

# HISTORY OF TRAM No 939 by Norm Cross PTC Tram Historian.

- Built February 1948 Preston Workshops. Entered service Preston depot 26.2.48. No 939 was the LAST tram built with cramped bus type saloon seats. April 1948 transferred to Kew depot.
- 4.51 Windscreen wipers repositioned top to side
- 18.11.51 Involved in very serious accident.
- 14.3.52 Involved in serious accident. Tram overhauled + repainted. Original canopy type headlights replaced by standard type.
- 7.55 Transferred Kew to East Preston for Bourke Street service to alleviate new tram shortage.
- 31.5.56 Side panel advertising fitted.
- 30.7.56 Front dash adverts fitted.
- 23.9.58 Windshields reglazed AP glass.
- 9.59 Transferred Preston to Kew depot.
- 10.59 1st and ONLY full mechanical/body overhaul + repaint.
- 12.59 1ST Tram to cross (temporary) Flinders Street Overpass (in newspapers, on TV news).
- 4.64. Serious accident (fatal). Heavy damage.
- 3.68 Transferred Kew to South Melbourne (exchanged with tram 568).
- 10.8.71 Fitted with multi head + tail lights.
- 10.74 Body Overhaul. Original saloon seats replaced with standard layout. Wooden smoker seats changed to upholstered rodeo tan. Walls lined in teak laminex.
- 2.3.79 Sunvisors fitted in drivers cabins
- 4.82 Body overhaul. Seats reupholstered. Roof sprayed with envelope sealant.
- 4.85 Body repaint MTA green + yellow livery.

- 5-2-85 Leaking roof Roof sprayed with envelope sealant.  
8-89 Trolley base torn off roof damaged.  
7-92 Trolley base torn off roof damaged.  
21-8-92 Roof covered with fibreglass in place of rotted  
canvas. roof boards replaced.  
19-10-93 Inspected for suitability for restaurant tram.  
9-11-94 LAST Run as Passenger tram. Route No 12  
City to South Melb & St Kilda Beach  
10-11-94. To Preston Workshops for conversion to 3rd  
Restaurant tram (driver Norm Cross)  
3-2-95 Transported Preston Workshops to South Melbourne  
as 3rd Restaurant tram (driver Norm Cross),  
8-2-95 Public launching of 3rd Restaurant tram.

Norm Cross 7-2-95