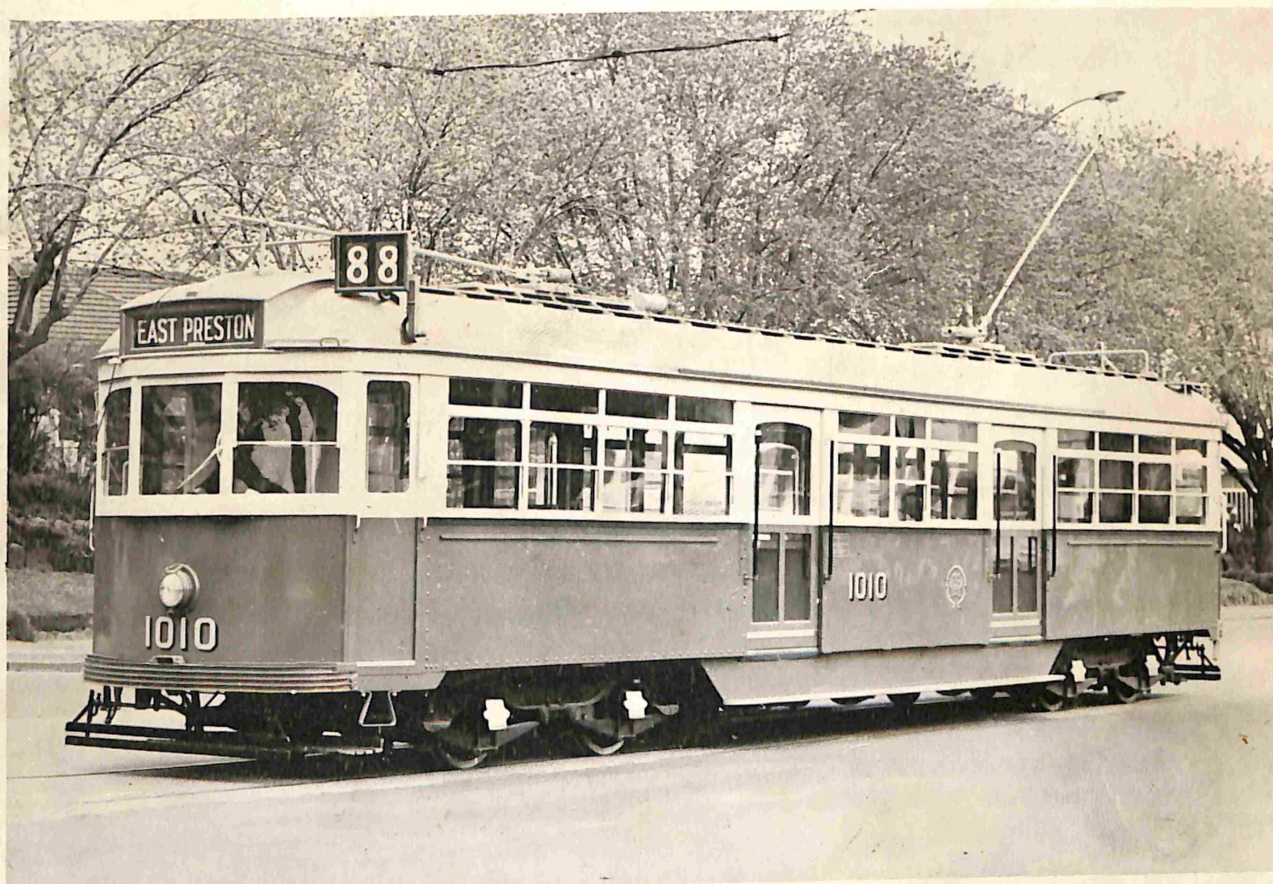


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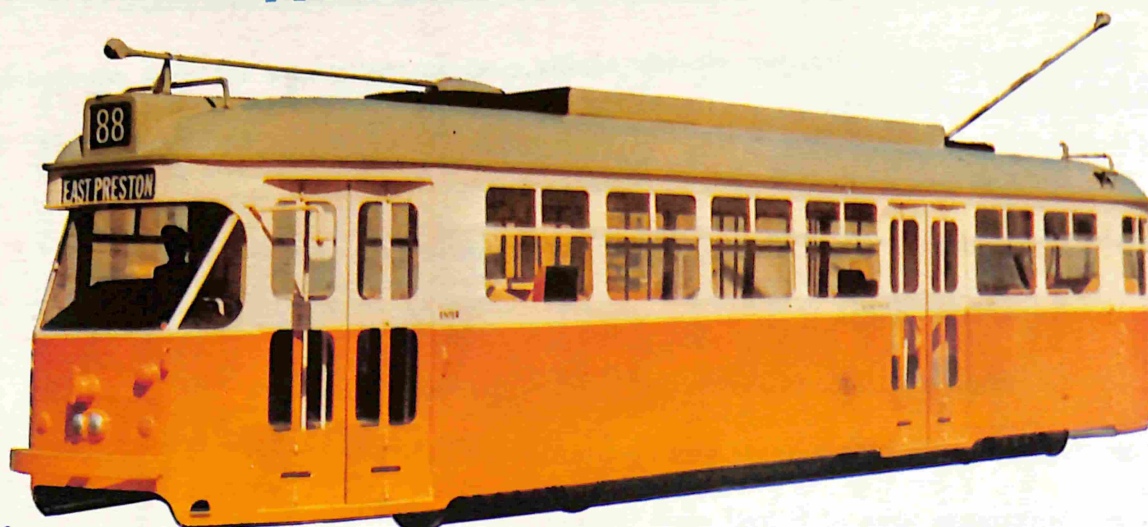
CITY



Electric Tramway Rolling Stock
of the
MELBOURNE & METROPOLITAN TRAMWAYS BOARD

116 PHOTOS
+ SKETCHES
80 PP

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BUILT 1041. PRESTON
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'Z' CLASS PRODUCTION MODEL Nos 1 to 100
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The Government recently approved the calling of tenders for 100 modern trams to replace a number of the Tramway Board's oldest vehicles.

Based on the most modern mechanical and electrical designs, the new trams will feature:

- ★ Quiet and smooth operation
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Trucks 1041 St Louis B3

i onwards

Coming design.

AM 4 x 55 hp motors

Controllers. ASEA foot pedals.

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374-73

CORRIGENDA

Page 6: for "YR Class" read "VR Class"

Page 12, 2nd line: for "driver" read "drive".

Page 18, No. 850: conversion of controller was ex-

Page 25, W2 Class: Delete 3rd line and substitute:
"1928, MMTB (Nos. 480-494); Jas. Moore (Nos.
495-524)".

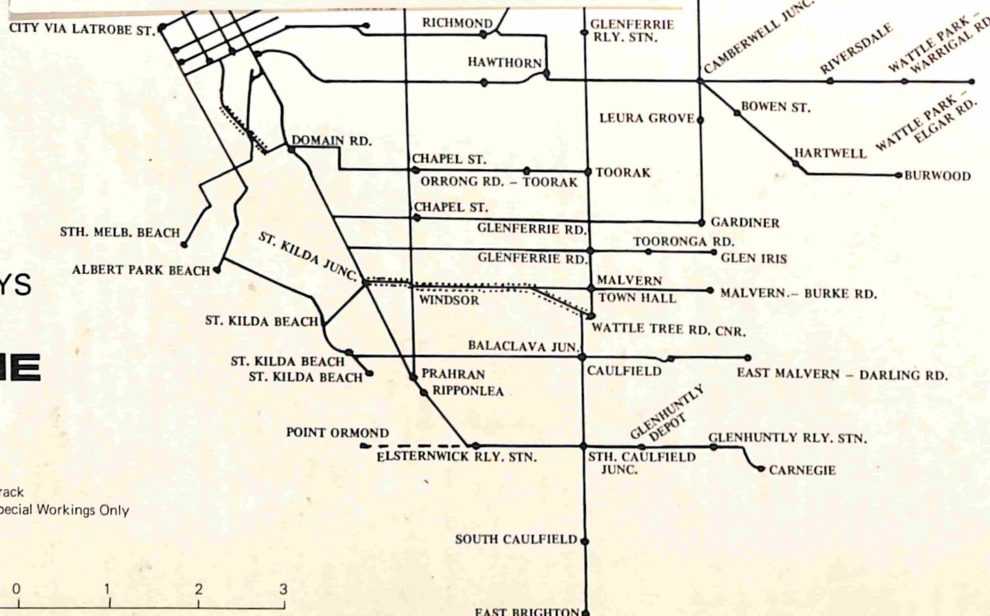
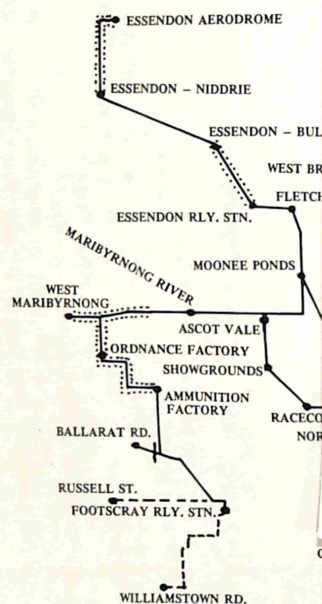
Page 27, Controllers: for "EE Q26" read "EE Q26G"

Page 28, last line: for "5/26" read "5/29".

Page 57, D Class Notes: amend first note to read "D-1014/1014"


Page 62, No. 676: for "for" read "former".

Page 67, No. 485, 2nd line: after "propel" insert "or tow".



ELECTRIC TRAMWAYS OF MELBOURNE VICTORIA

M. & M.T.B. LINES

 Reserved Track
 Depot or Special Workings Only
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1	$\frac{3}{4}$	$\frac{1}{2}$	$\frac{1}{4}$	0	1	2	3
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DESTINATION 'CITY

Page 1

About this book —

The first edition of DESTINATION 'CITY' was published in 1954 and contained information then available on all classes of Melbourne tramcars. With the introduction by the MMTB of new car classes, the greater amount of information brought to light on earlier types, and the use of more and better illustrations, it was necessary to confine the 2nd Edition, published in 1960, to the electric rolling stock of the MMTB. Cable and horse cars, together with the rolling stock of the Victorian Railways tramway services, the Doncaster & Box Hill Electric Road Co., and other tramways near Melbourne had to be omitted and will eventually be covered in DESTINATION 'RICHMOND', due for publication at a future date.

The present edition has been further revised and enlarged, with new and better photographs, where available, and has been designed with a clearer format and printed on better paper. It is realised that the changed page size will inconvenience those who wish to bind their books in complete series, but the new size (which was not feasible in earlier books) has many advantages, not least the improved presentation of illustrations.

In the 2nd Edition changes were made in describing car types: drop-centre cars without sliding doors became "combination" cars, while those with doors became "saloon" cars (this is in keeping with official nomenclature). Trucks of Brill design are listed as "Brill" even when actually manufactured under licence by a local firm. These changes are retained in the 3rd Edition.

Cars converted to a different class are shown under both classes, with suitable notes, for ease of reference; a glance at the Numerical Roster should clear up any doubts.

For some time we have been pressed to include information on controllers in the "Destination" series but, for a number of reasons, were unable to do so. This information is now included and will also be included in other "Destination" books as opportunity arises.

Another new departure is that, because of the very great amount of information on the W, W1, W2, and SW2 classes, a separate page of notes on these classes has been provided.

Previous editions were numbered "1" in our lists. This edition is numbered "41" in accordance with a standard system adopted some years ago.

Even though it has twice been revised, DESTINATION 'CITY' does not pretend to be exhaustive: long experience has shown that there is always something more to be learned about even so prosaic a subject as tramcars. This edition was, in fact, on three occasions almost ready for the press when Mr. Kings unearthed new material which necessitated change and delay, and a hitherto unidentified car truck was identified only the day before finally going to press. Readers may therefore feel assured that, while very thorough and extensive research has gone into its production, any advice as to errors or omissions in this book will be received gratefully by Mr Kings or myself.

While this edition was in preparation, the Editor was urged to use only "up-to-date" photos of cars still in service, and where possible this has been done.

Unfortunately many otherwise excellent photos do not show underbody details, and those that do often have confusing backgrounds. We have tried to give you the best available picture in each case, irrespective of when it was taken.

THE EDITOR

ABBREVIATIONS

The following abbreviations are used for transport undertakings and preservation groups mentioned in this book:

AETA:	Australian Electric Traction Association (Victorian Branch)
AETM:	Australian Electric Transport Museum Incorporated (Adelaide)
ESCO:	Electric Supply Company of Victoria Limited
FNPTT:	Fitzroy Northcote and Preston Tramways Trust
FTT:	Footscray Tramways Trust
HTT:	Hawthorn Tramways Trust
MBCTT:	Melbourne Brunswick and Coburg Tramways Trust
MESCo:	Melbourne Electric Supply Company Limited (Geelong Tramways)
MMTB:	Melbourne and Metropolitan Tramways Board
NMETL:	North Melbourne Electric Tramway and Lighting Company Limited
PMTT:	Prahran and Malvern Tramways Trust
SEC:	State Electricity Commission of Victoria
SPER:	South Pacific Electric Railway Co-operative Society Limited (Sydney)
THS:	Tramway Historical Society Incorporated (Christchurch, NZ)
TMSV:	Tramway Museum Society of Victoria Limited
VR:	Victorian Railways

ABBREVIATED DATES

For the sake of brevity, periods of time quoted in the Notes for each car class have been abbreviated as in the following examples:

(1/36-12/37) — at some time or times between January 1936 and December 1937
(1/36 to 12/37) — continuously from January 1936 to December 1937.

ACKNOWLEDGEMENTS

In addition to confirming our gratitude to those who helped to make possible the first two editions of this book, we should like to thank Messrs Ken Hall, Howard Smith, Ken Hocking, Joe Briffa, and Bert Woolley for their patience with the researches of the Compiler and requests by the Editor for this edition.

At the official level we must thank the Tramways Board and its Secretary (Mr. W.H. Aird) for their co-operation.

Without overlooking others who provided photographs, we should like to mention especially Mr. John Webster who made available his large collection of negatives, Mr Peter Duckett who provided rare items from his album, and Mr Bob Prentice of the TMSV whose help was most valuable indeed.

DESTINATION Series: No. 41

DESTINATION

CITY

3rd Edition

Compiled by

~~K. S. KINGS~~

M. G. R. CROSS

Edited by

~~J. RICHARDSON~~

R. H. HANSON

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National Library of Australia Card Number and
ISBN - 0 - 85829 - 001 - 4

Registered in Australia for transmission by post as a book

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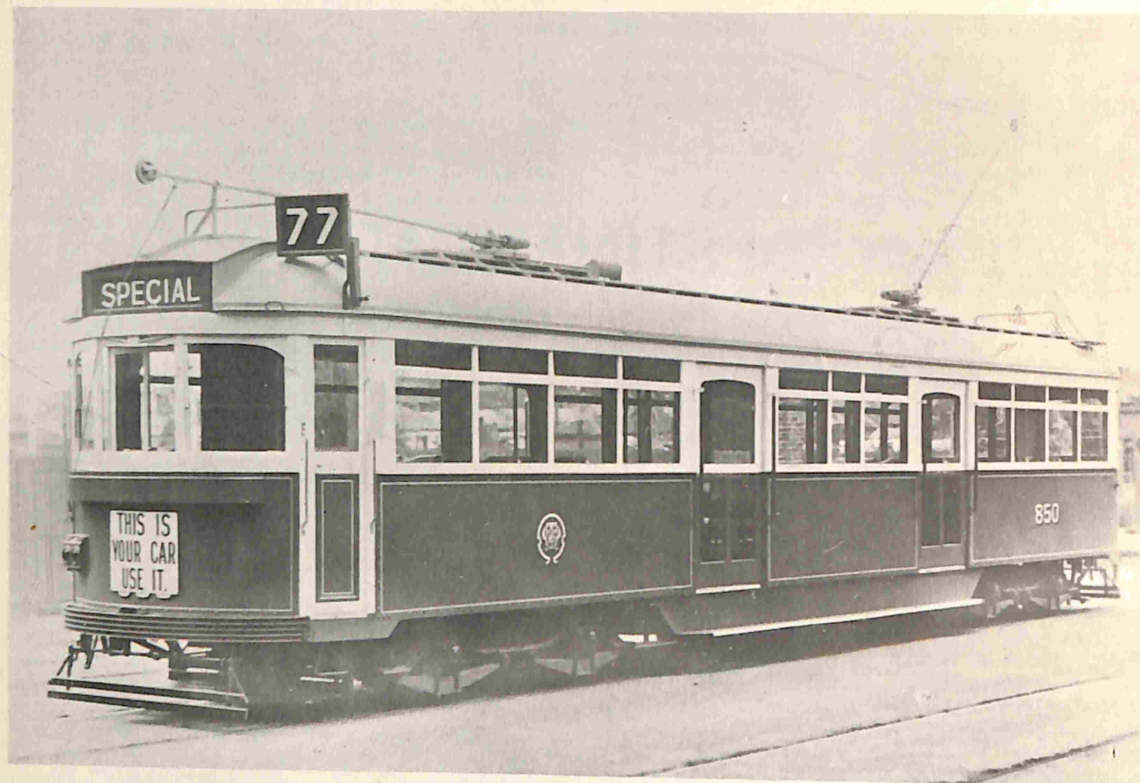
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Canberra City, A.C.T., 2601

1971

COVER PICTURE: W7-class car No. 1010, fresh from overhaul and repainting.

(Photo: MMTB Official)



Prototype of the 200 most modern of Melbourne's trams was No. 850, the original SW6. Reproduced from an official photograph this view shows the tail lights, roller bearings, and full-drop windows, none of which were standard features of the class, also the board bearing a publicity slogan which was illuminated by the dash-canopy lighting (later discarded).

THE MELBOURNE AND METROPOLITAN TRAMWAYS BOARD Melbourne, Victoria

Track Gauge : 4ft 8½in

Colour of Cars : Hawthorn Green and Cream *delete see new notes*

OK Retain
The Melbourne and Metropolitan Tramways Board was constituted on 2nd July, 1919, to take over and operate all existing and proposed tramways within a radius of ten miles from the GPO, Melbourne, with the exception of two lines operated by the Victorian Railways. The extensive cable tramway system, together with the sole remaining horse-car line (both formerly operated by the Melbourne Tramway and Omnibus Company Limited) were taken over from an interim body, the Melbourne Tramways Board, on 1st November, 1919. The electric tramways of the Prahran and Malvern Tramways Trust, the Hawthorn Tramways Trust, the Melbourne Brunswick and Coburg Tramways Trust, the Fitzroy Northcote and Preston Tramways Trust, and the Footscray Tramways Trust, were taken over on 2nd February, 1920, together with the cable tramway of the Northcote City Council. The tramway section of the

North Melbourne Electric Tramway and Lighting Company Limited was purchased on 1st August, 1922. The FNPTT and the FTT had not commenced running when taken over by the Board.

Car Numbering System

PMTT cars retained their original numbers and provision was left for cars still under construction or projected; cars of other systems (including cars still on order) were renumbered to follow the PMTT cars in the sequence of their original numbers, so that Hawthorn Nos. 1-32 became Nos. 107-138. Certain cars built or completed by the Board before the adoption of the standard "W" design were allotted blocks of numbers between those of cars taken over.

The early administrative arrangements grouped PMTT and HTT routes as the "Eastern System" and their

rolling stock was numbered 1-138. As the first Q-class cars entered service on the Eastern System they were numbered 139-150. R-class Nos. 151-153 were completed at Malvern and probably saw some service on the Eastern System before going to Preston, so were numbered with the Eastern cars.

The "Northern System" was based on the MBCTT fleet of which Nos. 1-12 eventually became the Board's nos. 154-165. However, Northern cars at first had a separate numbering system paralleling that of the Eastern fleet. With the later consolidated fleet numbers shown in brackets, the Northern cars comprised the original MBCTT Nos. 1-12 (154-165), Nos. 13-18 (177-182), then six cars similar to the originals but completed by the Board, Nos. 19-24 (166-171), while the second batch of FNPTT cars were Nos. 25-29 (172-176). The Northern and Eastern fleets were consolidated by 1923 at the latest.

Another seeming oddity was the numbering of M-class Nos. 183-189; these cars entered service in 1920 on the Hawthorn lines but, because they were intended for Footscray, they received Northern numbers. The former NMETL cars were renumbered 202-216 although they were taken over well before the appearance of Q-class Nos. 190-201 in 1923; the latter cars had, however, been ordered prior to the acquisition of the Company cars. The two Birney cars were numbered 217-218, and the Board's standard fleet commenced at 219, with two gaps (614-623 and 686-719) where cars were planned but never built. For a short time the number 139 was carried on Preston lines by the car which eventually became No. 169.

Car Classification

Cars are listed under the classes originally allocated by the Board. In 1928 the classification was simplified, all drop-end combination cars (the B, H, J, M, and S classes) being added to the A class, while straight sill combination cars of the F, K, Q, and R classes were grouped with the G class, and the maximum-traction bogie combination cars of the D, E, N, and P classes were added to the C class. *OK to Here. add new notes*

Colour Schemes

delete completely
Cars were formerly painted chocolate and cream, the last in these colours being No. 190. The green and cream colour scheme was introduced with the buses which provided temporary service during the electrification of St Kilda Road, the Board members of the day having felt that these colours were more appropriate to that famous tree-lined thoroughfare.

Dash-Canopy Lights

OK
Dash-canopy lights were introduced in 1938 with the conversion of several W2 cars for the Silver Jubilee of Luna Park, the cars being painted silver. These lights were also fitted to No. 850, the first of the new SW6 class, in March, 1939, and became standard on subsequent cars; several cars of the W2, W3, and W5 classes were similarly converted. The dash-canopy lighting proved inadequate, however, and, after having three holes cut in the canopy as a temporary measure, was removed and replaced by standard headlights.

Modernisation

It was planned during the mid-1950's to modernise all bogie cars by incorporating most of the features of the then-new W7 class, but lack of finance prevented this. However the highly-successful carbon-insert trolley skids were introduced throughout the system in place of trolley wheels, some 85 cars received resilient wheels, and the use

had new cars
of helical gears has now extended to most of the fleet. It is likely that dynamic braking will be adopted for any new cars, while on the existing fleet Ferrodo brake shoes (introduced 1966-67) have proved most successful. ~~Multiple headlights and red tail lights have been introduced (6/70) and may become standard.~~ *additional*

New Cars

cut.
It has been planned for some time to place orders for 100 new cars of advanced design as soon as Government approval can be obtained to raise the necessary loan money; unfortunately, the political situation has not been conducive to this long-overdue development.

Standardisation *cut new notes*

In the interests of efficiency and economy, a policy of standardisation of rolling stock has been pursued to the maximum extent possible under prevailing conditions. This has led to the storage of the W3, W4, Y, and Y1 classes and may bring about the final withdrawal of the old but efficient L-class cars, while the elderly but far more numerous W2-class cars continue to run.

System Mileage

Following the pruning of local lines operated by single-truck cars, the Board now operates 133.20 street miles of tramway.

NUMERICAL ROSTER

Car numbers are shown below in sequence, with classes; the class or classes to which certain cars were subsequently converted are shown in brackets:

1-20	A
21-24	B
25-35	C
36	D
37-45	E
46-47	F
48-53	G
54-63	H
64-83	J
84-91	B
92-100	K
101-106	L
107-116	M
117-126	N
127-130	O
131-138	P
139-150	Q
151-153	R
154-171	S
172-176	R
177	T
178	T (modified)
179-182	T
183-189	M
190-201	Q
202-211	U
212-216	V
217-218	X
219-274	W (W2)
275	W (W2) (SW2)
276-418	W (W2)
419-425	W1 (W2)
426	W1 (SW2)
427-431	W1 (W2)
432	W1 (SW2)
433-435	W1 (W2)
436	W1 (SW2)

all night car released 17/2/57!