Melbourne Metropolitan Tramway Study, Gary Vines, 2011

List of preserved heritage fleet trams and surviving historic trams

Contents

The following lists have been primarily sourced from the Tramway Museum Society of Victoria register, Bylands tramway museum records and the Melbourne Tram Museum @ Hawthorn Depot listings, all of which are available on-line.

These have been cross checked with other available on-line and published details, especially data from the "Trams of Australia" site maintained by Railpage Australia, http://www.railpage.org.au/tram/.the

Other trams in the Bendigo Tramway Museum Fleet register, http://www.discovery.asn.au/bendigotramways.com/images/stories/pdf/aboutfleetregister.pdf
http://www.discovery.asn.au/bendigotramways.com/images/stories/pdf/aboutothertrams.pdf

Also checked against Doug Colquhoun, Preserved Trams list. - http://www.users.on.net/~wisp/TESSA/PreservedTrams.pdf

Note the modern (current) fleet of trams, (apart from a sample of the Z Class), comprising the Z, A, B and C Class trams, have not been considered in the context of their potential heritage value.

The last group – listing all known W class Trams, has been compiled from an uncredited website - "W Class Trams"
http://www.reocities.com/z_class/wclass.html but could not be verified, or its author(s) contacted.

Abbreviations of Tram Museums

AETM, Australian Electric Traction Museum South Australia
Bendigo Tramways reservation Society
Ballarat Vintage Tramway
MTPA, Melbourne Tramcar Preservation Association
TMSV, Tramway Museum Society of Victoria Bylands

1. Cable Trams (13 items)

Class /	Designation	Image	Type	Built:	In Service:	Withdrawn:	Preserved:	Comments	Significance/ Nomination
MTOC	No 1		Single truck cable tram dummy car	1885. John Stephenson & Co., New York,	1884-1940	26/10/1940	Museum Victoria – donated to science museum 1940	First passenger run 11:11:1885 and last passenger run 26:10:1940. restoration by M.M.T.B. at Preston workshops during 1974. Display of tram unveiled by premier Hon. R.J. Hamer 1:5:1975.	National – VHR
MTOC	No. 28		Single truck cable tram dummy car		11 November 1885 1928	26 October 1940	TMSV Bylands, on loan to Melbourne Tram Museum @ Hawthorn Depot.	Restored standard cable tram dummy locomotive.	State VHR
MTOC	No. 436		Single truck cable tram dummy car		Rathdowne Street Carlton to Brighton Road, St Kilda		TMSV Bylands, privately preserved by Mr A. E. Twentyman.	Restored by Alf Twentyman, at Bylands standard cable tram dummy. It is notable for having been purchased from the M&MTB on withdrawal in 1935 by Alf Twentyman for preservation.donated to the Society on his death together with the other two tramcars that make up the Twentyman Collection.	State VHR
MTOC	No.?		Single truck cable tram dummy car	1885?	1885-1940		1963 donated to Powerhouse Museum Sydney by Monash University in Melbourne and restored to look like a King Street, Sydney, cable tram.	http://from.ph/207935	
MTOC	No. 190		Bogie cable tram trailer saloon car (incomplete)		Unknown Elizabeth Street to Brunswick line.	retired in 1935,	1998, TMSV Bylands		

Class /	Designation	Image	Type	Built:	In Service:	Withdrawn:	Preserved:	Comments	Significance/ Nomination
MTOC	No. 192	No Image Available	Bogie cable tram trailer saloon car spliced together from two six-window horse or cable tram trailers		Unknown		TMSV Bylands		
MTOC	No. 256		Single truck cable tram trailer saloon car		Unknown MTOC Zoological Gardens tram route	line closed in 1923.	TMSV Bylands	Originally a standard eight window cable tram trailer. During the later years of the Zoological Gardens tram route, converted for use as a horse tram until the line closed in 1923. This is believed to be the only operation of an eight window horse tram used by the MTOC, all other horse trams were purpose built six window cars.	State VHR
MTOC	No. 290		Single truck cable tram trailer saloon car standard eight window		Unknown		TMSV Bylands	Purchased in 1930 by Alf Twentyman	State VHR
MTOC	No. 299		Single truck cable tram trailer saloon car standard eight window original #49		Unknown		TMSV Bylands	Major restoration in the 1970's standard eight window single truck cable tram trailer. It underwent major restoration in the 1970's in Melbourne and Bylands and is in good condition.	
MTOC	No. 462	No Image Available	Single truck cable tram trailer saloon car standard eight window		Unknown		TMSV Bylands	obtained in the late 1970's on loan to Heritage Tramcar Fleet, and is stored at Newport Workshops	
MTOC	No. 475	No Image Available	Bogie cable tram trailer saloon trailer (incomplete twelve window bogie tram trailer purpose	1901	Unknown Elizabeth Street to Brunswick line	retired from service in 1935	TMSV Bylands	Body acquired by the Society in 1993	

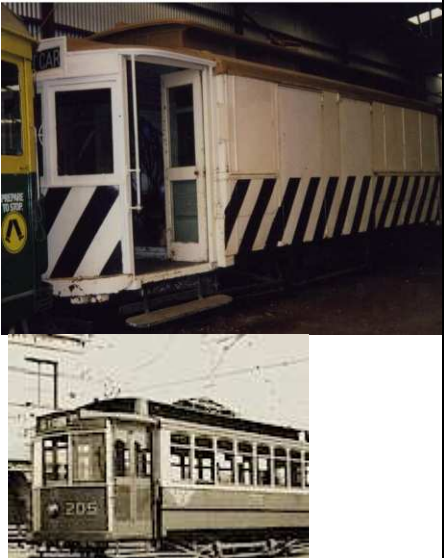| Class / built	Designation	Image	Type	Built:	In Service:	Withdrawn:	Preserved:	Comments	Significance/ Nomination
MTOC	No. 485		Cable Tram trainer		City to Coburg along Sydney Road		Obtained by TMSV Bylands from Sunshine backyard in 1996.	Built as a new complete vehicle, unlike some other bogie cable trailers, which were spliced together from two six window horse tram trailers. Number 485 is shown on genuine cable tram bogies which had been retained by the M&MTB after the bodies were scrapped. These bogies were subsequently used at the M&MTB's Preston Workshops.	
MTOC	No. 586		Single truck cable tram trailer saloon car standard eight window		Unknown		TMSV Bylands	Purchased by Alf Twentyman in 1941	

2.   Victorian Railways Trams (8 items)

Class /	Designation	Image	Type	Built:	In Service:	Withdrawn:	Preserved:	Comments	Significance/ Nomination
VR	20		4 wheel Single-truck, closed cross-bench	1913 Pengelley and Co. SA	May 1913 St Kilda to Brighton Beach tramway	closure of the Brighton tramway in February 1959.	purchased by Bob Prentice and lived in his Prahran backyard until his death in 1992 left to VicTrack.	Built for the St Kilda to Brighton Beach line, VR.20 Converted to Breakdown Tram in 1929. Sold in 1959 for private preservation. Recovered in 1992.	State VHR
VR	34		Bogie drop-centre	VR Newport Workshops	1918 (VR)	1959 (VR	1959 TMSV Bylands – restored using trucks from L102	Built for the St Kilda to Brighton Beach line, part of an order for 20 broad gauge trams that was later reduced to 16 due to low patronage. Another four were built for the standard gauge Sandringham to Black Rock and Beaumaris line. They were the first four motor drop centre tramcars built for service in Australia, setting the trend for Melbourne tram design until 1956. This tram was partly modified for use on the Black Rock line, but it remained in service on the Brighton Beach line until closure in 1959.	State VHR
VR	41		Bogie drop-centre	VR Newport Workshops	1923	31st December 1958	Melbourne Tramcar Preservation Association, Haddon	Victorian Railways tramcar restored for the Melbourne Tramcar Preservation Association.	State VHR
VR	48		Bogie drop-centre	VR Newport Workshops	1921	1956	Canberra	Held by the Canberra Trademen's Union Club for future restoration.	
VR	49		Bogie drop-centre	VR Newport Workshops	1921	1956	Canberra	Held by the Canberra Trademen's Union Club for future restoration.	
VR	51		Bogie drop-centre	VR Newport Workshops	1921	1956		Body located at Marysville, Victoria	

VR	52		Bogie drop-centre	VR Newport Workshops	1942 (VR)	1975 (MMTB)	1982 TMSV Bylands	One of three built for the broad gauge Brighton Beach line in 1941, as part of a rehabilitation program. Many electrical components were parts acquired for the cancelled four drop centre cars of the same type as No 34. The design was based on the M&MTB SW6's then under construction, but they were shorter, had narrower sliding doors and two piece driver's windscreens. On closure of the Brighton Beach line, this tramcar and its sister cars, were sold to the M&MTB. The M&MTB fitted standard gauge trucks and it entered service in 1959.	State VHR
VR G	53		broad gauge Brill 77E trucks	1941,VR's Newport Workshops	Victorian Railways broad gauge line St Kilda Railway Station and Brighton Beach	September 1980	long term loan from ARHS to Melbourne Tram Museum @ Hawthorn Depot.	On closure of the Brighton Beach line in 1959, this tramcar along with its two sister cars, Nos. 52 and 54, were sold to the M&MTB. These three tramcars were notable for being the only passenger tramcars acquired and operated by the M&MTB from another operator after its initial formation in the early 1920s. The M&MTB replaced the broad gauge Brill 77E trucks with standard gauge No 15 trucks, allowing No 53 to enter service in July 1960.allocated to Essendon Depot and mostly used on the Footscray to Moonee Ponds line. These cars were unpopular with drivers due to the central windshield division obscuring the driver's forward vision, and the narrow doorways meant that passenger loading and unloading were slow. In 1973 this tramcar was fitted with standard front and rear marker lights, and the drop centre was modified with wider sliding doors, improving the passenger loading speed. Three years later renumbered to 700, to avoid duplication with the Z1 class cars then entering service.	State VHR

3. Pre M&MTB Trams

3.1 Ex NMETLCo Trams (Class U, V) (3 items)

Class /	Designation	Image	Type	Built:	In Service:	Withdrawn:	Preserved:	Comments	
U NMETL	205 North Melbourne No. 4, Ad 19, Freight 19W		Bogie Tank Car built as single truck saloon	1906 Brill	1906 No. 4 (NMETL), advertising car 9n 1938	1978	1986 TMSV Bylands	1922 renumbered as U Class No. 205 (MMTB). 1950 Converted to Advertising Car No. 19, subsequently converted to Freight Car and renumbered in 1976 as 19W. built by the J.G. Brill Company of Philadelphia for the North Melbourne Electric Tramway & Lighting Company. Numbered in the range 202-211 in M&MTB service, only four cars were still in passenger traffic in 1936-37 at the introduction of all-night services: numbers 205-206, 209 and 211. These cars would be progressively withdrawn from passenger service between 1938 and 1939, and either converted to service stock use or scrapped by 1945.	State VHR
V NMETL	No 13 (M&MTB No 214)		4 wheel cross-bench	1906, J.G. Brill assembled by Duncan & Fraser,	NMETL No 13	1925 converted to ballast trailer, 1977 replaced with road vehicle	Melbourne Tram Museum @ Hawthorn Depot. 8 Wallen Road VHR H2147	Registered Victorian Heritage Database Withdrawn from passenger service in 1925, and initially used for hauling ballast trailers on construction of the West Coburg line. Two years later, fitted with windscreens and enclosed with a box type body for use as a freight car, and renumbered as No 2A. In this form used to carry spare parts and other materials from Preston Workshops to each of the running depots to enable minor tramcar repairs to be carried out locally. In 1934renumbered to 17, but continued in its use as a freight car, although subsequently equipped with higher power motors in 1950.further modified in 1959 to carry large advertising panels on its sides, but it continued carrying freight between the depots. renumbered to 17W during April 1976 to avoid duplication with the brand new Z1 class orange trams, but withdrawn from traffic in October 1977 and replaced with a motor truck.	State
V NMETL	No. 24		Ballast trailer	1906 by Duncan & Fraser	1925 (converted from unclassified passenger trailer)	1969	1976 TMSV Bylands	Single truck open toast rack passenger trailer, for the NMETL. for use towed behind their electric tramcars They were taken over by the M&MTB on acquisition of the NMETL, and numbered 51-60. All were withdrawn after a serious accident involving V No 214 and trailer No 58. In 1925, five of these trailers were converted for use as ballast trailers, one of which was numbered No 24.further modified in 1964 when the body sides were raised and bottom dumping hoppers fitted.	

Class /	Designation	Image	Type	Built:	In Service:	Withdrawn:	Preserved:	Comments	Significance/ Nomination
B	84 PMTT 84 MMTB B84 Bendigo 16		California combination tram	1917, James Moore & Co, Melbourne	P&MTT SECV Bendigo	Sold to the Electric Supply Company of Victoria in 1931 and became Bendigo #16	Bendigo Trust	Converted to one-man configuration at Bendigo in 1935. Only Bendigo one-man tram to have swinging doors instead of concertina gates on the handbrake side platforms. In 1962,withdrawn from regular service by the SECV due to a ban by the Bendigo Branch of the ATMOEA because the body was in poor condition. allocated to short workings - most notably the "School Special" which ran from Eaglehawk to Thorpe Street during the afternoons, as a replacement tram during tram shortages on the Golden Square to North Bendigo route and as an 'extra' car on the Eaglehawk line during Easter. In 1965withdrawn from all services and work commenced on addressing the issue of excessive body movement, when the 2 platform floors were removed with the intention of bracing the bearers and relaying the floor boards in a diagonal-herring-bone format. A disagreement between the SECV works overseer and the tram depot body builder as to how the job was to be completed ensued, which resulted in a stale-mate and so #16 sat out the final SECV years at the rear of 6 road minus its compressor and end platform floors. In 1975made fully operational by The Bendigo Trust and it ran on special outings from time-to-time. For some years the tram sat at the top of 6 road and whilst the paint work was in a "shabby" state, it had been responsible for generating donations to the Tramways Paint Fund. restored during 2009/10 as California combination tram #84 in time for the centenary celebrations of the P&MTT on Sunday 30th May 2010.	State VHR
C	26 PMTT 16 MMTB C26 Geelong 36 Bendigo 5		Maximum Traction Bogie Tram	1913 Duncan & Fraser	1913 P&MTT, M&MTB, Geelong, Bendigo	Transferred to Geelong 1948, to Bendigo 1956	Bendigo	Preserved by the Bendigo Trust as Bendigo 5. C26 (originally PMTT-26, at MMTB takeover became C26, sold to the SECV 1948 and became Geelong No. ??, in 1956 became Bendigo No. 5) , preserved at the Bendigo Tramways	State VHR
C	35 PMTT 35 MMTB C35 Ballarat 40		Bogie drop centre	1913	1913 P&MTT		Ballarat	Preserved by the Ballarat Tram Museum as Ballarat 40. C35 (originally PMTT-35, at MMTB takeover became C35, in 1951 became Ballarat No. 40)	State VHR
E	40 P&MTT 40 MMTB E40 Geelong 40 Ballarat 43		Bogie drop centre	1914 Duncan & Fraser for the P&MTT as E Class No 40	1914 (P&MTT)	1951 (SECV)	1980's TMSV Bylands	Typical drop centre drop end maximum traction tramcar of the era. taken over by the M&MTB in 1920, retaining its number. E40 (originally PMTT-40, at MMTB takeover became E40, in 1928 re-designated C40,sold to the SECV in 1951 for use in Geelong and renumbered No 40. The Geelong system closed in 1956 and the SECV transferred if to Ballarat where it became No 43. Whilst in Ballarat four seats were removed from the drop centre, to accommodate prams and shopping carts. This tram was the last tram acquired for service in Geelong, and had the highest fleet number of any tramcar in both Geelong and Ballarat. It is being restored as PMTT-40 at the Tramway Museum of Victoria	

Class /	Designation	Image	Type	Built:	In Service:	Withdrawn:	Preserved:	Comments	Significance/ Nomination
E	41 PMTT 41 MMTB E41, C41 Ballarat 38		Bogie drop centre	1914, Duncan & Fraser	P&MTT	Transferred to Ballarat 1951	Ballarat	originally P&MTT-41, at MMTB takeover became E41, in 1928 re-designated C41, in 1951 became Ballarat No. 38 preserved by the Ballarat Tram Museum as Ballarat 38. E41 (originally PMTT-41, at MMTB takeover became E41, in 1928 re-designated C41, in 1951 became Ballarat No. 38) preserved as ??? at the Ballarat Vintage Tramway	
E	42 P&MTT 42 MMTB E42 Ballarat 39		Bogie drop centre	1914, Duncan & Fraser	P&MTT	Transferred to Ballarat 1951	Ballarat	preserved by the Ballarat Tram Museum as Ballarat 39. E42 (originally PMTT-42, at MMTB takeover became E42, in 1928 re-designated C42, in 1951sold to SAEC became Ballarat No. 39) at the Ballarat Vintage Tramway	
E	44 PMTT 44 MMTB E44, C44 SECV Bendigo 44		Bogie drop centre	1914, Duncan & Fraser	P&MTT	sold to the SECV Bendigo Tramways in 1951 to become #17.	Bendigo	preserved by the Bendigo Trust as MMTB 44. This tram first operated in Melbourne as Prahran and Malvern Tramways Trust #44. E44 (originally PMTT-44, at MMTB takeover became E44, in 1928 re-designated C44, in 1951 became Bendigo No. ??), preserved as something similar to PMTT-44 at the Bendigo Tramways Work commenced on the tram's restoration as PMTT #44 and it became available for service as a talking tram in April 1981.	
E	45 PMTT 45 MMBT E45, C45 Bendigo 18 Ballarat Tramways 45		Bogie drop centre	1914 Duncan & Fraser	P&MTT	sold to the SECV Bendigo Tramways in 1951 to become #18.	Bendigo restored 1974 and 1980-3	preserved by the Bendigo Trust as Bendigo 18.converted to one-man operation in 1952, but because of union 'work-to-rules' measures, Photo: Doubleday, W (2002) *Trolley Wire No 285 Vol 42. No. 2*, Sutherland, NSW: South Pacific Electric Railway Cooperative Society Ltd. 1 E45 (originally PMTT-45, at MMTB takeover became E45, in 1928 re-designated C45, in 1951 became Bendigo No. 18), preserved as Bendigo 18 (now rebuilt to a saloon design without drop-centre) at the Bendigo Tramways	
F	46 P&MTT 36			1912 Duncan & Fraser.	1912 (P&MTT)	1929	TMSV Bylands	One of two tramcars built to this design for the P&MTT Originally number 36, shortly after delivery renumbered to 46, its old number being taken by the first of the E class maximum traction tramcars. unusual as centre aisle crossbench summer tramcar. In late 1923,rebuilt as a closed combination car. removed from service in 1929 and the body sold. The body of this tramcar was recovered from a house in Mentone in 1982.	State VHR
H	55			1913	1913 P&MTT	1928	TMSV Bylands	Awaiting restoration preserved by the TMSV as MMTB H55. Body sold between 1930 and 1931. Was part of a house in Mentone. To be restored to original condition.	
J	65 PMTT 65 MMTB J65 Ballarat 11		4 wheel Single truck California Combination	1915 Meadowbank Manufacturing Company	1916 PMTT Ballarat,		Ballarat?	Status unknown Ballarat 11 is believed to be in storage	

Class /	Designation	Image	Type	Built:	In Service:	Withdrawn:	Preserved:	Comments	Significance/ Nomination
	PMTT 67 Ballarat 19		Single truck California Combination	1915 Meadowbank Manufacturing Company	1916 PMTT Ballarat, Bendigo	Sold to the ESCV Ballarat in 1930s Transferred to Bendigo 1960	Bendigo in storage	Converted to Ballarat style one-man configuration at Ballarat. Transferred to Bendigo in 1960 along with Ballarat #25 in exchange for Bendigo bogie #1. restored to the livery first used when it arrived in Bendigo.	
J	71 Ballarat 12			1915 Meadowbank	Ballarat	1928 MMTB	Sydney Tram Museum	preserved by the Sydney Tram Museum as Ballarat 12. was built into a house before acquired by museum in 1990	
J	73 (Ballarat No. 29, 17)		4 wheel Californian combination car	1915 Meadowbank	1915 (P&MTT)	Sold to SECV Ballarat in 1932, withdrawn 1971	1971 TMSV Bylands as Ballarat 17.	This tram was built in 1915 by the Meadowbank Manufacturing Company of NSW for the P&MTT. one of 20 J class single truck drop end open California combination tramcars, and held No 73.taken over by the M&MTB in 1920, and acquired by the SECV in 1931, for service in Ballarat, where it became No 29.renumbered No 17 in 1935 when Geelong No 29 was transferred to Ballarat. On delivery to Ballarat modified to one man condition, and underwent further modification to make it more suitable for one man use between 1935-7.	
J	75 Ballarat 14			1915 Meadowbank		1928 MMTB	Ballarat	preserved by the Ballarat Tram Museum as Ballarat 14.	
J	76 Bendigo 7			1915 Meadowbank		1928 MMTB	Bendigo	preserved by the Bendigo Trust as Bendigo 7.	
J	82 PMTT82 MMTB 82 Ballarat 12			1915 Meadowbank			Ballarat	Status unknown	
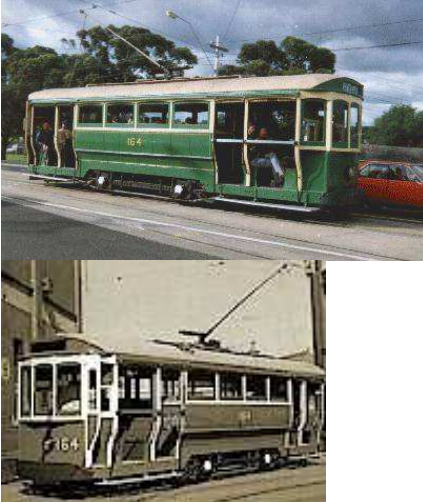
Class /	Designation	Image	Type	Built:	In Service:	Withdrawn:	Preserved:	Comments	Significance/ Nomination
M	107 HTT 1 Bendigo 12		California combination tram	1916 Duncan and Fraser	HTT	Sold to ESCV Bendigo 1930	Bendigo In storage and body dismantled in preparation for restoration as HTT #1	preserved by the Bendigo Trust as Bendigo 12. Numbers 107-116 built for the Hawthorn Tramways Trust (HTT) and originally numbered 1-10. Trams 183-189 were built for the Footscray Tramways Trust (FTT) but entered service after the formation of the MMTB in 1920. Unlike trams 107-116, trams 183-189 are 10 metres in length. First of the ex-Melbourne trams to arrive in Bendigo. In 1935 renumbered as #12.converted to Bendigo style one-man configuration during the 1930s. In 1962,withdrawn from service by the SECV because "black-banned" by the Bendigo Branch of the ATMOEA. for poor condition and not suitable for traffic.	State – oldest HTT car VHR
M	110 Hawthorn 4 Bendigo 6		Single Truck Tram	1916 Duncan & Fraser	HTT	Sold to Ballarat tramway 1930s transferred to Bendigo 1960	Bendigo	preserved by the Bendigo Trust as Bendigo 6.	
M	111 Ballarat 26			1916	HTT		Ballarat	preserved by the Ballarat Tram Museum as Ballarat 26. M111 (originally HTT-5, at MMTB takeover became M111, in 1928 re-designated A111, in 1930 became Ballarat No. 26), preserved as Ballarat No. 26.	
M	113 Ballarat 28			1916	HTT		Ballarat	preserved by the Ballarat Tram Museum as Ballarat 28.	
M	114 HTT 8 Bendigo 3			1916 Duncan & Fraser	1916 as M Class No. 8 (HTT)	1956 (SECV)	1956, Donated to Australian Electric Traction Association 1963 TMSV (On loan to Melbourne Tram Museum @ Hawthorn Depot.	preserved as HTT 8 as part of the PTC heritage tram fleet. HTT taken over by the M&MTB in 1920, and renumbered 114. In 1930, this car, along with several others, was sold to ESV for service in Bendigo, where it became No 3. The SECV took over ownership of the Bendigo tramways in 1931.never modified for use as a one-man car, and was removed from service in 1956. In 1992, placed on a 25 year loan to the Victorian State Government, who restored it back to near original condition as Hawthorn No 8.	State –HTT car in original configuration VHR
M	116 HTT 10 Ballarat 27			Duncan and Fraser 1917	Hawthorn Tramway Trust 1916, MMTB 1919, Ballarat 19230-1971		Ballarat	preserved by the Ballarat Tram Museum as Ballarat 27. Tram no. 27 was built by Duncan and Fraser in 1916 as Hawthorn Tramways Trust No. 10. taken over by Melbourne & Metropolitan Tramways Board in 1919 and became 'M' class No. 116.sold to Ballarat in June 1930 and renumbered 27. Used in Ballarat until 1971 tram no. 27 did a total mileage of 987,283.	
M	187 FTT/MMTB 187 Bendigo 20		Single truck tam	1917 Duncan & Fraser	1920 FTT	sold to the SECV Bendigo Tramways in 1951 black banned 1966	Bendigo	Ordered by FTT but delivered to MMTB preserved by the Bendigo Trust as Bendigo 20.	

Class /	Designation	Image	Type	Built:	In Service:	Withdrawn:	Preserved:	Comments	Significance/ Nomination
M	188 FTT/MMTB 188 Bendigo 21		Single truck tam	1917 Duncan and Fraser	HTT/FTT 1920	Sold to Bendigo in 1935	Bendigo	arrived in Bendigo in 1935. As Bendigo #21, it has retained its one-man configuration and in 1975 the body work received attention and was painted in the SECV livery of the 1930s. In October 1992repainted in the grey, white and blue livery of the HTT/FTT to celebrate a significant event in the history of the City of Footscray. This livery was temporary, with the colours of the HTT being represented in the future with the restoration of HTT #1. re-painted in a more accurate representation of its 1930's livery.	
N	119 MMTB N119, C119 HTT 13 Geelong 35 Bendigo 1 Ballarat 37		Bogie drop centre	1916 Duncan & Fraser	HTT	1945 – transferred to Geelong	Sydney Tram Museum	preserved by the Sydney Tram Museum as Ballarat 37. N119 (originally HTT-13, at MMTB takeover became N119, in 1928 re-designated C119, circa 1945-48 became Geelong No. 35, later became Bendigo's second No. 1, and later still became Ballarat's second No. 37), preserved as Ballarat No. 37 at Sydney Tramway Museum. This tram seems to have been everywhere.	
N	120 MMTB N120 HTT 4 Geelong 33 Bendigo 2?		Maximum Traction Bogie Tram	1916 Duncan & Fraser	HTT	1947 transferred to Geelong 1956 transferred to Bendigo	Bendigo	preserved by the Bendigo Trust as Bendigo 2. N120 (originally HTT-14, at MMTB takeover became N120, in 1928 re-designated C120, in 1947 sold to the SECV and became Geelong No. 33, and later became Bendigo's 2nd No. 4? No. 2?), preserved as Bendigo No.2 ?? at the Bendigo Tramways	
N	122 HTT 16 MMTB N122 Geelong 32 Bendigo 3		Maximum Traction Bogie Tram	1916 Duncan & Fraser	HTT	sold to the SECV Geelong tramways in 1947, transferred to Bendigo1956	Bendigo	preserved by the Bendigo Trust as MMTB N122. Formerly Geelong #32 and Bendigo #3. Restored in 1975painted in the original chocolate and cream livery of the M&MTB. N122 (originally HTT-16, at MMTB takeover became N122, in 1928 re-designated C122, in 1947 sold to the SECV and became Geelong No. 32, and later Bendigo's 3rd No. 3), preserved as MMTB No. 122 at the Bendigo Tramways	State – best example Maximum Traction bogie tram VHR
N	123 HTT 17 MMTB N123 Bendigo 4		Maximum Traction Bogie Tram	1916 Duncan & Fraser	HTT	sold to the SECV Bendigo Tramways in 1945	Bendigo	preserved by the Bendigo Trust as Bendigo 23. N123 (originally HTT-17, at MMTB takeover became N123, in 1928 re-designated C123, in 1945 was sold to the SECV and became Bendigo No. 23), preserved as Bendigo No. 4 at the Bendigo Tramways	
N	126 MMTB N126 HTT 20 Geelong 34,	 (n.b. – image of model)	Maximum Traction Bogie Tram	1916 Duncan & Fraser	HTT	1947 transferred to Geelong 1956 transferred to Bendigo	Bendigo	N126 (originally HTT-20, at MMTB takeover became N126, in 1928 re-designated C126, in 1947 was sold to the SECV and became Geelong No. 34, and later Bendigo's 3rd No. 2?? No. 4??) , preserved as Bendigo No. 23 at the Bendigo Tramways	

Class /	Designation	Image	Type	Built:	In Service:	Withdrawn:	Preserved:	Comments	Significance/ Nomination
	Bendigo 23								
O	130 PMTT 24 HTT 24 Adelaide D192		Bogie drop-centre	1912 Pengelley	1916, HTT	Sold to MTT Adelaide	South Australia	preserved by the Australian Electric Transport Museum SA as Adelaide D192	
P	132 HTT 26 MMTB C132 Ballarat 15 Ballarat 32		Maximum Traction, Bogie, Drop end and Centre Combination Saloon	Duncan and Fraser 1917	1917-8 (HTT) Designated C132 1928 by MMTB	1971 (SECV)	1971 TMSV Bylands	P132 (originally HTT-26 at MMTB takeover became P132, in 1928 re-designated C132, in 1945 was sold to the SECV and became Ballarat No. 15, later became Ballarat No. 36), Originally P class 26, one of eight P's built for the HTT by It's a maximum traction bogie drop end drop centre combination. When the M&MTB took over HTT in 1920renumbered 132. These tram were built with full width seats in the drop centre, but had a centre aisle cut through them in 1924-6. In 1945 this car was sold to the SECV for service in Ballarat, where renumbered 15 and had four seats in the drop centre removed, to accommodate prams and shopping carts. renumbered again in 1953, to 32. preserved as Ballarat No. 32 at the Tramway Museum of Victoria	
P	133 HTT 27 Bendigo 25		Maximum Traction, Bogie, Drop end and Centre Combination Saloon	Duncan and Fraser 1917	HTT	sold to the SECV Bendigo Tramways in 1947 to become #25.	Bendigo	(originally HTT-27, at MMTB takeover became P133, in 1928 re-designated C133, in 1947 became Bendigo No. 25), preserved as Bendigo No. 25 at the Bendigo Tramways by the Bendigo Trust In 1972, this tram was selected as one of four cars to inaugurate the talking tram service for The Bendigo Trust and was painted in the new livery of The	
P	135 HTT 29 M&MTB # 135. Bendigo 26		Maximum Traction, Bogie, Drop end and Centre Combination Saloon	Duncan & Fraser 1917	1917 HTT	sold to the SECV Bendigo Tramways in 1947	Bendigo	Preserved as Hawthorn Tramways Trust #29.	
P	137 PMTT 31 MMTB P137 Bendigo 34		Maximum Traction, Bogie, Drop end and Centre Combination Saloon	Duncan and Fraser 1917	HTT	Transferred to Ballarat 1947	South Australia (AETM)	originally HTT-31, at MMTB takeover became P137, in 1928 re-designated C137, in 1947 was sold to the SECV and became Ballarat No. 34), preserved as Ballarat No. 34 at the at Australian Electric Transport Museum preserved by the Australian Electric Transport Museum SA as Ballarat 34. In March 2006,on loan in Melbourne as part of the heritage fleet.	

Class /	Designation	Image	Type	Built:	In Service:	Withdrawn:	Preserved:	Comments	Significance/ Nomination
P	138 HTT 32 MMTB P138 Bendigo 24		maximum traction bogie drop-end drop-centre combination design	1918, Duncan & Fraser	Hawthorn Tramways Trust	1945 sold to SECV used on Bendigo tourist line as P class 138 from 1972	Melbourne Tram Museum @ Hawthorn Depot.	preserved by the Bendigo Trust as MMTB P138. Formerly HTT #32, in 1928 re-designated C138, then Bendigo #24. Restored to post-war MMTB condition. Ran as Bendigo 24 P138, (originally HTT-32, at MMTB takeover became P138, in 1928 re-designated C138, in 1945 became Bendigo No. 24), preserved as MMTB 138 at the Bendigo Tramways	

3.4   Ex MBCTT Trams (Class S, T) (3 items)

Class /	Designation	Image	Type	Built:	In Service:	Withdrawn:	Preserved:	Comments	Significance/ Nomination
S	164 MBCTT 11		Single truck drop end open California combination car	Duncan & Fraser Limited in 1916	1916 (MBCTT) taken over by the M&MTB renumber to 164	1962	1963 TMSV (On loan to the Hawthorn Tram Museum)	Single truck drop end open California combination car, but is significantly different in appearance to most other of its era, as constructed with an arch roof. It received no major modifications during its life with the exception of fitting of a standard destination box. Along with T No 180, it is the only surviving ex-MBCTT tramcar. eighteen cars, twelve of which were built for the Melbourne, Brunswick & Coburg Tramways Trust in 1916 (twelve cars numbered 154-165 in M&MTB service) and 1920-22 (six cars numbered 166-171 in M&MTB service).	
S or T?	155?			1919? Duncan & Fraser?			On block in Rosebud – recently discussed re private restoration	Reported at Railpage Australia http://www.railpage.com.au/f-t11355868.htm	
T	180 MBCTT 16		single truck drop-end open combination car	1917 Duncan & Fraser, Brill trucks	1917 (MBCTT) renumbered to M&MTB	1959	1969 TMSV (On loan to the Hawthorn Tram Museum	Only major modifications was the fitting of a standard destination box. It is an unusual design, being a single truck drop end combination car with arch roof, with a Brill Radiax truck. The Brill Radiax truck has pivoting axles within the truck, which results in a quality of ride comparable to double bogie cars. six cars built in by for the Melbourne, Brunswick & Coburg Tramways Trust. numbered 177-182 in M&MTB service.	

3.5   Ex FTT Trams (Class M) (2 items)

Class /	Designation	Image	Type	Built:	In Service:	Withdrawn:	Preserved:	Comments	
M	184 Ballarat 31			1920	FTT		Perth PETS	preserved by the Perth Electric Tram Society as Ballarat 31.	
M	185 Bendigo 10 Bendigo 19		California combination	Duncan and Fraser 1917	1919 FTT / M&MTB ordered by FTT but delivered to MMTB	sold this time to the SECV Bendigo Tramways in 1935	Bendigo	preserved by the Bendigo Trust as Bendigo 19. originally ordered for the Hawthorn Tramway Trust it could not be delivered until 1918, because the electrical components could not be obtained due to the WW1.sold to the newly established Footscray Tramways Trust in 1919, but did not operate for that company, because the FTT had not opened its tramways due to an unavailability of power supply. Bendigo converted it to one-man configuration as #19. In September 1972, The Bendigo Trust converted the tram back to its former California combination configuration, using components from scrapped former SECV Bendigo tram #10. In October 2003, out-shopped sporting a new coat of paint and the installation of unique lead-lights commemorating the history of the tram.	
M	188			1920 Malcolm Moore Malvern	FTT		Bendigo	Numbers 107-116 built for the Hawthorn Tramways Trust (HTT) and originally numbered 1-10. Trams 183-189 were built for the Footscray Tramways Trust (FTT) but entered service after the formation of the MMTB in 1920. Unlike trams 107-116, trams 183-189 are 10 metres in length. preserved by the Bendigo Trust as Bendigo 21.	
M	189 (Ballarat 33)			1920		Transferred to Ballarat 1933	Ballarat	Preserved at Ballarat Tram Museum	

4. M&MTB Trams

4.1 Q, R, X, X1, X2, Y, Y1, & L Class Trams (23 items)

Class /	Designation	Image	Type	Built:	In Service:	Withdrawn:	Preserved:	Comments	Significance
Q	139		Ex single truck straight sill combination car, converted to scrubber	MMTB 1920			Old Canberra Tram Company	preserved by the Old Canberra Tram Company as MMTB Q139. at Kew Depot 1997, http://www.flickr.com/photos/24447011@N02/with/4343571200/ twenty-four cars built by the M&MTB at its Holden Street Workshops in 1922 and 1923. numbered in two blocks: 139-150 and 190-201. The twenty Q class cars converted for use as one-man cars were 139-150, 191-193 and 196-200.	
Q (G?)	176						Private house in Thornbury		
Q	197 9W	See scrubber car 9W service car			Scrubber 9W	Q197, converted as scrubber car 9W	at the Hawthorn Tram Depot	Preserved at Hawthorn? As 9W	
Q	198 15W	See 15W service car			1958, Welding car 15		TMSV Bylands	Became sleeper car in 1959, renumbered 15W	
Q	199 16W		Single-truck straight-sill, closed combination car	Malcolm Moore	1923 (MMTB),		TMSV Bylands	1959 Converted to Wheel Transport Car No.16 later 16W (MMTB) Current Restoration Projects returned to original M&MTB scheme	
Q	201		Single-truck straight-sill, closed combination car	MMTB 1923	1923, later G class	Withdrawn 1955	In private house in 148 Hutton St Thornbury	An historic 201 Melbourne tram from the 1920s in the backyard of a house for sale at 148 Hutton Street, Thornbury. Sydney Morning Herald Alexandra Roginski March 2, 2010	
R	153 FNPTT 3 Bendigo 22		single truck straight sill closed combination design	James Moore & Sons in 1920	FN&PTT 1920 Reclassed and Renumbered: R 153 for MMTB	transferred to Bendigo 1936	Awaiting restoration Bendigo Tram Museum	The R class were very similar in appearance to the Q class, built for the Fitzroy, Northcote & Preston Tramways Trust by James Moore & Sons in 1920. In M&MTB service they were numbered 151-153 and 172-176. The four R class tramcars converted for use as one man cars were 151 and 174-176. unique to Bendigo as the only single truck tram of this design to operate here. The tram saw little use as unpopular with passengers because of its high steps. Scrapped in 1956 and the body was used by a Bendigo resident as a wood shed. In 1995,eventually retrieved and placed in storage for future restoration.	
X	217		Single truck Birney car	Birney	imported from the United States in 1923. 1924	February 1957	1963 TMSV (On loan to the Hawthorn Tram Museum)	One of two Several thousand were constructed in the USA between 1915 and 1926, only a few survive today. Birneys were designed to provide a tram which was cheap to construct and could be operated economically on low density routes by one man. Birneys were the first Melbourne trams with air operated doors. mainly used on the Hawthorn and Point Ormond routes, and all over Melbourne as an all-night car.	
X	218						TMSV	preserved by the TMSV.	

Class /	Designation	Image	Type	Built:	In Service:	Withdrawn:	Preserved:	Comments	Significance
X!	466		Single truck saloon car	1926			Newstead Tramcars restored 2006	Offered for sale to US or other tram company	
X1	467		Single truck saloon car	Birney	1928 one of ten trams build by the M&MTB	1962	1963; at Bylands since 1971	Isolated Footscray tramway system. They were basically a copy of the Birney tramcars imported in 1923, the major difference being the rear door on each side of the tramcar, along with upholstered seats. It spent some time on the main system between 1954 -7 as an all-night car. withdrawn on closure of the Footscray system on 10 March 1962. It has been at Bylands since 1971, with the occasional trip back to Melbourne for tours.	
X2	674						TMSV Bylands	preserved by the TMSV as X2 680.	
X2	676		M&MTB copy of the Birney Safety car	1930 at Preston Workshops			Melbourne Tramway Museum @ Hawthorn Depot	preserved as part of the PTC Heritage Tram fleet.	
Y	469			1927 MMTB			Melbourne Tramway Museum @ Hawthorn Depot	preserved as part of the PTC Heritage Tram fleet. built in 1927 by the Melbourne & Metropolitan Tramways Board (M&MTB) at Preston Workshops as an experimental car for tourist services,	
Y1	610		Bogie Peter Witt saloon car	MMTB) Preston Workshops		withdrawn and used for driver-training duties 1965	Bendigo talking tram PTC Heritage Tram fleet	preserved as part of the PTC Heritage Tram fleet. History: Introduced to service in 1930 and based on the Peter Witt design - which originated in Cleveland, Ohio in 1915, placed in storage during the late 1990s and was transferred to Bendigo in March 2005.	
Y1	611		Bogie Peter Witt saloon car				PTC Heritage Tram fleet	preserved as part of the PTC Heritage Tram fleet.	
Y1	612		Bogie Peter Witt saloon car	M&MTB at Preston Workshops	1930	1990 (1965 from regular service)	2005 Bylands (On loan from the State Government)	Double-ended version of the Peter Witt design from Cleveland in 1915.designed primarily to reducing fare evasion, with passengers boarding via the front door and exiting via the central door. Meaning every passenger had to pass a conductor behind the driver. The union object to its potential for one man operation. After withdrawal in 1965,used when there was a car shortage and for driver training during 1982-90.	

Class /	Designation	Image	Type	Built:	In Service:	Withdrawn:	Preserved:	Comments	Significance
Y1	613		Bogie Peter Witt saloon car	1930 M&MTB			Melbourne Tramway Museum @ Hawthorn Depot	preserved as part of the PTC Heritage Tram fleet.	
L	101		Bogie drop-centre saloon car	1921 James Moore,	1921 (P&MTT) delivered in 1921 to the M&MTB.	1980 (1969 from regular service)	1982 TMSV Bylands	Second type of four motor drop centre used in Melbourne (the first being the VR drop centre cars, No. 34 is the TMSV's example). The drop centre was rebuilt from a four door format into the standard W2 three door form. This class of tramcars was the widest used in Melbourne, and were used as the basis for the W class design.	
L	102		Bogie drop-centre	1921 James Moore,			Canberra	Body only preserved by the Old Canberra Tram Company.	
L	103		Bogie drop-centre	MMTB 1921	1921	1969,	Melbourne Tramcar Preservation Association, Haddon	Ordered by PMTT but delivered to MMTB	
L	104		Bogie drop-centre	James Moore and Sons, 1921	3 June 1921 (P&MTT)	1969,	Melbourne Tram Museum @ Hawthorn Depot. VicTrack	The L class cars are significant in the tramway history of Melbourne for a number of reasons. They were designed and ordered by the largest of the pre-M&MTB municipal tramways trusts, the P&MTT. Their design was used as the basis for the M&MTB W class design of 1923, although that design was significantly simplified for effective mass production through elimination of curved sides and quarter windows. They were also the widest trams ever used in Melbourne, and the last trams designed before the founding of the M&MTB to be used in passenger traffic in Melbourne.	State – precursor and model for W class VHR
L	106		Bogie drop-centre	James Moore and Sons, 1921	14 September 1921, (P&MTT)	1969 allocated in 1981 to Essendon Depot for use on the Zoo special Sunday service, withdrawn 1990s	Melbourne Tram Museum @ Hawthorn Depot. VicTrack	allocated to four different depots during its years of service, namely Malvern, Glenhuntly, South Melbourne and Essendon. after the takeover of the P&MTT by the Melbourne & Metropolitan Tramways Board. classified into the L class roster and numbered 106. The history of the tramcar was very like that of its sister car L 104.	

4.2   W Class Trams (73 items)

Class /	Designation	Image	Type	Built:	In Service:	Withdrawn:	Preserved:	Comments	Significance
W	220		Bogie drop-centre saloon car	M&MTB Holden Street Workshops in North Fitzroy.	1923	Converted to W2 Class: 1928	1982 TMSV Bylands	One of two prototype W class trams, formed the basis of the internationally recognised symbol of Melbourne, the W class tramcar, over 750 W's were built. They were designed to be easily mass produced, due to the conversion of cable tram lines to electric and a planned massive expansion of the Melbourne system which unfortunately did not eventuate. All 200 W class tramcars were converted to the W2 style drop centre between 1928 and 1933.	State – earliest surviving W class? VHR
W	245						Sydney Tram Museum	preserved by the Sydney Tram Museum as W2 245.	
W	294						South Australia AETM	preserved by the Australian Electric Transport Museum SA as W2 294.	
W	329						Perth PETS	preserved by the Perth Electric Tram Society as W2 329.	
W	354						South Australia AETM	preserved by the Australian Electric Transport Museum SA as W2 354.	
W	357						MTPA Haddon	preserved by the MTPA as W2 357.	
W	368						Perth PETS	preserved by the Perth Electric Tram Society as W2 368.	
W	370						Sydney Tram Museum	preserved by the Sydney Tram Museum as W2 370.	
W	380		Bogie drop-centre saloon car	M&MTB's Holden Street Workshops	Christmas Day 1925. South Melbourne, Malvern and Kew Depots		1988 restored Melbourne Tram Museum @ Hawthorn Depot	Produced as one of 200 trams constructed to the original W class design for the M&MTB between 1923 and 1926.built by the M&MTB's Holden Street Workshops and entered service on Christmas Day 1925. These cars were designed to be easily mass-produced, and formed the basis of what was to become the internationally-recognised symbol of Melbourne, the W type tramcar, which proliferated into twelve different major versions and over 750 vehicles.	State – best condition original configuration W class? VHR
W2	392						Sydney	preserved by the Sydney Tram Museum as W2 392.	
W	393						Perth PETS	preserved by the Perth Electric Tram Society as W@ 393.	
W	407						Haddon	preserved by the MTPA as W2 407.	
W1	421 Bendigo 31		Bogie drop-centre saloon car	M&MTB.	1927	Purchased by The Bendigo Trust in 1985	Bendigo	In W2 configuration when purchased, stored at the Gas Works Depot before being converted to W1 configuration in 2000.painted in the corporate livery of the "Rivers" footwear company and operated in this livery until 2004. The tram was repainted in the corporate livery of "Centro" promoting the Lansell Plaza shopping complex at Kangaroo Flat.	
W1	426		Bogie drop-centre saloon car				Perth PETS	preserved by the Perth Electric Tram Society as SW2 426.	