allocation sheets show 12 of class at F, 1-6,9,11,15, 18-20 In ET of 7/62 KSK states that 7 & 14 were also at F. However 7 is listed as 1st scraper car and 14 always listed as being at A.
 ✓ Photo 77 - never went to F.
- Page 51 - ✓ C class - Control - 29 & 31 had GEK36JR controllers
 ✓ D class - 36 classified as C class on 26/3/1927 allocation sheet
- Page 52 - ✓ F class - Design & modifications - 46-47 defined as summer cars and classified A on 26/3/1927 allocation sheet.
 Photo 82 - was photo taken in 1925?
- Page 56 - L class - Control - 106 converted to GEK35JJ controllers.
 Use - 101 taken to F to test clearances on on local lines, 1/1955.
- Page 59 - N class - Control - ¹¹⁷ 123-124 later equipped with GEK36JR controllers.
- Page 60 - O class - Use - caption should read "on flatter Brighton Cem. line" (East Brighton line built 10 years after disposal of O class cars)
- 7 Page 62 - Q class - Background - 139-150 built by Holden St. ?
 6 Workshops and 190-201 built by James Moore and assembled at Malvern depot. "
- Page 63 - R class - Control- Built with GEK36J controllers. Built by James Moore and assembled at Coburg depot. 172-176 were FN&PTT 1-5 and 151-153 were to be FN&PTT 6-8
- Page 64 - S class - Modifications - 15 cars converted for one man operation, 8 cars to F, 154-155,157-158, 165-166 & 168-169. F cars converted to two man cars, 1947; 165 & 169 returned to main system, 1953; converted to one man cars.

2300 700 1000
/ Page 65 - T Class - modifications - 182 "and fitted with self-lapping brakes"

✓ Page 66 - U Class - modifications - 202, 205-206, 208-209, & 211 fitted with windshields and destination boxes; 203-204, 207 & 210 fitted with windshields prior to take-over and destination boxes after take-over.

/ Page 67 - V Class - conversion - 216 to ballast motor 4A

/ Page 69 - 30 dog car - "after last race?"

✓ Page 71 - Scrubber 4 - had GEB23D controllers

✓ Page 75 - Grinders 1 & 2 - had GEK36J controllers

✓ Page 76 - Flusher 7 - remotored with GE201G motors and weed-killer gear added, 1950

/ Page 77 - Scrubber 8 - ^{NOT SOLD TO PETS} GE241A motors did not come from C class 32; possibly from S class 170

✓ Page 78 - Line marker 233 - had GEK35JJ controllers

Page 82 - Scraper cars 7-8 - 8 later converted to scrubber 3

✓ Page 84 - Para 1 - "last car in chocolate and cream colour scheme until November 1950"

Para 2 - W2 class cars with EEQ2G1 controllers, other classes at trainee's home depot with trainer driver.

Page 88
Tow bars on SWG 197?
✓ Page 87 - Freight spares 19 & 206 - 19 withdrawn 1938, 206 out of use 1948, body burnt 1950.

Page 96 - photo 157 - Ormond Road, Elwood

✓ Page 100 - Electric substation for trams (&trains?) at rear of Elwood Depot

✓ Page 100/1/2 - VR bogie cars - equipped with GE247B motors

✓ Page 101 - photo 164 - nos 50 & 51, not 51 & 52

✓ Page 104 - photo 168 - car is W2 class 422

✓ Page 106 - 510 is not in 1927 condition; originally built with guttering, now has drip rail.

✓ Page 108 - Z3 class cars - seating capacity; removal of conductors pedestals increases seating capacity to 48 (50 on 149)

Page 112 - W2 class - 538 was the last car to be painted in chocolate and cream colour scheme

Cars were fitted with GEK35JJ controllers except 439-440, 539-552, 568-569, 628-643 which had EEQ2G1 controllers. 436 equipped with EEQ2RCA controllers when converted to SW2 class, 1938; converted to MMTBRC1 controllers, 10/1952; later converted to GEK35JJ controllers, 8/1979.

541 equipped with EEQ2 controllers, 1934; EEQ2CK1 controllers, 1938; GEK35JJ controllers, 1947.

643 equipped with EEQ2K controllers, 1934; EEQ2CK1 controllers, 1938; GEK35JJ controllers, 8/1961.

569 - had EEQ2G, EEQ2K, EEQ2G1 and EEQ2K controllers; exchanged controllers with EEQ2G1 controllers from 643, 1934; converted to GEK35JJ controllers, 3/1963.

No.13 trucks first used 1934.

✓ Page 115 - Y1 class - all cars have No.15 trucks.

✓ Page 116 - W3 class - 655, 657-659 - brake cylinders mounted on body, 1949.

Page 117 - W5 class - cars equipped with EERC and EEQ2RCA controllers converted to MMTBRC1 controllers except 815 equipped with MMTBRC2 controllers, 1949; and 785 equipped with MMTBRC2 controllers when rebuilt after fire on car, 12/1956

✓ Page 119 - W5 class - 839 was not sold to Iowa, USA.

✓ Page 120 - W5 class - 786, 797, 800, 809-812, 814, 816, 824, 828-830, 836-838 have MMTBRC1 controllers

Page 123 - C class - cabins and underframe ^{from 32} used in construction of scrubber 8 controllers from 29 & 31 used in CW5 class

Modifications E class 25-26, 28 & 35 were not E class cars.

✓ Page 124 - K class - 93 was disposed of in 1936

✓ Page 125 - S class - 168 also went to Footscray

U class - 203-204, 207 & 210 fitted with windshields by NMET&LCo prior to takeover

✓ Page 126 1927 or earlier reclassification - F class became A class (summer cars)

Page 128 -

A class 8 became scraper car and later
scrubber car 3

✓ W5 833 has MMTBRC1 controllers.

Statement "which thereafter etc" - statement is wrong as
GE247AX2 motors came into service from 1935