

North Melbourne Electric Tramways
and Lighting Company No. 13

Melbourne and Metropolitan Tramways Board No. V-214

Built 1906

Single-truck, straight-floor, open 'toast-rack'-style body and clerestory roof.

One of five open 'summer' cars built to inaugurate services on the North Melbourne Electric Tramways and Lighting Company's tramways from Flemington Bridge to Essendon and the Maribyrnong River. No. 13 became V-class No. 214 when the Company was taken over by the Melbourne and Metropolitan Tramways Board in 1922. Converted to permanent way construction locomotive c. 1925 and enclosed freight car in 1927 when windscreens were also fitted. Withdrawn from service 1977 and converted back to passenger car for tourist services the following year.



Hawthorn Tramways Trust No. 8

Built 1916

Single-truck, stepped-floor (drop-end) 'California combination'-style body having enclosed centre saloon with longitudinal seats, open end compartments with facing transverse seats, separate driver's cabins and clerestory roof.

One of 10 cars built to initiate services on the Trust's lines between Melbourne and Burwood. This style of car was widely used in Melbourne during the early twentieth century. No. 8 became M-class No. 114 when the Trust was taken over by the Melbourne and Metropolitan Tramways Board in 1920. Sold to the State Electricity Commission in 1930 for use on the Bendigo tramways. Withdrawn from service and presented for preservation in 1956. Restored to original condition 1994.



Melbourne and Metropolitan Tramways Board S-class – No. 164

Built 1916

Single-truck, stepped-floor (drop-end) 'California combination'-style body having enclosed centre saloon with longitudinal seats, open end compartments with facing transverse seats, separate driver's cabins and arched roof.

One of 12 cars built to inaugurate services on the Trust's lines between Carlton and Coburg. No. 11 became S-class No. 164 when the Trust was taken over by the Melbourne and Metropolitan Tramways Board in 1920. Withdrawn from service and presented for preservation in near-original condition in 1953.



Melbourne and Metropolitan Tramways Board T-class – No. 180

Built 1917

Single-truck, stepped-floor (drop-end) combination-style body having divided central saloon with longitudinal seats, open end compartments with single transverse seat, separate driver's cabin and arched roof.

One of six cars built to supplement the Trust's initial fleet of 12 trams. These vehicles were designed to provide smoother riding by employing a long wheelbase flexible or radiating truck, in place of the rigid short wheelbase trucks used formerly. No. 16 became T-class No. 180 when the Trust was taken over by the Melbourne and Metropolitan Tramways Board in 1920. The original end compartments were altered in 1928 to create separate driver's cabins.



Melbourne and Metropolitan Tramways Board L-class – No. 104

Built 1921

Bogie (four-motor), stepped-floor (drop-centre) combination-style body having end saloons with longitudinal seats, semi-open centre section with transverse seats, separate driver's cabins and arched roof.

One of six cars designed by the Trust, commissioned after the takeover by the Melbourne and Metropolitan Tramways Board in 1920 and designated L-class. The Trust designed these vehicles following experience with its earlier two-motor bogie cars. Together with similar contemporary cars built by the Victorian Railways, they were the first cars in Melbourne to have bogies with equal diameter wheels and four motors. The centre section originally had four entrances.



Melbourne and Metropolitan Tramways Board W-class – No. 380

Built 1925

Bogie, stepped-floor (drop-centre) combination-style body having end saloons with longitudinal seats, semi-open centre section with three equal width entrances and transverse seats, separate driver's cabins and arched roof.

One of 200 cars built 1923–26, based on the earlier L-class bogie trams designed by the Prahran and Malvern Tramways Trust. Centre sections altered to later W2-class arrangement (one narrow and two wide entrances and back-to-back seats) and driver's cabins fully enclosed from 1928–33. No. 380 was converted back to original condition in 1988.



Melbourne and Metropolitan Tramways Board W1-class – No. 431

Built 1927

Bogie, stepped-floor (drop-centre) combination-style body having end saloons with longitudinal seats, open centre section with tip-over longitudinal seats, separate driver's cabins and arched roof.

One of 30 cars built from 1925–28 as a variant of the earlier W-class, providing an experimental seating layout in the open centre or 'smokers' compartment. The centre sections of most W1-class cars were altered to the later W2-class arrangement (one narrow and two wide entrances and back-to-back transverse seats) and the driver's cabins were modified from 1936–37. No. 431 was converted back to original condition in 1988.



Melbourne and Metropolitan Tramways Board W2-class – No. 510

Built 1928

Bogie, stepped-floor (drop-centre) combination-style body having end saloons with longitudinal seats, semi-open centre section with one narrow and two wide entrances and transverse seats, separate driver's cabins and arched roof.

One of 180 cars built between 1927–31 as an improvement on the centre compartment seating arrangement of the earlier W-class. All W-class cars and most of the W1-class cars were subsequently converted to this configuration. The W2-class cars became the standard design of the late 1920s and were by far the most numerous single type of tram in Melbourne. Many served for almost 60 years continuously. No. 510 has been refurbished to its original condition.



Melbourne and Metropolitan Tramways Board W5-class – No. 774

Built 1936

Bogie, stepped floor (drop-centre) combination style body having end saloons with transverse and longitudinal seats, semi-open centre section with back-to-back transverse seats, separate driver's cabins and arched roof.

One of 120 cars built between 1935–39 for the electrification of the Elizabeth Street cable tramways. The centre section of many cars of this class was modified by the closure of the centre entrances during the 1970s and by introduction of sliding doors in 1983–86.



Melbourne and Metropolitan Tramways Board W7-class – No. 1040

Built 1956

Bogie, stepped-floor (drop-centre) saloon-style body having transverse and longitudinal seats in the end sections, longitudinal seats in the centre section, separate driver's cabins and arched roof.

One of 40 cars built between 1955–56 for the opening of the Bourke Street line. Thirty cars with similar features (W6-class) were built between 1951–55. The W7-class cars featured soundproofing and upholstered seating throughout.



Melbourne and Metropolitan Tramways Board X-class – No. 217

Built 1924

Single-truck, saloon body having front nearside folding door, transverse tip-over seats and arched roof.

One of two Birney Lightweight Safety Cars imported from the USA for experimental one-man operation on lightly patronised routes. Used on Power Street, Hawthorn and Point Ormond routes, and subsequently on all-night services. Withdrawn from service in 1957 for preservation.



Melbourne and Metropolitan Tramways Board Y-class – No. 469

Built 1927

Bogie, front-and-centre entrance saloon body having stepped floor, folding doors, transverse tip-over seats and arched roof.

This was the first example in Australia of the front-and-centre entrance saloon-type car designed by Peter Witt of Ohio in 1915. The car was intended for one-man or two-man operation and began service on a regular round trip tourist route. The original pneumatic 'dead-man' safety equipment was removed in 1945 and the car was withdrawn from service 20 years later.



Melbourne and Metropolitan Tramways Board X2-class – No. 676

Built 1930

Single-truck, saloon body having stepped floor, front nearside folding doors, transverse seats and arched roof.

One of six cars built in 1930 for one-man operation of lightly patronised routes. Original electro-pneumatic 'dead-man' safety equipment removed in 1946–47.

No. 676 was withdrawn from service following closure of the Point Ormond line in 1960, and refurbished in 1978.



Melbourne and Metropolitan Tramways Board Y1-class – No. 613

Built 1930

Bogie, front-and-centre entrance saloon having stepped floor, folding doors, transverse seats and arched roof.

One of four cars based on the earlier Y-class car No. 469 to evaluate one-man operation. Originally fitted with large diameter wheels to improve riding characteristics and reduce noise. This resulted in a floor having three different levels. Original electro-pneumatic 'dead-man' safety equipment removed 1935 and trucks replaced in the early 1960s. Withdrawn from service 1965.



Melbourne and Metropolitan Tramways Board Z-class prototype – No. 1041

Built 1973

Bogie, front-and-centre entrance saloon body having flat floor, seated conductor's desks near end entrances, transverse and longitudinal seats and folding doors.

Prototype all-electric car built for experimental purposes, based on European designs. The trucks were from an all-electric prototype car built 1949 and withdrawn in 1971. The Z-class trams, introduced in 1975, were based on experience gained from construction and trial operation of No. 1041. It was painted a distinctive orange colour to distinguish it from the ubiquitous green W-class cars. Withdrawn from regular service in 1975 and stored from 1984.



Centenary of Federation

Our Nation on Parade – 6 May 2001

From Federation to the Future

A Celebration of Tram Building in Melbourne

Melbourne and Metropolitan Tramways Board Preston Tram Workshops

Mother Tram is a celebration of Melbourne's most recognisable icon and sentimental favourite, the tram. It was designed for 'Our Nation on Parade' to acknowledge the importance to the city of Melbourne of the engineering and building of trams undertaken at the Preston Workshops.

The tram was designed and theatrically engineered by Alan Robertson and constructed by the dedicated workforce of the Preston Workshops. The tram also operated in the Trams on Parade event in the 2001 and 2002 Melbourne Moomba Festival.



Melbourne and Metropolitan Tramways Board SW6-class – No. 850

Built 1939

Bogie, stepped-floor (drop-centre) saloon-style body having transverse tip-over and fixed longitudinal seats in the end sections, back-to-back transverse seats in the centre section, separate driver's cabins and arched roof.

One of 120 cars built from 1939–51 for Swanston Street services, incorporating new features inspired by an overseas tour by the Melbourne and Metropolitan Tramways Board's chairman. First W-class series cars fitted with external sliding doors instead of canvas blinds, glass in place of heavy timber bulkheads, and dash canopy (pelmet) lighting (later removed) in lieu of the earlier standard headlight arrangement.

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