

5. *Interior Fittings:* For trams 1001 onwards the seats for both centre and end saloons are made up of two layers of moulded Latex cushions joined together with rubber solution, one above the other, for the seat, and a single layer of Latex for the back. They are covered with upholstery leather painted with a greyish green lacquer. The ceiling is lined with Masonite, painted ivory, to give good light reflection and brighten the interior portions of the car. The windows are all equipped with the hopper type window, which deflects the air stream upwards above the passengers' heads, thus giving draught-free ventilation. The roof is also equipped with a longitudinal ventilator running the full length of the car (known technically as the clerestory type roof), which rapidly removes stale air, thereby ensuring adequate ventilation.

The effect of these overall improvements will make travel on the new vehicles much less tiring to the crews and passengers, and

as they add so much to the all-round comfort, they are considered to be the acme of street transportation.

However, in order that full advantage can be gained from these improvements and promote goodwill between the passengers and crews and the Board, it is essential that the vehicles be operated in a proper manner and your fullest co-operation in this direction would be appreciated.



MELBOURNE AND METROPOLITAN  
TRAMWAYS BOARD

*Special Features of*

NEW TRAMCAR

*to operate*

IN BOURKE STREET

## BOURKE STREET - EAST PRESTON ELECTRIC TRAMWAY ROUTE.

### A MESSAGE TO DRIVERS AND CONDUCTORS.

On the opening of the Bourke Street—East Preston Electric Tramway Route, a new type tramcar will go into operation, and no doubt, the travelling public and your friends will ask questions regarding the difference between this and other types of tramcars. It is felt that you would appreciate the opportunity of explaining fully to all enquirers, and the following information is tendered concerning the major new features incorporated in the car.

The tramcars, which have been designed and built by the Board for this route, have a number of modifications and improvements to give the public an attractive vehicle with a high standard of passenger

comfort and safety. They are actually a development of the SW-6 class and cars numbered 1001 onwards are known as the SW-6C class. They have been built almost entirely at our own workshops with the exception of the electric motors, which were manufactured in Sydney. They are, therefore, a 100% Australian product, and as such, represent something of which we have cause to be proud.

1. *Resilient Wheels:* These are of two designs, one being built by a Sydney firm and known as NACO wheels. The other, incorporating the rubber sandwich principle, as developed for the P.C.C. tram, and built in our own workshops.

Technically, resilient wheels reduce the "unsprung weight." Apart from the reduction in the noise level, the passengers and crews will experience a considerable softening in the riding qualities, the acceleration steps are smoothed out and the harsh feel of the brake is greatly reduced.

2. *Double Helical Gears:* The teeth of these gears have been arranged in "V" form (like the stripes on a Sergeant's arm) and are curved instead of in the conventional straight or parallel form. This ensures gradual and smooth tooth engagement and almost entirely eliminates the gear noise particularly noticeable on worn standard gears.

3. *Sound Insulation:* Sound absorbing material has been placed on the underside of the saloon floors, thus reducing the noise level inside the cars.

4. *Carbon Insert Trolley Shoes:* The conventional trolley wheel, which is one of the most irritating sources of noise, particularly in streets with high buildings, has been replaced by carbon insert trolley shoes, similar to those used on trolley buses. This will mean better current collection and eliminates almost entirely overhead noise.