

Tram No. 19



Construction on this M class tram started in 1917. It was built by Duncan and Fraser of Adelaide in South Australia for the Hawthorn Tramways Trust. However, the tram was unable to be delivered until 1918 because the electrical components could not be obtained due to the shortages of WWI.

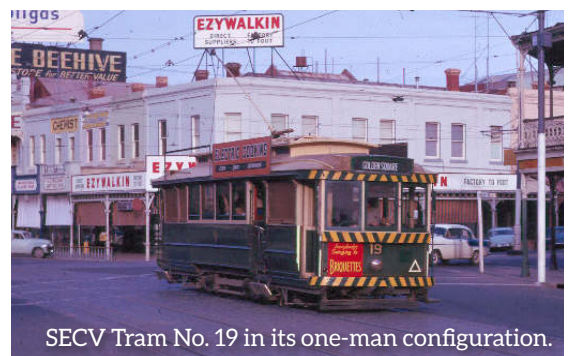
In 1919 it was sold to the newly established Footscray Tramways Trust, but it did not operate for this company as they were unable to open their tramways due to an unavailability of power.

The Melbourne and Metropolitan Tramways Board was formed in 1920 and operated it throughout Melbourne as Tram No. 183.

In 1935 it was sold to the State Electricity Commission of Victoria who operated Bendigo Tramways. It was converted into a one-man configuration in Geelong before arriving in Bendigo where it operated as Tram No. 19.

In 1972 this tram was converted to its former California combination configuration to inaugurate the Vintage Talking Tram Service.

Tram No. 19 was selected as one of four cars to inaugurate the Vintage Talking Tram service.



SECV Tram No. 19 in its one-man configuration.

TECHNICAL INFORMATION:

Weight: 12.2 tonnes

Trucks: Brill 21E (7 foot 6 inch wheel base)

Braking: Air operated self-lapping valves and hand brakes

Length: 10 metres

Motors: 2 X 53 hp Westinghouse 225

Controllers: GE K36