

THE NUMBERING AND CLASSIFICATION SYSTEM

For an undertaking with a long history and complicated origins, the Melbourne electric tramway system has a straightforward and consistent method of numbering and classifying the cars as shown in the following table.

The Victorian Railways' cars had no alphabetical classifications and were numbered from 1, the only complications being the re-use of numbers for the cars built to replacement those destroyed in the Elwood Depot fire of 1907 and of some of the numbers given to the seven trams purchased from Sydney ^{in that year} as an emergency measure. On the basis that it is appropriate to regard the two government undertakings as a single entity, these were the only passenger cars to be obtained second hand. For the reasons mentioned in the text, there were no trams numbered 44-47.

The cable tramway administrative staff held sway in relation to policy matters one of which was the adoption of a unified colour scheme for the cable and electric cars in 1921. However, the Prahran and Malvern Tramways Trust was the first and the largest of the electric constituents of the Melbourne and Metropolitan Tramways Board. It was thus appropriate that its numbering series became the basis of that adopted by the new Board for its electric cars acquired ~~with the acquisitions of~~ ⁱⁿ 1920.

The cars of the Prahran and Malvern, Hawthorn, Melbourne Brunswick and Coburg and the Fitzroy Northcote and Preston Tramways Trusts were initially each numbered from 1 onwards as presumably were those of the Footscray Tramways Trust which had been purchased from the Hawthorn Tramways Trust. The cars of the two undertakings operating north of the Yarra River were numbered in a single independent series for a time and this series may also have included the cars at Footscray. It is not possible to establish when the Board adopted the unified numbering and classification schemes.

^{of the same basic type}
The Board applied the same classification ("M") to the cars acquired from the Hawthorn and Footscray Trusts. The bodies of the Fitzroy Northcote and Preston Trust's cars (class "R") were built to the same design as the Prahran and Malvern's last class ("K").

In 1922 the Board appointed T. P. Strickland as its Engineer. Strickland had been the Assistant Chief Electrical

Engineer of the New South Wales Tramway^s. It was natural that he would adopt some of the practices of his former employer and one was to bestow alphabetical classifications.

While presumably of interest to readers of this book, it should be borne in mind that the classifications are not used

by operating staff. This may be for the simple reason that, unlike the New South Wales and Adelaide systems, the classifications have never been painted on the cars themselves.

The order in which the letters were allocated was essentially that in which individual types had been introduced, arranged within individual owners, in the order in which these undertakings were opened between 1910 and 1921. However, those classes with associations (such as electrical equipment in stock when taken over by the Board) with these owners received adjacent numbers. The lavish and doubtless confusing distribution of letters to basically similar cars resulted in a rationalisation in 1928. The "single truck drop end cars of the "A", "B", "H", "J" "M" and "S" classes were grouped as class "A" while the "single truck straight sill" types (classes "F", "G", "K", "Q", and "R") were grouped as class "G" while the "maximum traction bogie" cars (classes "C", "D", "E", "N" and "P", the "O"'s having been sold in 1927) were grouped as class "C". The "Radiax" cars became class "T". The North Melbourne box and open cars became classes "U" and "V" while the trailers were apparently unclassified.

The letter "X" applies to the three types of single truck "Safety" cars and "Y" to the two bogie "Peter Witt" types.

As is obvious from the accompanying table, "PCC" applies both to No. 980 of 1950 and the experimental No. 1041 of 1973. The letter "W" applies to the equal wheel bogie cars constructed between 1923 and 1956. The letters "Z" and "A" and "B" relate to new types of tram introduced in 1975 and 1984. Numerical suffixes indicate major variants while alphabetical suffixes denote minor variations involving the "SW6" class. The prefix letters "C" and "S" were respectively given to the new bodies constructed in 1934 and 1935 for use on existing maximum traction bogies and to cars converted or built with sliding doors. However, the last 30 of the "SW6b" class were retrospectively

reclassified "W6" and those intended to be the "SW6c" were issued as class "W7". ✓

Z = also hopper Z C.5 (1977)

In the case of the "B" class, the P.M.T.T. had given the first four of these cars the numbers (Nos. 21-24) vacated by the four "Adelaide" type cars which had been sold to the Hawthorn Tramway Trust in 1916 where they coincidentally carried the same numbers. The "B" class received the second letter in alphabetical order although they were the P.M.T.T.'s penultimate class. The bogie cars, which were sold to Adelaide in 1927, became class "O" Nos. 127-130 in the Hawthorn block and class "D" Nos. 191-194 in Adelaide. The "L" class introduced in 1921 had been ordered by the P.M.T.T. and were given numbers within that Trust's series and the classification which they would have received had they been taken over from that Trust.

The cars purchased from the North Melbourne Electric Tramways and Lighting Company Limited had been built in 1906 and

were the oldest of the cars acquired by the Board. However, they received the highest numbers because they were not taken over until 1922. The Company's trailers became Nos. 51-60 in a separate series.

The M.M.T.B. numbered its two Birney type cars 217 and 218 and subsequent deliveries were numbered in a regular sequence up to W7.1040. The only blanks, for reasons explained in the text, were proposed "Y1".614-623 and CW5.686-719.

The three cars purchased ^{were} from the Victorian Railways in 1959 retained their numbers and classified "VR". The two commissioned were re-numbered 700 and 701 to avoid confusion with the "Z" cars with these numbers. The cars purchased between 1975 and 1987 were numbered in a new series from 1 to 300. The articulated light rail vehicles of the "B" and "B2" classes introduced in 1984 and 1988 were numbered from 2001 to 2132.

The introduction of the "A" class in 1984 meant that their numbers duplicated some of the "W2" class cars which were still in service. In order to distinguish them, the numbers on the car ends, but neither ~~the side~~ nor the interior numbers, were amended.

The electric passenger trams operating by agencies of the Government of Victoria between 1906 and 1993 are summarised below:

PAGE
No.

	Motor 4-wheel	Motor 8-wheel	Trailer 4-wheel	Articulated
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(Constructed for the Victorian Railways Commissioners)

Combination (Nos. 1-7)	7			
Semi-convertible (Nos. 8-10)	3			
Open (Nos. 11-17)			7	
Combination (Nos. 1-7)	7			
Open (Nos. 8-14)			7	
Enclosed (Nos. 19-27)	9			
Bogie (Nos. 28-43, 48-51)		20		
Saloon (Nos. 52-54)		3		
				= 63
				= 7

(Acquired from the New South Wales Tramways, 1907)

(C) (Nos. 18-21) 4

(D) (Nos. 15-17) 3

ACQUIRED BY AND/OR CONSTRUCTED BY THE MELBOURNE AND METROPOLITAN TRAMWAYS BOARD, METROPOLITAN TRANSIT AUTHORITY AND PUBLIC TRANSPORT CORPORATION

(Constructed for the North Melbourne Electric Tramways and Lighting Company Limited)

U (Nos. 202-211)	10			
V (Nos. 212-216)	5			
Trailer (Nos. 51-60)			10	
				= 25

(Constructed for the Prahran and Malvern Tramways Trust)

A (Nos. 1-20)	20			
O (Nos. 21-24)		4		Acquired as O.127-130

C (Nos. 25-35)		11	
E (Nos. 36-45)		10	
F (Nos. 46-47)	2		
G (Nos. 48-53)	6		
H (Nos. 54-63)	10		
J (Nos. 64-83)	20		
B (Nos. 21-24, 84-91)	12		
K (Nos. 92-100)	9		
			= 104

(Constructed for the Hawthorn Tramway Trust)

M (Nos. 107-116)	10		
N (Nos. 117-126)		10	
P (Nos. 131-138)		8	
			= 28

(Constructed for the Melbourne Brunswick and Coburg Tramway Trust)

S (Nos. 154-171)	18		
T (Nos. 177-182)	6		

(Constructed for the Fitzroy Northcote and Preston Tramway Trust)

R (Nos. 151-153, 172-176)	8		
			= 8

(Acquired from the Footscray Tramway Trust)

M (Nos. 183-189)	7		
			= 7

(Constructed for the Melbourne and Metropolitan Tramway Board, Metropolitan Transit Authority and Public Transport Corporation - further details are given in the text)

L (Nos. 101-106)		6		
Q (Nos. 139-150, 190-201)	24			
W (Nos. 219-418)		200		
X (Nos. 217-218)	2			
X1 (Nos. 459-468)	10			
W1 (Nos. 419-438, 470-479)		30		
W2 (Nos. 439-458, 480-609, 624-653)		180		
Y (No. 469)		1		
X2 (Nos. 675-680)	6			
Y1 (Nos. 610-613)		4		
W3 (Nos. 654-669)		16		
W4 (Nos. 670-674)		5		
CW5 (Nos. 681-685)		5		
W5 (Nos. 720-839)		120		
SW5 (Nos. 840-849)		10		
SW6 (Nos. 850-969)		120		
W6 (Nos. 970-979, 981-1000)		30		
PCC (No. 980)		1		
W7 (Nos. 1001-1040)		40		
PCC (No. 1041)		1		
Z (Nos. 1-100)		100		
Z2 (Nos. 101-115)		15		
Z3 (Nos. 116-230)		115		
A (Nos. 231-258)		28		
A2 (Nos. 259-300)		42		
B (Nos. 2001-2002)			2	
B2 (Nos. 2003-2132)			130	
	41	1,069	10	132

Class	Truck	Motors	Control	Comprsr	Car Nos.
X	Brill 79E1	GE264A	K63G	CP25	217
X	St. Louis 7	WH510A	K63G	CP25	218
X1	2A	MV101BR	K36BR	CP27	459-460
X1	2B	MV101BR	K63G	CP27	461-468
Y	1C	BTH265P	K35JJ	CP27	469
Y1	9A	MV101AZ	K35JJ		611, 613
Y1	11	MV101AZ	K35JJ		610, 612
W3	9A		K35JJ		654
	9B	MV101AZ	K35JJ		655-669
W4	9C	MV101AZ	K35JJ		670-674
X2	6B	MV116Q	K36JR	CP25	675
X2	21E Special	MV102	K36JR	CP25	676-679
X2	6A	MV107	K36JR		680 (ex 674)
CW5	22E	GE201G	K36JR		681-685
W5			WH VA		740-741
W5			EE Q2 CK1 camshaft		742-749 752-784 787-796
			GE PCM		750-751
			EE RC		785-786 797-839
SW5	15	GE247AX2	EE RC		840-849
SW6 SW6a	15	GE247AX2	RC1 RC2		850 851-876,

SW6b

RC3

877
878-954
955
956-969
970-979,

W6
981-1000

PCC St. Louis GE1220E 17KC5D1
B3

980

W7 No. 15 GE247AX2 RC2

1001-1040

EE RC

785-786
797-839

V5 15 GE247AX2 EE RC

840-849

V6 15 GE247AX2 RC1
V6a RC2
V6b RC3

850
851-876,
877
878-954
955
956-969
970-979,

1-1000

C St. Louis GE1220E 17KC5D1
B3
No. 15 GE247AX2 RC2

980
1001-1040

5 548

7 456, 504

13 602

W2

5

548

W2

7

456, 504

W2

13

602

Class X

Brill GE264A K63G CP25 Brill 1924
79E1 217

MMTB#4 WH510A K63G CP25 St. Louis 218
(= St. Louis
No. 7 8' 0")

Class W

MMTB MV101A K35JJ CP25 MMTB 1923
#1A/#1B 219-220
1924
221-236, 239
1925
237-238,
240-248

Moore 1924
249-260, 265
1925
261-264,
266-276, 278
1926
277

BTGH265D K35JJ CP27 Holden 1924
279-308
1925
309-328

DK34E3 K35JJ CP27 Holden 1925
329, 336
1926
330-335,
337-338

MMTB 1925
339-342,
346, 348-350
1926
343-345,
347, 351-358

MV101AR 1926
359-368

MV101AR Moore 1925
369-386,
388-392
1926
387, 393-398

MV101AX MMTB 1926

Class W

MMTB
#1A/#1B

MV101A

K35JJ

CP25

MMTB

1923
219-220
1924
221-236, 239
1925
237-238,
240-248

Moore

1924
249-260, 265
1925
261-264,
266-276, 278
1926
277

BTGH265D

K35JJ

CP27

Holden

1924
279-308
1925
309-328

DK34E3

K35JJ

CP27

Holden

1925
329, 336
1926
330-335,
337-338

MMTB

1925
339-342,
346, 348-350
1926
343-345,

347, 351-358

MV101AR

1926
359-368

MV101AR

Moore

1925
369-386,
388-392

Class A

Brill 21E WH202N WHT1F DH10 1-20
6' 6"

Class B

Brill 21E GE202 B23D DH10 21-24, 84-91
6' 6"

Class C

Brill 22E GE202 K36J DH10 25-35

Class E

36-45

Class

Brill 21E WH205 WHT1F DH10 46-47

Class

Brill 21E U140 A.E.G. DH10 48-53
6' 6"

Brill 21E GE202 B23D DH10 54-62
6' 6" 63

Class J

Brill 21E 6' 6"	WH225	A.E.G.		64-83
Class K				
	GE202	B23D & K36J	DH10 & CP27	92-100
Class L				
Brill 77E	GE247A	K35AAL	CP27	101-106
Class M				
Brill 21E 7' 6"	WH225	K36JR	CP25	107-116
Class N				
Brill 22E	GE201G	B23D & K36JR	CP27	117-126
Class O				
Brill 22E	GE202	K36JR		127-130
Class P				
Brill 22E	GE201G	B23D & K36JR	CP27	131-138
Class Q				
Brill 21E 7' 6"	GE203	K36J	CP25	139-150
Class R				
Brill 21E 7' 6"	GE203	K36J	CP25	151-153
Class S				
	GE241	K36J	CP25 & CP27	154-171
Brill 21E 7' 6"	GE203	K36J	CP25	172-176
	GE241	K36J & K36JR	CP25	177-182
Class M				

Brill 21E GE203 K CP25 183-189
7' 6"

Class Q

Brill 21E MV102 K36JRR CP25 190-201
7' 6"

Class U

Brill 21E GE67 K36J CP25 202-211
7' 0"

Class V

212-216

Class A

Brill 21E WH202N WHT1F DH10 1-20
6' 6"

INTRODUCTION

While this book's purpose is to describe in details the electric rolling stock operated on Melbourne's electric tramways, the system's complex origins and history must be mentioned. These notes refer only to those lines which came to form part of the present system.

They accordingly exclude such ventures as the first passenger tramway in Melbourne (a horse operated line at Fairfield built for the purpose of promoting land sales) the Doncaster and Box Hill electric tramway and the outlying horse lines from Sandringham and Caulfield stations and the narrow-gauge steam tramway from Portsea to Sorrento.

THE CABLE AND HORSE LINES

A Bill to permit the Melbourne Tramway and Omnibus Company Limited to construct and operate a large system was placed before the Victorian Parliament in 1882. Following examination by a Select Committee, a compromise which was to influence the administration of Melbourne's tramways was arrived at.

This involved the establishment of a Tramways' Board (the Melbourne Tramways Trust) consisting of representatives of the 12 municipalities (Melbourne, Brunswick, Collingwood, Fitzroy, Hawthorn, Kew, North Melbourne, Port Melbourne, Prahran, Richmond, South Melbourne and St. Kilda) which the contemplated tramways were to traverse.

The Act of 1883 did not specify the form of traction to be used, but specifically prohibited steam. The Act conferred what amounted to a monopoly on the Company in that no one else could construct a tramway within the specified municipalities. The compromise also involved the divided ownership of assets. The Trust owned the track and power houses and the Company owned the cars and depots.

The extensive cable network was constructed during 1885-1891 while horse lines were opened at Kew in 1887 and at Royal Park and Hawthorn (1890). The lines were leased for a period of 30 years from 1884 and, in consideration of certain lines being constructed for cable, rather than horse,

operation, the Company's lease was extended in 1887 for a further two years, until 1916.

The power to construct tramways was confined by legislation to municipalities, but powers were granted to enable the delegation of the right to individuals or companies. A private horse line from Moreland to Coburg was opened in 1889 and a private cable line from Clifton Hill to Northcote in 1890. These lines were acquired by the respective municipalities in 1900 and 1910.

THE INTRODUCTION OF ELECTRIC TRAMWAYS

In 1903 a businessman and former Premier of Western Australia took practical steps to provide Melbourne suburban residents with electric tramway communication. In 1904 he was granted powers to construct electric tramways in conjunction with a electric lighting scheme at Essendon. This venture was financed by British capital and constructed by an British and American combine (J. G. White & Co. Ltd.) whose operations had world wide ramifications. These lines from Flemington Bridge to Essendon and Maribyrnong River were opened in 1906.

A Committee of the Parliamentary Standing Committee on Railways had examined the whole question of suburban electric tramways in 1905. Any such ventures were vehemently resisted by the Victorian Railways who resented the potential competition and ignored the benefit conferred by the linking of the suburban lines.

Following approaches involving participation by companies in proposals involving suburban tramway development, the task of fulfilling such ambitions was left to the initiative of local councils with members represented on autonomous statutory authorities known as Trusts.

The establishment of a general tramway authority was only achieved after a difficult period of gestation. Parliament could not be persuaded to agree to a comprehensive scheme for the development of a system of tramway control. Bills to this end failed in 1913, 1915 and 1917. In order to meet this situation an interim Tramway Board was appointed in 1916 to control the cable system and the Royal Park horse tramway.

Following extended debate, the Bill received the Royal Assent on 7 January 1919. It established the Melbourne and Metropolitan Tramways Board which consisted of a Chairman and six members who were appointed by the Governor on 2 July 1919. The members tended to represent Councils which had previously been tramway operators, but they had no

prescriptive right to such representation. The enabling Act permitted the Board to convert the cable tramways to electric traction, to construct new lines and to operate buses and ferries within the Metropolis which consisted of specified municipalities extending well beyond the then or present limit of government operated street transport, notably Mulgrave, Oakleigh and Moorabbin.

THE CONSTITUENTS OF THE MELBOURNE AND METROPOLITAN TRAMWAYS BOARD

The Prahran and Malvern Tramways Trust was established by statute in 1907. These two municipalities were joined by Caulfield and St. Kilda in 1911 followed by Hawthorn and Kew in 1913 and Camberwell in 1915, thus making the Trust's title something of a misnomer. Its lines were constructed between 1910 and 1918.

The horse lines at Kew, Coburg and Hawthorn were abandoned in 1914, 1915 and 1916 respectively prior to their conversion to electric traction.

The Hawthorn Tramways Trust consisted of representatives of Melbourne, Richmond, Hawthorn and Camberwell. Its lines were opened during 1916.

The Brunswick and Coburg Tramways Trust was established in 1914 and was joined by Melbourne later that year. Its lines were also opened during 1916.

The overlapping memberships of these Trusts by Melbourne, Hawthorn and Camberwell should be noted.

The Fitzroy Northcote and Preston and Footscray Tramways Trusts were both established in 1915 and operations on their lines were commenced by the M.M.T.B. in 1920 and 1921 respectively.

A scheme authorising the South Melbourne Council to construct an electric tramway had been authorised by Parliament in 1914 and formed part of the compact. However,

no work had been carried out and the line, as subsequently diverted and extended was opened from St. Kilda Road through South Melbourne to St. Kilda Beach in 1925.

THE VICTORIAN RAILWAYS' IMBROGLIO

It would have been in interests of all involved if all street tramways in Melbourne had been constructed to the standard gauge adopted by the cable and horse tramways as well as by the electric lines at Essendon which had been authorised in 1904. However, a combination of political opportunism, facilitated by legislative legerdemain during 1904 and 1905, had resulted in the construction of the Victorian Railways' "electric street railway" from St. Kilda to Middle Brighton with a route, termini and gauge each of which differed from that originally placed before the legislature. The choice of broad gauge was to facilitate through operation of electric trains beyond St. Kilda when that steam railway came to be electrified. The new tramway was extended to Brighton Beach later in 1906 and closed in two sections in 1957 and throughout in 1959.

In 1914 Parliament sanctioned a second standard gauge electric street railway from Sandringham to Black Rock. The choice of gauge followed a suggestion of the Parliamentary Standing Committee on Railways which took into account proposed tramways from Caulfield through Brighton to Sandringham and difficulties associated with transporting the Brighton Beach cars to and from Newport by rail on flat trucks. This line was opened from Sandringham to Black Rock in 1919, extended to Beaumaris in 1926, cut back to Black Rock in 1931 and closed in 1956.

It had always been contemplated that the

establishment of a general tramway authority would involve the transfer to it of the Victorian Railway Commissioners' tramways. This view was supported by the Commissioners. An intriguing development occurred during the later stages of debate on the Melbourne and Metropolitan Tramways Bill 1918 when, following a difference of opinion between the two Houses, the Parliament rejected this eminently sensible suggestion and the "Railway trams" remained as a separate, if

unremarkable, entity.

THE ESTABLISHMENT OF THE BOARD

The new Board took over the cable lines and the Royal Park horse line on 1 November 1919 and the electric lines of the three operational Trusts, together with the Clifton Hill to Northcote cable line, on 2 February 1920.

Negotiations involving the Melbourne Corporation and the State Electricity Commission of Victoria and Parliament delayed the acquisition of the Essendon system until 1 August 1922.

One object of the Victorian Railways' electrification of the Melbourne suburban system (1919-1923) was to attempt to tramway competition. This represented a interesting period with steam and electric trains variously connecting with and crossing cable, electric and horse trams. In addition, electric trams of broad and standard gauges crossed at two locations from 1913 and 1915 until 1959.

Unlike many other cities unrestricted private bus competition in Melbourne was energetically countered by the regulatory Motor Omnibus Act 1924 while the Tramways Board introduced its own bus services in 1925 in competition with private operators'. Other of the Board's bus services provided transport in conjunction with the conversion of the cable tramways as well as in outlying areas.

ADMINISTRATION

In a wider sense, the tramway system formed part of an uneasy and often mutually suspicious and hostile alliance between the Government, Victorian Railways, private buses. An obvious example was the existence from 1891 to 1958 of the charging by the Railways of competitive (cheaper) fares on lines with nearby tramways.

There was also the formerly plenitude of unions, the principal of which was the Australian Tramway [and Motor Omnibus] Employees' Association registered under Commonwealth legislation in 1911 and slightly re-named in 1934. A representative of this union had been a member of the Board since 1931 and the consequences for tramcar design attributable to entrenched opposition to cars potentially available for operation without a conductor will be readily apparent to readers.

On 1 July 1954 the Board was re-constituted so as to

consist of a Chairman Deputy Chairman and a member elected by the employees all of which were full-time positions.

This straightforward situation continued until 1 July 1983 when the Metropolitan Transit Authority was established. It enabled the unification of the suburban railways and tramways as well as the buses operated by the Tramways Board, Railways and private operators.

On 1 July 1989 the number of transport authorities was reduced by abolishing the Authority and establishing a Public Transport Corporation which incorporated the State Transport Authority. In 1992 a Management Board was created consisting of a Chairperson, the Chief Executive and two other members.

THE DEVELOPMENT OF THE SYSTEM

The short branch at Puckle Street, Moonee Ponds never formed part of the Board's system while the Royal Park horse tramway was a casualty of a melee caused by a police strike in 1923.

The conversion to electric traction of the cable system was effected during 1924-1927, 1929-1930 and 1935-1937. Four cable lines with light loading were converted to bus operation during 1935-1937 and 1939 followed by the Northcote and Nicholson Street lines in 1940. In 1943 the Board decided to replace the buses on these two lines with electric trams and these were introduced and the latter line extended in 1955 and 1956 respectively.

Much new electric trackage, nearly all of which was extensions of existing lines or connections, as distinct from new lines, were opened during 1923-1929 and 1936-1938. The onset of the Second World War involved the establishment of extensive industries in Melbourne and the consequent need for transport in then remote districts. The result was the construction of five new sections during 1940-1943 through areas which was developed for housing after the conflict.

The only other major lines constructed after 1943 were the Hanna Street-William Street connection and the La Trobe Street line in 1946 and 1951 and the Footscray-Maribyrnong connection in 1954.

The short section from High Street to Point Ormond the local lines at Footscray (to Russell Street, Ballarat Road

and Williamstown Road) were replaced by buses in 1960 and 1962 respectively.

The tramway system has been successively extended over the last fifteen years - these comprise the extensions from Burwood to East Burwood (1978); East Preston to: Boldrewood Parade (1983), La Trobe University (1985) and Bundoora (1987); Airport West to Dromana Avenue (1992); and East Burwood to Blackburn Road (1993). In 1987 two moribund broad gauge suburban railways (St. Kilda and Port Melbourne

opened in 1854 and 1857 and both electrified in 1919) were converted to standard gauge and operated as part of the tramway system.

GENERAL COMMENTS

Writing in 1920, the inaugural Chairman of the M.M.T.B. stated that:

"For years before the construction of the present system of electric tramways. the demand for tramway extension had become imperative. As, however,, there was no tramway authority in existence clothed with the power to undertake extensions, individual municipalities had to take the matter up for themselves. the result has been that Tramway Trusts have sprung up sporadically in various parts of the metropolis, each with its separate car depots, converter stations using divers types of cars and equipments. Little or no regard has been paid, or under the circumstances could be paid to the question of how these various lines would fit in with a general system.

In 1928 the decision was taken to rationalise the rolling-stock by withdrawing many of the four wheel cars acquired from the Trusts which were not to be permitted to traverse the principal city artery, Swanston Street. This preference for four-wheeled stock was attributable to concern for power consumption.

The rolling stock is more cosmopolitan than might at

first appear. While the overwhelming majority of the stock was manufactured in Melbourne, some trams described in this book were constructed in Philadelphia, Adelaide and Sydney while the equipment has been imported from America, the United Kingdom, Belgium, Sweden and Germany while much was manufactured in Australia.

The expertise of Tramways Board was not confined to Melbourne. Assistance granted to tramway operators elsewhere in Australia, notably Sydney, Brisbane, Fremantle and Hobart as well as the light rail development in Hong Kong.