



# Scotch College,

MELBOURNE.

Name & No. *A. Twentyman 233*

Form *VIB*

Subject *Geometry & Trigonometry*



M.M.T.B. NEWS June 1966

	CLOSED	ACTUAL CLOSING		No 1
RICHMOND	4 12 27 ?	29 6 27	RICHMOND	1
FITZROY	26 10 30 ?	12 7 30	FITZROY	3
VICTORIA Edge	26 12 29 ?	13 7 29	VICTORIA ST	2
C Hill	26 10 40 ✓	26 10 40	Clifton Hill	4
NICHOLSON ST	26 10 40 ✓	26 10 40	NICHOLSON St	5
BRUNSWICK	26 4 36 ?	10 1 36	CARLTON	6
CARLTON	15 4 39 ✓	15 4 39	NTH CARLTON	7
DRIGHTON Rd	29 8 26 ?	26 12 25	BRUNSWICK	8
PRAHRAN	17 4 27 ?	28 8 26	NTH MELB	9
NORTH CARLTON	1 8 36 ✓	1 8 36	West melb	10
TOORAK	17 4 27 ?	1 10 26	Prahran	11
NORTH MELB	29 9 35 ?	20 7 35	ST KILDA	12 13
WEST MELB	20 7 35 ✓	20 7 35	TOORAK	12
SOUTH MELB	25 7 37 ?	13 3 37	ST K Esplanade	14
PORT MELB	13 3 37 ✓	13 3 37	SOUTH MELB	15
WINDSOR	27 12 25 ?	29 8 25	PORT MELB	16
ST KILDA Esplanade	30 9 25 ?	29 8 25	Kew (HORSE)	17
NORTHCOTE	26 10 40 ✓	26 10 40	HAWTHORN (HORSE)	18
			ROYAL PARK (HORSE)	19

Tramway Guide of 189-  
ROUTES were numbered

PRAHRAN & MELB VERN  
HIGH ST  
HORSE OMNIBUS  
BETWEEN PRAHRAN & MELB Town Halls

Sunday morning trams introduced 4/10/1936

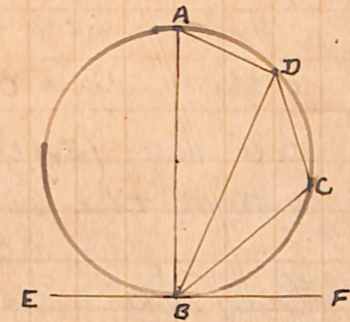
- DANDENONG Rd HORSE OMNIBUS 21  
Chapel St to Wattle Creek Rd
- MOONEE PONDS HORSE OMNIBUS 22
- EAST BRUNSWICK HORSE & OMNIBUS 23
- Church St Swan St & Toorak Rd 24

Geometry

1 August 1917

Theorem 49

The angles made by a tangent to a circle with a chord drawn from the point of contact are respectively equal to the angles in the alternate segments of the circle



Let EF touch the circle at B, and let BD be a chord drawn from B the pt. of contact

It is reqd. to prove that

- (1)  $\angle FBD = \angle BAD$
- (2)  $\angle EBD = \angle BCD$

Let BA be the diameter through B and C any point in the arc of the segment which does not contain A

Join AD; DC, CB

**Proof** Because  $\angle ADB$  in a semi-circle is a rt L

$\therefore$  the  $\angle^s$  DBA, BAD together = a rt angle  
But since EBF is a tangent, and BA a diameter

$\therefore$  the  $\angle FBA$  is a rt L

$\therefore$  the  $\angle FBA =$  the  $\angle^s$  DBA and BAD

Take away the common  $\angle DBA$

then the  $\angle FBD = \angle BAD$ , which is in the alternate segment

Again because ABCD is a cyclic quadrilateral

$\therefore$  the  $\angle BCD =$  the supplement of the  $\angle BAD$   
= the supplement of the  $\angle FBD$



OCT 7 1919	OCT 28	NOV 20	MAY 28	SEP 29 20	JAN 12 21	
164	164	287	156	169	228	174
391	170	518	518	46	156	519
46	228	236	236	47	236	175
236	156	519	235	518	155	
154	287	518	170	288	287	
518	158	153	151	228	519	
518	402	151	155	170	174	
152	48	158	47	155	229	
360	234	234	48	520	520	
158	287	163	166	163	34	
34	34	171	287	46	156	
228	171	159	174	288	175	
288	152	164	174	519	168	
520	518	391	518	165	159	
48	46	391	500	155	175	
169	156	235	171	174	391	
402	519	163	167	46	519	
391	155	174	500	235	158	
391	175	159	518	402	173	
156	34	34	47	228	298	
520	151	34	172	35	169	
391	158	153	157	153	518	
236	169	174	168	175	164	
47	155	162	519	520	228	
159	152	167	519	34	175	
151	34	160	153	360	236	
228	34	235	46	171	391	
287	156	171	500	402	171	
162	167	166	520	152	160	
47	518	167	163	167	160	
158	391	153	518	164	175	
151	155	35	152	228	171	
165	174	235	166	158	152	
159	171	156	163	175	156	
236	174	166	46	175	160	

Sunday morning introduced on all cable routes 4 Oct 1936

Essendon & Marebyrunng River Electric services opened 11 Oct 1906  
 5 Kilda Rd - Burke Rd and Glen Iris 30 May 1910

16. 7. 19 to 27. 8. 19 Seamens Strike Coal restrictions no trams  
 on Sundays and none after 7pm week days

13. 4. 20 to 18. 6. 20 Gas strike no electric or North Carlton cable trams  
 and no cable trams after 6pm

21. 6. 1920 1d sections on suburban end of cable lines

5. 1. 1921 to 28. 2. 21 Stewards strike No trams after 7pm

5 May 1924 to 19. 5. 1924 Tramway strike



- B34 284 11, 46, 55, 61, 62, 90, 91, 165, 185
- 35 285 102, 161
- N46 296, 3, 50, 132, 140, 142, 151, 157
- 47 297 24, 30, 113, 125, 143
- S48 298 15, 43, 114, 195
- PI51 26, 32, 56, 77, 111
- B152 8, 48, 60, 137, 169, 208
- 153 76, 92, 101, 131, 162
- 154 5
- PI55 53, 59, 67, 112, 148, 155, 179
- S156 20, 39, 51, 63, 104, 106, 177, 186, 209
- S157 127
- 158 10, 31, 41, 57, 78, 173, 193
- 159 25, 34, 82, 89, 189
- 160 96, 204, 205, 210
- S161
- S162 29, 94
- 163 80, 87, 135, 139, 150
- V164 1, 36, 83, 171, 198
- 165 33, 154
- 166 99, 105, 115, 138
- S167 64, 95, 100, 122, 170
- S168 128, 188
- S169 16, 58, 141, 196
- S170 37, 110, 147
- 171 47, 69, 81, 98, 121, 167, 203, 207
- S172 126
- 173 194
- S174 68, 70, 88, 93, 117, 118, 156, 182, 211
- 175 54, 163, 174, 175, 187, 190, 200, 206, 213
- 228 12, 27, 38, 146, 160, 172, 176, 199
- 229 183
- 234 44, 79
- 235 86, 97, 103, 109, 158
- 236 4, 23, 35, 73, 108, 178, 201

Scpn

CLIFTON HILL

1	41	89	114	137	169	202
2	45	91	115	139	170	203
5	59	93	117	143	172	204
7	61	94	119	145	174	206
11	65	97	121	146	174	208
13	67	99	123	147	180	210
15	69	99	125	148	181	213
17	71	101	127	150	184	
19	73	103	128	152	187	
22	75	104	129	154	188	
26	77	107	130	155	189	
34	79	108	131	157	191	
40	80	110	133	159	192	
		112	134	161	193	
		113	135	163	194	
				164	198	

Clifton Hill line opened  
 Nicholson St engine house to Clifton Hill  
 Bourke to C<sup>H</sup> 8.8.1887  
 length of round trip C<sup>H</sup> to Spencer St 7.59 m

Rope Speed Subend 13 mph 30.6.24

Fly shunting introduced at Bourke St Term 6.5.24

Northcote through routing commenced 8.3.25

route mileage 3 3/4 m

Closea 26.10.1940 last tram from Spencer St 9.17 1/2 pm

paper bars Aug 10  
 on Aug 9 wheel guiding rope  
 broke cars hauled  
 to shed by horses

Aug 10 traffic operated to  
 Spencer St

Length of rope City 12780 17600  
 Subend 23880

Bill punch dista 22/10/23

Rope Speed	City	9 mph	9.8.87
		10	9.7.92
		11	6.12.02
Sub		9	10.8.87
		10	9.7.92
		11	6.12.02

Run number plates on dummies  
 C<sup>H</sup> commenced 16/4/34



S288 13,145,152  
 287 28,40,45,71,116,180,  
 360 9,166,  
 391 2,18,19,22,66,84,85,191,202,  
 402 17,42,159,168,  
 518 6,7,49,65,72,75,107,119,124,136,144,197,  
 519 52,74,129,130,153,181,192,212,  
 520 14,21,134,149,164,184,  
 32 } THESE BUILT BY MMTB ABOUT 1922  
 36 }  
 500 120,123,133 (SPARE CAR)

Cars 43

Dummies 40 151/175 181/190 44 471/473  
 LATER 531 - 533

26 10 40 LAST CARS FROM BOURKE ST TO C.H 583c 589d  
 579c 588d

picture showing what was claimed to be the first cable car on C.H route No 154.

Dummy has no destination boards or side fascia board and no side stanchions  
 The cars displayed a large number only on the aprons, later they displayed  
 the suburban destination without car number. the number was included  
 later. (cars held by La Roche Librarians, show "CLIFTON HILL" | "NORTH MELBOURNE")  
 From 1890s cars of c.1890. the first dummy destination boards were much  
 smaller than those used in the 1900s by the Company.  
 The Northcote original dummies carried the small boards and small  
 coupling fittings until replaced by new dummies in 1920.



BLUE

N.S.T 1 2 3 4 5 6 7 8 9 10 11 12

S100	1	100	107
101	11 13	237	243
102	7 21	237	
S103		241	
104	26.	110	
S105	17 22 28	106	
106	289 6	102	
S107	29, 31,	557	
S108	19, 24.	240	
S109	27	238	
110	5	101	
237	2 3 15	242	
238	10, 32.	101	
239		243	
S240	9, 34.	237	
241	4	245	
242	12	105	
243	14, 35, 37.	559	
244	20, 25, 30	108	
245	16, 23, 36.	244	
557	8	102	
558	33	105	
559	18	245	
570		108	
571		244	
564		104	
26		109	
27		105	
		107	
		238	
		558	
		240	
		243	
		245	
		244	

Scpr

THIS WAS THE LAST CAR TO RUN IN THE CITY WITH "NICHOLSON ST" SIGNS UPON IT. IT HAD BEEN LATERLY SELDOM USED

BUILT BY MTB ABOUT 1919 PLAIN BLUE NO SIGNS

C 20  
d 19

1/2 from N<sup>o</sup> CARLTON

MTB ABOUT 1922

Dummies 177-180 4  
100-105 6  
107 110 4

Line opened <sup>(22-0)</sup> m.m.t.s NEWS 30. 8. 1887

length of round trip to Spencer St 6. 69 m

rope speed sub end 13 mph 30. 6. 24

A service operated from Spencer St to exhibition from 1/8/88 to 2. 2. 1889.

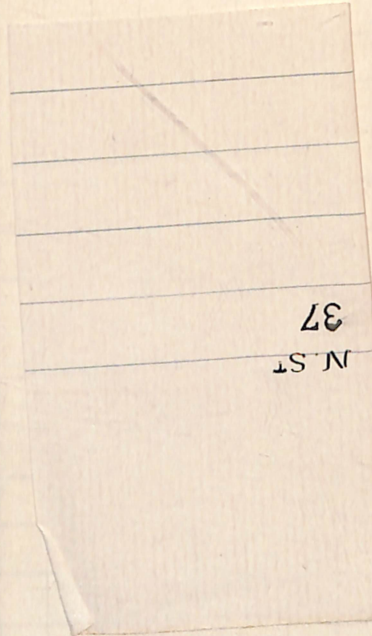
route mileage 3 1/4 m

Nicholson St suburban shunt in use 24/10/1920

line closed 26. 10. 1940

length of rope 12780 17600  
Submerd 19080

Rope Speed	MPH	
(Sub)	9	30. 8. 87
	10	9. 7. 92
	12	31. 7. 92
	13	6. 12. 02





1	406	145
2	407	3
3	408 2	25
4	409	432
5	410	
6	411	
7	412	
8	413	
9	414	
10	415	
11	416	
12	417	
13	418	
14	419	
15	420	
16	421	
17	422	
18	423	
19	424	
20	425	
21	426	
22	427	
23	428	
24	429	
25	430 3	
125		
127		
129		
145	1	
381		
431		
432	4	
556		
246		
568		
569		

c 32 to 432  
cl 32 (376-424+3)

NOS 395  
387  
377

South Mells line  
originally intended for horse operation  
and to terminate in Kerford Road

Opened by cable operation 17.6.1890  
Market St to South Mells Beach via  
City Ra. Clarendon St Park St Montague St  
Victoria Av.

Cars ran through to North Fitzroy 30.4.1892  
and ceased to N. Divoy 12.5.1893  
Ran to Gasbourne St 13.5.1893

Cars again ran to N. F. 4/12/1920  
ceased " 13.7.1929  
ran to Gasbourne St 14.7.1929  
market St 15.9.1929

line closed 13.3.1937

route mileage 2 3/4 m

A RED SPARE

2 CARS BUILT BY THE BOARD ABOUT 1919/1920 CAME OUT WITH THE UNIFORM BROWN & CREAM COLOURINGS  
CORRESPONDING DUMMIES 545-546

51	1	51
P 52		246
53		97
54	15,	420
55		131
56		418
57	10,	139
S 58		419
59		418
60		57
P 61		408
P 62		36
64		410
S 66		414
67	16	54
S 68		67
72		
96		
97	3	
98		
99		
106		
P 122		
127		
130		
131	5	
133		
P 134		
136		
139	7,	
140		
B 246	2	
B 381		
S 125		

South Mells rope was powered from  
engine house situated in City Road,  
the rope ran in Port Mells tunnel  
1100 feet to Clarendon St corner  
Rope 22626 ft. (Report 1892)

Rope speed	MPH	
9	17.6.	90
10	30.8.	90
10 1/2	23.9.	02
12 1/2	29.11.	13

Sub same except 12 1/2 mph 9.11.02  
Run number plates on dummies  
1/20 introduced 21/5/34



F. 1 2 3 4 5 6 7 8 9 10 11 12

51	13	Scpr	98	52.
52	36,		139	496
53	15.		106	67
54	27		59	96
55			131	
56	25		122	
57	22, 31,		131	
58			136	
59	4		139	
60	32,		137	
61			67	
62	19,		131	
64			51	
66	30		140	
67	11, 38,		53	
68	20		98	
72		Scpr	131	
96	39,		133	
97	21		62	
98	1, 16, 24, 29		68	
99	35,		97	
106	3		57	
122	6, 26, 28, 33,		140	
130		30 c to 140	98	
131	5, 7, 12, 17,	27 d	56	
133	18,		122	
134			54	
136	8,		122	
137	10,		98	
139	2, 9,		66	
140	14, 23,		57	
535		Dummy NO 99	60	
536		D 436 437	122	
572		CAR BUILT ABOUT 1920 #549	496	
496	34, 37,	(A YELLOW SPARE)	99	

28/1/1929

Cars on down at Gertrude St

417	4.10 pm
31	15
535	18 1/2
536	23 1/2
573	27 1/2
429	31 1/2
508	36
417	41
31	45
535	51
536	53 1/2
75	57
573	58
546	5 1 1/2
429	3 1/2
500	6 1/2
508	8 1/2
440	11
417	13 1/2
566	15 1/2
31	18
535	21
593	23 1/2
536	26
75	28
573	30 1/2
546	32 1/2
429	35
500	37 1/2

F. to S.M. 1 2 3 4 5 6 7 8 9 10 11 12

406		
407		Spencer St & FITZROY
408	11,	AT opening GREEN North Fitzroy line opened 2 Oct 1886.
409		
410	13,	Round trip mileage to Spencer St 7.39.
411		Length of rope City 16920' Subend 22680
412		
413		Ran to South Melb 30 Apr 1892
414	14,	(col. yellow. white light) Ceased running to S. Melb 12 May 1893
415		
416		GREEN (light) Amalgamated with St Melb 4 Dec 1920
417		closed with St Melb 13.7.1929
418	6, 9,	RED. Back to Spencer St (Sunday) 14.7.1929
419	8	additional machinery started work 2.6.1920
420	4	
421		Bell punch discontinued 11.9.1922
422		
423		Sub Rope speed increased to 13. mph Collins St. { 4.12.1920 12 mph }
424		
425		After VICTORIA Collins St was closed for conversion 13.7.29 cars ran from SPENCER St to Sbn. term until 12.9.1929. SHOWING RED LIGHTS when Collins St was closed the cars ran from North Fitzroy to the Brunswick St & Victoria Pde intersection until 12.7.1930 showing red light
426		
427		
428		
429		
430		
431		
432		
535		Rope Speed City 8 mph 2.10.86
536		9 19.12.86
556		10 11.6.92
568		11 29.6.95
569		
572		Subm 8 2.10.86
		9 19.12.86
		10 11.6.92
		11 29.6.95
36	12,	(BORROWED CAR)

F. to S.M.

2
5
6
7
9
10
11
12
13
15
16



31	281 21,	199
32	282 4	201
33	283	209
198	22,	32
199	1 29,	213
200	19	224
201	2, 20,	214
202	15,	222
<del>203</del>		214
204		207
205		213
206	24, 25,	220
207	10	219
208	16,	216
209	3, 23,	202
210		208
211		225
212		214
213	5, 11,	200
214	7, 9, 18,	201
215		31
216	14, 30,	198
217		209
218		206
219	13, 26, 28, 31,	206
220	12	219
221		574
222	8	219
223		199
224	6	216
225	17,	219
574	27	
601		

30 cars  
 29 dummies  
 (201-225 + 4)  
 200/229 (wires)  
 551

Rope speed  
 City 9 mph 21. 12. 87  
 7 1/2 - 8 21. 9. 88  
 9 9. 6. 89  
 10 16. 1. 92  
 11 24. 8. 95  
 12 30. 10. 1900  
 Sub rope same  
 City & Sabro ropes  
 12 1/2 to 13 1/2 1924/5

LAST CABLE CAR TO BE BUILT ABOUT 1923

Run number plates on dummies  
 1/20 5/6/34

Carlton line opened 21. Dec 1887 to St Pauls Cath in Swanston St. The cable powered from Johnston St ran to a pit outside the Cath. round trip 6. 43 m  
 Cars operated to the terminus North of Flinders St until 22 Feb 1890 then on 23. 2. 1890 through routes to Princes.

C.
13
14
15
17
18
19
21
22
24
26
27
29
31

When S+K. Rd engine house powered the Swanston St rope. the Carlton rope was cut back to One Russell & Lonsdale Sts. an auxiliary rope worked from the Lonsdale & Russell Sts sheave, was used to haul cars from Swanston St around the curve into Lonsdale St and again around another curve into Russell St. On the inward journey cars rolled by gravity into Swanston St

When conversion was commenced in Swanston St 26. 12. 1925. the curves at Lonsdale & Swanston Sts were dismantled and the track taken down Lonsdale St to Elizabeth St. a piece of rope was spliced on to the Russell St rope to power the cars in Lonsdale St. the auxiliary rope was withdrawn during change over the cars shunted in Russell St for one day. 27. 12. 1925

The line was closed 15. 4. 1939.

Length of rope Flinders St to Engine house Johnston St 2340  
 Studdley Park Bridge " " 1500  
 Johnston St to Lonsdale St 19,000 ft

7/11/37 <sup>(2)</sup> Buses replaced cablecars on Sunday mornings



RED

P. 1 2 3 4 5 6 7 8 9 10 11 12

1	251		3
2	252	2, 4	2
3	253	1, 5	7
4	254		2
5	255		3
6	256	23,	195
7	257	3, 20	278
8	258	9,	15
9	259	16,	8
10	260		17
11	261	14, 19, 21,	12
12	262	11, 17	15
13	263		17
14	264		11
15	265	8, 12,	23
16	266	18,	9
17	267	10, 13,	12
18	268		16
19	269		11
20	270	25,	7
21	271		11
22	272	22,	22
23	273	15,	6
24	274		405
25	275		20,
143		31 c to 280	197,
195	6,	31 d	
196			
197	26,		
278	7,		
280			
28		} BUILT ABOUT 1922 By MMTB	
29			
405	24		
30			
31			
598			
597			

INFORMATION SUPPLIED 5/71  
 BY MR J E WILKIE 1920/2  
 Dummy Nos  
 253/282  
 284  
 286  
 474  
 475  
 476  
 571  
 567  
 541  
 452  
 586/9

Pickman line opened <sup>26</sup> 24. 10. 1888  
 length of round trip to Dundas St 9-86 m.  
 City term Princes Bridge until 22. 2. 1890  
 through routed to Carlton (Albion) 23. 2. 90  
 through fare 3<sup>d</sup>; 2<sup>d</sup> Sections Pickman to  
 Botanic Gardens also City to Princes Road.  
 5. 10. 1924 rope speed increased to 11.25 mph

During afternoons a few cars ran between  
 Pickman and Queensberry St.

P.
14
15
16
17
18
19
21
22
23
24
25
26

Swanston St section of route closed 26. 12. 25  
 cars shunted at City Rd & St Kilda Rd  
 for 2 weeks 12. 1. 26 then cut back to  
 Domain Rd car.

Line finally closed 28. 8. 1926.

Length of rope Chapel St 22110  
 St K Rd to Engine H. 17640

Rope	Speed	both City - Sub	Chapel St Oct 24
	9 mph	26. 10. 88	11.25 mph
	10	12. 10. 89	
	10 1/2	7. 2. 02	
	11 1/4	24. 1. 03	
Domain Road rope	11 1/2 to 12 1/2		Boards report 1924/5



P.M.	1	2	3	4	5	6	7	8	9	10	11	12
26	436											
27	437											
28	438											
29	439											
30												
31												
32	442	6										
33	443											
34	444											
35	445											
36	446	3										
37	447											
38	448											
39	449	2										
40	450											
70												
276		5										
277		4										
395		1										
595												
596												

BUILT BY MMTB ABOUT 1922

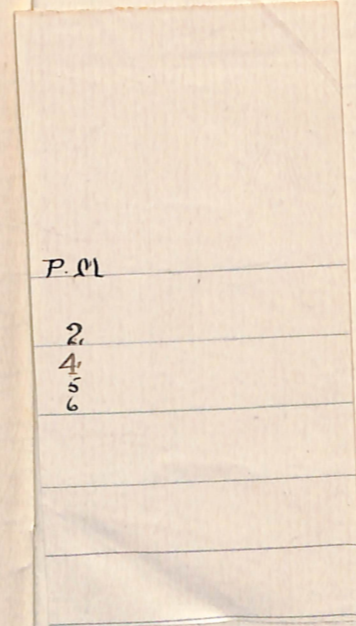
C 17  
 U 16 (406-419)?  
 NO 413

Rope speed

Sub	9 mph	20.6.90
	10	30.8.90
	12	1.6.93
	12½	23.9.02

Run number plates on dummies  
 21/32 introduced 21/5/34

LAST CAR 330



P.M.  
 2  
 4  
 5  
 6

Port Meth line originally intended for horse operation

Trust Chairman's report of 1892 on page 8 states lines were opened 17 June 1890 both Set - Port M.

Open bus cable to Market St 20.6.1890

extended to Gasborne St Apr 21<sup>st</sup> 1893

COLOUR White. Amber light

round trip 7.07 m.

h. n. T B book

Stats opened 20.6.1890

Ropes. City end 10815 ft Sub 16794 Report 1892 P11

Collins St section of route discontinued from 15.9.29. Port Meth show closed cars housed at South Melbourne

Closed 13.3.'37

ACT 1031 passed Nov 1899.

At one stage it was intended to bring both the Port & South Meth lines into Queen St City to terminate at Bourke St. After the Falls Bridge (Queens Bidge) was constructed it was considered that the lines would need to cross Flinders St at a dangerous acute angle so an amending act was passed authorising the use of Market St as the City terminus. Pictures held by the Nat Historic Soc show cars on the shunt in Market St and no connecting curve into Collins St. As these two lines were isolated from the rest the car fleets were numbered commencing with 1, in the absence of records it is assumed that the South fleet was 1-25 and Port 26-45. The traffic on the Port line was light. consequently some of the cars were moved to other sheds 30 & 31 became 440 & 441 St Kilda Esp. 41 44 45 To Brighton Road 42 & 43 Zoo horse trams



RED

VB.	1	2	3	4	5	6	7	8	9	10	11	12
76	34,											92 87
77	40,											544 78
78	37,											79 227
79	3, 23,											227 514
80		Sch										251 77
81	45, 48,											227 91
82	27,											543 554
83	53,											542 592
84	28, 44,											555 84
85	16, 26,											543 81
86	49, 52											87 555
87	11, 19, 25, 36,											90 592
88												514 81
89	15											94 86
90	12, 60,											89 231
91	41											85 403
92	1											514 86
<del>93</del>												554 83
94	14,											87 541
95												516 251
227	4, 6, 31, 38,											555 230
230	29, 56,											503 588
231	50, 61,											79 505
232		Sch										403 540
251 <sup>290</sup>	5, 55,											87 90
403	24, 51,											85 231
503	22,											82
504												84
505	33, 58,											230
514	13, 17, 39,											555
516	20, 32											227
517												516
540	35, 59,											505
541	54,											76
542	8,											540

28 c. to 505

26 d.

DUMMIES  
N° 49  
85

Line opened 22 Nov 1886  
round trip mileage 7.21

Collins St Rope

Rope speed increased 13 mph 4 Dec 1920 → 12 mph

Bell punch discontinued 11.9.22

Closed 13.7.1929.

Length of rope City 16920' Subvent 22380

The New Horse line  
which connected with the  
cable line at Victoria Bridge  
was opened 28 Dec 1887. <sup>TO EAST SIDE</sup>  
<sub>OF BRIDGE</sub>

Came over Vic Bidge Aug 1890 Cansen (31 Dec 1914)  
1 Nov 1914 ✓

V.B.
20
21
22
24
25
26
28
30
32
34
36
37
38
39
40
45
47
48

HORSE CARS NUMBERED IN THE 40s

LAST CAR 165



V.B. 1 2 3 4 5 6 7 8 9 10 11 12

543 7, 10.

544 2

551

552

553

554 18.42,

555 9.21, 3046,

THIS CAR WAS BADLY DAMAGED AT NORTH FITZROY RAILWAY CROSSING  
D 550

573

588 57,

589

591

592 43, 47,

599

600

} RECONDITIONED NORTHCOLE CARS  
REENTERED SERVICE ABOUT 1921

Bell punch direct 11/9/22

Elec cars commenced running in Golden Ct 8/12/29.

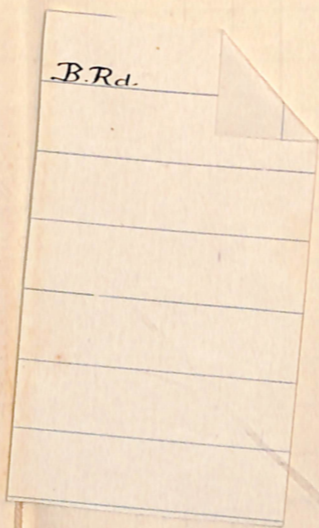


- 39 399
- 40 450
- 41 451
- 44 454
- 45 455
- 63
- 64
- 65
- 66 316
- 67 317
- 68 318
- 69 319
- 70 320 450?
- 71
- 72 322
- 73 X
- 74
- 75
- 95
- 96
- 121
- 123
- 126
- 135 ← 24
- 177
- 181
- 226
- 359
- 392
- 393
- 394
- 401
- 457
- 501
- 512

These cars probably transferred from Port Mabel

321 ?  
 324 ? MAY 80 254 W  
 325 ? 256  
 (467 ? <sup>Have been and</sup> <sup>Sold back at</sup> <sup>one stage</sup> <sup>formerly ran as 90</sup>)

~~IT IS QUITE POSSIBLE THAT THERE WAS NO NUMBER 70 ON THIS ROUTE ON THE OTHER HAND CAR 467 MAY HAVE BEEN GIVEN THE ROAD NO 70 TO COMPLETE THE SEQUENCE~~  
 467 WAS 90 WINDSOR



BLUE

GREEN

WHITE, AMBER LIGHT

WHITE

WHITE

WHITE & GREEN

Line opened to Princes Ridge 11.10.88  
 length of round trip 10 m. (to Queensberry St)

through routes to North Carlton  
 23.2.1890

ceased running to Mt C. 17.12.1897  
 Rtn to Queensberry St 18.12.1897  
 Local running Bgts Rd to StK June 9 July 1898. (passengers transferred to Explorers cars) Local running ceased 29 July 1898  
 run to Queensberry St 30 July 1898

Amalgamated with North Mabel via Lonsdale St 10.2.1924

On 19.7.1925 StK & Mt C. lines amalgamated

On 5.10.1924 StK Rd rope speed increased to 13.3 mph  
 12 1/2 to 13 1/2 Boards report 1924/5 both City & Suburb.

Line closed 26.12.1925

Length of rope  
 Plunders St to Engine House 14580  
 Suburb end " 30240  
 ENG House to Q'berry St 23140

Oct 1924  
 StK Rd rope 13.3 mph

Newspaper of 1889 states cross bench trailers were used on St Kilda line but proved unpopular  
 later used on Zoo line and carried Northern Group road Nos 252 & 253. builders Nos 3 3