



Scotch College,

MELBOURNE

Name & No. *J. H. [unclear]*

Form *Inter Maths B*

Subject *LEDGER*

R 11 71 85 120
 N F 2 10 86 51/75 horse cars
 V S 22 11 86 76/95 539
 C H 10 8 87 151/175 540/564 1920
 N S ~~22~~ 8 87 231/245 565-574
 B 1 10 87 119/150 566/7
 C 21 12 87 201/225 571/9
 P 26-26 10 88 251/275 573/4
 R O S N 11 10 88 301/320 575/581
 T 15 8 89 326/336 590/592
 N C 9 2 89 331/353
 N D 2 3 90 361/385
 W M 18 4 90
 S M 17 6 90 406/438
 P M 20 6 90 436/454
 W 27 10 91 457/464

(ZOO)
 21/25 between RICH
 Sat Mar 8 1890
 Apr 18 1890

539
 228637
 1891-1892

| | | | | | |
|----|--------------------------|---|----|-----------------|--|
| 1 | RICHMOND | opened 11/11/85 | 26 | NICHOLSON ST | BUILT ABOUT 1920/2 NUMBERS USED TO FILL IN BLANKS LEFT AFTER SCRAPPING OF HORSE DRAWN CARS |
| 2 | RICHMOND 2 | NOW AT MUSEUM | 27 | " | |
| 3 | RICHMOND 3 | | 28 | PRAHRAN TO A | |
| 4 | RICHMOND 4 | | 29 | " | |
| 5 | RICHMOND 5 | | 30 | ABBOTSFORD TO P | |
| 6 | RICHMOND 6 | | 31 | P | |
| 7 | RICHMOND 7 | | 32 | CLIFTON HILL | LAST SEEN MORNINGTON |
| 8 | RICHMOND 8 | LAST SEEN CARRUM | 33 | BRUNSWICK | BOGIE CAR |
| 9 | RICHMOND 9 | | 34 | " | |
| 10 | | | 35 | | The car in poor condition AT Wyche proof |
| 11 | | | 36 | CLIFTON HILL | ALSO BUILT ABOUT 1920/2 |
| 12 | | | 37 | NORTH MELB | |
| 13 | | | 38 | BRUNSWICK | BOGIE CAR |
| 14 | | | 39 | BRUNSWICK 39 | |
| 15 | | | 40 | BRUNSWICK 40 | |
| 16 | | | 41 | BRUNSWICK 41 | |
| 17 | | | 42 | BRUNSWICK 42 | |
| 18 | | | 43 | BRUNSWICK 43 | |
| 19 | | | 44 | BRUNSWICK 44 | |
| 20 | | | 45 | BRUNSWICK 45 | |
| 21 | RICHMOND | BUILT ABOUT 1920/1922 | 46 | BRUNSWICK 46 | |
| 22 | " | NUMBERS REPLACED Those used on horse drawn cars | 47 | BRUNSWICK 47 | |
| 23 | " | | 48 | BRUNSWICK 48 | |
| 24 | " | | 49 | BRUNSWICK 49 | |
| 25 | " | | 50 | BRUNSWICK 50 | |
| | | | | | |

Clifton Hill

10.8.87

SPENCER ST
E. H. & C. H.

151 CLIFTON HILL
 152 CLIFTON HILL
 153 CLIFTON HILL WENT TO STARNARD
 DEM AT BYLANDS
 154
 155
 156
 157
 158
 159
 160
 161
 162
 163
 164
 165
 166
 167
 168
 169
 170
 171 SCPR MOUNT MACEDON
 172
 173
 174
 175 CLIFTON HILL

176 W M
 177 BRUNSWICK THEN TO BRIGHTON ROAD
 178 NORTH MELB
 179 B R
 180 BRUNSWICK BOGIE BUILT ABOUT 1918
 181 A.L. RED BRUNSWICK THEN BGTN ROAD FOUR WHEELER
 182 BRUNSWICK BOGIE BUILT ABOUT 1918
 183 BRUNSWICK BOGIE
 184
 185
 186
 187
 188
 189
 190
 191
 192 AT BYLANDS COMPRISE HORSE CARS 35 & 38
 193
 194
 195 STANDARD FOUR WHEELER PRAHRAN
 196
 197
 198 low
 199 low
 200 low

Nicholson St
30
8.87
Spencer St

Garth 21.12.87
to Swanston St
Nth side of Dundas St

201 ABBOTSFORD
 202
 203 QUEENSBURY ST TO ST KILDA BEACH
 204 ABBOTSFORD
 205 CARELTON PRAHRAN
 206
 207
 208
 209
 210
 211
 212
 213
 214
 215
 216
 217
 218
 219
 220
 221
 222
 223
 224
 225 Garth

226 BRIGHTON ROAD ST KILDA
 227 VICTORIA BIDGE
 228 CLIFTON HILL
 229
 230 VICTORIA BIDGE
 231
 232
 233 QUEENSBURY ST TO ST KILDA
 234 CLIFTON HILL
 235
 236
 237 NICHOLSON ST
 238
 239 AT BYLANDS FROM AUBURN GOING TO HEEBY BAY CL
 240
 241
 242
 243
 244
 245 NICHOLSON ST
 246 ALL LINES (RED)
 247 WEST MELB
 248 Toorak
 249 Toorak
 250 B R LAST SREN BEAUFORT

Prahran 26.10.88 to Princes Bidge
Sth side of Flinders St

| | | | |
|---------|---------|----|---|
| 251 | Prahran | 1 | |
| 252 | Zoo | 2 | 252 & 253 were horse trams on Zoo line Joastack Type |
| 253 | Zoo | 3 | |
| W 254 | Prahran | 4 | |
| W 255 | | 5 | |
| R. 256 | | 6 | BYLANDS |
| N.C 257 | | 7 | |
| " 258 | | 8 | BROKEN UP AT DROMANA |
| " 259 | | 9 | |
| 260 | | 10 | |
| 261 | | 11 | |
| 262 | | 12 | |
| 263 | | 13 | |
| 264 | | 14 | |
| 265 | | 15 | |
| 266 | | 16 | DROMANA |
| 267 | | 17 | |
| 268 | | 18 | |
| 269 | | 19 | |
| 270 | | 20 | |
| 271 | | 21 | |
| 272 | | 22 | |
| 273 | | 23 | |
| 274 | | 24 | |
| 275 | Prahran | 25 | |

| | | | |
|-----|-----------------------------------|-----|---------------------------------|
| 276 | Port h | | |
| 277 | Port h | | |
| 278 | PRAHRAN TO CARLTON | | |
| 279 | N C | | |
| 280 | PRAHRAN TO CARLTON | | |
| 281 | Louk | 31 | |
| 282 | | 32 | |
| 283 | | 33 | |
| 284 | CLIFTON HILL | | |
| 285 | CLIFTON HILL | | |
| 286 | NORTH CARLTON TO STKILDA BEACH | | |
| 287 | CLIFTON HILL | | |
| 288 | CLIFTON HILL | | |
| 289 | NICHOLSON STREET | 106 | |
| 290 | VICTORIA BRIDGE | 251 | NORTH COVE |
| 291 | RICHMOND | 41 | Scpr |
| 292 | | 42 | |
| 293 | | 43 | |
| 294 | | 44 | |
| 295 | | 40 | |
| 296 | CLIFTON HILL | | |
| 297 | CLIFTON HILL | | |
| 298 | CLIFTON HILL | | |
| 299 | QS ST hpt | 49 | WAS AT DEPENT NOW BYLANDS |
| 300 | Nth C. | 50 | ORBOST TO CANBERRA |

Brighton to St Kilda 11.10.88
to Princes Bidge
South side Flinders St

| | | | |
|-----|----------------------------------|--------------|--------------------------------|
| 301 | ST KILDA Bch to NORTH CARLTON | 51 | |
| 302 | | 52 | |
| 303 | | 53 | AT MT MACEDON |
| 304 | | 54 | |
| 305 | | 55 | |
| 306 | | 56 | |
| 307 | | 57 | |
| 308 | | 58 | |
| 309 | | 59 | |
| 310 | | 60 | |
| 311 | | 61 | |
| 312 | | 62 | |
| 313 | ST K | | |
| 314 | | | |
| 315 | | | |
| 316 | BR | 66 | |
| 317 | PR | 67 | |
| 318 | BR | 68 | |
| 319 | | 69 | |
| 320 | | 70 | POSSIBLY WINDSOR 254 252 |
| 321 | | 71 | 255 253 |
| 322 | BR | 72 | |
| 323 | ALL LINKS | yellow | |
| 324 | Zoo | probably Zoo | 252 |
| 325 | Zoo | | 253 |

Nth Carlton 9.2.89
to St Pauls Cathedral
to Brighton Ra STK. 23.2.90

| | | | |
|-----|--|-------|--------------|
| 326 | TOORAK | | 76 |
| 327 | | | 77 |
| 328 | | | 78 |
| 329 | | | 79 |
| 330 | | | 80 |
| 331 | | | 81 |
| 332 | | | 82 |
| 333 | | | 83 |
| 334 | | | 84 |
| 335 | | | 85 |
| 336 | | | 86 |
| 337 | | maybe | 257 N.C. |
| 338 | | | 258 MT DANB. |
| 339 | CHINKAPOOK TAKEN TO MILDURA 1979 AND WHEELS USED FOR HORSE CAR | | 259 |
| 340 | | | ? 256 |
| 341 | N C | | 101 |
| 342 | NORTH CARLTON TO STKILDA BEACH | | 102 |
| 343 | NORTH CARLTON TO STKILDA BEACH | Scpr | 103 |
| 344 | | | 104 |
| 345 | | | 105 |
| 346 | | | 106 |
| 347 | | | 107 |
| 348 | | | 108 |
| 349 | | | 109 |
| 350 | | | 110 |

The two joastack type horse trams 252 & 253 may have been built for the projected horse line Windsor to St K. Exp. at about the time the fleet for Brighton Ra STK was constructed, but as the line was built later as a cable line, the two cars now unrequied were diverted to the new Zoo line, the builders nos. were either 319/320 or 324/325

York 18.2.89
 between Chapel St & Spring Rd.
 To Princes Bldg 25.5.89
 To Queensbury St 23.2.1890

Novel No 3.3.90 West 11.4.90

| | | | |
|-----|-----------------------------------|-----|--|
| 351 | NORTH CARLTON ST KILDA Bch 111 | 376 | QUEENSBURY ST TO ST KILDA Bch |
| 352 | Queensbury St ST KILDA Bch 112 | 377 | N C |
| 353 | NORTH CARLTON ST KILDA Bch 113 | 378 | ' |
| 354 | Queensbury St ST KILDA Bch 114 | 379 | ' |
| 355 | NORTH CARLTON ST KILDA Bch 115 | 380 | ' |
| 356 | WEST MELBOURNE | 381 | S M |
| 357 | ' | 382 | Queensbury St & ST KILDA Bch |
| 358 | ST K | 383 | ' |
| 359 | BR | 384 | ' |
| 360 | CLIFTON HILL | 385 | NORTH MELB 25 SCTR |
| 361 | NORTH MELBOURNE 1 | 386 | Queensbury St & ST KILDA Bch |
| 362 | ' 2 | 387 | Toorak |
| 363 | ' 3 | 388 | Toorak |
| 364 | ' 4 | 389 | ALL LINES (GREEN) |
| 365 | ' 5 | 390 | ALL LINES first car to wear CREAM & BROWN LATER TO NORTHCOTE |
| 366 | ' 6 | 391 | CLIFTON HILL |
| 367 | ' 7 | 392 | BRIGHTON ROAD ST KILDA |
| 368 | ' 8 | 393 | ' |
| 369 | ' 9 | 394 | ' |
| 370 | ' 10 | 395 | PORT MELBOURNE |
| 371 | ' 11 | 396 | QST KSK 36 |
| 372 | ' 12 | 397 | ' 37 |
| 373 | ' 13 | 398 | ' 38 MT DANDEONG |
| 374 | ' 14 | 399 | BR 39 |
| 375 | ' 15 | 400 | P mv 40 |

Sea Mells 17.6.90
 Port Mells 17.6.90
 Local to East market St. 20

| | | | |
|-----|-----------------------------|-----|---|
| 401 | BR | 426 | SOUTH MELB 21 |
| 402 | CLIFTON HILL | 427 | ' 22 |
| 403 | VICTORIA BRIDGE | 428 | ' 23 |
| 404 | ALL LINES (Red) MT DANDEONG | 429 | ' 24 |
| 405 | ALL LINES (Red) | 430 | ' 25 ORBOST TO CANBERRA |
| 406 | SOUTH MELB 1 | 431 | SOUTH MELB |
| 407 | ' 2 | 432 | ' |
| 408 | ' 3 | 433 | AL A WRECK BROUGHT TO BYLANDS |
| 409 | ' 4 | 434 | NC |
| 410 | ' 5 | 435 | NC |
| 411 | ' 6 | 436 | PORT MELB 26 DESTROYED BY FIRE AT DROMA |
| 412 | ' 7 | 437 | ' 27 |
| 413 | ' 8 | 438 | ' 28 |
| 414 | ' 9 | 439 | ' 29 DESTROYED GASTINGS ST N. COPE |
| 415 | ' 10 | 440 | ST KILDA Bch |
| 416 | ' 11 | 441 | ' |
| 417 | ' 12 | 442 | Port 32 |
| 418 | ' 13 | 443 | ' 33 |
| 419 | ' 14 | 444 | ' 34 |
| 420 | ' 15 AT MELIZA | 445 | ' 35 |
| 421 | ' 16 | 446 | ' 36 |
| 422 | ' 17 SASSAFRAS | 447 | ' 37 |
| 423 | ' 18 | 448 | ' 38 |
| 424 | ' 19 | 449 | ''' 39 |
| 425 | ' 20 | 450 | BR 40 |

Windsor 27-10-91

| | | | | | | |
|-----|---|----|--|-----|------------|---------------------------------------|
| 451 | BR | 41 | | 476 | BRUNSWICK | LAST SEEN NORTH BOX HILL |
| 452 | Zoo | 42 | DESTROYED BY FIRE | 477 | | |
| 453 | " | 43 | " | 478 | | |
| 454 | BR | 44 | This car in wrecked condition on farm 8m from BOORT | 479 | | |
| 455 | BR | 45 | WRECKED AT MENTONE | 480 | | |
| 456 | BR | | Support 456 was a home car late 456 built 1920-1 | 481 | | |
| 457 | WINDSOR BRIGHTON Rd | 87 | } APPARENTLY TRANSFERRED FROM WINDSOR ABOUT 1916 | 482 | | |
| 458 | ST KILDA Esp | 88 | | 483 | | |
| 459 | WINDSOR | 89 | | 484 | | |
| 460 | | 90 | WAS probably to BRIGHTON ROAD | 485 | | |
| 461 | | 91 | DEM AT CLIFTON HILL | 486 | | |
| 462 | | 92 | BROUGHT TO BYLANDS FROM HAWTHORN | 487 | | |
| 463 | | 93 | | 488 | | LAST SEEN OLD COLONISTS HOMES C. HILL |
| 464 | | 94 | | 489 | | |
| 465 | BRIGHTON Rd ST KILDA | 95 | | 490 | | |
| 466 | Inv at Mt Jwy | 96 | | 491 | | |
| 467 | at one time North with BRUNSWICK then Southwell | | MOUNT PANDORONG possibly to Brighton Rd WAS 90 WINDSOR | 492 | | |
| 468 | BRUNSWICK | | | 493 | | |
| 469 | | | | 494 | | |
| 470 | | | | 495 | | |
| 471 | | | | 496 | AL Yellow | |
| 472 | | | | 497 | a L Yellow | WRECKED AT MENTONE |
| 473 | | | | 498 | STK | |
| 474 | | | | 499 | AL Red | |
| 475 | | | | 500 | all L Red | |

| | | | | | | |
|-----|----------------------------|------------|-----------------|-----|----------------------------|---|
| 501 | ST KILDA TO QUEENSBERRY ST | | | 526 | BRUNSWICK | TO TOORAK |
| 502 | A LINES | LATER C.H. | | 527 | " | LATER TO NORTHCOLE |
| 503 | V B | | | 528 | ST K | |
| 504 | V B | | | 529 | ST K | |
| 505 | V B | | | 530 | TOORAK | |
| 506 | TOORAK | | | 531 | | |
| 507 | TOORAK | | | 532 | N m | |
| 508 | N m | | | 533 | N m | DROMANA |
| 509 | N m | | LAST SEEN LORNE | 534 | ST KILDA TO QUEENSBERRY ST | |
| 510 | all h. | | | 535 | NORTH FITZROY | |
| 511 | a L | | | 536 | NORTH FITZROY | |
| 512 | ST KILDA TO QUEENSBERRY ST | | | 537 | ALL LINES (GREEN) | 11 FELLOWS ST KEW DISMANTLED BY T.M. SV |
| 513 | BR | | | 538 | " | |
| 514 | V B | | | 539 | B Rd | |
| 515 | A L (V B) | LATER C.H. | | 540 | VICTORIA Bidge | LAST SEEN MACRAE |
| 516 | V B | | | 541 | | |
| 517 | V B | | | 542 | | |
| 518 | CLIFTON HILL | | | 543 | | |
| 519 | | | | 544 | | |
| 520 | | | | 545 | BRIGHTON ROAD ST KILDA | |
| 521 | BRUNSWICK | | | 546 | ST KILDA TO QUEENSBERRY ST | |
| 522 | | | | 547 | | |
| 523 | | | | 548 | ST KILDA TO QUEENSBERRY ST | |
| 524 | | | | 549 | N m | |
| 525 | | TO TOORAK | | 550 | N m | |

ADDITIONS TO FLEET OF CARS

1.7.1916 TO JUNE 30 1924

| | | | | |
|-----|------------------------------|---------------------------|-----|--------------------------------------|
| 551 | VB | | 576 | NORTHCOTE |
| 552 | VICTORIA BRIDGE | | 577 | |
| 553 | | LAST SEEN BOX HILL | 578 | |
| 554 | | | 579 | ELTHAM |
| 555 | | | 580 | |
| 556 | Sm | | 581 | |
| 557 | NICHOLSON ST | | 582 | |
| 558 | NICHOLSON STREET | | 583 | |
| 559 | | | 584 | |
| 560 | NORTH MELB | | 585 | |
| 561 | STK BEACH TO N.C. | | 586 | NORTHCOTE |
| 562 | | CAMPERDOWN | 587 | |
| 563 | NORTH CARLTON ST KILDA BEACH | | 588 | VICTORIA BRIDGE |
| 564 | | LAST TO SHOW DESTINATIONS | 589 | FAIRFIELD |
| 565 | NORTH MELB | DEP. AT KANGAROO GROUNDS | 590 | BR |
| 566 | | | 591 | VB |
| 567 | | | 592 | VB |
| 568 | SM MELB | | 593 | BR |
| 569 | | | 594 | BR |
| 570 | NICHOLSON ST | | 595 | PORT MELBOURNE A WRECK AT BYLANDS |
| 571 | NICHOLSON STREET | | 596 | DESTROYED AT WELLS RD. CARRUPA |
| 572 | Jmy | | 597 | Pm |
| 573 | VB | | 598 | Pm |
| 574 | Leath | | 599 | IVB |
| 575 | NORTHCOTE | | 600 | VB |
| | | | 601 | Leath |

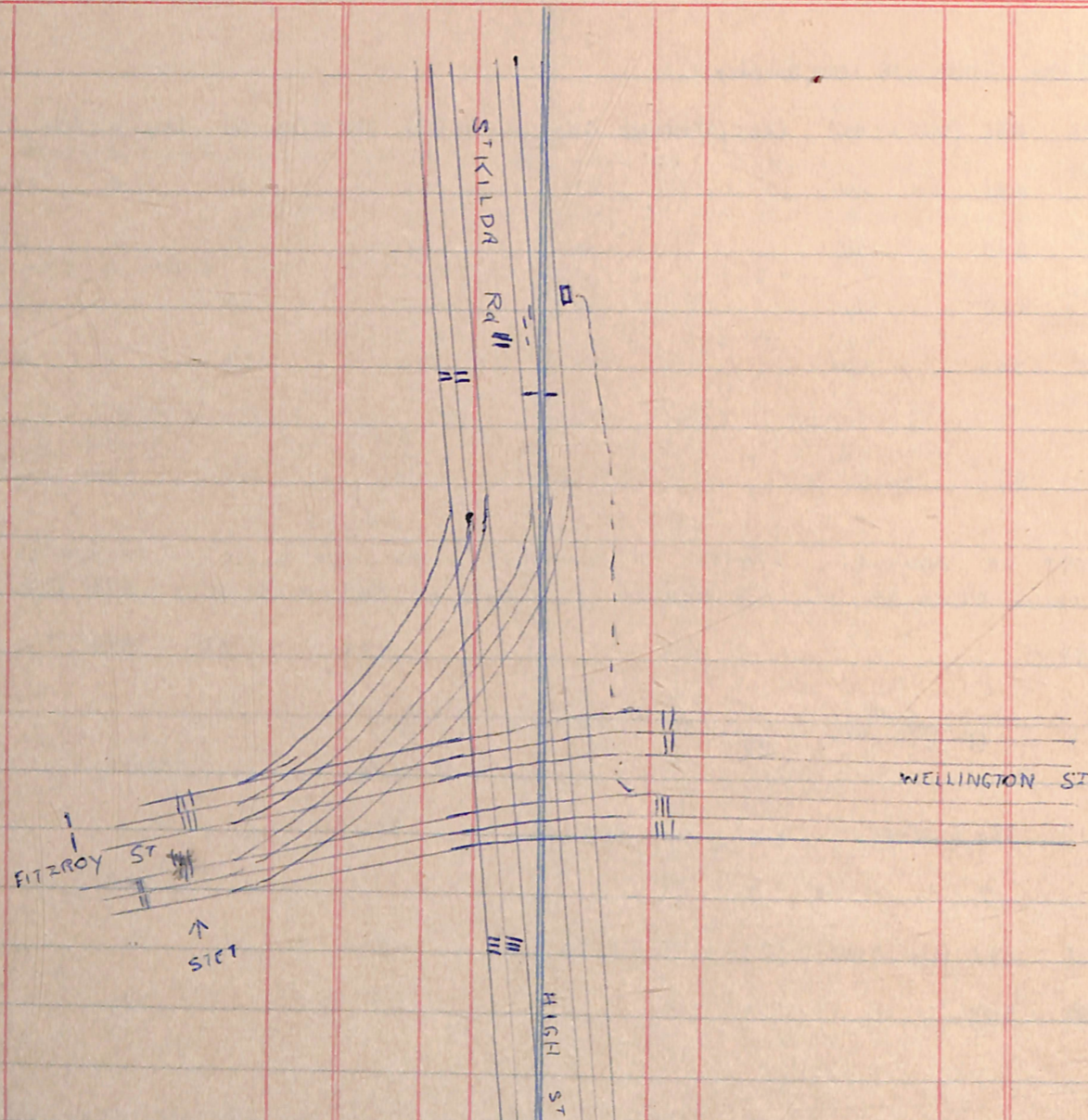
| | | | | | | | | | | |
|---------------------------|----------------------------|-----|--------------------------------|-------------|---------------|---------|--------|-------|--|-------|
| July 1 st 1916 | TAKEN OVER FROM COMPANY | | | | | | | | | Total |
| | DUMMIES 480 (LAST NO 481) | 482 | CARS (STANDARD 460) | LAST NO 539 | BOGIE CARS 56 | SMALL 4 | OPEN 2 | Zoo 2 | | 1004 |
| July 1 1917 | TO YEAR ENDED 30 JUNE 1917 | 490 | BUILT 10 NEW DUMMIES & 12 CARS | LN# 491 | 56 | 4 | 2 | 2 | | 1026 |
| July 1 1918 | JUN. 1918 | 515 | BUILT 25 DUMMIES | LN# 551 | 56 | 4 | 2 | 2 | | 1064 |
| July 1 1919 | JUN 1919 | 539 | BUILT 24 DUMMIES | LN# 551 | 56 | 4 | 2 | 2 | | 1086 |
| July 1 1920 | JUN 1920 | 549 | BUILT 10 DUMMIES & 2 CARS | LN# 551 | 56 | 4 | 2 | 2 | | 1098 |

(561) THE REPORT FOR 1921 WAS NOT AVAILABLE
 1921 BUILT 25 DUMMIES 27 CARS
 1921 574 LAST NO 575 514 592 + 1 58 2 2 1150
 Prob No 21
 THE REPORT OF 30/6/1922 STATES 11 dummies & 22 CARS BUILT THEREFORE AT 30/6/1921
 Dummies would be = AS STATED 30/6/1922 = 585 MINUS 11 = 574 AS AT 30/6/1921
 CARS 536 " 22 = 514 "

| | | | | | |
|--------------|-------------------|-----|-------------|-----|-------|
| JUNE 30 1922 | DUMMIES | 22 | CARS | 200 | Total |
| | 585 (LN# 585) | 536 | (LAST 598) | 4 | 1183 |
| | 7 | 3 | | | |
| JUNE 30 1923 | 592 (LAST NO 592) | 539 | LAST NO 601 | 4 | 1193 |
| JUN 30 1924 | 592 | 539 | | NIL | 1189 |

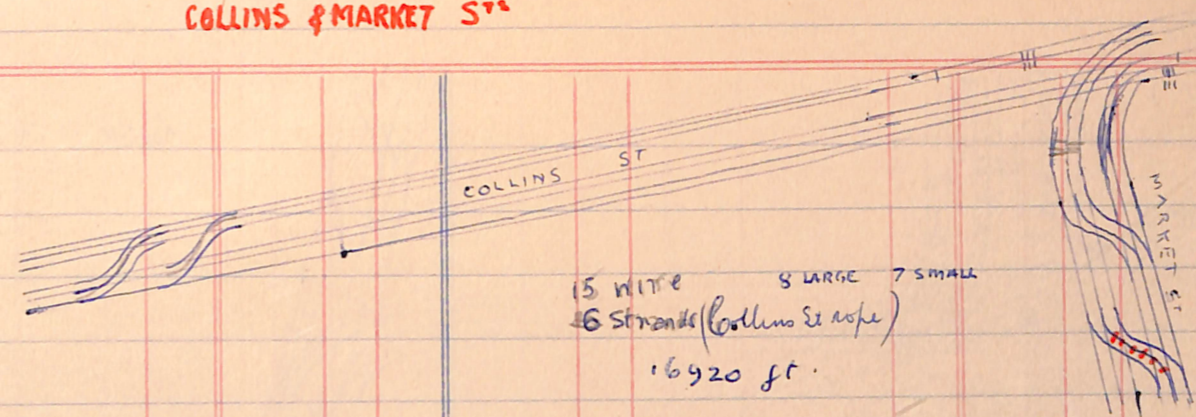
THE M&M TB TOOK OVER THE NORTHCOTE CABLE LINE 1 Feb 1920 AND ACQUIRED 12 DUMMIES & 13 CARS IN A SUB STANDARD STATE. A TEMPORARY SUBSTITUTE FLEET WAS ASSEMBLED FROM OTHER SUBURBAN SHEDS WHILE NEW DUMMIES AND CARS WERE BUILT - DUMMIES 552 TO 565 = 14 AND CARS 575 TO 587 = 13 (DUMMY 543 & CARS 390 & 527 REMAINED AFTER THE NEW TRAINS ARRIVED MAKING A TOTAL OF 15 SETS.)
 THE BOARD RECONDITIONED A FEW OF THE DUMMIES AND NUMBERED THEM 572-575 AND RAN THEM AT RICHMOND. THREE CARS WERE SALVAGED AND NUMBERED 590, 591, 592.
 AT THIS TIME AS THE BOARD BUILT NEW CARS - THEY FILLED IN THE NUMBERS THAT HAD BEEN MISSED VIZ. 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 36, 37, 178, 179 & 456 AND ONE DUMMY 176 WHICH HAD BEEN SOLD TO NORTHCOTE MANY YEARS BEFORE
 TWO DUMMIES 434

S'KILDA JUNCTION. CABLE OPERATION

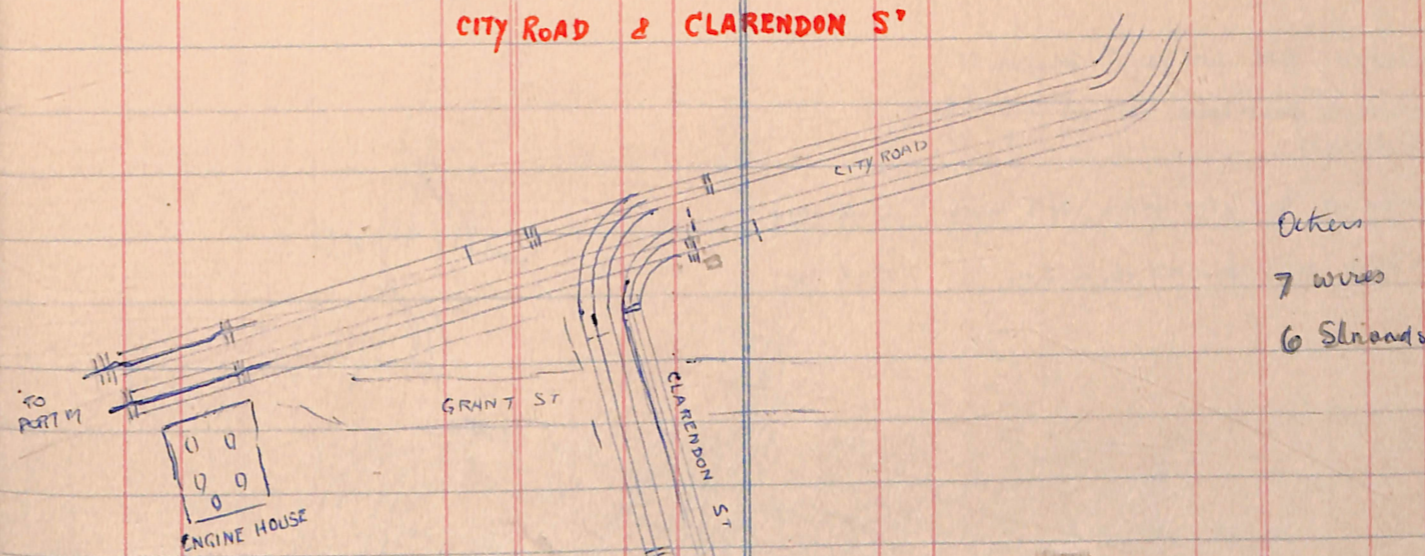


Cross overs?
 Throw rope, where?

COLLINS & MARKET ST^s

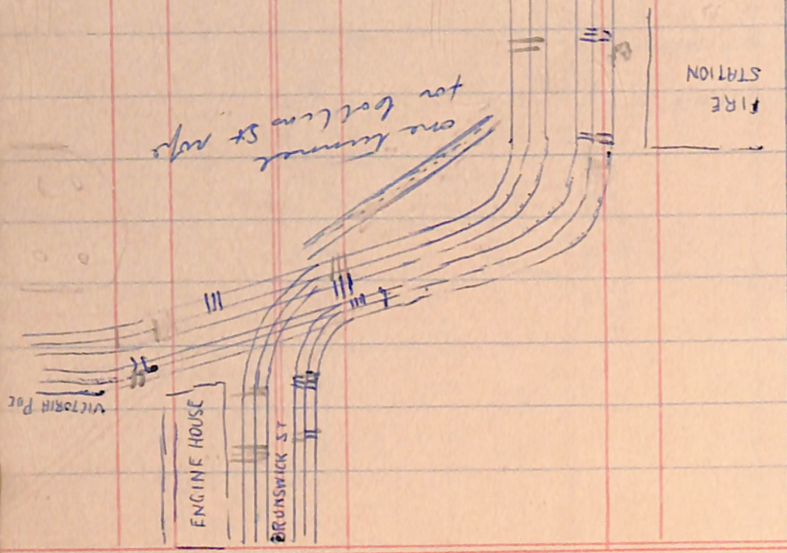


CITY ROAD & CLARENDON ST^s



The rope for South MELBOURNE
 between CLARENDON ST & ENGINE HOUSE
 uses City Rd Tunnel
 APPROX 1100 ft.

CROSS OVER
 IN PARK ST near Clarendon St; YES



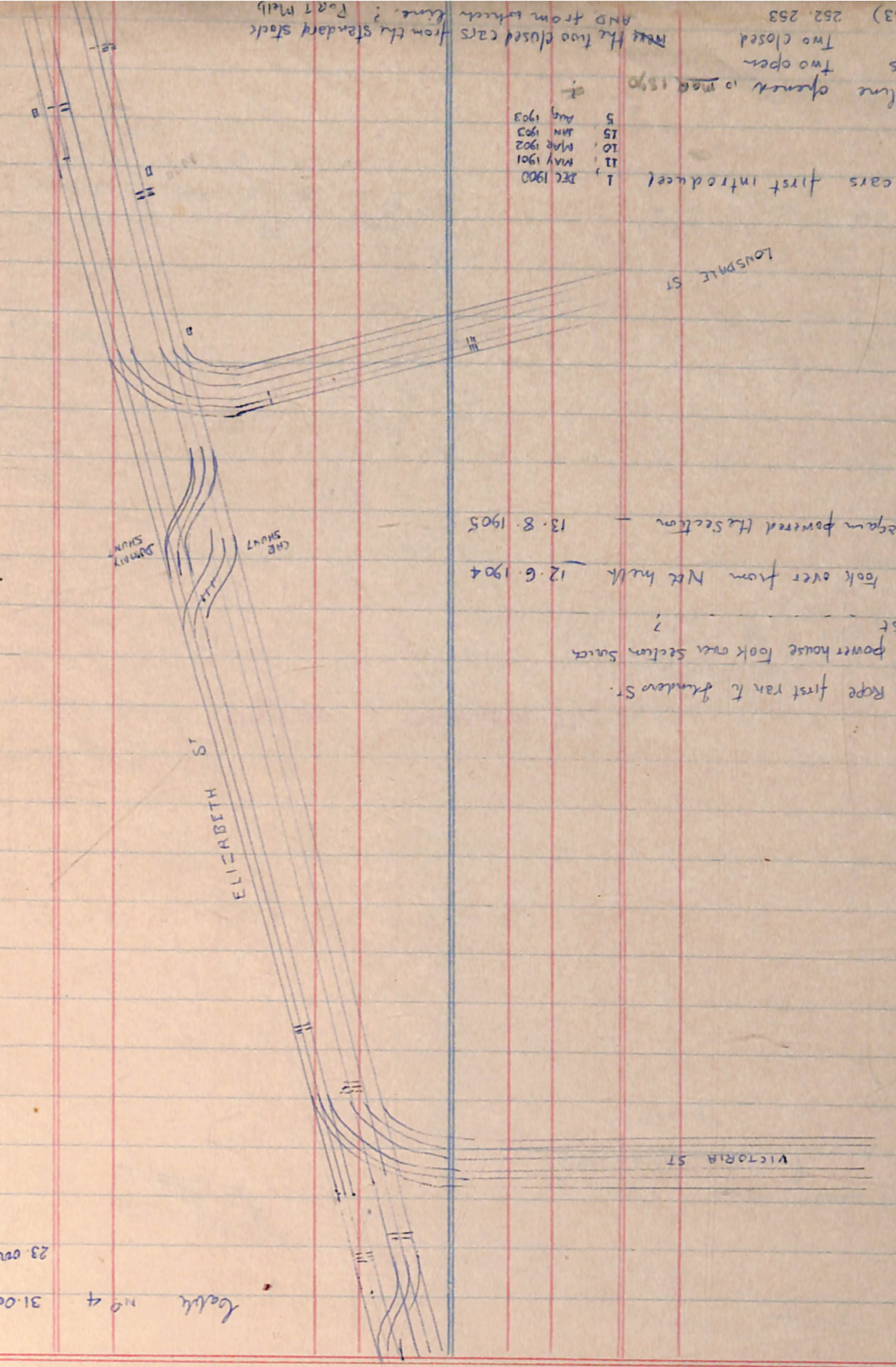
The auxiliary rope at
 location will now power
 by entering the engine house
 in Brunswick St

SOME DRIVERS ARE OVERCARRYING THE CABLE AT THROW MARK ON THE UP
 TRACK AT JUNCTION OF VICTORIA ST & BRUNSWICK ST AND CAUSING
 DAMAGE TO THE AUXILIARY CABLE
 CARE TO BE TAKEN AT THIS POINT. DRIVERS TO THROW CABLE
 IMMEDIATELY FRONT OF DUMPY IS ON THROW MARK
 CRIPPLEN VICTORIA S
 THROW MARK OPPOSITE FITZROY POWER HOUSE

4 MTR INSTRUCTION (NO 1169) 2/11/27

Auxiliary Rope.
 Throw
 pick up.

Cable No 4 31,000 lbs
 23,000 11/2/89.



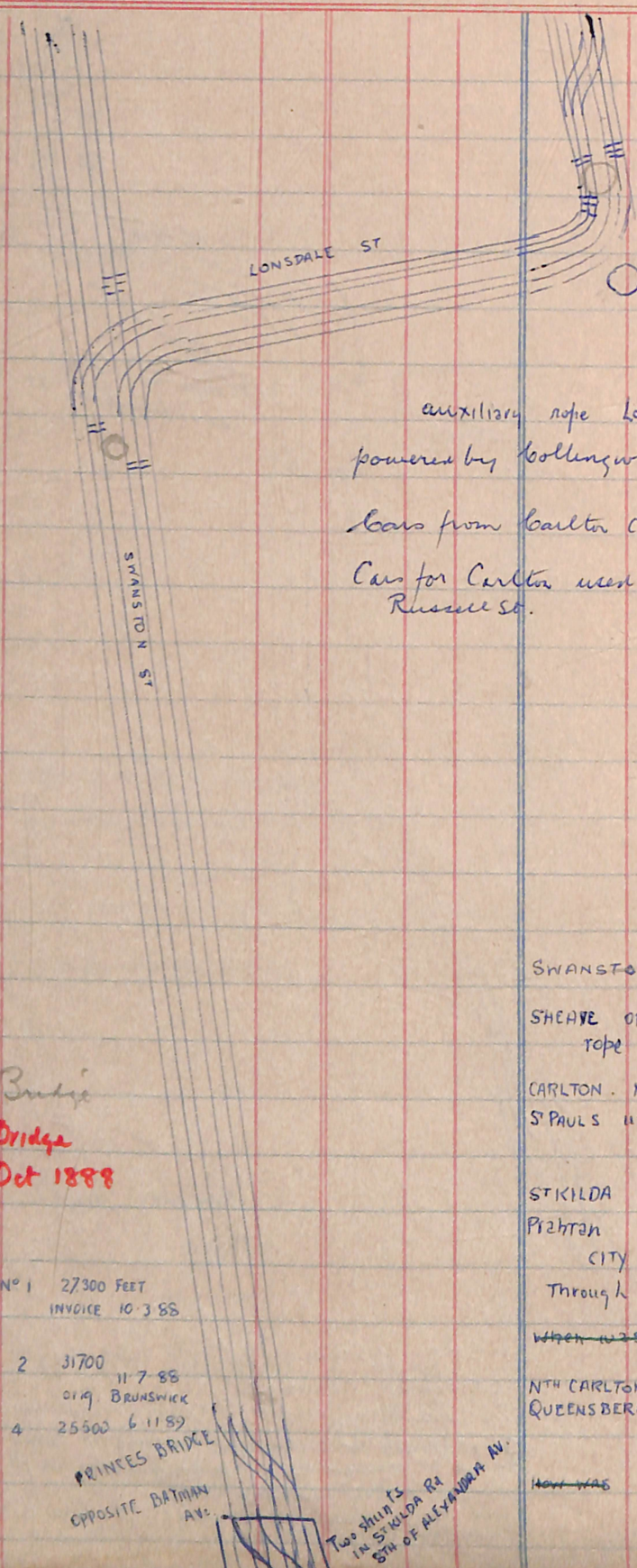
Boyle cars first introduced
 1, DEC 1900
 11, MAY 1901
 10, MAR 1902
 5, JAN 1903
 5, AUG 1903

700 line opened 10 MAR 1890
 4 cars
 2 open
 2 closed
 252, 253

AND from broken line: Port Melbourne
 from the Standard stock

Brimswick Rope first ran to Dundas St.
 North Melbourne power house took over section south
 of Victoria St
 Brunswick took over from Nth hulk 12.6.1904
 Nth hulk again powered the section 13.8.1905

42 (452) 43 (453)



auxiliary rope Lonsdale St.
 powered by Collingwood sheave
 Cars from Carlton Coaster from Russell St. into Swanston St
 Cars for Carlton used Auxiliary rope from Swanston St into
 Russell St.

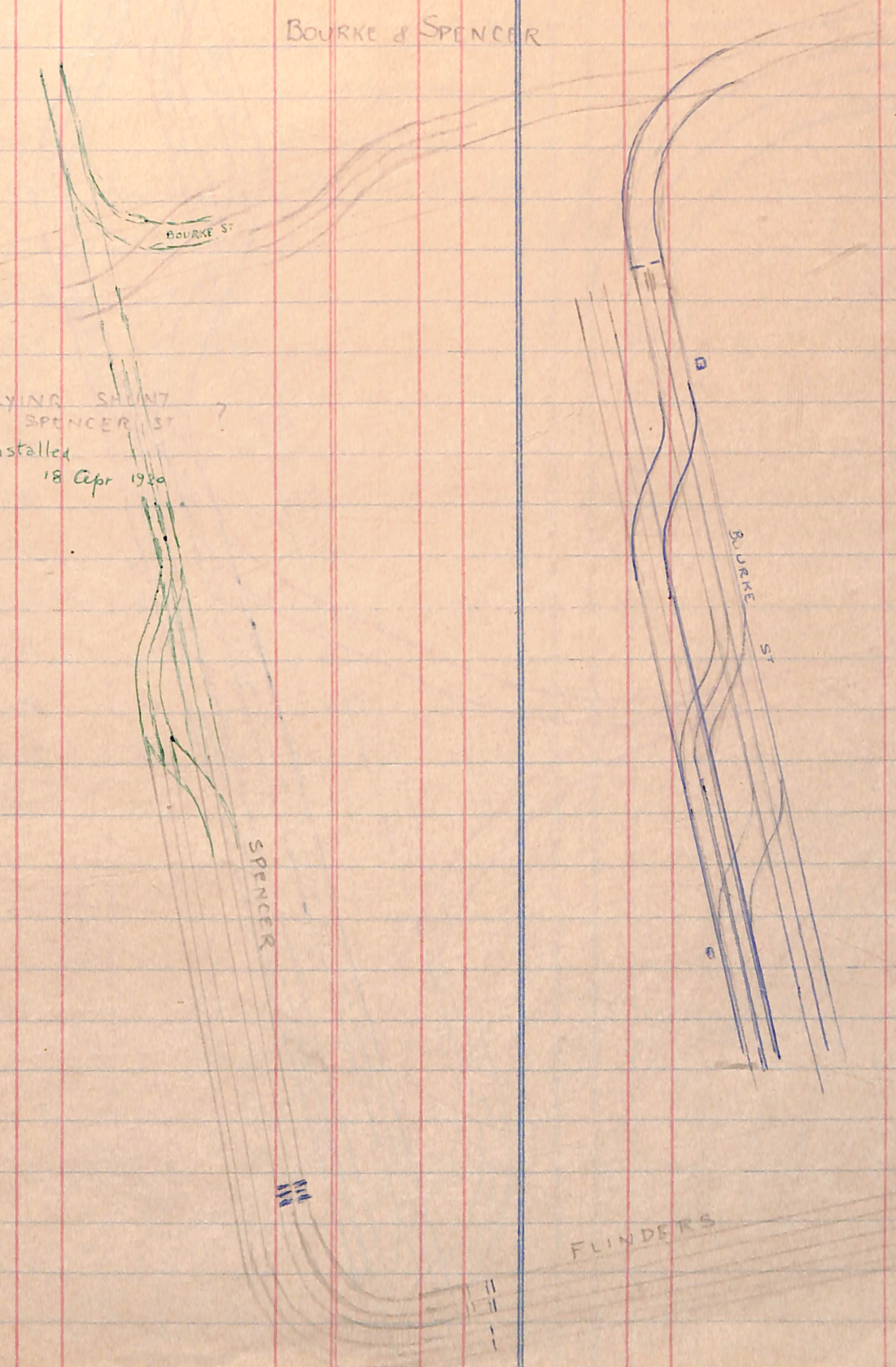
NO 1 18300 19300'
 3 24900'

Princes Bridge
 St Kilda Rd Bridge
 open 4 Oct 1888

ROPE
 ST KILDA - CITY NO 1 27300 FEET
 INVOICE 10-3-88
 2 31700 11-7-88
 019 BRUNSWICK
 4 25500 6-11-89
 PRINCES BRIDGE
 OPPOSITE BATMAN
 AV.

Two shunt
 in St Kilda Rd
 Sth of Alexandra Av.

SWANSTON ST
 SHEAVE OPPOSITE ST PAUL'S CATH DEC 1887
 rope originally powered from JOHNSON ST
 CARLTON. NTH CARLTON Queensberry St shunted at
 ST PAULS until 23-2-1890
 ST KILDA OPENED 11 OCT 1888 Toorak 15 18-2-89 Sub
 PICTON 26 Oct 1888 25 5-89 PB
 CITY TERMS. SOUTH SIDE OF FLINDERS ST 23-2-90 Q ST
 Through routed 23-2-1890
~~When was~~ ST KILDA Road rope extended to Queensberry St
 20-1-1889
 NTH CARLTON OPENED 9-2-89
 QUEENSBERRY ST 12-10-1888 (horse cars) from Lonsdale St
 20 JAN 1889 (cable) from Cathedral
~~How was~~ LONSDALE ST to Queensberry St powered ST KILDA Rd
 20 JAN 1889 NO 2 ROPE City ROPE



FLYING SHUNT
 SPENCER ST
 installed
 18 Apr 1920

BOURKE & SPENCER

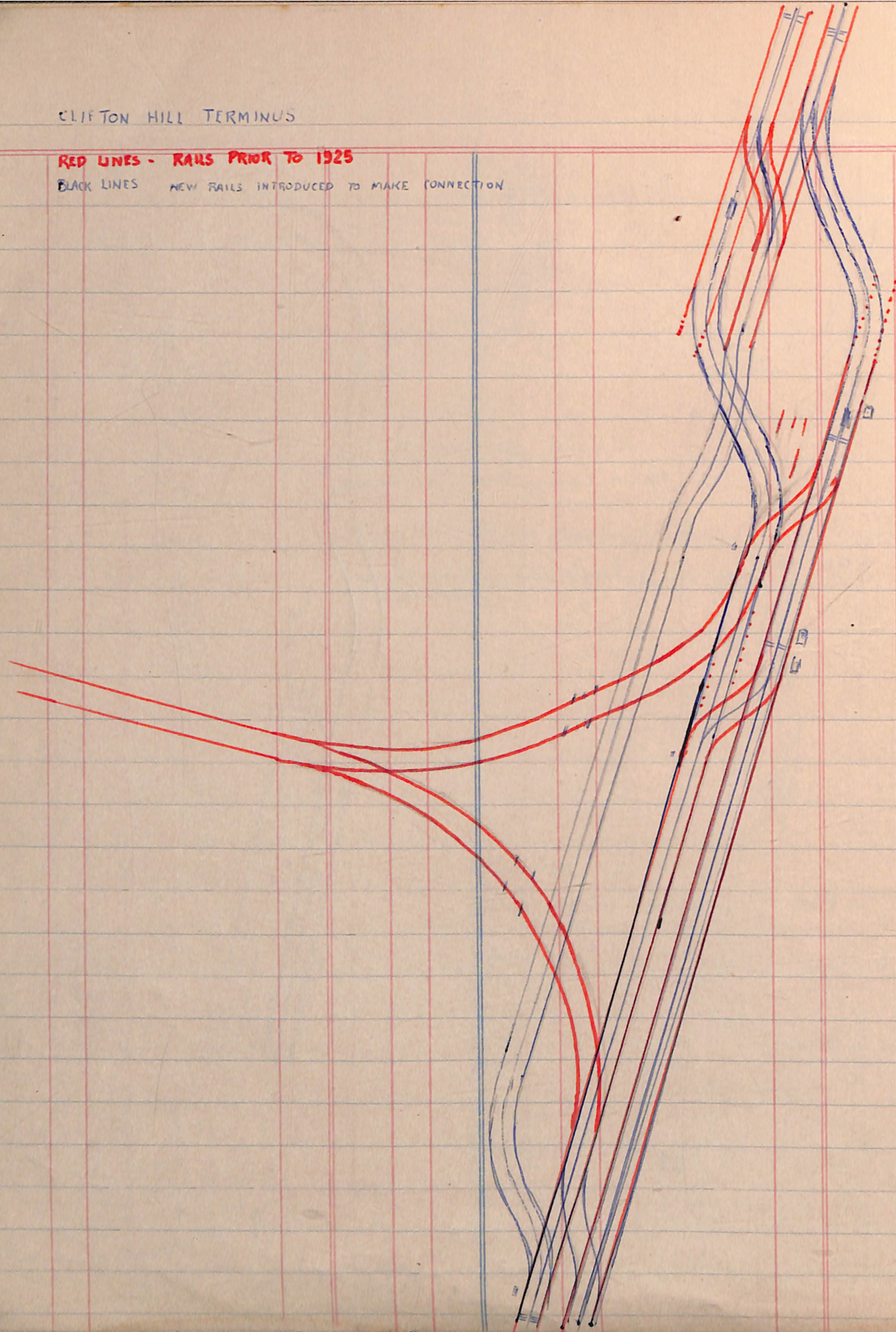
FLINDERS

MARKET

CLIFTON HILL TERMINUS

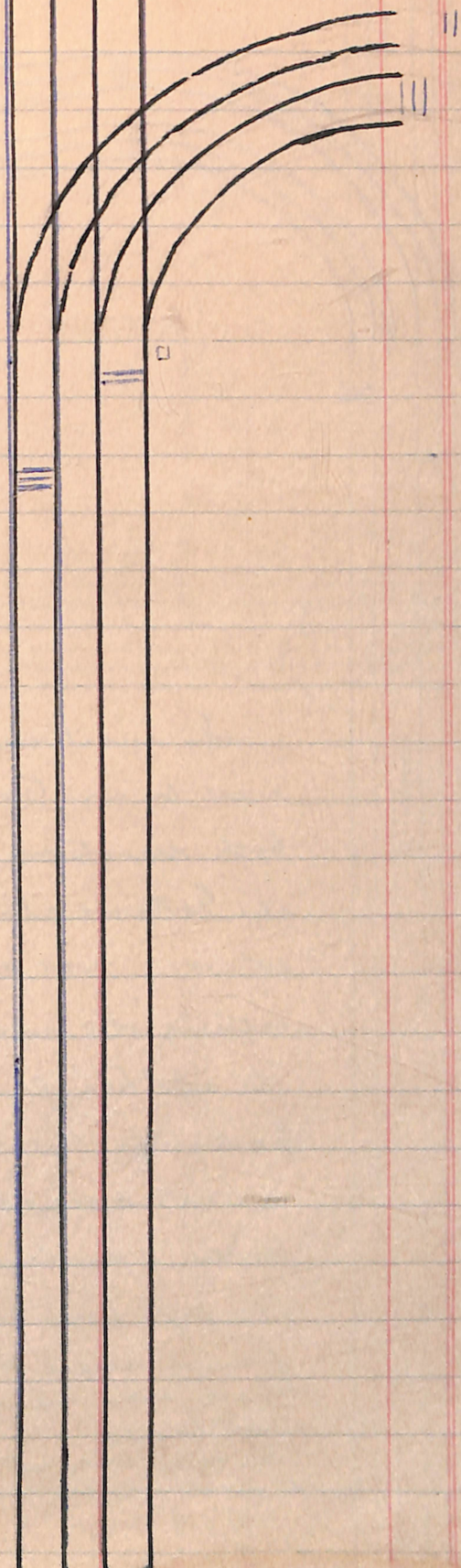
RED LINES - RAILS PRIOR TO 1925

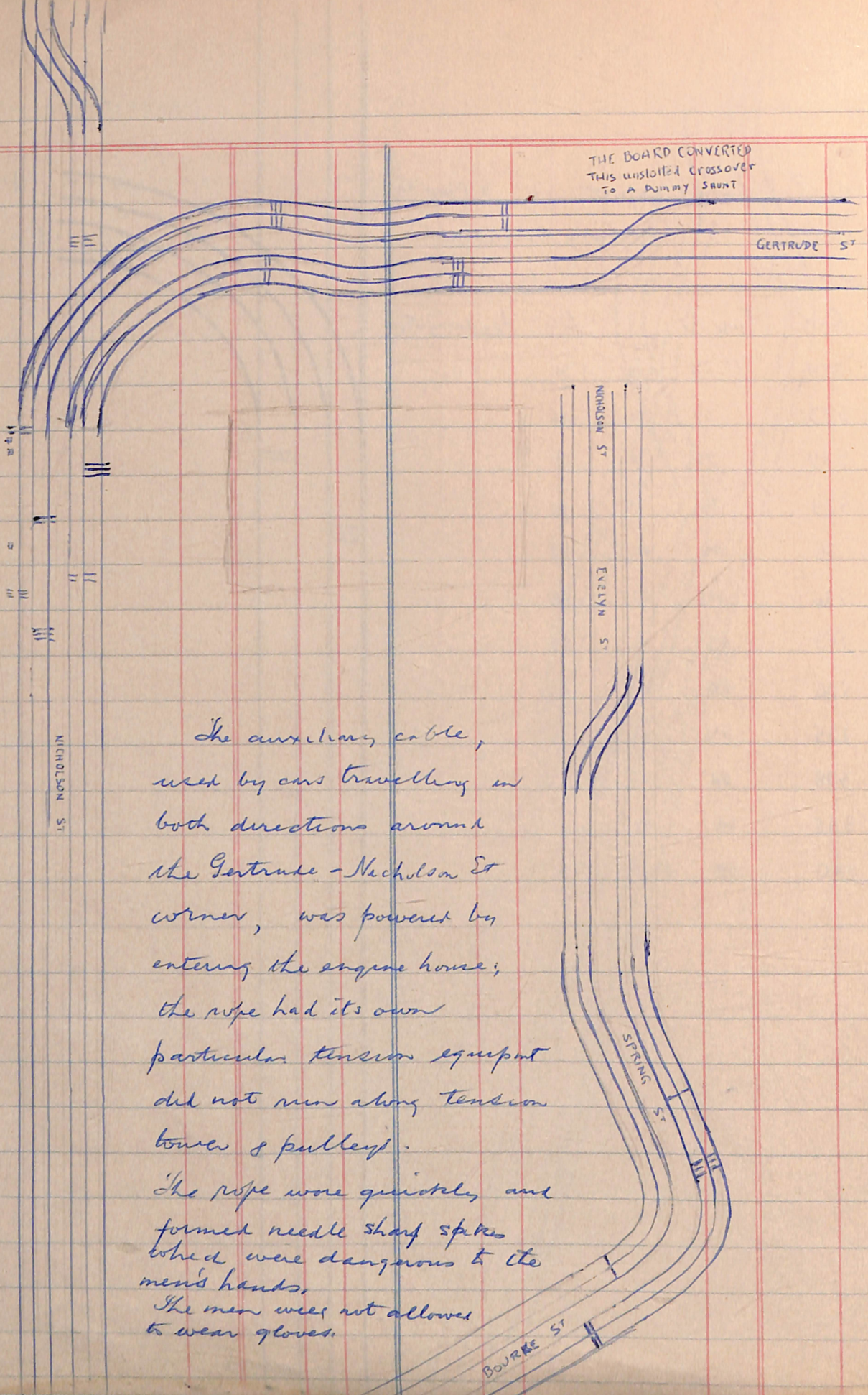
BLACK LINES NEW RAILS INTRODUCED TO MAKE CONNECTION



Copy of P Boland's report of 5 MAR 35
Cars arriving at Thornbury Terminus
(Dundas St) from the City

| Run | Car | Time Ar. | Time Dep. | Time Ar. |
|-----|-----|----------|-----------|----------|
| 31 | 379 | 11 28 | 11 28 | 11 31 |
| 32 | 523 | 29 | 31 | 34 |
| 33 | 599 | 29½ | 34 | 37 |
| 34 | 579 | 36½ | 37 | 40 |
| 35 | 36 | 38 | 40 | 43 |
| 13 | 530 | 38½ | 43 | 46 |
| 14 | 563 | 45 | 46 | 49 |
| 8 | 506 | 48 | 49 | 52 |
| 7 | 335 | 51½ | 52 | 55 |
| 36 | 598 | 54 | 55 | 58 |
| 19 | 555 | 56 | 58 | 12-1 |
| 1 | 540 | 59 | 12-01 | 4 |





THE BOARD CONVERTED
THIS unslotted crossover
TO A DUMMY SHUNT

GERTRUDE ST

NICHOLSON ST

EVAN ST

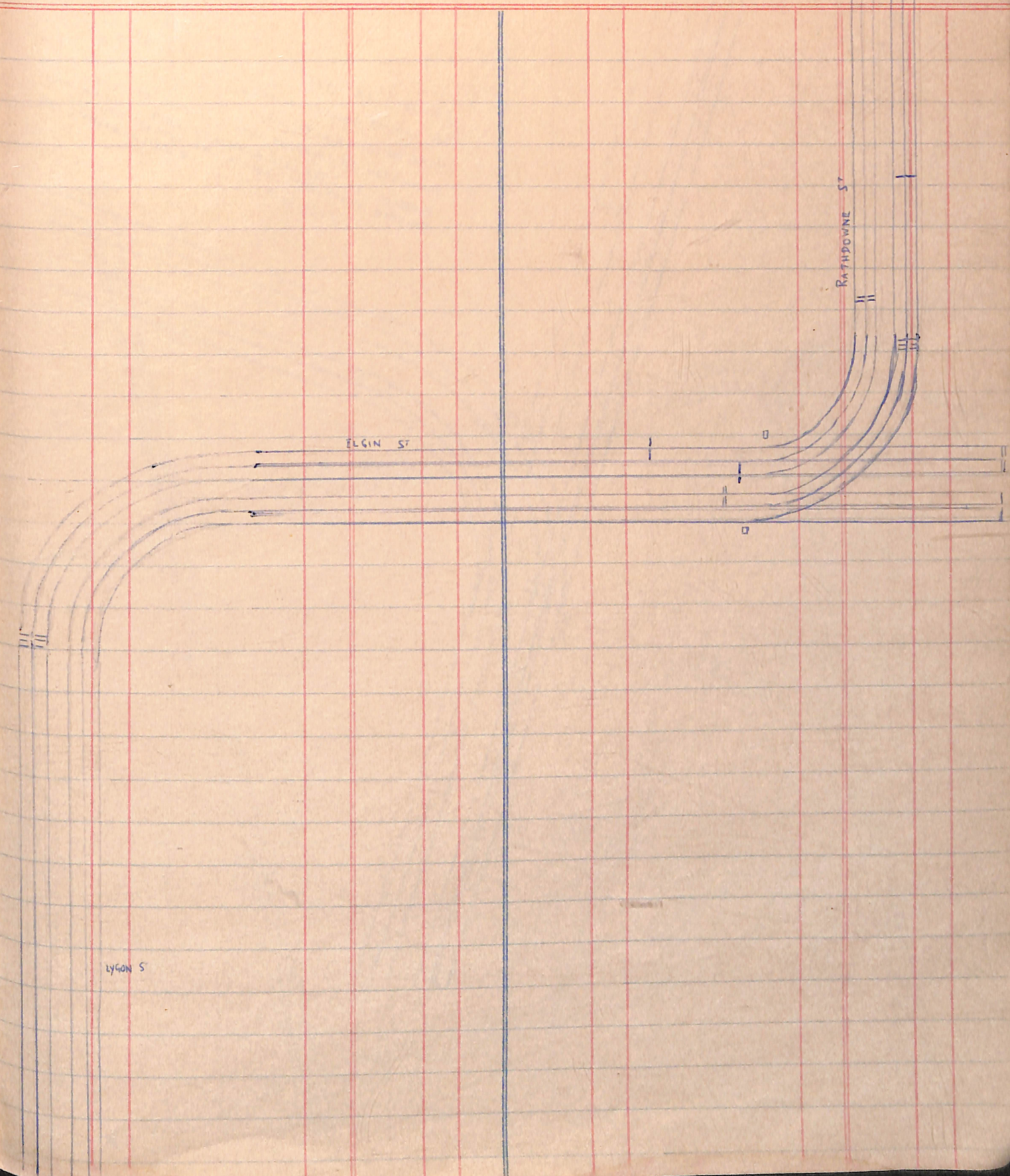
SPRING ST

BOURKE ST

The auxiliary cable,
used by cars travelling in
both directions around
the Gertrude - Nicholson St
corner, was powered by
entering the engine house;
the rope had its own
particular tension equipment
did not run along tension
tower & pulley.

The rope wore quickly and
formed needle sharp spikes
which were dangerous to the
men's hands.
The men were not allowed
to wear gloves.

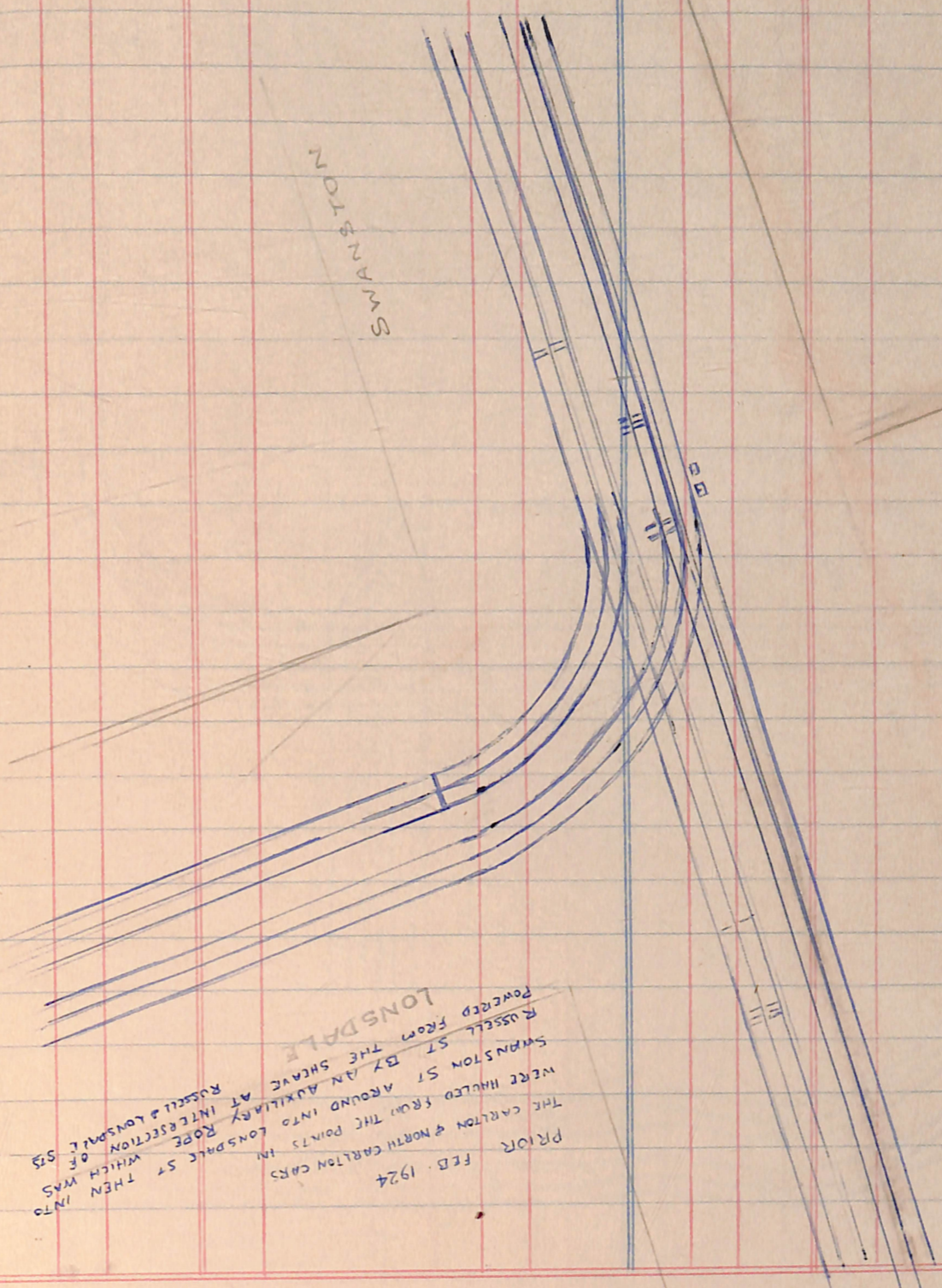
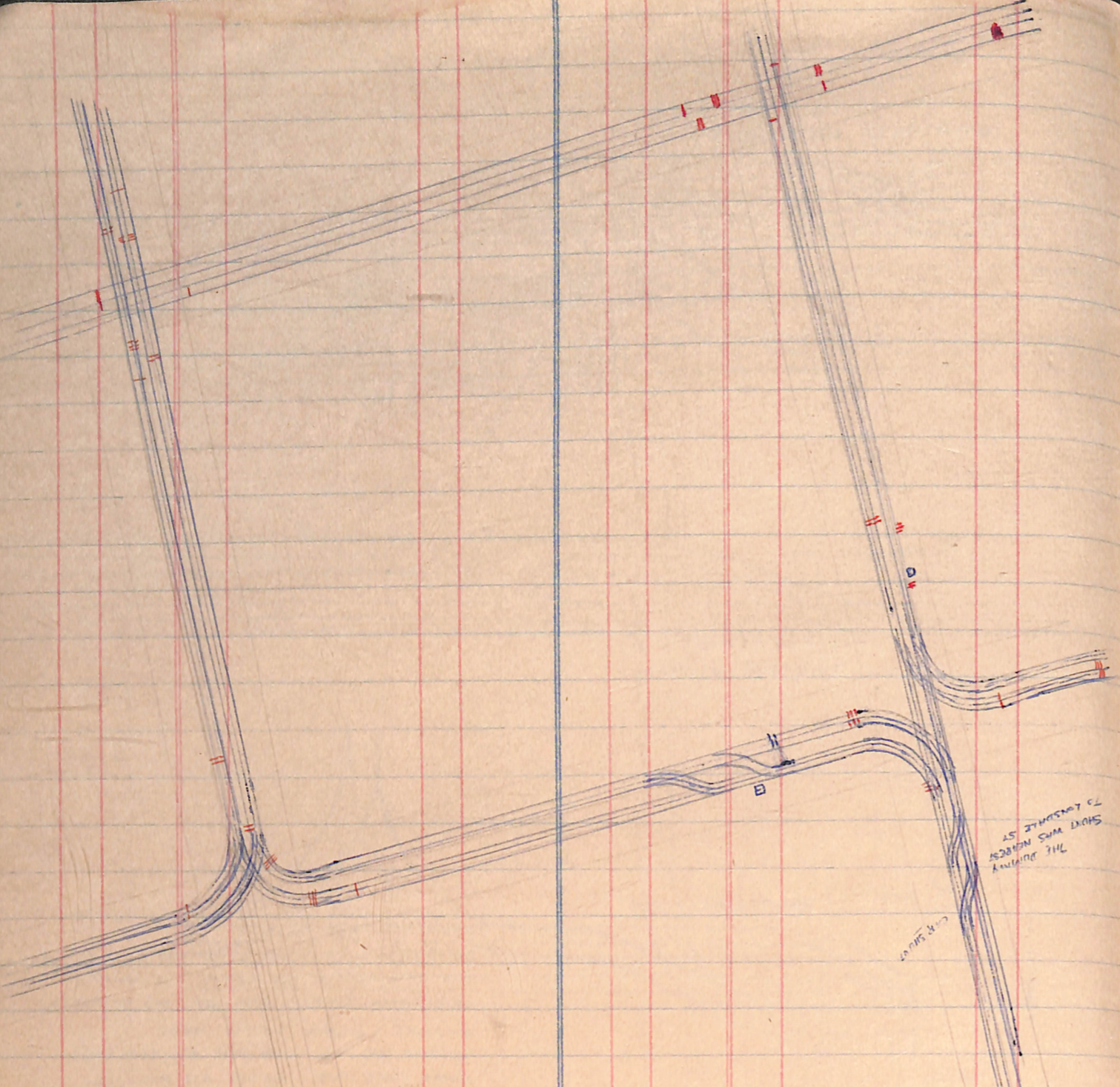
The engine house at NC terminus
was constructed with provision for two ropes
only one was used the other was intended
for an extension to East Brunswick via
Park St & Lygon St.



ELGIN ST

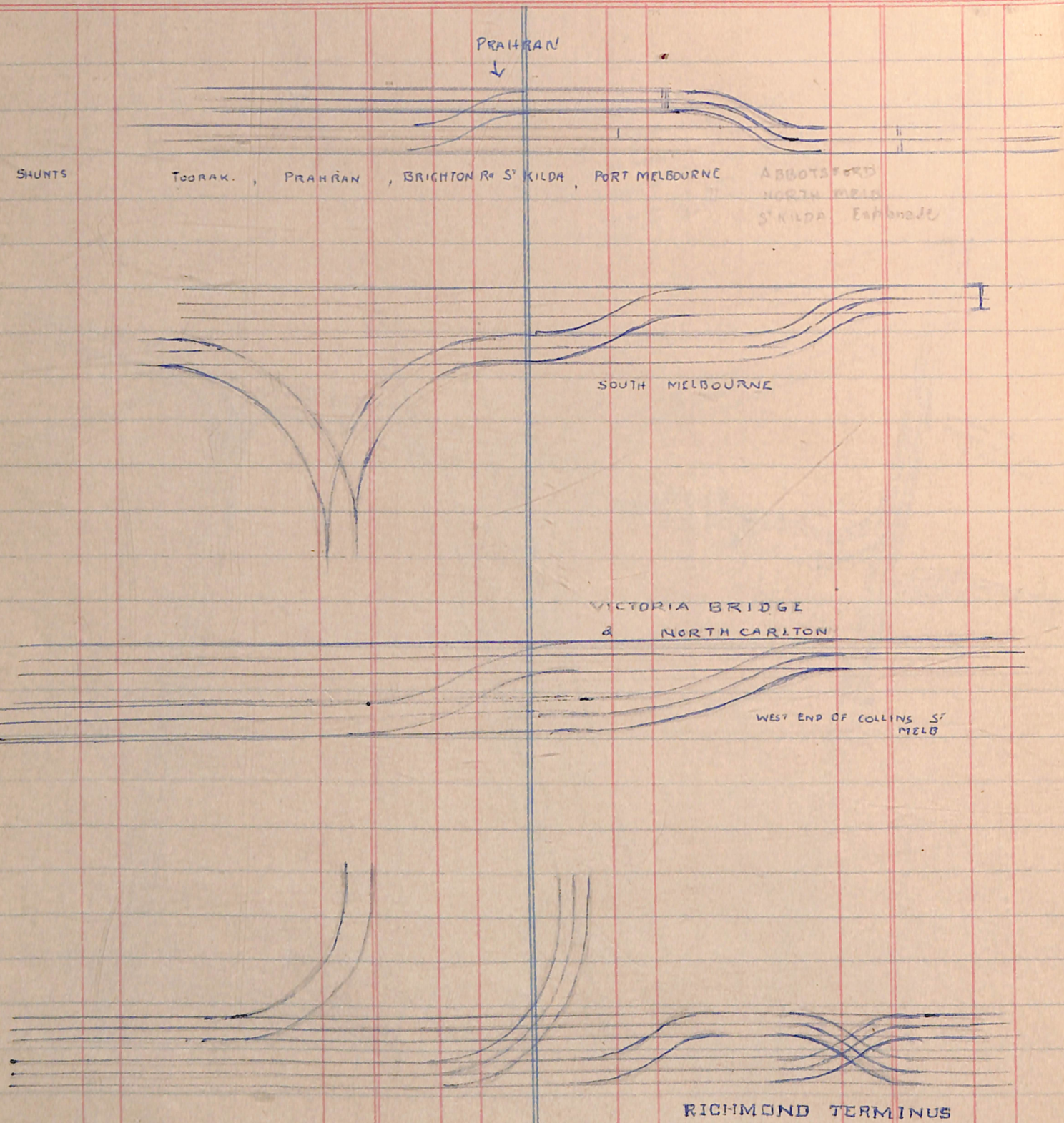
LYGON ST

RATHOVNE ST



PRIOR FEB. 1924
 THE CARLTON & NORTH CARLTON CARS WERE HAULED FROM THE POINTS LONSDALE ST WHICH WAS POWERED FROM THE SHEAVE AT INTERSECTION OF STS SWANSTON ST BY AN AUXILIARY ROPE WHICH WAS

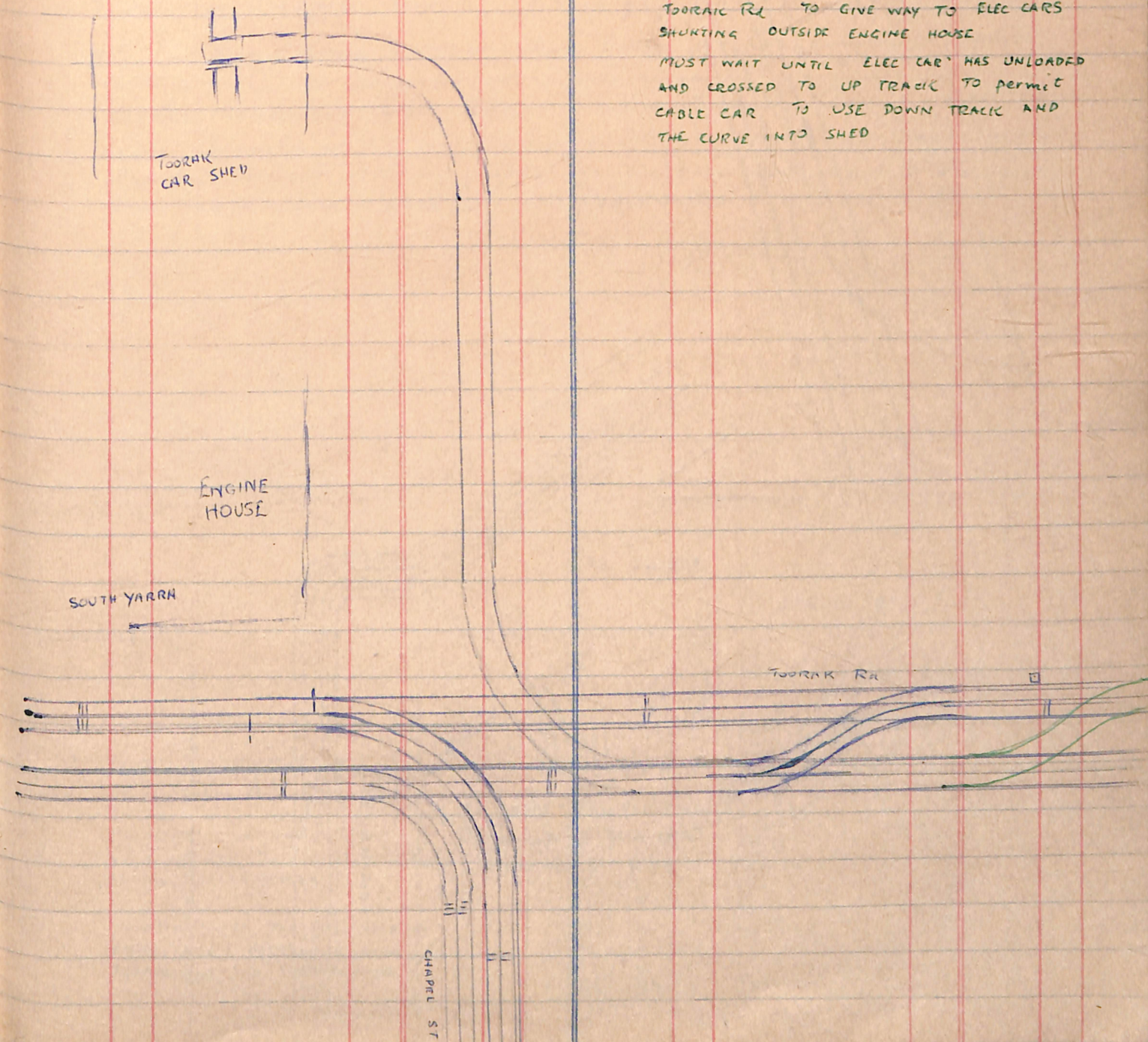
LONSDALE



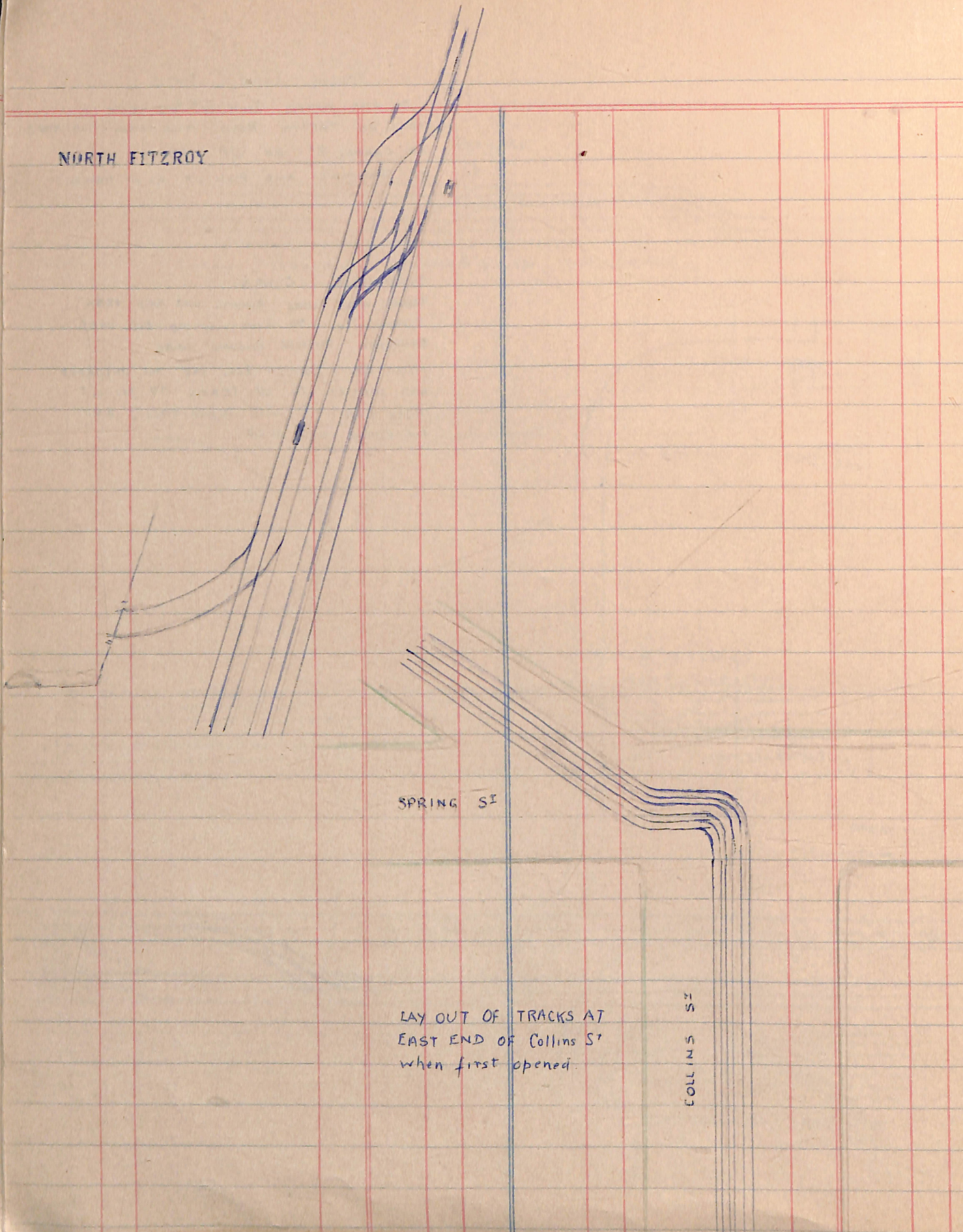
TOORAK LINE CNO 15

ON AND AFTER SUN 5th SEP 1926
 CARS ON TOORAK ROAD WILL CARRY THE ROPE
 AT CHAPEL ST ON UP TRACK INSTEAD
 OF THROWING AND PICK UP AS AT PRESENT

25 AUG 1926 C NO 5
 TOORAK CABLE CARS RUNNING INTO SHED FROM
 TOORAK RL TO GIVE WAY TO ELEC CARS
 SHUNTING OUTSIDE ENGINE HOUSE
 MUST WAIT UNTIL ELEC CAR HAS UNLOADED
 AND CROSSED TO UP TRACK TO PERMIT
 CABLE CAR TO USE DOWN TRACK AND
 THE CURVE INTO SHED



NORTH FITZROY

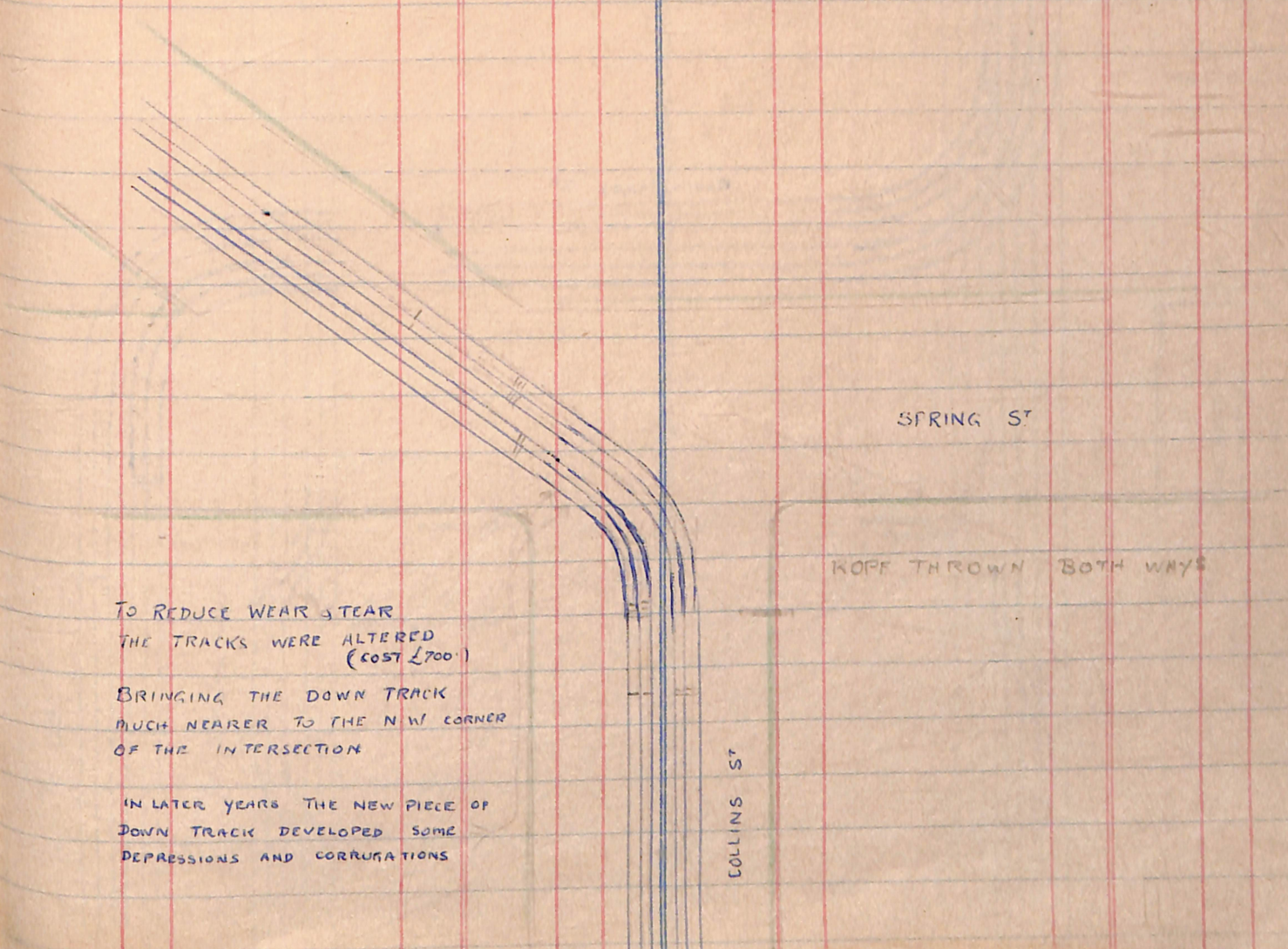


LAY OUT OF TRACKS AT EAST END OF COLLINS ST when first opened.

COLLINS ST

SPRING ST

Collins St cable cars carried the rope over Swinston St
 Notice 553 of 13/11/26. (M.M.T.B.)
 "Immediately after arriving at double cross marks. (++) thus) opposite centre entrance of George & George, drivers of cars going West must reduce speed, place grip lever in safety notch, at the same time bringing their train under complete control, and proceed to Swinston St at low speed.
 After receiving "GO" signal from automatic signal, cars must cross Swinston St at low speed with grip lever in safety notch. The rope must not be gripped until cars have passed through the pedestrian stream on West side of Swinston St.



TO REDUCE WEAR & TEAR THE TRACKS WERE ALTERED (COST £700) BRINGING THE DOWN TRACK MUCH NEARER TO THE NW CORNER OF THE INTERSECTION.

IN LATER YEARS THE NEW PIECE OF DOWN TRACK DEVELOPED SOME DEPRESSIONS AND CORRUGATIONS

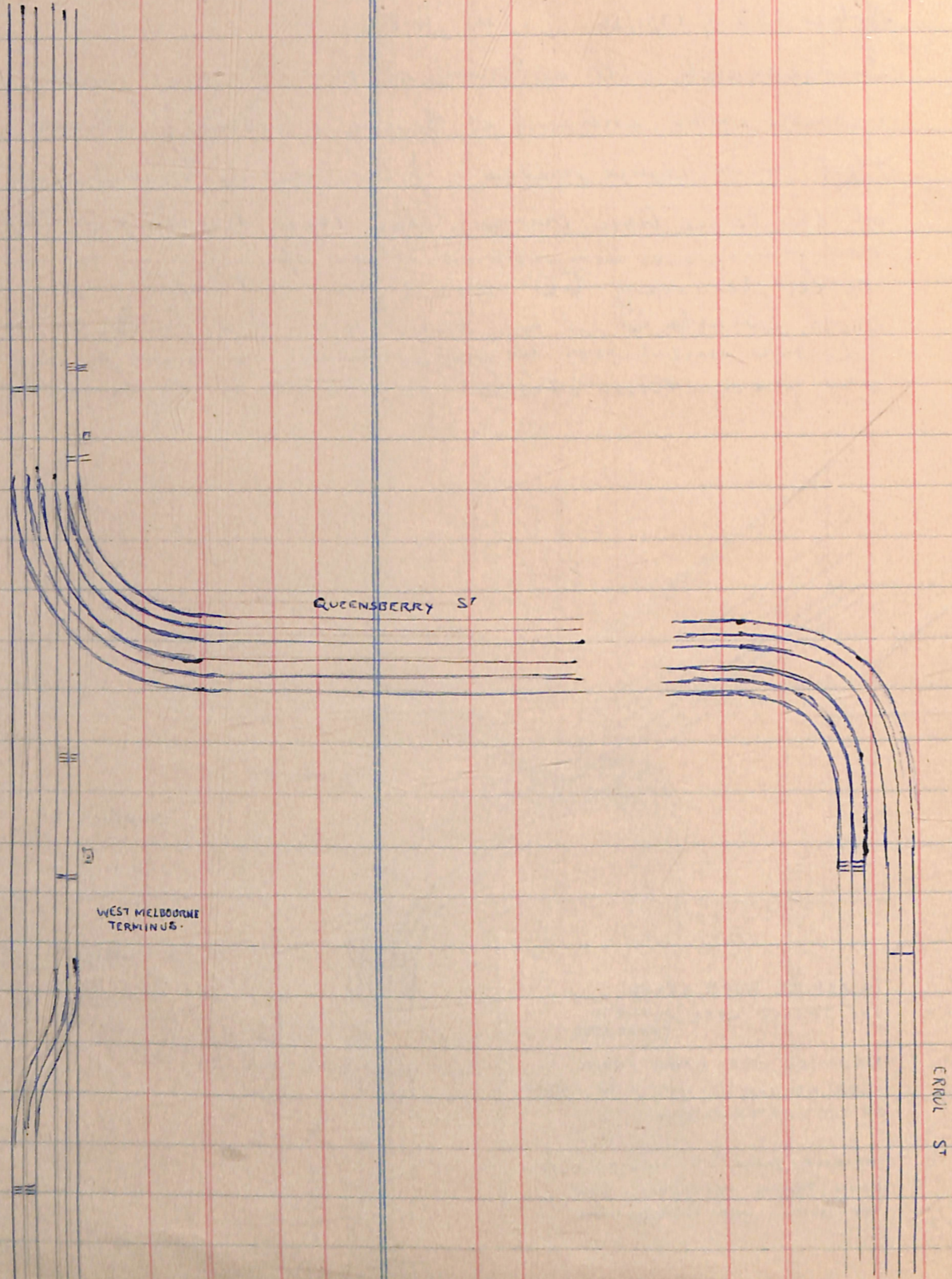
SPRING ST

ROPE THROWN BOTH WAYS

COLLINS ST

NORTH MELBOURNE
ENGINE HOUSE

ABBOTSFORD ST



WEST MELBOURNE
TERMINUS

QUEENSBERRY ST

CRUICK ST

DUMMY SHUNT
OPPOSITE BATMAN AVE.

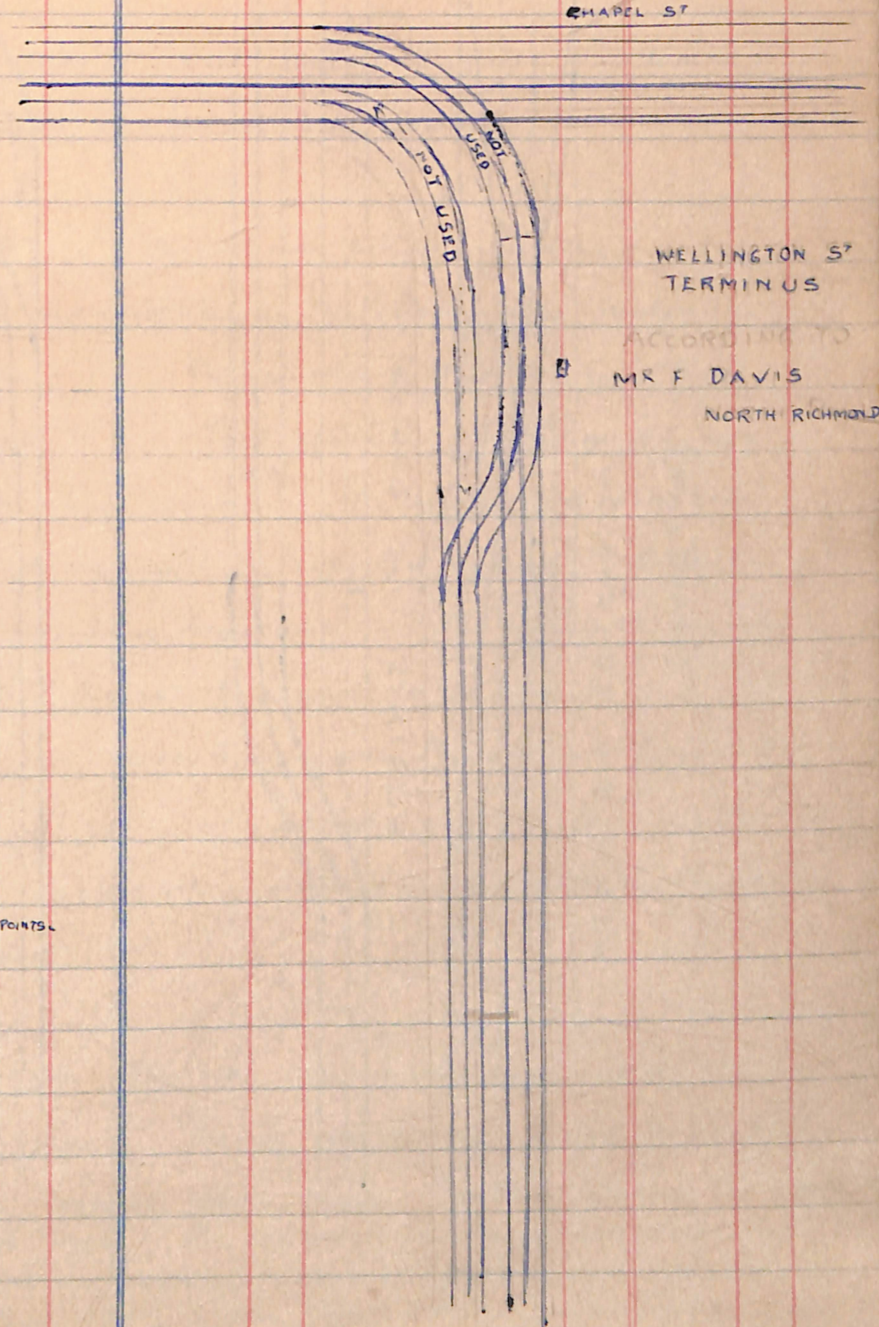
PRINCES BRIDGE

ST KILDA ROAD

HAND PICK UP
DUMMY SHUNT
RUBBER WEDGES IN POINTS

FACING POINTS LOCKED

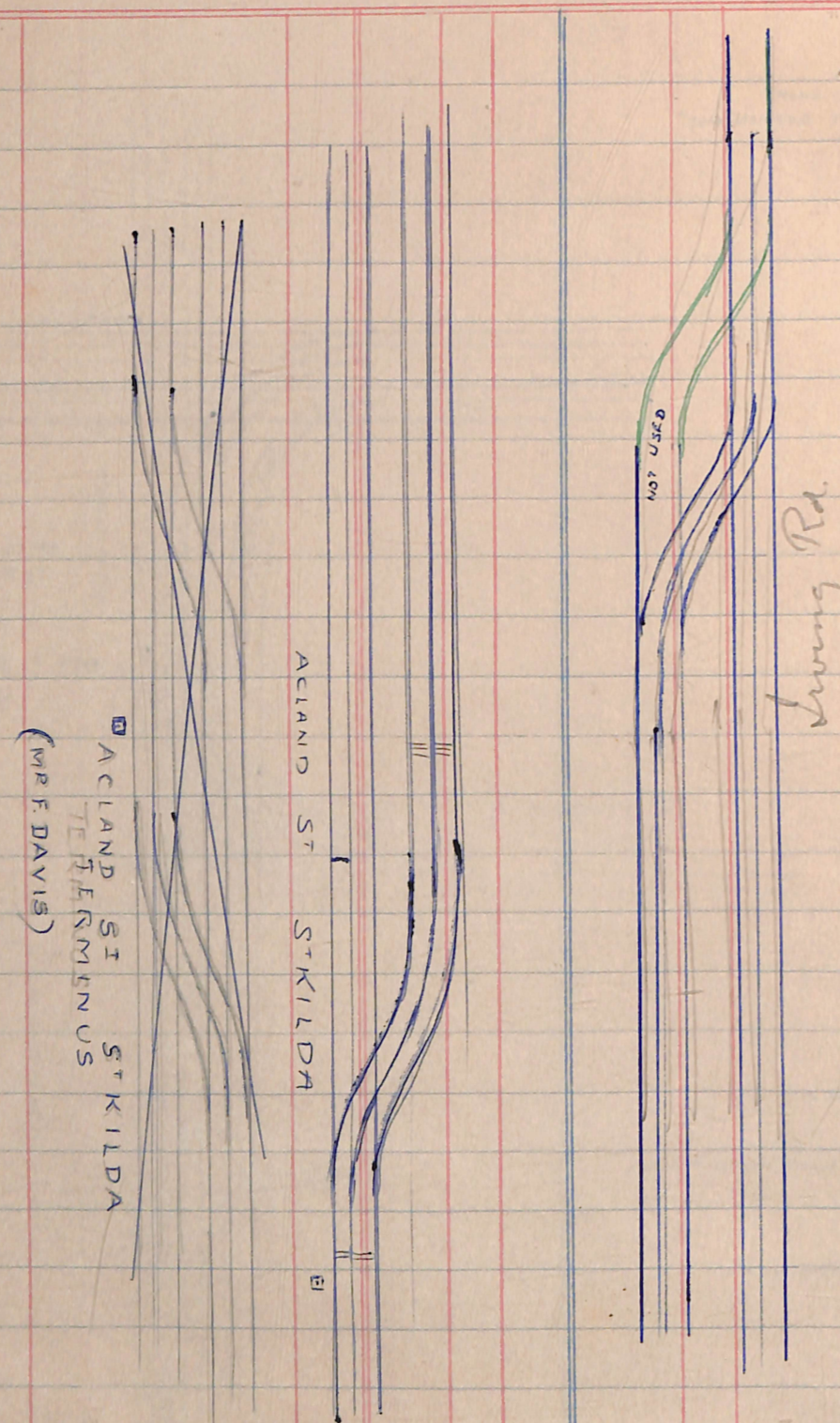
CAR SHUNT



CHapel ST

WELLINGTON ST
TERMINUS

ACCORDING TO
MR F DAVIS
NORTH RICHMOND



ST KILDA ROAD ENGINE HOUSE
 AN AUXILIARY ELECTRIC DRIVE was installed to assist the steam driven engines of 550 HP

FITZROY ENG House. A diesel motor was installed to assist the steam driven engines of 500 HP
 The diesel motor was transferred to Nicholson, Gertrude Sts when FITZROY closed

FITZROY, Cnr VICTORIA ST & FITZROY ST near Moran & Cato's warehouse
 an engine house for culting chaff for bus horses was operated

Carlton, Cnr Lygon & ELGIN STS, a collision between dummy & motor
 on a Friday evening, vehicle, dummy derailed, and unbeknown the rubbing bar under the
 UP Track was fractured, On Saturday another collision took
 place at almost the same spot. That afternoon a football match was
 held at Collingwood attracting a huge crowd, A large fleet of cable cars
 was assembled at Alfred to cope with the expected crowd; the fleet
 included some of the bogie cars from Brunswick. The Johnston St engines
 were fired with coal instead of coke to provide for the extra load.

As the first of the special cars were turning from Elgin St into Lygon St
 part of the rubbing bar fell out, allowing the grip to pass inside the
 curve of the rubbing bar causing serious damage, and stopping the whole
 the service for approx. 10 hours

FITZROY ENG House. The Victoria Pole rope on one occasion came off the
 drum leading into the engine house. The rope was dragging against the side of the
 tunnel and against iron bars, making sparks noise, without stopping the whole
 of the Collins St - FITZROY - Vic Pole ropes, the engineer in charge considered that
 the rope could be reinstated by a gripman who was game enough to overcarry
 the rope past the "Throw" mark, almost to the check bar. Mr. Yandup, who
 knew all the gripmen and conductors at Vic Bidge, observed a man on the

Down trip who he considered would tackle the job. It was decided to wait for his return, hoping that he would not be relieved at the terminus. In due course he returned and the proposition was put to him. All passengers were disembarked, the engineer then stood beside the tracks to indicate the location of the check bar. The gripman then proceeded and the rope was thrown at the psychological moment, with the desired effect.

VICTORIA Bdge car shed. became overcrowded, the doors could not be shut after the last car came out of service, a lamp was hung on the end of the car where it blocked or overhung part of the footpath. Some of the cars ^{were pushed} off the rails onto a brick pavement, where the flanges cut a deep groove.

Northwte cars No. 9. 10 11 12 ex Caulfield. Glenhurst Elsterwich
Elsterwich - Glenhurst R.S. opened April 1889 closed Apr 1894

Tokens introduced Nov 22. 1921 infd at Richolm St shops

FARES
4th Sep 1893. City tickets 8 for 1/- introduced

1906 2d fares introduced by tickets 6 for 1/-

1 Feb 1895 Beach tickets introduced 9d & 4½d withdrawn 30 Sep 1916

M. M. T. B. C. No 853 13/11/26 COLLINS ST grade RUSSELL TO SWANSTON STS.

AFTER arriving at DOUBLE CROSS MARS (V13 ++) opp. cent ent to George & George drivers of cars going West must reduce speed, place grip lever in the safety notch and proceed to Swanston St at half speed. After receiving signal from point officer to cross Swanston St, cars must do so at half speed with grip lever in safety notch. The rope must not be gripped until cars have passed through pedestrian stream on West side of Swanston St.

M. M. T. B. Notice to drivers & conductors D No 1040 8.7.27

Scholars at concessional fares, must not occupy seats of adult passengers all standing unless accompanied by an adult no child under age of 12 nor scholar travelling at concession shall be entitled to ride on the "Exp. Car" or platform of any cable tram or in a Smokers' compartment (The foregoing appears to be the only reference of a "Dummy" being a grip car)

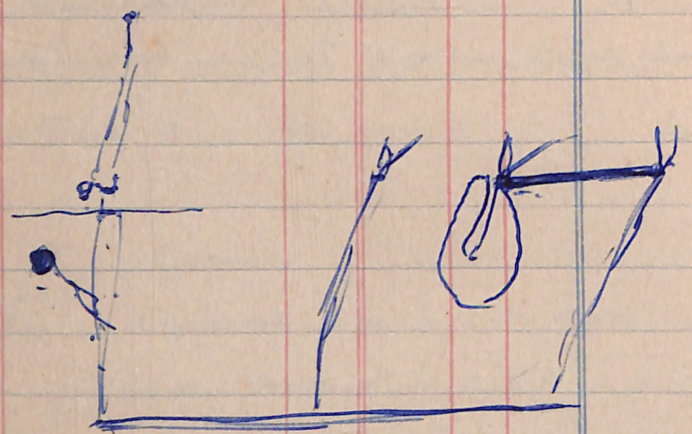
Hot Maccaron Ryans Pde.

Bullivant & Co supplied the best ropes
many other firms supplied ropes 1920

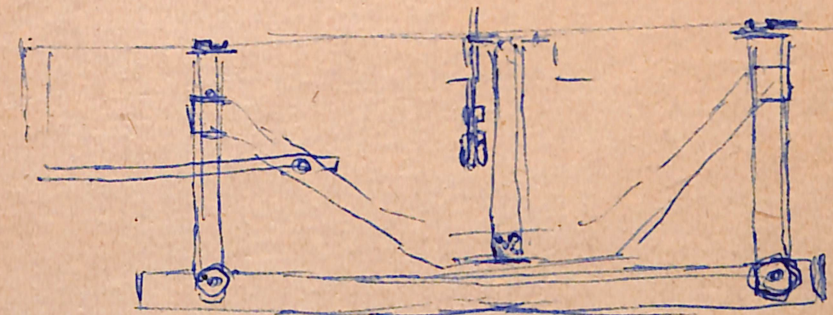
Whitcross & Co Eng.

J. W. Smith Eng.

J. E. Waight Eng. 1921 onwards



Babcock & Wilcox boilers @ 2000 only.



UNDER GRIP COUPLING
FOR FACING POINTS
SLOT TONGUE CONNECTED
WITH BOTH RAIL BLADES

