

FIRST ELECTRIC TRAM - PRIN COMPANY
1889 - FROM BOX HILL → DEACASTER
VIA STATION ST + TRAM RD.
ELECTRIC TRAMS CLOSED 1899

<u>A CLASS</u>	20 cars built 1910-11 by Duncan & Fraser for P.M.T.T.
<u>B CLASS</u>	12 cars built 1917-18 by Jas. Moore for P.M.T.T.
<u>C CLASS</u>	11 cars built 1913 by Duncan & Fraser for P.M.T.T.
<u>D CLASS</u>	1 car built 1918 by Duncan & Fraser for P.M.T.T.
<u>E CLASS</u>	9 cars built 1914 by Duncan & Fraser for P.M.T.T.
<u>F CLASS</u>	2 cars built 1912 by Duncan & Fraser for P.M.T.T.
<u>G CLASS</u>	6 cars built 1913 by Duncan & Fraser for P.M.T.T.
<u>H CLASS</u>	10 cars built 1913 by Duncan & Fraser for P.M.T.T.
<u>J CLASS</u>	20 cars built 1915 by Meadowbank for P.M.T.T.
<u>K CLASS</u>	9 cars built 1919-20 by Jas. Moore for P.M.T.T.
<u>L CLASS</u>	6 cars built Jas. Moore 1921 for P.M.T.T. & M.M.T.B.
<u>M CLASS</u>	17 cars built 1916 & 1920 for N.T.T. & M.M.T.B.
<u>N CLASS</u>	10 cars built 1916 Duncan & Fraser for N.T.T.
<u>O CLASS</u>	4 cars built 1912 Duncan & Fraser for P.M.T.T. sold to H.T.T. to M.M.T.B. sold to Adelaide 1927
<u>P CLASS</u>	8 cars built 1917-18 by Duncan & Fraser for H.T.T.
<u>Q CLASS</u>	24 cars built 1922-23 by Duncan & Fraser & M.M.T.B.
<u>R CLASS</u>	8 cars built 1920 Jas. Moore & M.M.T.B.
<u>S CLASS</u>	18 cars built 1916-1920-22 by Duncan & Fraser & M.M.T.B. Coburg depot for M.B.C.T.T.
<u>T CLASS</u>	6 cars built 1917 by Duncan & Fraser for M.B.C.T.T.
<u>U CLASS</u>	10 cars built 1906 J.G. Brill & Duncan & Fraser for M.M.E.L.T.
<u>V CLASS</u>	5 cars built 1906 J.G. Brill & Duncan & Fraser for N.M.E.L.T.
<u>W CLASS</u>	200 cars built 1923-27 M.M.T.B. Holden St. Jas. Moore, Holdens Adelaide. M.M.T.B. Preston Workshops
<u>W1 CLASS</u>	30 cars built 1926-28 M.M.T.B. Workshops.
<u>W2 CLASS</u>	176 cars built 1928-31 by Jas. Moore & Preston Workshops.

<u>W3 CLASS</u>	16 cars built 1930-34 by M.M.T.B.
<u>W4 CLASS</u>	5 cars built 1933-34 by M.M.T.B.
<u>CW5 CLASS</u>	5 cars built 1934-35 by M.M.T.B.
<u>W5 CLASS</u>	119 cars built 1935-39 by M.M.T.B.
<u>SW5 CLASS</u>	10 cars built 1939 by M.M.T.B.
<u>SW6 CLASS</u>	120 cars built 1939-51 by M.M.T.B.
<u>W6 CLASS</u>	30 cars built 1951-55 by M.M.T.B.
<u>W7 CLASS</u>	40 cars built 1955-56 by M.M.T.B. & Ansair.
<u>X CLASS</u>	2 cars Built 1924 J.G. Brill & St. Louis Car Co. for M.M.T.B.
<u>X1 CLASS</u>	10 cars built 1926-28 by M.M.T.B.
<u>X2 CLASS</u>	6 cars built 1930 by M.M.T.B.
<u>Y CLASS</u>	1 car built 1927 by M.M.T.B.
<u>Y1 CLASS</u>	4 cars built 1930 by M.M.T.B.
<u>PCC CLASS</u>	1 car built 1950 by M.M.T.B.
<u>PCC CLASS</u>	1 car built 1973 by M.M.T.B.
<u>VR CLASS</u>	3 cars built 1942 Newport workshops for VR 5 ft. 3 in. St. Kilda Brighton Tramway
<u>Z CLASS</u>	115 cars built 1977-78 by Comeng & M.M.T.B.
<u>Z3 CLASS</u>	100 cars built 1979-83 by Comeng & M.M.T.B.
<u>A 2ND CLASS</u>	27 cars (to date) 1985 by Comeng & M.T.A.
<u>ARTICULATED</u>	2 cars built 1985 by Comeng & M.T.A.

A TOTAL OF 1239 TRAMS (ELECTRIC) HAVE PASSED THROUGH THE M.M.T.B. WORKSHOPS.

TRAMWAY TRUSTS

<u>F.N.P.T.T.</u>	Fitzroy-Northcote & Preston Tramways Trust.
<u>F.T.T.</u>	Footscray Tramways Trust
<u>H.T.T.</u>	Hawthorn Tramways Trust

3.

<u>M.B.C.T.T.</u>	Melbourne Brunswick & Coburg Tramways Trust
<u>M.M.T.B.</u>	Melbourne & Metropolitan Tramways Board
<u>N.M.E.L.T.</u>	North Melbourne Electric Tramway & Lighting Co. Ltd.
<u>P.M.T.T.</u>	Prahran & Malvern Tramways Trust
<u>M.T.A.</u>	Metropolitan Transit Authority

M.M.T.B.

The M.M.T.B. was constituted on July 2, 1919 to take over and operate all existing and proposed tramways within a radius of 10 miles from the G.P.O. with the exception of two lines operated by the Victorian Railways.

The extensive cable tramway system, together with the sole remaining horse tram line were taken over from an interim body, the Melbourne Tramways Board on November 1, 1919.

The electric tramways of the P.M.T.T., N.T.T., M.B.C.T.T., F.N. & P.T.T., F.T.T. were taken over on February 2, 1920 together with the cable tramway the Northcote City Council. The tramway section of the N.M.E.T.L. Co. was purchased on August 1, 1922. The F.N.P.T.T. & F.T.T. had not commenced running when taken over by the Board.

Each of the pre-M.M.T.B. tramway operating entities had its own distinctive colour scheme.

On the formation of the M.M.T.B., the colour scheme of the largest of them, the P.M.T.T. was adopted for all other cars. Most were painted with chocolate panels, cream windows and white roofs.

In 1925 a green and cream colour scheme was applied to the new buses used during the conversion from cable to electric traction in St. Kilda Road to blend in with the treelined road.

The M.M.T.B. came into being on November 1, 1919. It inherited what was known as the Cable Tramway System which comprised 43.663 route miles of cable tramway double track, 539 grip cars, 485 four wheel trailer cars, 58 bogie trailer cars, plus 0.625 route miles of horse tramway double track and four cars.

There were 13 engine houses, 16 car sheds and one large workshop. This undertaking had been constructed by the Melbourne Tramways Trust from 1885 and leased to and operated by the Melbourne Tramways & Omnibus Co. Ltd. until June 30, 1916.

Mr. A. Cameron, the Chairman of the P.M.T.T. was appointed Chairman of the M.M.T.B.

The P.M.T.T., from a modest beginning on May 30, 1910 with 13 cars and 2 routes, the P & M had grown at a remarkable rate and handed over 35.466 route miles, 2 depots, 1 workshop, 96 trams.

Under the Chairman, Mr. Cameron, the routes soon spread beyond the boundaries of Prahran & Malvern and included St. Kilda, Caulfield, Hawthorn, Kew, Camoerwell and covered the eastern suburbs from Mont Albert, East Kew and Victoria Bridge in the North to St. Kilda Beach, Point Ormond, South Caulfield and Glennuntly in the South.

Hawthorn Tramways Trust opened April 6, 1916 two routes from the city to Burwood and to Wattle Park through the eastern suburbs.

The H.T.T. handed over 11.105 route miles, 32 trams, 1 depot with workshops.

Melbourne Brunswick and Coburg T.T. - the opening took place on April 27, 1916. It transferred 7.055 route miles, 18 trams with 6 buildings, 1 depot and workshops.

Fitzroy, Northcote & Preston Tramways Trust was still building routes when the M.M.T.B. took over on April 1, 1920 with 5.850 route miles, 8 trams, 1 depot.

Footscray Tramways Trust had 7 trams and 4.467 route miles when opened by the M.M.T.B., September 6, 1921.

The remaining system was operated by the North Melbourne & Essendon Electric Tramway & Lighting Co. Ltd. from Flemington Bridge to Essendon and Maribyrnong. The Board eventually purchased the Tramway Section on August 1, 1922 with 6.833 route miles, 1 depot workshop, 15 trams, 10 trailers. The service had commenced October 11, 1906 with the same track and rolling stock that was transferred to the Board.

When the Board took over in 1919, it was found that there were some 186 electric trams comprising 21 different types. It was decided that a standard type of tramcar was needed from the Board's Drawing Office - emerged the design of the W Class.

During 1923-25 cars 219 to 248 were constructed at the Holden Street, Fitzroy workshops. Simultaneously, other cars of the same type were being built by James Moore & Co. in City Road, South Melbourne and by Holdens Body Builders (later G.M.H.) at Woodville, South Australia.

W 219 commenced street running, August 1923 for drivers instruction purpose.

W 220 went into running in September, 1923, spending a little time on each route carrying passengers so as to introduce the new modern tram to the people of Melbourne.

220 is preserved by the T.M.S.V. at Bylands, the car running an almost continuous service from 1923 to 1983.

The Zoo Horse Tram line was opened on March 10, 1890 and ran between the junction of Gatehouse Street with Royal Parade, Parkville to the main gates of the Zoo, a distance of .62 of a mile.

The double track through the park was almost flat. The plan of the route was like a elongated 'S' and finished near the main entrance to the Zoo, where the car shed and stables were situated.

Two open bench cars, about the same size as a cable trailer, drawn by two horses were used on the line. These cars had canvas curtains which could be drawn in case of inclement weather.

The driver was obliged to lead the horses from one end to the other at each terminus, and he also attended to the collection of fares.

Transfer tickets were available between the Brunswick cable line and the zoo line.

The Victoria Police strike took place early in November 1923 when great damage was done to shops and other buildings in the city. The Zoo Horse Tram Shed and four cars were destroyed by fire and this put an end to another of Melbourne's boom time enterprises.

Horse Trams 253 and 256 are used each Sunday at Kilmore Park, run by volunteer staff of the Tramway Museum Society which also has a Museum for Electric Trams at Bylands. Each Museum opens 11 a.m. to 5 p.m. Sundays.

The Zoo Horse Tram line was closed by fire and
 Tramway closed by fire and road operations 12/1923

6.

THE CABLESOpening Dates

November 11	1885	Richmond
October 2	1886	North Fitzroy
November 22	1886	Victoria Bridge
August 10	1887	Clifton Hill
August 30	1887	Nicholson Street
October 1	1887	Brunswick
December 21	1887	Johnston St. Bridge (Carlton)
October 11	1888	Brighton Road
October 26	1888	Prahran
February 9	1889	North Carlton
February 15	1889	Toorak
March 3	1890	North Melbourne
April 18	1890	West Melbourne
June 17	1890	South Melbourne
June 20	1890	Port Melbourne
(The independent Northcote line opened on February 18, 1890)		
October 27	1891	Windsor Esplanade

Quick loading and unloading was a particular advantage of the cable tram. There were low steps to the trailer car which had an entry platform at either end and on the dummy it was but a single step from street to seat.

With every good reason for nostalgia, many will remember too the frequency of service. To wait for a tram for five minutes was rather unusual.

When the first cable line was opened to Richmond, trams left each terminus throughout the day at intervals of four minutes and that was in 1885 when the city's population was well under half a million.

Not least to be remembered was the drone of the cables. It was not normally noticeable in daylight hours or in busy streets, but late at night when the 'ropes' were still running for testing and to ensure all wandering trams were safely stabled. The hum of the cables could be heard, giving a feeling of life in a somewhat dead street. As one writer said, "On quiet Sunday mornings, the street sounded as if it was gently snoring".

Unlike some overseas lines, there was no evidence that the Melbourne tracks, plant or rolling stock ever became run down or dilapidated, even when it was known to be a doomed system.

When the whole cable network was completed, it comprised 17 routes. Starting from the inner city area, the lines spread out to suburban termini at an average radial distance of three miles from the centre of the city.

Brunswick	4.45 miles
North Carlton	2.84 miles
Nicholson Street	3.34 miles
North Fitzroy	3.69 miles
Clifton Hill	3.79 miles
Johnston Street	3.34 miles
Victoria Bridge	3.61 miles
Richmond	3.60 miles
Toorak	4.95 miles
Prahran	4.80 miles
Windsor-Esplanade	1.95 miles
Brighton Road	5.01 miles
St. Kilda Beach	4.40 miles
South Melbourne	3.60 miles
Port Melbourne	3.53 miles
West Melbourne	2.05 miles
North Melbourne	2.92 miles

The route miles shown above total 61.87 miles which does not correspond with the recorded total of 44.16 miles of double track. The discrepancy is explained by the fact that certain sections of track were shared by more than one route, especially in inner city areas.

When the Richmond line closed down in 1927, the original rails laid in 1885 were still in use.

The Melbourne dummies were 15 ft. 10 in. long and weighed 2.86 tons. The four-wheeled trailer was 22 ft. long and weighed 2.48 tons. It consisted of the enclosed saloon with eight windows and sliding doors, giving access to open platforms at either end. The cars seated twenty-two passengers on longitudinal seats and provided for a further thirty-four standing. The complete tramset, dummy and car coupled, extended over 40 ft. of track and weighed 5.34 tons.

On the almost curveless Brunswick line, a larger car of 30 ft. length, mounted on bogies was put in service about 1900. It weighed 4.4 tons and carried thirty-four seated and forty-six standing passengers. These cars were not considered practicable for any other and more curving routes.

By the time the network was completed in 1891, the original fleet of twenty sets had grown to 350. In the peak year of 1923, there were in service 592 dummies, 539 trailers of standard size and 58 of the longer bogie cars.

A strong gripman could bring his tram to top speed in about three seconds.

Stopping a tram of 5 tons from 14 miles per hour took much less time than stopping an electric tram of 16 tons from 35 m.p.h.

On the opening day, the Richmond trams moved at a speed about equal to that of the omnibuses. But this was stepped up almost daily to settle to a regular 8 m.p.h. Over the years this too was increased to 9 m.p.h. and finally to 13 m.p.h. in February, 1910.

In 1917 the Tramway Board made comparison with several electric systems. The cable trams were running at an all routes-all stops average of 8.986 m.p.h. Electric trams in Sydney averaged 8.640 m.p.h. The P.M.T.T. Electric System proudly chalked up an average of 10.938 m.p.h.

* The cable trams had ridden out the depression years, with reduced profits, for sure, both with dignity and without reduced standards of maintenance, efficiency or appearance.

Municipal authorities in Prahran and Malvern soon combined to form a Trust to operate electric tramways within their boundaries, and by 1919 the network had grown to some thirty-five route miles. They tapped not only cable routes in St. Kilda and Chapel Street, but also suburban railway lines at Windsor, Malvern, Armadale and Glenferrie Stations. During the period of World War I other suburban networks developed, including municipal trust undertakings in the areas of Hawthorn, Brunswick, Coburg, Fitzroy, Kew, Preston and Footscray.

Faced with the inevitable spread of electric tramways, and conscious of the fact that the lease of the cable lines was due to expire in June 1916, the Victorian Government in November 1910 set up a Royal Commission to enquire into the present condition of the railways and tramways systems of Melbourne.

The metropolitan population by this time had reached 588,000 and the cable trams were carrying more than 68 million passengers yearly.

Twelve months later this figure had grown to 76 million.

On an average week day in 1910 the Brunswick line was carrying 24,277 - Clifton Hill 20,133. Other loadings tapered down through Prahran with 15,448, South Melbourne 13,065.

The Royal Commission's report of 1911 which recommended electrification of the suburban railways also pointed the finger of death at the cable trams.

In 1918 with overall tramway control just around the corner, the State Government appointed a Board to enquire to survey traffic congestion in the city area.

Cable trams were now carrying 113 million passengers annually - 176 trams shunted at the foot of Elizabeth Street between 5 and 6 p.m. daily and during the same busy hour more than 420 trams were clanging their way across the Town Hall intersection of Collins & Swanston Streets.

Legislation No. 2995 was passed setting up the permanent authority, the Melbourne and Metropolitan Tramways Board, and this body took over the cable lines from the temporary board on November 1, 1919. Then on February 2, 1920 it took over the Northcote line from the local council and all the electric networks operated by municipal trusts.

The Essendon group, privately owned, was duly purchased from its owners and was incorporated with the rest.

The entire metropolitan tramway scheme was now under single control, for the first time since the heyday of the cable system.

On August 29, 1925 the Windsor-Esplanade line was the first complete line to be closed, as it was the last complete route to be opened.

The Brighton line itself closed on December 28.

By January 24, 1926 electric trams were serving the whole length of Swanston Street.

The old established electric lines which had been waiting patiently in Commercial Road and High Street were at long last linked with St. Kilda Road and by August 29 the Brighton Road route from St. Kilda Junction southwards was converted to link with other electric routes at Elsternwick.

Although the whole project of conversion extended over fifteen years, within the first year a very considerable segment of the southern system had already been electrified.

In May 1927 the section of the Richmond line from Young & Jackson's corner to the Spencer Street terminus was closed and was electrified in two weeks.

A temporary terminal sheave had been installed beneath the roadway at St. Paul's Cathedral and the service to the Richmond terminus continued until June.

On June 30, 1927 the last run to Richmond from Swanston Street was noticed in the press as being performed by Car No. 1 which had opened that original route forty-two years before. Cable Tram No. 1 is now restored and on display at the State Library, Little Lonsdale Street and Russell Streets.

When the Bourke Street lines finally closed in October 1940 the Board, to avoid what they feared might well be the rowdiest demonstration of all, carefully refrained from announcing the exact date of closure.

* The last tram in fact ran on Saturday night, October 26 and the time chosen was 9 p.m., which was rather early to attract the more boisterous type of reveller.

At that hour, there were relatively few people in the city streets and theatres and cinemas were packed.

When the patrons emerged they rubbed their eyes to see London style buses plying in Bourke Street, the first double-decker vehicles to be seen in Melbourne for many years.

And the cable cars had gone.

It was exactly fifty-five years since the first tram had made its trial run on the Richmond line.

AUSTRALIA'S FIRST ELECTRIC TRAM

In New South Wales, the first permanent electric tramway along Military Road, North Sydney, was opened September 20, 1893.

Adelaide did not convert her trams to electric traction until March 9, 1909.

Perth Electric Tramways run by an English company were opened on September 24, 1899.

Tasmania was early in the field, in 1893 Hobart was served by an electric system owned by a private company.

Brisbane changed over from horsedrawn to electric trams in 1896-7.

The opening of the tramway between Box Hill and Doncaster seems to owe its origin to the land boom existing at the time.

Those who were not alive in those stirring days can have little conception of the conditions ruling. Fortunes were made - on paper.

The frenzy culminated in the bank smash, chaotic financial conditions prevailed and it is no source of wonder that the tramway closed.

1889 till 1896.

The Melbourne Cable Tramways were built up into an extensive and efficient system between 1885 to 1891.

During the early years of this century they were largely surrounded by suburban electric tram lines which generally could not reach the city because of the presence of the cable lines, and passengers were forced to change; - always an unpopular move.

The cables in Swanston Street from Lonsdale Street to Queensberry Street was first to go. The Brighton Road and Toorak were turned left into Lonsdale Street onto new tracks.

The Toorak trams shunted at a crossover near Elizabeth Street but the Brighton Road cars further turned right into Elizabeth Street and were through routed to North Melbourne.

The next section to be converted was the track in Flemington Road between Abbotsford Street and the North Melbourne terminus at Flemington Bridge.

The St. Kilda Road engine house was always underpowered, in spite of the installation of an auxiliary electric motor. During the last few years, the number of trams on the Swanston Street routes had increased by 32% from 130 to 172 trams.

The wear on the "cable" or "rope" was aggravated by gripmen having to constantly slip the rope. At the evening peak the steam pressure would run down and would not be fully restored until 7.30 p.m. So instead of commencing with Chapel Street, it was decided to get St. Kilda Road and Swanston Street converted as quickly as possible.

The first move was to stop the Windsor to Esplanade rope on August 29, 1925.

The Board bought buses to use on the cable routes during the time taken to dismantle the solid cable tracks and relay the lines for the electric cars.

Work on the Esplanade to Windsor route was completed before Christmas 1925 then as soon as the heavy pre-Christmas traffic was over the Swanston Street cable line closed.

Work proceeded rather faster than expected and on January 12 the southern routes were further reduced to the corner of Domain and St. Kilda Roads enabling the St. Kilda engine house to be closed.

After the closure of the Esplanade route, the Board commenced the disposal of some rolling stock. There must have been a fair demand for cable car and dummies.

Fifty-one trams were sold.

Those placed in parks and gardens lasted only a few days before being wrecked.

Out of a fleet of 592, the known survivors can be counted on the fingers of one hand.

Upon completion of work in St. Kilda Road, attention was turned to Chapel Street, Prahran. On August 28, 1926, the Chapel Street "rope" was withdrawn.

The Toorak line was closed on October 1, 1926.

The Richmond route into Flinders Street, the original line opened was the next to be dealt with.

The section between Swanston Street and the terminus near the corner of Bourke Street closed May 14, 1927.

Following completion of the Richmond conversion which permitted tram from Kew to come into the city, pressure began to be applied from all districts seeking priority for the conversion of their local cable lines.

The electrified line into Collins Street was in operation by early December, 1929.

On July 12, 1930, the Fitzroy line closed.

July 21, 1935 saw two of the three Elizabeth Street lines North and West Melbourne close.

The last Brunswick car 187 departed the terminus on January 11, 1936 and suffered a lot of damage from mobs trying to souvenir parts.

North Carlton shed closed July 24, 1926 and the cars transferred to Collingwood.

The last cable closure was unannounced and took place the evening of October 26, 1940 at 9.17 p.m. The last tram 559 left for Nicholson Street from the Spencer Street terminus to be followed at 9.17-1/2 p.m. by 579 for Clifton Hill.

As the cars were run in, buses came out of the depot and continued the service.

TRAMS PRESERVED WITHIN VICTORIAB CLASS

P.M.T.T. 84 became M.M.T.B., sold to S.E.C. 1931, became Bendigo 16, given to Bendigo Trust 1972.

C CLASS

P.M.T.T. 26 became M.M.T.B. 26 sold to Geelong S.E.C., then became Bendigo 5, to Bendigo Trust 1972.
P.M.T.T. 35 became M.M.T.B. 35 sold to Ballarat S.E.C., became Ballarat 40, handed over to Ballarat Tramway preservation Society 1971 (B.T.P.S.).

E CLASS

P.M.T.T. 41 became M.M.T.B. 41, sold to Ballarat S.E.C., became Ballarat 38, handed to B.T.P.S. 1971.
P.M.T.T. 44 became M.M.T.B. 44, sold to Bendigo S.E.C., became Bendigo 17, to Bendigo Trust 1972.
P.M.T.T. 45 became M.M.T.B. 45, sold to Bendigo S.E.C., became Bendigo 18, to Bendigo Trust 1972.

H CLASS

P.M.T.T. 63 became M.M.T.B. 63, sold to Ballarat S.E.C., became Ballarat 18, sold to Sebastopol 1971, taken back to B.T.P.S. Museum 1985.

J CLASS

P.M.T.T. 73 became M.M.T.B. 73, sold to Ballarat S.E.C., became Ballarat 17, to Tramway Museum Society (T.M.S.V.) 1971.
P.M.T.T. 75 became M.M.T.B. 75, sold to Ballarat S.E.C., became Ballarat 14, handed to B.T.P.S. 1971.
P.M.T.T. 76 became M.M.T.B. 76, sold to Ballarat S.E.C., then Bendigo S.E.C., became Bendigo 7, handed to Bendigo Trust 1972.

L CLASS

M.M.T.B. 102, handed to Tramway Museum Society Bylands Museum.
M.M.T.B. 103, handed to Haddon Tramway workshops, Haddon.
M.M.T.B. 104, as vintage tram M.T.A.
M.M.T.B. 106, as vintage tram M.T.A.

M CLASS

H.TT 4, became M.M.T.B. 110, sold to Ballarat S.E.C., then Bendigo S.E.C., became Bendigo 6, handed to Bendigo Trust 1972.
H.TT 5, became M.M.T.B. 111, sold to Ballarat S.E.C., became Ballarat 26, handed to B.T.P.S. 1971.
H.TT 7, became M.M.T.B. 113, sold to Ballarat S.E.C., became Ballarat 28, handed to B.T.P.S. 1971.
H.TT 8, became M.M.T.B. 114, sold to Bendigo S.E.C., became Bendigo 3, handed to T.M.S.V.
H.TT 10, became M.M.T.B. 116, sold to Ballarat S.E.C., became Ballarat 27, handed to B.T.P.S. 1971.
M.M.T.B. 185, sold to Bendigo S.E.C., became Bendigo 19, handed to Bendigo Trust 1972.
M.M.T.B. 187, sold to Bendigo S.E.C., became Bendigo 20, to Bendigo Trust 1972.

M CLASS

M.M.T.B. 138, sold to Bendigo S.E.C., became Bendigo 21, to Bendigo Trust 1972.

N CLASS

H.T.T. 14, became M.M.T.B. 120, sold to Geelong S.E.C., then to Bendigo S.E.C., became Bendigo 4, handed to Bendigo Trust 1972.

H.T.T. 16 became M.M.T.B. 122, sold to Geelong S.E.C., then to Bendigo S.E.C., became Bendigo 3, handed to Bendigo Trust 1972.

H.T.T. 17, became M.M.T.B. 123, sold to Bendigo S.E.C., became Bendigo 23, handed to Bendigo Trust 1972.

H.T.T. 18, became M.M.T.B. 124, sold to Ballarat S.E.C., became Ballarat 35, handed to B.T.P.S. 1971.

H.T.T. 20, became M.M.T.B. 126, sold to Geelong S.E.C., then Bendigo S.E.C., became Bendigo 2, handed to Bendigo Trust 1972.

P CLASS

H.T.T. 26, became M.M.T.B. 132, sold to Ballarat S.E.C., became Ballarat 36, handed to T.M.S.V. 1971.

H.T.T. 27, became M.M.T.B. 133, sold to Bendigo S.E.C., became Bendigo 25, handed to Bendigo Trust 1972.

H.T.T. 29, became M.M.T.B. 135, sold to Bendigo S.E.C., became Bendigo 26, handed to Bendigo Trust.

H.T.T. 32, became M.M.T.B. 138, sold to Bendigo S.E.C., became Bendigo 24, handed to Bendigo Trust 1972.

S CLASS

M.B.C.T.T. 11, became M.M.T.B. 164, handed to T.M.S.V.

T CLASS

M.B.C.T.T. 16, became M.M.T.B. 180, handed to T.M.S.V.

V CLASS

N.M.E.L.T. 13, became M.M.T.B. 214, to M.T.A. Tourist Tram.

VR CLASS

VR 52, became M.M.T.B. 52, handed to T.M.S.V.

VR 53, became M.M.T.B. 53, handed to VR Rail Museum, Williamstown.

W CLASS

M.M.T.B. 220, handed to T.M.S.V. Bylands.

W1 CLASS

M.M.T.B. 427, handed to T.M.S.V. Bylands.

W2 CLASS

M.M.T.B. 442, became restaurant tram M.T.A.

W3 CLASS

M.M.T.B. 661, handed to B.T.P.S.

M.M.T.B. 663, handed to Haddon T.W.

M.M.T.B. 667, handed to T.M.S.V.

W4 CLASS

M.M.T.B. 670, handed to Haddon T.W.

M.M.T.B. 671, handed to B.T.P.S.

M.M.T.B. 673, handed to T.M.S.V.

W5 CLASS

To be selected for T.M.S.V. when available.

W7 CLASS

To be selected for T.M.S.V. when available.