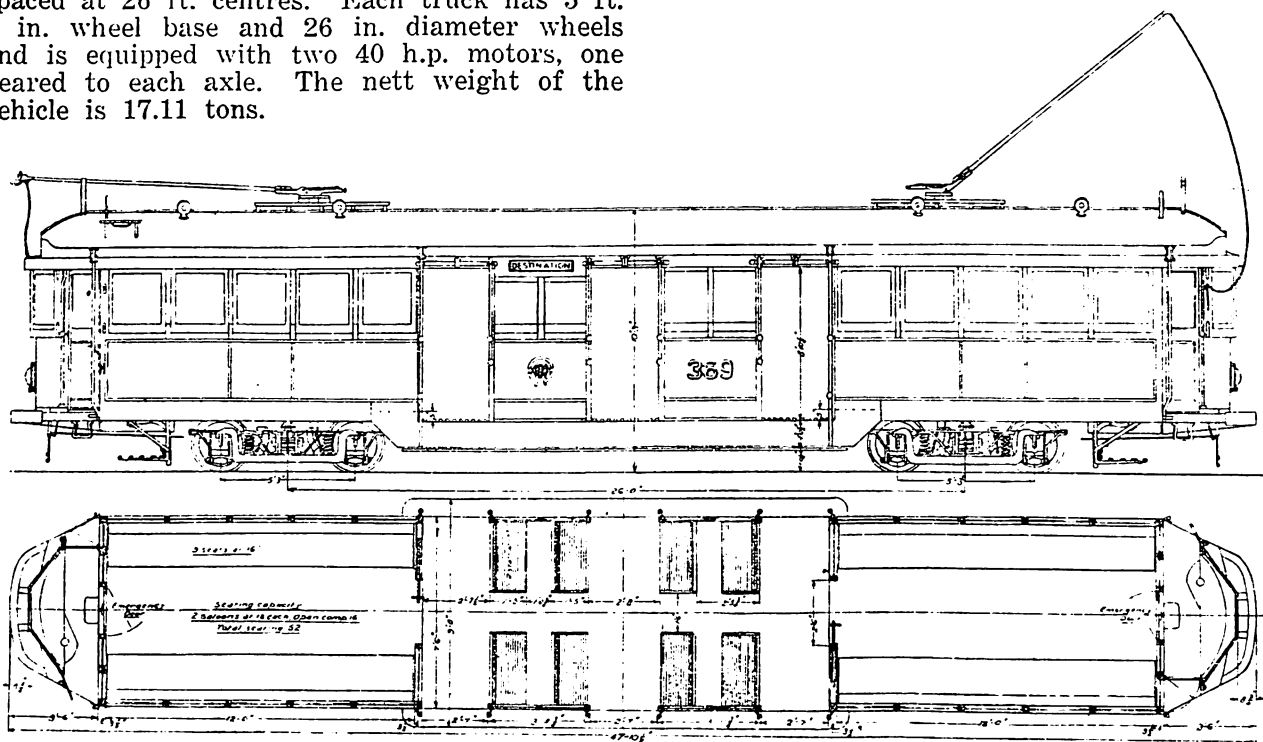


Standard Car for Melbourne Tramways

As a result of operating experience the Melbourne and metropolitan tramways board has decided that the most suitable car for general service under local conditions is the drop centre bogie car designed by the board's staff, known as the class W. This type, therefore, has been practically adopted as the board's standard. The car has an overall length of 47 ft. 10 in., height from rail to roof of 10 ft. 3 in., width of 9 ft., and seating accommodation for 52 passengers. It is mounted on two equal traction trucks spaced at 26 ft. centres. Each truck has 5 ft. 3 in. wheel base and 26 in. diameter wheels and is equipped with two 40 h.p. motors, one geared to each axle. The nett weight of the vehicle is 17.11 tons.

be obtained through doors leading through the motorman's compartments. The ample passage ways in this car give it a considerable crush loading capacity. The long wheel base and equal tractive effort on all axles make for very comfortable riding qualities. The tramways board is now building a large number of these cars in order to cope with the requirements of several recently opened lines, to provide for the constantly increasing traffic and to replace obsolete



Class W Bogie Car for Melbourne Tramways

Several of these cars are now in service and they have proved satisfactory in every respect. A feature of design which commends them to the operating staff is the placing together of the three entrance and exit passages at the centre of the car. This simplifies supervision of loading and unloading and in practice has been found to considerably reduce the number of accidents through persons boarding or leaving moving cars. The number of accidents arising from the foolhardiness of passengers in this respect has never been enough to warrant the use of interlocking doors on two-man cars, but the centre entrance arrangement appears to practically eliminate the necessity for doors. In case of emergency, exit from the saloons may

and worn out cars. The electric services at present operated by the board cover about 90 route miles or 160 single track miles of lines. With new construction and conversion from cable to electric traction at present in hand a further 27 single track miles will be added within the next twelve months.

The Melbourne city council has made arrangements to supply the Victorian electricity commission with the electrical energy required in the city area by the Melbourne harbor trust. The agreement is for a period of five years and the cost to the trust 1½d. per unit.