









Class /	Designation	Image	Type	Built:	In Service:	Withdrawn:	Preserved:	Comments	Significance
W	496						San Francisco, USA	No. 496 purchased by Muni in 1984 (along with No. 586, kept as a spare). Museums in Motion . F (Market) line from the Transbay Terminal to Castro Street is being extended to Fisherman's Wharf. mainly operated by PCC cars, but a limited service with "historic" cars, including W2-496 is planned.	
W2	512			1925-30			Seattle, USA. 199	virtualtourist.com Currently operating on the Waterfront Streetcar Line, Seattle, USA	
W2	518.			1925-30			Seattle, USA.	Currently operating on the Waterfront Streetcar Line, Seattle, USA	
W2	525			1925-30			Seattle, USA.	Sold to Gomaco Trolley Co, Iowa for refurbishment and Currently operating on the Waterfront Streetcar Line, Seattle, USA. But may be used for parts	
W2	531						San Jose Cal. USA	Currently operating on the San Jose Trolley, downtown loop, San Jose, USA. Converted to pantograph and can run on the entire system, the only historic car which can do so.	
W	533						Iowa, USA	Gomaco Trolley Co, Iowa	
W	539						Iowa, USA	Gomaco Trolley Co, Iowa	
W	540						Iowa, USA	Gomaco Trolley Co, Iowa	
W	545						Iowa, USA	Gomaco Trolley Co, Iowa	
W	551						Iowa, USA	Gomaco Trolley Co, Iowa	
W	553						Iowa, USA	Gomaco Trolley Co, Iowa	
W	567						Iowa, USA	Gomaco Trolley Co, Iowa	
W2	586						San Francisco, USA	preserved by the San Francisco, USA, "Muni". Not yet operating but proposed for Fishermen's Wharf	
W2	601						Chisholm, USA	Currently operating at the Iron Range Center, Chisholm, USA.	
W2	605.						Seattle, USA	Currently operating on the Waterfront Streetcar Line, Seattle, USA	
W2	606						Chisholm, USA	Currently operating at the Iron Range Center, Chisholm, Minnesota USA. -'Minnesota Discovery Centre', formerly 'Iron World'	
W2	626						New Orleans / Memphis?	Currently operating on the Riverfront Heritage Tramway, New Orleans, USA. - line converted back to 5' gauge and trams sold to Memphis.	
W	630						Iowa, USA	Gomaco Trolley Co, Iowa	
W2	648						Rio Vista, California, USA.	Currently operating at the Western Railway Museum, Rio Vista, USA.	
W	751						Iowa, USA	Gomaco Trolley Co, Iowa	
W5	756						Portland Oregon ? Georgia, USA	Sold to Gomaco Trolley Co, Iowa and refurbished for restaurant tram on the Willamette Shore Trolley, Portland, USA.? Highly modified with AC motors powered by biodiesel-fueled generators. River Street in Savannah, Georgia, 2009 http://www.railpage.com.au/f-t11351536-s0.htm	
W	799						Iowa, USA	Gomaco Trolley Co, Iowa	
W	839						Iowa, USA	Gomaco Trolley Co, Iowa	

Class /	Designation	Image	Type	Built:	In Service:	Withdrawn:	Preserved:	Comments	Significance
SW6	893			1944Preston Workshops		1997	MOTAT Auckland.	Built by the Melbourne & Metropolitan Tramways Board's Preston Workshops. Fitted with steel window frames and Motorman controlled, pneumatically operated sliding doors. Withdrawn more than 52 years service in 1997 and placed in storage at the former Preston Workshops in the back up fleet, but never utilised. Selected from hundreds of stored trams by MOTAT volunteers and kindly donated by the Victorian Department of Infrastructure. No.906 in 2006 & No.893 in 2008. Length 46'6" (14.17 m) weight 17.7 tonne. M&MTB No.15 trucks. 4-40hp GE motors, License built RC2 controllers: hand- and self lapping air-brakes.	
SW6	906			1945Preston Workshops		1997	MOTAT Auckland.	Built by the Melbourne & Metropolitan Tramways Board's Preston Workshops. Fitted with steel window frames and Motorman controlled, pneumatically operated sliding doors. Withdrawn more than 52 years service in 1997 and placed in storage at the former Preston Workshops in the back up fleet, but never utilised. Selected from hundreds of stored trams by MOTAT volunteers and kindly donated by the Victorian Department of Infrastructure. No.906 in 2006 & No.893 in 2008. Length 46'6" (14.17 m) weight 17.7 tonne. M&MTB No.15 trucks. 4-40hp GE motors, License built RC2 controllers: hand- and self lapping air-brakes.	
SW6	965						Copenhagen Tram Museum	Restored at a cost of \$25,000 and donated to Copenhagen Tram Museum as a wedding present from the Victorian Government to Princess Mary and Crown Prince Frederik of Denmark	Diplomatic value and expression of political views of significance of W class trams

6. Replica trams (4 items)

Class /	Designation	Image	Type	Built:	In Service:	Withdrawn:	Preserved:	Comments	Significance
MTOC horse tram	No. 253		Single truck cross-bench Horse Tramcar		Replica Royal Parade and the Melbourne Zoo	line closed in 1923	TMSV Bylands	Replica of a horse tram used on the Zoological Gardens constructed from original drawings and mounted on a standard Melbourne cable tram truck. used for a horse tram service at Bylands prior to the availability of electric traction at the museum.	
MTOC Replica	95 ?		Cable Tram Dummy and Trailer		1888?		Portland Victoria	Replica Used with internal combustion motor on Portland foreshore from June 1996, restored by Keith McMillan	
MTOC Replica	593		Single truck cable tram dummy car	1980's by trainees at Malvern Depot	Formally operated in Hudson Park, Kilmore.		Melbourne Tram Museum @ Hawthorn Depot.	This car is a replica of a cable tram dummy built from recovered components in the early 1980's. It is fitted with a small petrol driven internal combustion engine, and is used in conjunction with the cable tram trailer No 171. This tram, along with trailer, has operated in Hudson Park Kilmore, Moomba parades and has also operated for brief periods at a number of other Australian tramway museums.	High quality replica, able to demonstrate the concepts and style of the cable trams
Doncaster Tramway	1		Replica electric tram	1888 (original for Melbourne Exhibition)	1889-1896	1896 – line closed	Schramms Cottage, Doncaster	replica of the Box Hill - Doncaster Tram that ran from 1889 to 1896 along the line of Tram Road.	Poor reproduction, but provides interpretive value

7. Non Victorian Trams preserved in Victoria (6 items)

Class /	Designation	Image	Type	Built:	In Service:	Withdrawn:	Preserved:	Comments
Adelaide H Class	No.373			1929 by Pengelley & Co of Adelaide	1929 (MTT Adelaide)	2006 (Trans Adelaide)	2006 TMSV Bylands	Built for the Municipal Tramways Trust, Adelaide. These trams had many characteristics of American Interurban cars of the era, and were introduced for exclusive service on the Glenelg line. They were often operated coupled into pairs in peak periods. In latter years they were also used on the other suburban tram routes, until the closure of the main Adelaide tramway system in 1958. The full fleet of 30 were retained for operation on the Glenelg line after 1958. Over the years the fleet had been reduced to 21 cars, and in 2004 the South Australian Government approved the purchase of 11 new modern Light-rail vehicle. Five 5 H class trams have been retained for Adelaide system.
Ballarat No.	23		Scrubber Car	Duncan & Fraser	1913 (ESV)	1971 (SECV)	1971 TMSV Bylands	This is the only tram still in existence that was built new for the Ballarat tram system, all other Ballarat trams Currently in preservation, having been bought second hand for that system. built in 1913 by Duncan & Fraser as a single truck straight sill closed cross bench tramcar, one of 3 built for the ESV Ballarat system. They were convertible between summer and winter use, the centre seats being removed in winter to provide an aisle. In 1934 withdrawn from passenger service and converted to a scrubber tramcar, in which capacity it remained in service until closure in 1971.
Geelong	22			Pengelley & Co of Adelaide 1924- 5,	1924-5 (MESCo)	1956 (SECV)	1969 TMSV Bylands	One of 8 ordered by MESCo for service in Geelong in the form of a straight sill closed combination car with Brill Radiax trucks. These were the largest and heaviest single truck passenger trams built in Australia, and the last new cars built for service in Geelong. one of the four Pengelley trams not modified for one man use, remaining in two man configuration for its entire life. taken over along with the Geelong system by the SECV in 1930, and remained in service until the systems closure in 1956.
Geelong	9 (Butterbox)			Duncan & Fraser in 1915	1915 (MESCo)	1956 (SECV)	1982 TMSV Bylands	Part of the second order of three of the Geelong Butterbox class, which totalled 10. These cars were a single truck straight sill open combination tramcar, and formed a major part of the Geelong fleet for the entirety of the system's existence. Originally operated as a two man tramcar, after the takeover of MESCo by the SECV modified for use as a one man tramcar in 1932. originally built with 26" wheels, but was later modified to use 33" wheels.
J	65			1915		1928 MMTB	Ballarat	preserved by the Ballarat Tram Museum as Ballarat 11.
J	68			Meadowbank Manufacturing Co 1915	P&MTT 1915	Ballarat 1936-?	Ballarat	Tram No.13 (originally built as J Class no: 68 in 1915 by the Meadowbank Manufacturing Co. for the Prahran and Malvern Tramways Trust as number 68. Classified "J" class when taken over by the Melbourne and Metropolitan Tramways Board. Purchased by the Melbourne Electric Supply Co. Ltd. in 1928 and became Geelong number 30. Transferred to Ballarat in 1936, becoming car number 13

8. W Class Trams Stored at Newport Workshops, Preston and elsewhere (175 items)

The following lists of stored and scrapped W class trams are drawn from the “W Class Trams” Web Page http://webspaces.webring.com/people/hz/z_class/wclass8.html

W2 class trams.

323. - 1 tram.

W5 class trams.

684, 685, 720, 763, 772, 783, 823, 826, 833. - 9 trams.

SW5 class trams.

681, 682, 721, 722, 723, 724, 725, 726, 727, 729, 730, 731, 732, 733, 734, 736, 737, 738, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 752, 753, 754, 755, 757, 758, 760, 764, 765, 767, 768, 769, 770, 773, 775, 776, 777, 780, 781, 784, 786, 787, 788, 789, 790, 7921, 793, 797, 802, 805, 806, 807, 809, 811, 812, 814, 815, 816, 818, 819, 824, 828, 829, 830, 834, 836, 837, 838, 841, 844, 847. - 80 trams.

SW6 class trams.

853, 857, 858, 859, 860, 863, 867, 868, 871, 872, 873, 875, 876, 877, 878, 879, 882, 886, 889, 894, 898, 903, 904, 910, 911, 912, 913, 914, 915, 917, 920, 922, 923, 926, 927, 934, 940, 942, 943, 945, 948, 950, 952, 955, 958, 959, 962, 966, 967. - 49 trams.

W6 class trams.

970, 972, 973, 974, 978, 979, 985, 986, 987, 988, 989, 990, 991, 993, 994, 995, 997, 999. - 18 trams.

W7 class trams.

1002, 1003, 1004, 1006, 1007, 1009, 1014, 1016, 1024, 1025, 1026, 1028, 1029, 1030, 1033, 1035, 1037, 1038. - 18 trams.

In 1990, the National Trust classified all remaining W class trams. A combination of the Trust, unions and the State Government put an end to W class trams being removed from Victoria. This means that the trams listed are understood to be stored at Newport Workshops although they are not in any condition suitable for use, and in many cases are incomplete or have been cannibalised for parts..

Another set of trams is listed as being part of the Ready Reserve fleet stored at Preston Workshops. These 50 trams were supposed to be kept for emergency services such as extras for sporting events etc. but 43 of them have been stored in the old Plate Shop at the back of Preston Workshops, all except five were not on rails. SW6 936 is stored in the workshops yard as it would not fit in the Plate Shop. Another seven have been stored at various suburban depots.

Manufacturers.

JM - James Moore & Son, Sth Melbourne.

HS - MMTB Holden St Nth Fitzroy.

PW - Preston Tramway Workshops.

Designation	Construction and operation details	Last allocated depot	Out of service and subsequent history.
8.1 W Class 219 to W 418			
W 219. (HS)	21/12/1923 and converted to W2 class in November 1930.	Camberwell Depot	disposed of on 12/6/1981, and was dismantled in 1981 at Simsmetal, Campbellfield.
W 220. (HS)	24/12/23 and converted to W2 class in May 1931.	Malvern Depot	sold complete on 23/2/1982 to the TMSV at Bylands which intends to restore it.
W 221. (HS)	15/3/1924 and converted to W2 class in February 1932.	Glenhuntly Depot	After use as a rerailling instruction car for which fitted with a No 1 and a No 13 truck, sold on 3/02/1984 to a private buyer in Ocean Grove along with W2 627.
W 222. (HS)	18/3/1924 and converted to W2 class in March 1931.	Preston Depot	Its body sold on 17/06/1981 to Melbourne Tramcar Preservation Association, Haddon Vic. who broke it up for spare parts.
W 223. (HS)	8/4/1924 and converted to W2 class in July, 1931.	Glenhuntly Depot	sold on 3/7/1986 to Simsmetal, Brooklyn.
W 224. (HS)	8/4/1924 and converted to W2 class in October, 1930.	Kew Depot	sold on 16/4/1982 to St Albans BMX Club, and some electrical parts were sent to America.
W 225. (HS)	1/5/1924 and converted to W2 class in August, 1929.	Malvern Depot	dismantled in July, 1978.
W 226. (HS)	15/5/1924 and converted to W2 class in November 1931.	Preston Depot	sold on 2/10/1984 to a private buyer in Chirnside Park, Vic.
W 227. (HS)	16/9/1924 and converted to W2 class in September 1929.	Essendon Depot	sold on 1/7/1981 to Maher Transport at Thomastown Vic who resold it to a private buyer in Ballarat after it had spent some time in Lilydale.
W 228. (HS)	13/9/1924 and converted to W2 class in December 1929.	Essendon Depot	burnt in May 1967 and its trucks and electrical equipment ended up in New Zealand.
W 229. (HS)	14/7/1924 and converted to W2 class in January 1930.	Malvern Depot	sent to Wattle Park in June 1979 as shelter, where it still exists.
W 230. (HS)	9/8/1924 and converted to W2 class in January 1930.	Kew Depot	sold on 23/3/1983 to the Croydon Community School and was transferred to a private buyer in Laverton in July, 1989.
W 231. (HS)	13/9/1924 and converted to W2 class in September 1931.	Kew Depot	sold on 21/2/1963 to the Surrey Hills Boy's Home and was broken up for spare parts by the Tramway Museum Society of Victoria in 1975.
W 232. (HS)	13/9/1924 and converted to W2 class in January 1932.	Glenhuntly Depot	burnt at Preston Workshops in 1967.
W 233. (HS)	13/9/24 and converted to W2 class in March 1929.	Preston Depot	sold to a buyer in Brooklyn, Vic. on 24/09/1986After service as a line marker car.
W 234. (HS)	3/10/1924 and converted to W2 class in August 1931.	Glenhuntly Depot	sold to the Gomaco Trolley Co. of Ida Grove, Iowa USA on 2/12/1987 and went to Memphis Tennessee in February 1990.
W 235. (HS)	18/10/1924 and converted to W2 class in September 1931.	Brunswick Depot	sold to the Burwood Boy's Home on 28/11/1963 and was subsequently broken up.
W 236. (HS)	30/10/1924 and converted to W2 class in June 1932.	Essendon Depot	sold to a private buyer in Yambuk, Vic. on 8/06/1963 and was subsequently broken up.

Designation	Construction and operation details	Last allocated depot	Out of service and subsequent history.
W 237. (HS)	12/09/1925 and converted to W2 class in February 1932.	Malvern Depot	sold to a private buyer in Seaholme Vic. on 22/10/1964 along with W2 519.
W 238. (HS)	17/07/1925 and converted to W2 class in August 1931.	Kew Depot	sold to a private buyer in Hay NSW on 8/02/1964 and was subsequently repurchased by a buyer in Alexandra Vic.
W 239. (HS)	15/12/1924 and converted to W2 class in September 1932.	Preston Depot	burnt at Preston Workshops on 31/05/1967.
W 240. (HS)	7/01/1925 and converted to W2 class in August 1929.	Essendon Depot	burnt at Preston Workshops on 21/06/1967.
W 241. (HS)	13/01/1925 and converted to W2 class in February 1932.	Malvern Depot	sold to the Mill Park Primary School on 18/06/1982.
W 242. (HS)	5/02/1925 and converted to W2 class in January 1932.	Brunswick Depot	sold on 6/05/1981 to Bruckner Transport of Tullamarine Vic. who resold it to Mt. Scopus College Burwood. subsequently broken up.
W 243. (HS)	12/09/1925 and converted to W2 class in December 1931.	South Melbourne Depot	painted as a Transporting Art car , sold on 30/11/1987 to a buyer in Brooklyn Vic. who sold the body to a private buyer in Mt. Martha Vic. in November 1989 and the electrics to America in 1989.
W 244. (HS)	25/02/1925 and converted to W2 class in September 1929.	Camberwell Depot	sold in full running order on 28/03/1983 to the Newcastle Tramway Museum in Maitland NSW. When the museum was wound up 244 was overhauled and repainted in Christchurch (NZ) livery and is now running in Christchurch.
W 245. (HS)	17/07/1925 and converted to W2 class in April 1931.	South Melbourne Depot	245 was also sold in full running order to the Newcastle Tramway Museum on 28/03/1983. When the museum was wound up converted to a restaurant at Honeysuckle (A suburb of Newcastle).
W 246. (HS)	18/07/1925 and converted to W2 class in December 1931.	Essendon Depot	painting as a Transporting Art car sold to Maher Transport of Thomastown Vic. who resold it to a private buyer in Mentone, Vic.
W 247. (HS)	26/03/1925 and converted to W2 class in December 1929.	Preston Depot	also sold to the Newcastle Tramway Museum, this time on 4/6/1982. However, it expired prematurely when a crane went through its roof on offloading at Maitland, and subsequently broken up.
W 248. (HS)	11/4/1925 and converted to W2 class in July 1929.	Glenhantly Depot	sold to Maher Transport, Thomastown Vic. on 13/11/1981 and was resold to a private buyer in West Somerville Vic. It found its way to the Tramway Museum Society of Victoria, Bylands Vic. on an unknown date and was dismantled for parts in 2000 due to damage being caused by its being used as a storage for potted plants (!) at Bylands.
W 249. (JM)	10/09/1924 and converted to W2 class in October 1931.	Preston Depot	sold to a private buyer in Ballarat on 10/12/86 and has since been moved to Canberra ACT for use on the "Federation Line" with Sydney R1 2001.
W 250. (JM)	18/6/1924 and converted to W2 class in June 1932.	Essendon Depot	sold to Maher Transport, Thomastown Vic. on 19/07/1982 and resold to a private buyer in the Yarrowonga, Vic. area.
W 251. (JM)	4/7/1924 and converted to W2 class in February 1932.	Preston Depot	sold complete to Our Lady of Carmel Monastery in Beaconsfield Pde Albert Park on 16/02/1987, and was resold to an unknown buyer sometime in the late 1990's.
W 252. (JM)	20/09/1924 and converted to W2 class in April 1932.	Hawthorn Depot	sold to a private buyer in Robinvale Vic. on 6/09/1966.
W 253. (JM)	6/08/1924 and converted to W2 class in December 1931.	Preston Depot	sold to a private buyer in Frankston Vic on 25/03/1986.
W 254. (JM)	2/09/1924 and converted to W2 class in March 1931.	Brunswick Depot	sold to a private buyer in East Keilor Vic. on 27/07/1979 and then went to the former cable tram depot in Bridge Rd Richmond. burnt out in January 1986.
W 255. (JM)	20/09/1924 and converted to W2 class in March 1932.	Kew Depot	sold to the Windmill Caravan Park in Ballarat Vic. on 24/10/1985 and I personally sighted it at the caravan park in early 1999 with one saloon and the drop centre missing. Since then, the surviving saloon has departed the park for places unknown.
W 256. (JM)	18/09/1924 and converted to W2 class in November 1928.	Malvern Depot	sold on 25/07/1966 to the Northcote Kindergarten and was broken up by September 1982 at the Northcote tip.
W 257. (JM)	6/10/1024 and converted to W2 class in July 1932.	Malvern Depot	sold to a buyer in Brooklyn Vic. on 8/09/86 and was resold to a private buyer in Ballarat.
W 258. (JM)	18/10/1924 and converted to W2 class in April 1932.	Essendon Depot	sold to Maher Transport, Thomastown Vic. on 10/12/1981 and resold to a private buyer in Bailston Vic.
W 259. (JM)	18/10/1924 and converted to W2 class in September 1931.	Glenhantly Depot	burnt on 21/03/1975 after part of its roof had been used for strength testing in 1974.
W 260. (JM)	24/10/1924 and converted to W2 class in May 1932.	Glenhantly Depot	sold to a private buyer in North Carlton Vic. on 17/11/1981 and subsequently transferred to Noojee Vic.
W 261. (JM)	14/08/1925 and converted to W2 class in November 1929.	Glenhantly Depot	sold to Simsmetal, Campbellfield on 10/06/1980 and broken up.
W 262. (JM)	11/09/1925 and converted to W2 class in October 1931.	Preston Depot	sold to a private buyer in Werribee Vic. on 25/03/1986. The tram is Currently (November 2001) advertised for sale at the corner of Homestead and Aviation Rds Point Cook, near the airport entrance.
W 263. (JM)	1/11/1925 and converted to W2 class in July 1930.	Essendon Depot	sold on 24/11/1981 to Maher Transport, Thomastown Vic. who resold it to a private buyer in Cockatoo, Vic.
W 264. (JM)	3/11/1925 and converted to W2 class in January 1933.	Glenhantly Depot	sold on 16/01/1963 to a private buyer in Flowerdale Vic. who built it into a house.
W 265. (JM)	15.12.1924 and converted to W2 class in May 1932.	Brunswick Depot	sold on 22/10/1964 to the Mentally Retarded Children's Centre in Traralgon Vic. and was subsequently broken up.
W 266. (JM)	17/01/1925 and converted to W2 class in July 1932.	Preston Depot	sold to Salesian Brothers College, Chadstone Vic. on 17/03/1963.
W 267. (JM)	7/01/1925 and converted to W2 class in November 1931.	Malvern Depot	sold to Tally Ho Boy's Village, Launching Place, Vic. on 24/09/1970.
W 268. (JM)	28/01/1925 and converted to W2 class in February 1933.	Essendon depot	sold on 15/06/1981 to Mahers Transport, Thomastown Vic., and was resold to a private buyer in Lower Templestowe, Vic. and it finally ended up in Diamond Creek, Vic
W 269. (JM)	2/02/1925 and converted to W2 class in December 1932.	Glenhantly Depot	sold on 9/9/1981 to Maher Transport, Thomastown Vic. who resold it to a private buyer in Williamstown Vic.
W 270. (JM)	10/2/1925 and converted to W2 class in October 1931.	Glenhantly Depot	sold on 30/04/1984 to a private buyer in Shepparton Vic.
W 271. (JM)	20/02/1925 and converted to W2 class in September 1931.	Preston Depot	sold on 3/09/1962 to "Sparrows In The Treetops", North Warrandyte Vic.
W 272. (JM)	20/06/1925 and converted to W2 class in September 1931.	Brunswick Depot	sold in full working order to Paul Class of Gales Creek Enterprises in the USA, which overhauled it and sold it to the Waterfront Streetcar line in Seattle where the tram is now running in regular service.
W 273. (JM)	27/12/1925 and converted to W2 class in January 1929.	Kew Depot	sold to Bruckner Transport, Tullamarine Vic. who broke it up.
W 274. (JM)	27/12/1925 and converted to W2 class in June 1931.	Malvern Depot	sold on 19/11/1962 to a private buyer in Kangaroo Ground Vic. and was burnt in February 1963.
W 275. (JM)	26/08/1925 and converted to W2 class in January 1929, and then converted to SW2 class sometime in the 1950's.	Malvern Depot	sold less trucks on 30/9/1988 to The Bendigo Trust who overhauled it and painted it brown and cream. The trucks now on the tram came from an unknown W2 class tram from Heathcote Vic. 275Currently operates in Bendigo as a "Talking Tram" on the tour between Central Deborah gold mine and North Bendigo.
W 276. (JM)	22/04/1925 and converted to W2 class in June 1929.	Brunswick Depot	sold on 22/05/1963 to a buyer in West Geelong and was sent to Ocean Grove Vic. where broken up.
W 277. (JM)	14/01/1926 and converted to W2 class in April 1932.	South Melbourne Depot	sold on 1/11/1985 to a private buyer in Montrose Vic.
W 278. (JM)	16/05/1925 and converted to W2 class in July 1931.	Brunswick Depot	sold on 2/10/1981 to a private buyer in Castlemaine Vic. and was sent to Muckleford Vic.
W 279. (HS)	25/04/1924 and converted to W2 class in February 1931.	Camberwell Depot	sold on 2/04/1965 to Mitcham Special School and was subsequently broken up.
W 280. (HS)	10/05/1924 and converted to W2 class in May 1930.	Brunswick Depot	sold on 1/06/1982 to Westmeadows Primary School, then repurchased by a private buyer in Laverton Vic. and finally sent to Perth WA.
W 281. (HS)	3/05/1924 and converted to W2 class in August 1931.	Kew Depot	sold on 7/08/1980 to the Geelong Steam Preservation Society who resold it to a private buyer in Thevenard SA.
W 282. (HS)	10/05/1924 and converted to W2 class in February 1931.	Kew Depot	sold on 26/06/1986 to a buyer in Brooklyn Vic.
W 283. (HS)	15/05/1924 and converted to W2 class in November 1932.	Essendon Depot	sold on 30/04/1980 to "Wobbie's World" (a children's playground) in Springvale Rd Nunawading Vic. complete with motorised trucks.
W 284. (HS)	23/05/1924 and converted to W2 class in August 1928.	Essendon depot	sold on 13/05/1981 to a private buyer in Lang Lang Vic. who installed it at the Bass Highway Roundabout, The Gurdies Vic.
W 285. (HS)	23/05/1924 and converted to W2 class in January 1931.	Hawthorn Depot	sold on 24/01/1963 to a private buyer in Box Hill Vic. who resold it to a buyer in Laverton Vic.
W 286. (HS)	31/05/1924 and converted to W2 class in September 1932.	South Melbourne Depot	burnt on 11/07/1967.

Designation	Construction and operation details	Last allocated depot	Out of service and subsequent history.
W 287. (HS)	8/06/1924 and converted to W2 class in June 1932.	Camberwell Depot	sold on 2/06/1964 to a private buyer in Hay NSW.
W 288. (HS)	11/06/1924 and converted to W2 class in April 1931.	Kew Depot	sold on 2/05/1983 to Maher Transport, Thomastown Vic. after its cabs were used on W2 221.last sighted in Laverton Vic In October 1989.
W 289. (HS)	19/06/1924 and converted to W2 class in September 1931.	Hawthorn Depot	sold on 28/09/1966 to a private buyer in Robinvale Vic.
W 290. (HS)	23/06/1924 and converted to W2 class in November 1931.	Brunswick Depot	sold on 25/10/1966 to a private buyer in Robinvale Vic.
W 291. (HS)	26/06/1924 and converted to W2 class in May 1932.	Camberwell Depot	sold on 3/02/1964 to the Convent Of The Good Shepherd, Chadstone Vic. and was subsequently broken up.
W 292. (HS)	26/06/1924 and converted to W2 class in May 1932.	Malvern Depot	sold on 7/08/1979 to a private buyer in Mansfield Vic and was last heard of in Boolarra Vic.
W 293. (HS)	4/07/1924 and converted to W2 class in November 1928.	Malvern Depot	sold on 28/08/1980 to a private buyer in Yarrambat Vic.
W 294. (HS)	7/07/1924 and converted to W2 class in October 1932.	Brunswick Depot	sold in full working order on 1/04/1977 to the Australian Electric Transport Museum in Adelaide SA where it forms part of their fleet of working trams. It has been refurbished to 1930's condition.
W 295. (HS)	8/07/1924 and converted to W2 class in November 1931.	Preston Depot	burnt on 8/06/1967.
W 296. (HS)	17/07/1924 and converted to W2 class in May 1932.	Kew Depot	sold on 22/11/1966 to a private buyer in Kilmore Vic.
W 297. (HS)	17/07/1924 and converted to W2 class in May 1931.	South Melbourne Depot	burnt on 25/07/1967.
W 298. (HS)	23/07/1924 and converted to W2 class in January 1931.	Malvern Depot	sold on 3/08/1979 to a private buyer in Violet Town Vic.
W 299. (HS)	22/07/1924 and converted to W2 class in April 1932.	Malvern Depot	sold on 13/09/1966 to a private buyer in Robinvale Vic.
W 300. (HS)	5/08/1924 and converted to W2 class in August 1932.	Malvern Depot	sold on 9/11/1967 to a private buyer in Robinvale Vic.
W 301. (HS)	13/8/1924 and converted to W2 class in January 1930.	Malvern Depot	sold on 16/4/1982 to the St Albans BMX Club after some parts had been removed for shipment to America.
W 302. (HS)	7/8/1924 and converted to W2 class in August 1931.	Malvern Depot	sold on 13/11/1979 to Wobbies World, a children's playground in Springvale Rd Nunawading.
W 303. (HS)	5/8/1924 and converted to W2 class in May 1931.	Malvern Depot	sold on 10/8/1981 to Glenroy High School and was subsequently burnt out.
W 304. (HS)	14/8/1924 and converted to W2 class in December 1932.	Malvern Depot	burnt on 29/7/1968 after it had had a disagreement with W2 559 on 20/3/1968.
W 305. (HS)	15/8/1924 and converted to W2 class in April 1932.	Sth Melbourne Depot	sold on 31/10/1966 to St Stephens Presbyterian Church, Bennettswood Vic. and subsequently broken up.
W 306. (HS)	26/8/1924 and converted to W2 class in July 1929.	Malvern Depot	sold on 16/11/1967 to Allambie Reception Centre Burwood Vic.
W 307. (HS)	2/9/1924 and converted to W2 class in February 1932.	Hawthorn Depot	burnt on 8/8/1967.
W 308. (HS)	20/9/1924 and converted to W2 class in January 1929.	Kew Depot	burnt on 29/9/1967.
W 309. (HS)	20/7/1925 and converted to W2 class in January 1929.	Hawthorn Depot	sold on 16/8/1966 to a private buyer in Robinvale Vic.
W 310. (HS)	23/3/1925 and converted to W2 class in June 1932.	Hawthorn Depot	sold on 2/12/1964 to the Kew Mental Homes and subsequently broken up.
W 311. (HS)	20/7/1925 and converted to W2 class in January 1932.	Glenhuntly Depot	sold on 17/10/1983 to Box Hill Sth Preschool Centre.
W 312. (HS)	20/7/1925 and converted to W2 class in September 1929.	Sth Melbourne Depot	sold on 4/2/1982 to Maher Transport Thomastown Vic. who resold it to a private buyer in Mildura Vic.
W 313. (HS)	3/11/1925 and converted to W2 class in April 1923.	Malvern Depot	burnt on 19/08/1959 after the tram caught fire on 11/06/1958.the first W2 class tram to be scrapped.
W 314. (HS)	20/10/1925 and converted to W2 class in January 1930.	Brunswick Depot	sold on 24/11/1981 to Maher Transport, Thomastown Vic. who resold it to a private buyer in Geelong.
W 315. (HS)	28/09/1925 and converted to W2 class in October 1931.	Brunswick Depot	sold to a buyer in Pambula NSW who used it as a shop.
W 316. (HS)	1/11/1925 and converted to W2 class in July 1932.	Kew Depot	burnt on 22/04/1963.
W 317. (HS)	20/07/1925 and converted to W2 class in August 1932.	Hawthorn Depot	sold on 6/02/1964 to a private buyer in Keilor Vic who broke it up.
W 318. (HS)	9/09/1925 and converted to W2 class in August 1932.	Essendon Depot	in use as a shelter in Wattle Park from 8/04/1963 until broken up in June 1979.
W 319. (HS)	12/03/1925 and converted to W2 class in January 1933.	Hawthorn Depot	sold on 4/02/1970 to the Box Hill City Council who subsequently broke it up.
W 320. (HS)	23/03/1925 and converted to W2 class in April 1930.	Kew Depot	burnt on 20/09/1968.
W 321. (HS)	12/07/1925 and converted to W2 class in September 1929.	Malvern Depot	sold in full working order to the Museum Of Transport And Technology (MOTAT), Auckland New Zealand on 18/03/1982 and is Currently operating at the museum.
W 322. (HS)	10/07/1925 and converted to W2 class in September 1929.	Brunswick Depot	sold on 4/11/1982 to Maher Transport Thomastown Vic. who resold it to a private buyer in Seymour Vic.
W 323. (HS)	10/09/1925 and converted to W2 class in April 1929.	Essendon Depot	sold on 12/02/1986 to a private buyer in Trentham Vic.
W 324. (HS)	11/07/1925 and converted to W2 class in November 1929.	Glenhuntly Depot	sold on 11/05/1978 to Greenbank Primary School, Epping Vic. and ended up with a private owner in Diamond Creek Vic.
W 325. (HS)	28/02/1925 and converted to W2 class in October 1931.	Camberwell Depot	destroyed in a fire on 16/12/1959, and the framework was placed in the Conductor's school at Hawthorn Depot
W 326. (HS)	20/06/1925 and converted to W2 class in July 1932.	Malvern depot	sold on 2/08/1966 to a private buyer in Robinvale Vic.
W 327. (HS)	6/03/1925 and converted to W2 class in November 1932.	Glenhuntly Depot	sold on 7/08/1981 to Maher Transport Thomastown Vic. who resold it to a car yard in Ballarat Rd, Maidstone Vic.
W 328. (HS)	20/06/1925 and converted to W2 class in April 1932.	South Melbourne Depot	sold on 5/07/1982 to Maher Transport Thomastown Vic. who resold it to a private buyer in Dandenong Vic.
W 329. (HS)	14/11/1925 and converted to W2 class in June 1929.	Essendon Depot	sold in full working order to the Perth Electric Transport Museum, Whiteman Park WA and is Currently operating at the museum. repainted in its original brown and cream colour scheme in 1986.
W 330. (HS)	14/04/1926 and converted to W2 class in July 1929.	Camberwell Depot	body was sold on 24/10/1967 to a private buyer in Robinvale Vic. who broke it up sometime in 1986.
W 331. (HS)	28/07/1926 and converted to W2 class in August 1929.	Camberwell Depot	sold on 16/12/1980 to the Tramway Museum Society of Victoria, Bylands Vic. who resold it to New Orleans USA in May 1988. The tram has since moved on to Memphis Tennessee after New Orleans built some replica Perley Thomas cars. While in New Orleans service, the car was renumbered 455, which the tram will retain in Memphis.
W 332. (HS)	14/05/1926 and converted to W2 class in August 1929.	Camberwell Depot	sold on 20/09/1982 to Maher Transport Thomastown Vic who resold it to a private buyer in Maryknoll Vic.
W 333. (HS)	15/12/1926 and converted to W2 class in August 1929.	Preston Depot	sold on 26/06/1981 to Maher Transport Thomastown Vic. who resold it to a private buyer in Avoca Vic.
W 334. (HS)	7/10/1926 and converted to W2 class in September 1929.	Preston Depot	sold on 15/2/1984 to a private buyer in Preston Vic.
W 335. (HS)	26/10/1926 and converted to W2 class in November 1929.	Malvern Depot	sold on 3/4/1986 to a private buyer in Werribee Vic.
W 336. (HS)	9/10/1925 and converted to W2 class in November 1929.	Preston Depot	sold to a buyer in Brooklyn Vic. on 25/11/1987 and the electrical and mechanical parts were sold to the Gomaco Trolley Co., Ida Grove USA on a date unknown.
W 337. (HS)	18/01/1926 and converted to W2 class in January 1930.	Preston Depot	sold on 14/05/1980 to a private buyer in Yarrambat Vic.
W 338. (HS)	18/10/1926 and converted to W2 class in March 1930.	Essendon Depot	sold on 15/06/1981 to Maher Transport Thomastown Vic who resold it to a private buyer in Geelong Vic.
W 339. (HS)	8/09/1925 and converted to W2 class in August 1931.	Hawthorn Depot	used as a shelter at Wattle Park from 8/04/1963 until broken up in June 1979.
W 340. (HS)	16/10/1925 and converted to W2 class in August 1929.	Malvern Depot	painted as a Transporting Art car was sold on 3/12/1987 to a buyer in Brooklyn Vic. who resold it to Hungry Jack's, Melton Vic. in August 1989. Several parts from the tram were sent to America, probably the Gomaco Trolley Co.
W 341. (HS)	3/11/1925 and converted to W2 class in November 1929.	Malvern Depot	sold on 8/05/1968 to a private buyer in Kinglake Vic.
W 342. (HS)	3/12/1925 and converted to W2 class in March 1931.	Essendon Depot	sold on 17/11/1981 to a private buyer in Noojee Vic. who used it as a holiday house.

Designation	Construction and operation details	Last allocated depot	Out of service and subsequent history.
W 343. (HS)	13/01/1926 and converted to W2 class in September 1932.	Essendon Depot	burnt on 8/09/1967.
W 344. (HS)	13/01/1926 and converted to W2 class in November 1929.	Glenhuntly Depot	sold on 8/07/1981 to Maher Transport Thomastown Vic. who resold it to a private buyer in Wentworth NSW.
W 345. (HS)	13/01/1926 and converted to W2 class in May 1929.	Glenhuntly Depot	sold on 30/11/1987 to a buyer in Brooklyn Vic who resold some parts to an organisation in the USA in 1989 and the body to the same place in March 1991.
W 346. (HS)	4/12/1925 and converted to W2 class in February 1930.	Glenhuntly Depot	sold on 16/04/1981 to a private buyer in Tatura Vic.
W 347. (HS)	11/01/1926 and converted to W2 class in May 1931.	Glenhuntly Depot	sold on 6/03/1981 to a private buyer in Burwood Vic.
W 348. (HS)	21/12/1925 and converted to W2 class in November 1930.	Glenhuntly Depot	burnt on 24/08/1966.
W 349. (HS)	18/12/1925 and converted to W2 class in August 1932.	Brunswick Depot	sold on 14/11/1985 to Croydon Village School, Nth Croydon Vic.
W 350. (HS)	28/12/1925 and converted to W2 class in September 1932.	Kew Depot	sold on 15/05/1986 to a private buyer in Werribee Vic. who resold it to owners in Darwin, NT who converted it to a cafe in Mitchell St Darwin.
W 351. (HS)	14/01/1926 and converted to W2 class in October 1932.	Camberwell Depot	burnt on 11/10/1967.
W 352. (HS)	31/01/1926 and converted to W2 class in June 1931.	Kew Depot	sold on 4/02/1982 to Maher Transport Thomastown Vic. while its mechanical parts went to America. The body was still at Maher's in September 1988.
W 353. (HS)	9/02/1926 and converted to W2 class in June 1932.	Kew Depot	sold on 21/03/1986 to the Gomaco Trolley Co. of Ida Grove, Iowa USA and became Gomaco W2 demonstrator 1978. The tram has since been sold to NATA Memphis Tennessee and will retain the Gomaco number.
W 354. (HS)	22/03/1926 and converted to W2 class in February 1931.	Malvern Depot	sold on 15/02/1978 to the Australian Electric Traction Museum in Adelaide SA who have converted it to a works car.
W 355. (HS)	14/01/1926 and converted to W2 class in February 1931.	Malvern Depot	sold on 6/07/1979 to a private buyer in Monbulk Vic.
W 356. (HS)	5/05/1926 and converted to W2 class in July 1930.	South Melbourne Depot	converted to track scrubber/flusher 7W in September 1964 and sold in running order to the Tramway Museum Society of Victoria on 11/09/1986.
W 357. (HS)	30/01/1926 and converted to W2 class in June 1931.	Malvern Depot	sold in full running order on 18/04/1977 to the Melbourne Tramcar Preservation Society, Haddon Vic.
W 358. (HS)	17/02/1926 and converted to W2 class in March 1931.	Malvern Depot	sold on 10/02/1981 to Buccan State School, Buccan Vic.
W 359. (HS)	26/02/1926 and converted to W2 class in June 1932.	Malvern Depot	sold on 11/05/1979 to a private buyer in Cobram Vic.
W 360. (HS)	16/03/1926 and converted to W2 class in November 1930.	Malvern Depot	sold on 15/07/1981 to Maher Transport Thomastown Vic who resold it to a buyer in South Yarra Vic. It ended up in Macclesfield Vic. in 1987.
W 361. (HS)	5/06/1926 and converted to W2 class in November 1932.	Kew Depot	Its ends and frames were combined with equipment from track cleaner (2nd) No. 6 in 1963 to form (3rd) No. 6 bogie dust suction car and was sold in full working order on 2/10/1986 to the Perth Electric Transport Society, Whiteman Park WA for use on their museum tramway.
W 362. (HS)	29/03/1926 and converted to W2 class in March 1930.	Malvern Depot	sold on 30/09/1981 to Maher Transport Thomastown Vic. who resold it to a private buyer in Woolert Vic.
W 363. (HS)	14/05/1926 and converted to W2 class in March 1930.	Malvern Depot	sold on 30/07/1979 to a private buyer in Mansfield Vic.
W 364. (HS)	3/06/1926 and converted to W2 class in June 1931.	Malvern Depot	sold on 11/12/1980 to a private buyer in Alexandra Vic.
W 365. (HS)	3/06/1926 and converted to W2 class in March 1931.	Kew Depot	burnt on 5/10/1967.
W 366. (HS)	11/06/1926 and converted to W2 class in May 1931.	Essendon Depot	sold on 28/11/1985 to the "Three R's Committee", Melba Centre, Mt Evelyn Vic.
W 367. (HS)	25/06/1926 and converted to W2 class in July 1932.	Kew Depot	sold on 3/07/1986 to a buyer in Brooklyn Vic.
W 368. (HS)	9/09/1926 and converted to W2 class in August 1930.	Kew Depot	sold in full working order on 13/03/1984 to the Perth Electric Transport Society. It arrived in Fremantle on the MV Irene Greenwood on 28/03/1984 and was transferred to Whiteman Park to operate the museum tramway.
W 369. (JM)	3/11/1925 and converted to W2 class in January 1930.	Kew Depot	sold in full working order on 19/8/1986 to Dallas Texas. The body was extensively reworked and its first run in Dallas was on 22/6/1989.
W 370. (JM)	26/12/1925 and converted to W2 class in June 1929.	Kew Depot	sold in full working order to a private buyer in Wollongong NSW who intended to use it on a tourist line in Port Kembla. This never happened, and the tram sat disused for several years slowly deteriorating in the Port Kembla pollution until rescued by the Sydney Tramway Museum and transferred to Loftus NSW.
W 371. (JM)	17/12/1925 and converted to W2 class in August 1931.	Kew Depot	sold on 3/7/1986 to a buyer in Brooklyn Vic.
W 372. (JM)	11/8/1925 and converted to W2 class in October 1932.	Camberwell Depot	sold on 16/11/1967 to the Lightning Ridge Tram-O-Tell, NSW.
W 373. (JM)	10/8/1925 and converted to W2 class in August 1932.	Glenhuntly Depot	sold on 15/11/1979 to a private buyer in Mansfield Vic.
W 374. (JM)	13/08/1925 and converted to W2 class in July 1931.	Malvern Depot	sold on 25/10/1984 to a private buyer in Donvale Vic.
W 375. (JM)	29/12/1925 and converted to W2 class in September 1931.	Malvern Depot	sold on 24/7/1979 to a private buyer in Mansfield Vic who resold it to a buyer in Nth Ringwood in 1984.
W 376. (JM)	3/11/1925 and converted to W2 class in March 1929.	South Melbourne Depot	sold on 7/12/1981 to a private buyer in Neerim Sth Vic.
W 377. (JM)	5/12/1925 and converted to W2 class in October 1928.	Malvern Depot	sold on 10/8/1981 to Glenroy High School.
W 378. (JM)	3/11/1925 and converted to W2 class in September 1932.	Malvern Depot	sold on 3/8/1982 to the Life Christian Academy, Warranwood Vic.
W 379. (JM)	3/11/1925 and converted to W2 class in August 1931.	Malvern Depot	sold on 28/6/1967 to the Methodist Ladies College, Kew Vic.
W 380. (JM)	25/12/1925 and converted to W2 class in February 1929	regular service was Kew Depot	never officially withdrawn from service. transferred from Kew Depot to storage at Hawthorn Depot, then it went to Preston Workshops for restoration back to W class on 24/9/1987.transferred to the Heritage Fleet as a W class tram in August 1988.
W 381. (JM)	25/12/1925 and converted to W2 class in November 1931.	Malvern Depot	sold on 20/8/1986 to a buyer in Brooklyn Vic.
W 382. (JM)	25/12/1925 and converted to W2 class in November 1931.	Malvern Depot	sold on 27/11/1985 to a private buyer in Heathcote Vic.
W 383. (JM)	26/12/1925 and converted to W2 class in October 1932.	Malvern Depot	used as a shelter shed at Wattle Park from 15/6/1979 until January 1994 when broken up.
W 384. (JM)	3/11/1925 and converted to W2 class in December 1931.	Sth Melbourne depot	painted as a Transporting Art car in 1980 by Howard Arkley. sold to Paul Class of Gales Creek Enterprises in the USA. Its electrics went to America in 1989 and the body followed in 1991.
W 385. (JM)	21/12/1925 and converted to W2 class in October 1932.	Sth Melbourne Depot	sold on 20/6/1979 to a private buyer in Monbulk Vic.
W 386. (JM)	21/12/1925 and converted to W2 class in August 1931.	Malvern Depot	sold on 24/10/1978 to the Sunbury Mental Health Auxiliary and later burnt.
W 387. (JM)	1/1/1926 and converted to W2 class in March 1929.	Malvern Depot	sold on 30/5/1978 to a private buyer in Hay NSW.
W 388. (HS)	31/12/1925 and converted to W2 class in September 1931.	Brunswick depot	sold on 26/6/1986 to the proprietors of Ogden's Bar and Grill in Sth Perth WA.
W 389. (HS)	28/12/1925 and converted to W2 class in March 1932.	Malvern Depot	sold on 6/2/1986 to a private buyer in Alphington Vic.
W 390. (HS)	25/12/1925 and converted to W2 class in October 1932.	Kew Depot	sold on 12/7/1979 to a private buyer in Mansfield Vic.
W 391. (HS)	28/12/1925 and converted to W2 class in April 1931.	Glenhuntly Depot	sold on 17/2/1986 to a private buyer in Koondrook Vic.
W 392. (HS)	26/12/1925 and converted to W2 class in April 1931.	Essendon Depot	sold in full working order to the Sydney Tramway Museum on 23/3/1984.
W 393. (JM)	23/1/1926 and converted to W2 class in June 1931.	Kew Depot	sold in full working order to the Perth Electric Transport Society, Whiteman Park WA on 16/12/1985.
W 394. (JM)	18/1/1926 and converted to W2 class in July 1931.	Camberwell Depot	sold on 30/5/1980 to a private buyer in Launching Place Vic. burnt out in a bushfire.
W 395. (JM)	23/1/1926 and converted to W2 class in June 1929.	Malvern Depot	sold complete on 30/10/1980 to a private buyer in Beaconsfield Vic.
W 396. (JM)	23/1/1926 and converted to W2 class in June 1929.	Essendon Depot	sold on 20/9/1982 to Maher Transport Thomastown Vic.
W 397. (JM)	6/2/1926 and converted to W2 class in December 1929.	Camberwell depot	sold on 8/7/1981 to Maher Transport who resold it to a private buyer in Coldstream Vic.
W 398. (JM)	23/2/1926 and converted to W2 class in January 1931.	Malvern depot	sold on 19/6/1979 to Simsmetal Campbellfield Vic who broke it up.

Designation	Construction and operation details	Last allocated depot	Out of service and subsequent history.
W 399. (PW)	12/9/1926 and converted to W2 class in February 1930.	Essendon depot	initially sold on 20/12/1982 to the Tramway Museum Society of Victoria at Bylands and was sold to Paul Class of Gales Creek Enterprises of the USA in December 1989.
W 400. (PW)	13/9/1926 and converted to W2 class in April 1931.	Sth Melbourne Depot	sold on 27/8/1963 to a private buyer in Yambuk Vic.
W 401. (PW)	24/9/1926 and converted to W2 class in May 1932.	Camberwell Depot	sold on 17/5/1978 to a private buyer in Hay NSW.
W 402. (PW)	24/9/1926 and converted to W2 class in July 1930.	Essendon depot	sold on 6/5/1981 to a buyer (possibly G Bruckner & Assoc.) in Tullamarine Vic where burnt in January 1982.
W 403. (PW)	17/9/1926 and converted to W2 class in December 1932.	Sth Melbourne Depot	sold complete on 16/7/1986 to Paul Class of Gales Creek Enterprises of the USA who resold it to the San Jose Trolley Corp., Kelley Park San Jose CA for use as a spares car for VTA 531. The body is still at Kelley Park.
W 404. (PW)	22/9/1926 and converted to W2 class in October 1930.	Essendon depot	sold on 1/5/1963 to a private buyer in Marlo Vic. who converted it to a weekender.
W 405. (PW)	15/9/1926 and converted to W2 class in October 1930.	Malvern Depot	sold on 27/3/1981 to a buyer in Tullamarine Vic.
W 406. (PW)	19/10/1926 and converted to W2 class in June 1930.	Essendon Depot	sold on 31/7/1981 to a private buyer in Pearcedale Vic.
W 407. (PW)	5/10/1926 and converted to W2 class in May 1931.	Malvern Depot	sold in full working order on 18/2/1982 to the Melbourne Tramcar Preservation Association, Haddon Vic.
W 408. (PW)	21/10/1926 and converted to W2 class in October 1930.	Kew Depot	sold on 28/11/1980 to a buyer in Tullamarine Vic. who broke it up.
W 409. (PW)	27/9/1926 and converted to W2 class in November 1932.	Kew Depot	sold on 29/10/1982 to Gilbo Motors, Griffith NSW.
W 410. (PW)	22/10/1926 and converted to W2 class in October 1930.	Kew Depot	sold on 11/10/1983 to Maher Transport Thomastown Vic after a bad accident in April 1983.
W 411. (PW)	3/2/1927 and converted to W2 class in July 1930.	Brunswick Depot	sold on 4/3/1986 to a buyer in Maroubra NSW for use as a restaurant. recently transferred to the Sydney Tramway Museum, Loftus NSW minus a cab, so W2 560 ex Port Kembla was used to supply a replacement. it is now in use as the Christchurch NZ restaurant car.
W 412. (PW)	26/11/1926 and converted to W2 class in June 1931.	Kew Depot	sold on 14/12/1978 to the East Preston Technical School.
W 413. (PW)	8/2/1927 and converted to W2 class in June 1931.	Glenhuntly Depot	sold on 3/10/1966 to a private buyer in Robinvale Vic.
W 414. (PW)	17/2/1927 and converted to W2 class in July 1931.	Kew Depot	sold on 8/5/1978 to a private buyer in Kinglake Vic.
W 415. (PW)	2/2/1927 and converted to W2 class in February 1932.	Malvern Depot	sold on 26/3/1986 to a private buyer in Werribee Vic.
W 416. (PW)	7/2/1927 and converted to W2 class in November 1930.	Kew Depot	sold on 4/6/1980 to the Barooga (NSW) & District Lions Club.
W 417. (PW)	15/2/1927 and converted to W2 class in November 1930.	Kew Depot	originally sold on 25/5/1989 to a buyer in Brooklyn Vic. and was resold to an organisation in Memphis Tennessee in February 1990.
W 418. (PW)	22/2/1927 and converted to W2 class in August 1932.	Essendon Depot	sold on 27/3/1986 to a private buyer in Werribee Vic.
8.2 W1 Class 419 to 438			
W1 419. (PW)	13/11/1926 and converted to W2 class in August 1937.	Kew Depot	cut up on 8/12/1976.
W1 420. (PW)	4/6/1927 and converted to W2 class in February 1937.	Glenhuntly Depot	sold on 27/2/1963 to Salesian Brothers College, Chadstone Vic. and was later broken up.
W1 421. (PW)	25/5/1927 and converted to W2 class in September 1936.	Malvern Depot	sold in full working order on 25/10/1985 to the Bendigo Trust for use as part of the Trust's "Talking Tram" fleet. It is Currently being restored at Bendigo to W1 configuration.
W1 422. (PW)	31/3/1927 and converted to W2 class in November 1936.	Glenhuntly Depot	sold on 27/4/1982 to the Nepean Centre for the Handicapped, Frankston Vic.
W1 423. (PW)	19/3/1927 and converted to W2 class in August 1936.	Glenhuntly Depot	sold on 27/2/1963 to St John of God Kindergarten, Cheltenham Vic. and subsequently broken up.
W1 424. (PW)	8/4/1927 and converted to W2 class in June 1937.	Sth Melbourne Depot	sold on 23/4/1979 to a private buyer in Hay NSW.
W1 425. (PW)	20/4/1927 and converted to W2 class in June 1937.	Brunswick Depot	sold on 7/4/1986 to a private buyer in Cranbourne Vic.
W1 426. (PW)	6/8/1926 and converted to SW2 class in April 1938.	Glenhuntly Depot	This tram and three others were converted from W1 class to SW2 class (the S in the classification means it has sliding doors) to test the doors to be fitted to SW6 class trams. sold complete after accident damage on 24/8/1987 to the Perth Electric Transport Museum, Whiteman Park, WA on 9/3/1988. The tram arrived at Whiteman Park on 15/3/1988 and was fully restored.
W1 427. (PW)	28/4/1927 and converted to W2 class in May 1937.	Essendon Depot	sold in full working order on 14/10/1985 to the Tramway Museum Society of Victoria, Bylands Vic. who have restored it to W1 class.
W1 428. (PW)	28/5/1927 and converted to W2 class in November 1936.	Essendon Depot	sold on 5/12/1977 to a business in Macclesfield Vic.
W1 429. (PW)	9/12/1926 and converted to W2 class in October 1936.	Glenhuntly Depot	sold on 11/7/1967 to a private buyer in Robinvale Vic.
W1 430. (PW)	7/6/1927 and converted to W2 class in July 1937.	Glenhuntly Depot	burnt on 16/9/1963.
W1 431. (PW)	13/6/1927 and converted to W2 class in July 1937.	Preston Depot	withdrawn from regular service in May 1986 after having run 2,404,556 kilometers. sent to Preston Tramway Workshops in October 1987 and emerged in February 1988 as a fully restored W1 class tram. placed straight into the Heritage Fleet.
W1 432. (PW)	18/6/1927 and converted to SW2 class in October 1938.	Glenhuntly Depot	This tram, one of the four trams rebuilt with experimental sliding doors, was sold in full running order on 25/2/1988 to the Newcastle Tramway Museum, Maitland NSW. When this museum was placed into receivership, obtained by the Sydney Tramway Museum, Loftus NSW.
W1 433.	1/7/1927 and converted to W2 class in January 1937.	Malvern Depot	sold to a buyer in Brooklyn Vic on 31/3/1988 and was resold to an American client in February 1991.
W1 434. (PW)	8/7/1927 and converted to W2 class in March 1937.	Brunswick depot	sold on 19/7/1984 to Maher Transport Thomastown Vic. who resold it to a private buyer in Alice Springs NT. It then went to a buyer in Springton SA where stripped for spare parts by the Australian Electric Transport Museum and was burnt by the local CFS (fire brigade) in 1993 as an exercise, the car being in extremely poor condition.
W1 435. (PW)	15/7/1927 and converted to W2 class in May 1937.	Glenhuntly Depot	sold on 10/4/1986 to a private buyer in Sale Vic.
W1 436. (PW)	22/7/1927 and converted to SW2 class in February 1938.	Preston Depot	One of the four SW2 conversions from W1 class, this tram was originally sold to a private buyer in Noojee Vic. along with W2 260 and W2 581. then resold to a private buyer in South Melbourne who stored it in the back of an auto repair shop in Clarendon St Sth Melbourne. When the owner moved to New Zealand, he left the tram in Sth Melbourne until shipped to NZ in 1998. The owner now has the tram at Masterton NZ on unmotored trucks and does not wish the tram to be accessible to the public.
W1 437. (PW)	4/8/1927 and converted to W2 class in April 1937.	Sth Melbourne Depot	sold 2/9/1982 to the Willows Lodge Caravan Park, Rosebud Vic. and resold to the Dandenong Trout Farm.
W1 438. (PW)	11/8/1927 and converted to W2 class in July 1937.	Malvern Depot	stored at Essendon Depot from August 1978 until sold on 2/9/1980 to a private buyer in Yuroke Vic.
8.3 W2 Class 439 to 458			
W2 439. (PW)	30/7/1927.	Glenhuntly Depot	439 was the first tram to be built as a W2 class. A further ten trams (470 - 479) were built in 1928 as W1 class. sold on 1/12/1987 to a buyer in Brooklyn Vic.,

Designation	Construction and operation details	Last allocated depot	Out of service and subsequent history.
			then to a private buyer in Frankston Vic. then returned to Brooklyn and finally sold to a private buyer in Perth WA. at Kewdale WA on 20/10/1988.
W2 440. (PW)	18/8/1927.	Kew Depot	sold on 26/6/1986 to a private buyer in Brooklyn Vic.
W2 441. (PW)	19/8/1927.	Sth Melbourne Depot	painted in a special colour scheme in 1984 to celebrate the 150th anniversary of the State of Victoria. sold in full working order retaining its special colour scheme on 28/9/1988 to the Bendigo Trust and is part of the Trust's Talking Tram fleet.
W2 442. (PW)	29/8/1927	South Melbourne Depot	withdrawn from regular service in May 1986 after running 2,451,954 kilometres and was sold to the Colonial Tramcar Restaurant who rebuilt and air-conditioned it to operate around Melbourne as a restaurant tram, numbered 01.
W2 443. (PW)	23/8/1927 .	Glenhuntly Depot	sold on 29/6/1968 to a private buyer in Robinvale Vic.
W2 444. (PW)	12/9/1927.	Sth Melbourne Depot	painted as a Transporting Art car in 1981 by Trevor Nickolls. sold on 30/11/1987 to a buyer in Brooklyn Vic. and resold to a buyer in Perth WA. It arrived at Kewdale WA on 22/11/1988.
W2 445. (PW)	10/9/1927.	Glenhuntly Depot	sold on 14/11/1980 to G. Bruckner & Assoc., Tullamarine Vic and resold to a buyer in Brooklyn Vic. after a crane went through its roof on offloading.
W2 446. (PW)	16/9/1927.	Kew Depot	This tram also went to Brooklyn via Bruckner's. sold on 1/12/1980.
W2 447. (PW)	19/9/1927.	Essendon depot	sold on 2/4/1980 to the Canberra Tradesman's Union Club, Dickson St Badham ACT. It can be seen to the right of the main entrance to the club as one enters from the main car park.
W2 448. (PW)	29/9/1927.	Kew depot	sold on 30/3/1979 to a private buyer in Hay NSW.
W2 449. (PW)	8/10/1927.	Essendon depot	sold on 16/4/1980 to a private buyer in Beaumaris Vic.
W2 450. (PW)	10/10/1927.	Kew depot	sold on 30/5/1983 to a private buyer in Somerville Vic.
W2 451. (PW)	7/11/1927.	Kew Depot	sold on 13/8/1981 to the Broadbeach Caravan Park, Inverloch Vic.
W2 452. (PW)	22/10/1927.	Glenhuntly Depot	sold on 16/4/1964 to a private buyer in Hay NSW.
W2 453. (PW)	12/11/1927.	Malvern depot	sold on 27/11/1986 to a private buyer in Monbulk Vic.
W2 454. (PW)	3/12/1927.	Essendon Depot	sold on 7/8/1981 to Maher Transport Thomastown Vic. who resold it to a private buyer in Dunolly Vic.
W2 455. (PW)	10/12/1927.	Malvern depot	sold on 18/9/1981 to a private buyer in Kilmore Vic.
W2 456. (PW)	12/12/1927.	Sth Melbourne Depot	sold in full working order on 29/9/1988 to the Bendigo Trust after running 2,425,479 km. in regular service up to May 1986. Its first run in Bendigo was on 27/11/1988.
W2 457. (PW)	19/12/1927.	Kew Depot	sold complete on 7/12/1978 to the Children's Driving School, cnr Lawson and Albion Sts Essendon Vic. The tram has since moved to the Tramway Museum Society of Victoria, Bylands Vic., being replaced by SW6 968.
W2 458. (PW)	21/12/1927.	Kew depot	sold on 1/3/1983 to the Footscray Institute of Technology. It is Currently (January 2002) located at the Victoria University of Technology Werribee Campus, Old Snydes Rd, Hoppers Crossing Vic.
459 to 468			were X1 class 4 wheel trams based at Footscray depot. 467 is preserved at the Tramway Museum Society of Victoria, Bylands Vic.
469			Y class tram retained in the PTC Heritage Fleet.
8.4 W1 Class 470 to 479			
W1 470. (PW)	23/3/1928 and converted to W2 class in June 1937.	Sth Melbourne depot	sold in full working order on 3/10/1988 to the Bendigo Trust for use as a Talking Tram. first used in Bendigo on 27/11/1988 and commissioned in Bendigo colours on 10/8/1989.
W1 471. (PW)	22/3/1928 and converted to W2 class in August 1937.	Glenhuntly depot	sold in full working order on 27/10/1988 to the Maitland Tramway Park & Museum, Maitland NSW after running 2,407,135 km. in regular service to May 1986. When the Maitland museum went into receivership, transferred to the Sydney Tramway Museum, Loftus NSW.
W1 472. (PW)	24/3/1928 and converted to W2 class in September 1937.	Kew depot	sold on 23/2/1982 to the Tramway Museum Society of Victoria, Bylands Vic. and resold to a private buyer in Yarra Glen Vic.
W1 473. (PW)	5/3/1928 and converted to W2 class in December 1936.	Malvern depot	sold on 13/10/1986 to a private buyer in Pheasant Creek Vic.
W1 474. (PW)	13/4/1928 and converted to W2 class in August 1937.	Essendon Depot	sold on 26/3/1981 to G Bruckner & Assoc., Tullamarine Vic.
W1 475. (PW)	18/4/1928 and converted to W2 class in July 1937.	Sth Melbourne Depot	sold on 26/9/1977 to a private buyer in Sth Morang Vic.
W1 476. (PW)	19/4/1928 and converted to W2 class in October 1938.	Essendon Depot	sold on 18/4/1978 to a private buyer in Pheasant Creek Vic.
W1 477. (PW)	20/4/1928 and converted to W2 class in September 1936.	Essendon Depot	sold on 8/10/1979 to a private buyer in Wentworth NSW.
W1 478. (PW)	21/4/1928 and converted to SW2 class in May 1938.	Malvern Depot	sold on 30/3/1988 in full working order to Paul; Class of Gales Creek Enterprises in the USA. resold to the Riverfront Streetcar Line in New Orleans, Louisiana and renumbered 454. When New Orleans built replica Perley Thomas cars for the streetcar line, 478 (454)was resold to MATA Memphis Tennessee and will retain its New Orleans number.
W1 479. (PW)	21/4/1928 and converted to W2 class in June 1936.	Sth Melbourne Depot	sold on 25/3/1981 to a private buyer in Cowes, Phillip Island, Vic.
8.5 W2 Class 480 to 653			
W2 480. (PW)	27/1/1928.	Malvern depot	sold on 12/10/1982 to a private buyer in Tatura Vic.
W2 481. (PW)	21/1/1928.	Kew Depot	sold on 2/11/1981 to a private buyer in Plenty Vic.
W2 482. (PW)	28/1/1928.	Camberwell depot	sold in full working order on 28/9/1979 to Paul Class of Gales Creek Enterprises in the USA who resold it to the Waterfront Streetcar Line, Seattle, Washington, USA where it runs in tourist service today.
W2 483. (PW)	21/2/1928.	Kew Depot	sold on 27/5/1986 to a private buyer in Duneed Vic.
W2 484. (PW)	3/2/1928.	Glenhuntly Depot	sold on 20/4/1978 to a private buyer in Tooradin Vic.
W2 485. (PW)	28/1/1928.	Glenhuntly Depot	converted to a sleeper carrier in 1964 for the Dandenong Rd reservation relay, where coupled to 4 - wheel ballast trailer 25. After the relay was finished, 485 was based at Sth Melbourne perway yard for use as a rerailing instruction car. burnt on 5/5/1970 after the MMTB had decided that too many bits had fallen off it after all that overturning and rerailing.
W2 486. (PW)	24/2/1928.	Essendon Depot	sold on 4/10/1985 to a private buyer in Barkers Creek Vic.
W2 487. (PW)	24/2/1928.	Malvern Depot	sold in 1993 to an unknown buyer.

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W2 488. (PW)	29/2/1928.	Kew Depot	sold on 19/6/1979 to Simsmetal, Brooklyn Vic.
W2 489. (PW)	3/3/1928.	Kew Depot	sold on 10/9/1980 to a private buyer in Ferntree Gully Vic.
W2 490. (PW)	9/5/1928.	Kew Depot	sold on 9/10/1986 to a private buyer in Sth Yarra Vic.
W2 491. (PW)	21/5/1928.	Sth Melbourne Depot	sold on 22/5/1980 after having been stored at Malvern Depot from June 1977 to a private buyer in Hallam Vic.
W2 492. (PW)	28/5/1928.	Camberwell Depot	sold on 1/8/1980 to Ferguson's Winery, Yarra Glen Vic.
W2 493. (PW)	7/6/1928.	Sth Melbourne Depot	sold on 3/10/1986 to a private buyer in Templestowe Vic.
W2 494. (PW)	23/6/1928.	Essendon Depot	burnt on 6/9/1963.
W2 495. (JM)	24/2/1928.	Glenhuntly Depot	sold on 8/10/1979 to a private buyer in Mansfield Vic.
W2 496. (JM)	18/2/1928.	Sth Melbourne Depot	sold in full working order to Paul Class of Gales Creek Enterprises in the USA who resold it to the San Francisco Municipal Railway (MUNI). MUNI rebuilt and recanvassed the tram in October 1989.
W2 497. (JM)	16/3/1928.	Glenhuntly depot	painted as a Transporting Art Car in 1979 by Erica McGilchrist. sold in full working order on 3/12/1987 to Gomaco Trolley Co. of Ida Grove, Iowa USA.
W2 498. (JM)	24/4/1928.	Glenhuntly depot	sold on 25/10/1979 to a private buyer in Mansfield Vic.
W2 499. (JM)	16/4/1928.	Essendon Depot	sold on 15/4/1977 to the Melbourne Tramcar Preservation Association, Haddon Vic. They exchanged the tram for Ballarat 42 at Creswick Vic. and 499 was donated to the Tramway Museum Society of Victoria, Bylands Vic. in March 1982.
W2 500. (JM)	27/4/1928.	Glenhuntly Depot.	sold on 8/7/1981 to Maher Transport, Thomastown Vic who resold it to a private buyer in Bittern Vic.
W2 501. (JM)	24/5/1928.	Malvern Depot.	sold on 29/10/1981 to Maher Transport Thomastown Vic. who resold the tram to a buyer in the USA (possibly Gomaco), the electrics going in 1989 and the body in March 1991.
W2 502. (JM)	23/4/1928.	Glenhuntly Depot.	painted as a <i>Transporting Art</i> Car in 1981 by Rosemary Ryan. sold on 4/12/1978 to a buyer in Brooklyn Vic and was resold to the USA, the electrics going in 1989 and the body in March 1991.
W2 503. (JM)	16/4/1928.	Malvern Depot.	painted as a <i>Transporting Art</i> car in 1981 by John Nixon. sold on 25/11/1987 to a buyer in Brooklyn Vic. who resold it to a buyer in Green Bay, Wisconsin USA in May 1988.
W2 504. (JM)	18/4/1928.	Preston Depot.	painted as a <i>Transporting Art</i> car by noted Australian painter, Clifton Pugh. It was involved in an accident in August 1986 and was repaired at Preston Workshops in May 1990. It is Currently held by the Dept of Infrastructure for the State Museum of Victoria.
W2 505. (JM)	21/4/1928.	Sth Melbourne Depot.	sold on 12/5/1977 to the Melbourne Tramcar Preservation Society , Haddon Vic. who broke it up and used parts of the tram to repair W2 499.
W2 506. (JM)	1/5/1928.	Essendon Depot.	sold on 4/5/1981 to the Tooradin Primary School.
W2 507. (JM)	7/5/1928.	Glenhuntly Depot.	sold on 22/6/1981 to St John's Ambulance, Tooradin Vic.
W2 508. (JM)	14/5/1928.	Kew Depot.	burnt on 22/9/1967.
W2 509. (JM)	13/6/1928.	Kew Depot.	sold on 27/3/1984 to the Tramway Museum Society of Victoria, Bylands Vic.
W2 510. (JM)	8/6/1928.	Malvern Depot.	sent to Preston Workshops in September 1987, restored to mid 1960's condition by December 1987 and transferred to Sth Melbourne Depot on 19/2/1988. It is now in the PTC Heritage Fleet .
W2 511. (JM)	25/9/1928.	Glenhuntly Depot.	sold on 20/8/1981 to Maher Transport Thomastown Vic. who resold it to a private buyer in Heathcote Vic.
W2 512. (JM)	5/7/1928.	Kew Depot.	sold in full working order on 7/6/1978 to Paul Class of Gales Creek Enterprises in the USA, and is now owned by the King County Metro Transit, Seattle USA who operate it on their Waterfront Streetcar Line .
W2 513. (JM)	22/9/1928.	Malvern Depot.	sold on 12/2/1986 to a private buyer in Trentham Vic.
W2 514. (JM)	21/6/1928.	Malvern Depot.	sold on 3/8/1982 to the Life Christian Academy, Warranwood Vic. The tram is Currently (December 2001) for sale in Kerang Victoria, having been converted to a dwelling complete with pot belly stove.
W2 515. (JM)	28/6/1928.	Glenhuntly Depot.	sold on 2/12/1982 to Maher Transport Thomastown Vic. who resold it to a private buyer in Whittlesea Vic.
W2 516. (JM)	12/10/1928.	Essendon Depot.	sold on 10/5/1979 to McDonalds Doncaster Vic.
W2 517. (JM)	27/9/1928.	Malvern Depot.	well travelled tram was sold on 1/5/1986 to a private buyer in Werribee Vic. then to a buyer in Brooklyn Vic. and has ended up somewhere in Brisbane.
W2 518. (JM)	2/8/1928.	Camberwell Depot.	sold in full working order on 2/2/1978 to Paul Class of Gales Creek Enterprises in the USA and is now owned by King County Metro Transit, Seattle USA who operate it on their Waterfront Streetcar Line .
W2 519. (JM)	24/8/1928.	Brunswick Depot.	sold along with W2 237 on 22/10/1964 to a private buyer in Mansfield Vic.
W2 520. (JM)	10/8/1924.	Kew Depot.	sold on 4/11/1983 to singer Elton John who had placed it in his garden in Windsor UK. The tram is now at Sir Elton's home in Berkshire where his boyfriend David uses it as an office.
W2 521. (JM)	27/8/1928.	Glenhuntly Depot.	sold on 10/7/1986 to a buyer in Brooklyn Vic.
W2 522. (JM)	28/8/1928.	Essendon Depot.	sold on 4/9/1981 to a buyer in Bylands Vic and was resold to a buyer in Brooklyn Vic.
W2 523. (JM)	22/9/1928.	Sth Melbourne Depot.	sold on 2/5/1986 to a private buyer in Whittlesea Vic.
W2 524. (JM)	26/9/1928.	Malvern Depot.	sold on 10/7/1986 to a buyer in Brooklyn Vic and resold in November 1991 to a private buyer in Craigieburn Vic. 524 was the last tram to be built by outside contractors. All future W class trams were built at Preston Workshops.
W2 525.	29/6/1928.	Glenhuntly Depot.	Painted as a <i>Transporting Art</i> car in 1978 by Les Kossatz. painted white with little sheep all over it. sold in full working order on 4/12/1987 to the Gomaco Trolley Co. of Ida Grove, Iowa USA, who resold the body to King County Metro Transit, Seattle USA where it is Currently stored at their repair shops in Tukwila Washington, about 30 km from Seattle.
W2 526.	18/6/1928.	Glenhuntly Depot.	sold on 25/11/1986 to a private buyer in Keysborough Vic.
W2 527.	19/6/1928.	Malvern Depot.	sold on 8/2/1978 to a private buyer in Hay NSW and ended up in Narrandera NSW with W2 536.
W2 528.	7/7/1928.	Kew Depot.	sold on 30/9/1981 to a private buyer in Thomastown Vic and ended up in Mildura Vic.
W2 529.	9/8/1928.	Kew Depot.	sold on 4/2/1980 to the Queenscliff Ministering Children's League.
W2 530.	14/7/1928.	Malvern Depot.	sold on 25/8/1980 to a private buyer in Congupna Vic.
W2 531.	14/8/1928.	Brunswick Depot.	sold in full working order on 16/7/1986 to Paul Class of Gales Creek Enterprises in the USA who resold it to the Santa Clara Valley Transportation Authority , San Jose, California which has restored the tram and converted it to SW2 style.
W2 532.	21/7/1928.	Kew Depot.	sold on 6/8/1986 to a private buyer in Rosebud Vic and was moved to Red Hill Vic in November 1986.
W2 533.	22/9/1928.	Camberwell Depot.	converted to a pantograph testing car to test four types of pantograph to decide suitability of pantos for A and B class trams that were to be used on the St Kilda and Port Melbourne light rail lines, and was the first revenue W2 class tram to Port Melbourne, carrying enthusiasts on a special charter. badly burnt in a fire set

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			by vandals at Thornbury Depot on 25/12/1989, and what was left off-sold to the Gomaco Trolley Company in the USA on 30/1/1991.
W2 534.	27/9/1928.	Camberwell Depot.	sold on 30/9/1981 to Maher Transport Thomastown Vic who resold it to a private buyer in Mitiamo Vic.
W2 535.	8/9/1928.	Glenhuntly Depot.	sold on 4/2/1982 to Maher Transport who resold it to a private buyer in Coldstream Vic.
W2 536.	17/9/1928.	Kew Depot.	sold on 23/11/1978 to a private buyer in Hay NSW and ended up in Narrandera NSW with W2 527.
W2 537.	22/9/1928.	Kew Depot	sold on 24/4/1987 to the Heathcote Park Dragway.
W2 538.	25/9/1928.	Sth Melbourne Depot.	sold on 14/11/1979 to a private buyer in Mansfield Vic.
W2 539.	2/11/1928.	Sth Melbourne Depot.	sold in full working order on 18/8/1986 to the Gomaco Trolley Co. Ida Grove, Iowa USA who resold it to the MATA Memphis Tennessee.
W2 540.	3/11/1928.	Kew Depot.	sold in full working order on 24/3/1986 to Gomaco Trolley Co. Ida Grove, Iowa USA who resold it to MATA Memphis Tennessee.
W2 541.	2/11/1928.	Malvern Depot.	sold on 4/11/1981 to a private buyer in Baxter Vic.
W2 542.	10/11/1928.	Malvern Depot	sold on 13/5/1986 to a private buyer in Briagolong Vic.
W2 543.	17/11/1928.	Essendon depot.	sold on 9/9/1981 to Maher Transport Thomastown Vic who resold it to a private buyer in Avoca Vic.
W2 544.	9/11/1928.	Kew Depot.	sold on 9/7/1981 to G. Bruckner & Assoc., Tullamarine Vic. and burnt in January 1982.
W2 545.	2/2/1929.	Kew Depot.	sold in full working order on 9/8/1986 to Gomaco Trolley Co. Ida Grove, Iowa USA who resold it to MATA Memphis Tennessee.
W2 546.	19/12/1928.	Kew Depot.	sold on 1/8/86 to a buyer in Brooklyn Vic.
W2 547.	12/12/1928.	Malvern Depot.	After running 2,637,457km. in regular service, sold on 22/11/1991 to Fergusons Winery Yarra Glen Vic. with W2 492.
W2 548.	21/2/1929.	Essendon Depot.	sold on 23/5/1984 to a private buyer in Sth Morang Vic.
W2 549.	8/2/1929.	Camberwell Depot.	burnt on 15/9/1967.
W2 550.	23/2/1929.	Glenhuntly Depot.	sold on 6/3/1979 to a private buyer in Goulburn NSW.
W2 551.	23/2/1929.	Essendon Depot.	sold on 7/8/1981 to Maher Transport Thomastown Vic. who resold it to a private buyer in Mickleham Vic.
W2 552.	28/3/1929.	Malvern Depot.	sold on 24/7/1986 to a private buyer in Ballarat Vic.
W2 553.	23/3/1929.	Malvern Depot.	sold on 27/3/1985 to the Gomaco Trolley Co., Ida Grove Iowa USA who restored it and then sold it to MATA Memphis Tennessee.
W2 554.	23/3/1929.	Glenhuntly Depot.	sold on 8/5/1980 to a private buyer in Trafalgar Vic.
W2 555.	28/2/1929.	Essendon Depot.	sold on 21/2/1984 to Maher Transport Thomastown Vic.
W2 556.	28/3/1929.	Sth Melbourne Depot.	sold on 27/3/1986 to a private buyer in Riddel's Creek Vic., then to a buyer in Brooklyn Vic in February 1989 and converted to a "hamburger kitchen" in July 1989.
W2 557.	20/4/1929.	Preston Depot.	sold on 8/7/1981 to Maher Transport Thomastown Vic. who resold it to a private buyer in Warragul Vic.
W2 558.	13/7/1929.	Essendon Depot.	sold on 15/7/1981 to Mahers Transport who resold it to a private buyer in Heathcote Vic.
W2 559.	25/7/1929.	Preston Depot.	sold on 16/10/1978 to Southmoor Primary School, Moorabbin Vic.
W2 560.	16/8/1929.	Essendon Depot.	sold in full working order on 10/5/1984 to a private buyer in Port Kembla NSW who wanted to run it there along with two other W2 class trams, 370 and 577. This venture never got off the ground and the three trams were left rotting in Port Kembla's polluted industrial air until purchased by the Sydney Tramway Museum in 1999. 560 was deemed too far gone to economically restore, so broken up and parts used in the restoration of W2 411.
W2 561.	12/7/1929.	Glenhuntly Depot.	sold on 7/8/1981 to Maher Transport Thomastown Vic. who resold it to a private buyer in Costerfield Vic.
W2 562.	30/7/1929.	Glenhuntly Depot.	sold on 25/9/1979 to a private buyer in Skye Vic.
W2 563.	14/6/1929.	Glenhuntly Depot.	sold on 9/5/1985 to a private buyer in Seville Vic. later moved to Glenrowan Vic. and was transferred to Staffords Rd Warrnambool Vic. on 10/2/2002 for use as a B & B sitting on concrete blocks.
W2 564.	3/8/1929.	Preston Depot.	sold on 17/10/1985 to a private buyer in Ellimint Vic.
W2 565.	1/8/1929.	Sth Melbourne Depot.	sold on 29/5/1989 to a buyer in Brooklyn Vic. The electrics went to America in 1989 and the body in March 1991.
W2 566.	11/7/1929.	Kew Depot.	sold on 16/9/1981 to a private buyer in Glen Alvie Vic.
W2 567.	9/8/1929.	Sth Melbourne Depot.	Painted twice as a <i>Transporting Art</i> Car, by Peter Corrigan in 1978 and Paul Mason in 1982. sold on 1/12/1987 to a buyer in Brooklyn Vic. The electrics went to the Gomaco Trolley Co. Ida Grove, Iowa USA in 1989 and the body is Currently at Mullumbimby NSW in use as an office for "The Old Mill Timberyard", still in its <i>Transporting Art</i> colour scheme.
W2 568.	23/5/1929.		After running 2,141,593 km. in regular service, bought privately and is Currently stored at the leased North Fitzroy tram Depot
W2 569.	15/6/1929.	Malvern Depot.	sold on 20/8/1981 to Maher Transport Thomastown Vic. who resold it to a private buyer in Heathcote Vic.
W2 570.	7/3/1929.	Essendon depot.	sold on 7/8/1981 to Maher Transport who resold it to a private buyer in Orbost Vic.
W2 571.	9/8/1929.	Essendon Depot.	sold on 12/8/1982 to Sutherland Homes for Children, Diamond Creek Vic.
W2 572.	21/9/1929.	Malvern Depot.	sold on 15/9/1981 to a private buyer in Jindivik Vic.
W2 573.	21/9/1929.	Essendon Depot.	sold on 12/9/1980 to a superphosphate dealer in Swan Hill Vic. who used it as a lunch room, and allowed the Bendigo Trust to remove some spare parts from it. resold to a local farmer in 1996.
W2 574.	14/9/1929.	Malvern Depot	sold on 31/7/1980 to a private buyer in Traralgon Vic.
W2 575.	15/8/1929.	Glenhuntly Depot	sold on 10/7/1986 to a buyer in Brooklyn Vic. who resold it in November 1991 to a private buyer in Craigieburn Vic.
W2 576.	21/9/1929.	Essendon Depot	sold on 12/6/1981 to a private buyer in Traralgon Vic.
W2 577.	27/9/1929.	Essendon Depot	sold on 10/5/1984 to a buyer in Port Kembla NSW along with W2's 370 and 560 who intended to use them as a tourist operation. The plan failed, and the trams stayed at Port Kembla until 1999 when they were obtained by the Sydney Tramway Museum and transported to the museum in Loftus NSW.
W2 578.	24/9/1929.	Glenhuntly Depot	sold on 14/9/1982 to Maher Transport Thomastown Vic. who resold it to a private buyer in Maryknoll Vic.
W2 579.	10/9/1929.	Glenhuntly Depot	Sold complete on 20/11/1985 to Wobbie's World, a children's playground in Springvale Rd Nunawading.
W2 580.	31/8/1929.	Malvern Depot	sold on 31/8/1929 to the Heathcote Park Dragway.
W2 581.	6/9/1929.	Essendon Depot	sold on 4/2/1982. to Maher Transport Thomastown Vic who resold it to a private buyer in Noojee Vic.
W2 582.	18/9/1929.	Glenhuntly Depot	sold on 6/4/1982 to the Coburg High School.
W2 584.	14/10/1929.	Glenhuntly Depot	sold on 4/11/1982 to a buyer in Thomastown Vic. (may not have been Maher's).
W2 585.	14/10/1929.	Glenhuntly Depot	sold on 27/4/1979 to a private buyer in Hay NSW and was noted at Grong Grong NSW in May 1989.
W2 586.	14/9/1929.	Preston Depot	sold on 18/8/1986 to Paul Class of Gales Creek Enterprises in the USA who resold it to the San Francisco MUNI for use as a spare parts car.
W2 587.	22/10/1929.	Glenhuntly Depot	sold on 21/3/1988 to a buyer in Brooklyn Vic.

Designation	Construction and operation details	Last allocated depot	Out of service and subsequent history.
W2 588.	26/10/1929.	Glenhuntly Depot	sold on 15/11/1979 to a private buyer in Taylor's Lakes Vic.
W2 589.	2/11/1929.	Glenhuntly Depot	sold on 23/2/1981 to a buyer in Tullamarine Vic who subsequently broke it up.
W2 590.	12/11/1929.	Essendon Depot	sold on 4/5/1979 to a private buyer in Hay NSW, then it went to Ivanhoe NSW and arrived in Canberra ACT in December 1986.
W2 591.	26/11/1929.	Essendon Depot	sold on 30/5/1978 to a private buyer in Mansfield Vic.
W2 592.	20/11/1929.	Glenhuntly Depot	sold on 8/6/1982 to Maher Transport Thomastown Vic who resold it to a private buyer in Broadmeadows Vic.
W2 593.	9/12/1929.	Sth Melbourne Depot	sold on 1/12/1982 to Mahers transport who resold it to a private buyer in Bailston Vic.
W2 594.	6/12/1929.	Malvern Depot	sold on 12/11/1981 to a private buyer in Croydon Vic.
W2 595.	16/12/1929.	Essendon Depot	sold on 29/10/1981 to Mahers Transport who resold it to a private buyer in Moyston Vic.
W2 596.	20/12/1929.	Sth Melbourne Depot	sold on 19/9/1986 to a private buyer in Mt Martha Vic.
W2 597.	11/1/1930.	Essendon Depot	sold on 14/3/1986 to the Waverley Meadows Primary School.
W2 598.	20/1/1930.	Essendon Depot	sold on 24/11/1981 to Maher Transport Thomastown Vic.
W2 599.	27/1/1930.	Brunswick Depot	sold on 25/5/1978 to a private buyer in Mansfield Vic.
W2 600.	7/2/1930.	Malvern depot	After running 2,420,959 km. in regular service until May 1986, 600 was placed unrestored in the Heritage Fleet.
W2 601.	15/2/1930.	Malvern Depot	sold in full working order on 30/9/1985 to Paul Class of Gales Creek Enterprises in the USA. It now operates along with W2 606 at the Iron Range Center, Chisholm Minnesota.
W2 602.	22/2/1930.	Sth Melbourne Depot	sold on 2/5/1986 to a private buyer in Whittlesea Vic.
W2 603.	28/2/1930.	Kew Depot	sold on 1/10/1981 to a private buyer in Bundoora Vic.
W2 604.	7/3/1930.	Glenhuntly Depot	sold on 22/4/1986 to a private buyer in Werribee Vic. and was resold to a buyer in Brooklyn Vic.
W2 605.	13/3/1930.	Malvern Depot	sold on 30/3/1988 in full working order to Gales Creek Enterprises of the USA who resold it to the King County Metro of Seattle for use on their Waterfront Streetcar Line.
W2 606.	22/3/1930.	Glenhuntly Depot	sold on 24/3/1986 to Gales Creek Enterprises who resold it to the Iron Range Center< Chisholm Minnesota with W2 601.
W2 607.	29/3/1930.	Malvern Depot	painted as a Transporting Art car by Craig Gough in 1979. sold on 26/11/1987 to a buyer in Brooklyn Vic. The electrics went to America in 1989 and the body in March 1991.
W2 608.	5/4/1930.	Malvern Depot	sold on 3/7/1986 to a private buyer in Cavan SA, then to Hungry Jacks Fulham SA where the AETM obtained some spare parts in exchange for two trolley poles. resold to the same buyer in Cavan SA and was finally sold in 1996 to a private buyer in Mildura Vic. It was sighted in a Mildura wrecker's yard in 1999, and was sold to a private buyer in San Remo, Phillip Island, and Victoria.
W2 609.	2/5/1930.	Kew Depot	sold on 2/11/1984 to a private buyer in Montmorency Vic.
610 to 623			Y1 class, an improvement on Y 469 with angled windscreens and larger wheels. Only 610 to 613 were built, union opposition to their possible use as one man trams finished the rest, and the numbers were never allocated to other trams.
W2 624.	11/6/1930.	Malvern Depot	sold on 20/11/1985 to Wobbie's World, a children's playground in Springvale Rd, Nunawading.
W2 625.	14/6/1930.	Brunswick Depot	sold on 24/7/1986 to a buyer in Brooklyn Vic and was resold to a buyer in Ballarat Vic.
W2 626.	19/6/1930.	Malvern Depot	sold in full working order to the Gomaco Trolley Co. of Ida Grove, Iowa USA and resold to New Orleans, where converted to SW2 type and renumbered 452. The tram has since been moved to MATA Memphis Tennessee and will retain its New Orleans number.
W2 627.	26/6/1930.	Kew Depot	sold on 6/7/1983 to Maher Transport Thomastown Vic. who resold it to a private buyer in Ocean Grove Vic. with W2 221.
W2 628.	2/7/1930.	Kew Depot	sold on 17/10/1978 to a private buyer in Koondrook Vic.
W2 629.	10/7/1930.	Glenhuntly depot	sold on 31/10/1986 to a private buyer in Beveridge Vic.
W2 630.	25/7/1930.	Camberwell Depot	sold on 3/4/1981 to a private buyer in Brooklyn Vic.
W2 631.	5/8/1930.	Glenhuntly Depot	sold on 10/7/1981 to G Bruckner, Tullamarine and was resold to a buyer in Mt Eliza Vic in October 1982.
W2 632.	20/8/1930.	Glenhuntly Depot	sold on 25/5/1978 to a private buyer in Hay NSW.
W2 633.	9/8/1930.	Glenhuntly Depot	sold on 24/5/1983 to the Caloola Association, Croydon Vic.
W2 634.	16/8/1930.	Sth Melbourne Depot	sold on 2/9/1986 to a buyer in Brooklyn Vic.
W2 635.	22/8/1930.	Essendon Depot	sold on 14/5/1982 to Maher Transport Thomastown Vic.
W2 636.	29/8/1930.	Brunswick Depot	sold on 25/7/1986 to a buyer in Brooklyn Vic and was resold in November 1991 to a buyer in Craigieburn Vic and was subsequently broken up.
W2 637.	16/9/1930.	Kew Depot	sold in full working order on 15/5/1984 to the Newcastle Tramway Museum at Maitland NSW. When this museum went into receivership, the Sydney Tramway Museum at Loftus NSW bought the tram.
W2 638.	25/9/1930.	Kew Depot	sold on 29/3/1983 to a private buyer in Daylesford Vic.
W2 639.	8/10/1930.	Sth Melbourne Depot	sold on 12/9/1979 to a private buyer in Merricks Vic.
W2 640.	10/10/1930.	Preston Depot	sold on 16/11/1983 to Maher Transport Thomastown Vic.
W2 641.	17/10/1930.	Glenhuntly Depot	sold on 14/2/1984 to the Cockatoo Primary School in the Dandenong Ranges.
W2 642.	17/10/1930.	Preston Depot	sold on 12/6/1981 to a private buyer in Traralgon Vic.
W2 643.	25/10/1930.	Preston Depot	sold in full working order on 5/12/1986 to the Tramway Museum Society of Victoria, Bylands Vic. where it is part of the museum's fleet of working trams.
W2 644.	1/11/1930 and converted to SW2 class in 1953.	Sth Melbourne Depot	withdrawn from service on 17/12/1987 and placed on loan to the Tramway Museum Society of Victoria.
W2 645.	8/11/1930.	Kew Depot	sold on 19/5/1982 to Maher Transport Thomastown Vic. who resold it to a private buyer in Melton Vic.
W2 646.	26/11/1930.	Preston Depot	After running 1,966,940 km. in regular service, including being the last W2 class tram in regular service, 646 was placed unrestored into the Heritage Fleet.
W2 647.	29/11/1930.	Sth Melbourne Depot	sold on 16/4/1986 to a private buyer in Somerville Vic.
W2 648.	17/12/1930.	Sth Melbourne Depot	sold in full working order on 11/5/1983 to the San Francisco Chamber of Commerce, and is now at the Western Railway Museum in Rio Vista Junction, California. It featured in the 1983 through 1986 Trolley Festivals in San Francisco.
W2 649.	20/12/1930.	Essendon Depot	sold on 4/11/1982 to Maher Transport Thomastown Vic., who resold it to a private buyer in Bacchus Marsh Vic. sighted on 9/1/2002 in use as a cafe at the Mt Isa Irish Association, Mt Isa Qld.
W2 650.	20/12/1930.	Preston Depot	After running 2,457,764 km. in regular service, placed in the Heritage Fleet and stored at Hawthorn Depot in July 1989.
W2 651.	3/2/1931.	Brunswick depot	sold on 30/6/1980 to a private buyer in Yarrambat Vic.
W2 652.	8/3/1931.	Brunswick Depot	sold on 29/4/1980 to a private buyer in Ashburton Vic.

Designation	Construction and operation details	Last allocated depot	Out of service and subsequent history.
W2 653.	3/6/1931.	Glenhuntly Depot	sold on 28/4/1980 to a private buyer in Donnybrook Vic.
8.6 W3 Class trams 654 - 669 (16 trams)			
			The W3 class tram was introduced in 1930 when it became apparent that union opposition to the Y1 class with its potential for driver only operation would not be overcome. The trams were a modification of the W2 class and used parts already made for the cancelled Y1 class trams. They had steel framing and were fitted with larger 838mm wheels from scrapped S and T class trams in their MMTB type 9A trucks.
W3 654.	5/11/1930.	Brunswick Depot	burnt on 26/10/1967.
W3 655.	25/3/1931.	Sth Melbourne Depot	sold on 6/7/1976 to Lance Smith Excavations, Vermont Vic. and was noted in November 1991 at Gruyere Vic.
W3 656.	18/5/1931.	Sth Melbourne Depot	sold on 19/7/1976 to the Melbourne Tramcar Preservation Society, Haddon Vic. who initially used it as a bunkhouse, but have since restored it.
W3 657.	20/6/1931.	Sth Melbourne Depot	sold on 18/12/1981 to the Tramway Museum Society of Victoria, Bylands Vic. who resold it to a buyer in Campbellfield Vic.
W3 658.	4/7/1931.	Sth Melbourne Depot	sold on 20/5/1976 to the Venito Social Club, Bulleen Vic. and subsequently broken up.
W3 659.	7/8/1931.	Sth Melbourne Depot	sold on 24/6/1976 to L Grollo & Co. who sited it at Lake Eildon.
W3 660.	26/11/1932.	Sth Melbourne Depot	sold on 29/11/1976 to a private buyer in Berwick Vic.
W3 661.	19/11/1932.	Sth Melbourne Depot	sold in full working order on 15/6/1976 to the Ballarat Tram Museum. It returned to Melbourne from 5/4/1989 to 2/7/1990.
W3 662.	20/12/1932.	Sth Melbourne Depot	sold on 28/4/1982 to Maher Transport Thomastown Vic. who resold it to a private buyer in Donnybrook Vic.
later broken up.			
W3 663.	27/11/1933.	Sth Melbourne Depot	sold in full working order on 31/5/1976 to the Melbourne Tramcar Preservation Society, Haddon Vic.
W3 664.	7/12/1933.	Essendon Depot	sold on 7/6/1976 to Kathy's Kitchen, Mirboo Nth Vic. who had it converted to a shop. It has since been sold to a private buyer in Boolarra Vic. on an unknown date.
W3 665.	15/2/1934.	Glenhuntly Depot	sold on 6/8/1982 to the Coburg Technical School. It has since been sold in 2002 to a private buyer in Wallan Vic.
W3 666.	19/2/1934.	Glenhuntly Depot	sold on 30/7/1976 to Galli Bros. Constructions Woolert Vic.
W3 667.	3/3/1934.	Brunswick Depot	sold in full working order on 17/5/1976 to the Tramway Museum Society of Victoria Bylands Vic.
W3 668.	10/3/1934.	Brunswick Depot	sold in full working order on 4/8/1977 to the Newcastle Tramway Museum Maitland NSW and sold to the Sydney Tram way Museum Loftus NSW.
W3 669.	26/4/1934.	Brunswick Depot	sold on 23/6/1976 to Lance Smith Excavations, Vermont Vic.
8.7 W4 Class trams 670 to 674 - 5 trams.			
W4 670.	13/11/1933.	Sth Melbourne Depot	sold in full working order on 23/4/1976 to the Melbourne Tramcar Preservation Association Haddon Vic.
W4 671.	9/7/1934.	Sth Melbourne Depot	sold in full working order on 28/6/1976 to the Ballarat Tram Museum.
W4 672.	29/9/1934.	Sth Melbourne Depot	sold on 12/5/1976 to Lance Smith Excavations Vermont Vic and subsequently broken up.
W4 673.	22/10/1934.	Sth Melbourne Depot	sold in full working order on 17/5/1976 to the Tramway Museum Society of Victoria Bylands Vic.
W4 674.	29/9/1935.	Sth Melbourne Depot	sold in full working order on 2/9/1976 to the Perth Electric Transport Museum Whiteman Park WA.
8.8 CW5/W5 class trams 681 to 685 - 5 trams.			
			CW5 class trams were a hybrid tram designed to save money. They had a new body mounted on maximum traction trucks from withdrawn C class trams and controllers from C and S class trams. These trams were not successful (a T class single truck car beat a CW5 car on level trackage in Nicholson St Coburg one sunny Sunday) and decided not to proceed with any more hybrid trams. They were converted to W5 class in 1956. The numbers from 686 to 719, set aside for further trams, were not used except for 700, which was used for VR class 53 when renumbered to avoid duplication of a Z1 class tram number.
CW5 681.	19/1/1935		converted to SW5 class in 1984. The tram is Currently stored at Newport Workshops.
CW5 682.	19/1/1935		converted to SW5 class in 1984, and was a Transporting Art car painted by Merrin Eirth for the Australian Broadcasting Corporation. The tram is Currently stored at Newport Workshops.
CW5 683.	26/1/1935		stripped for disposal, and sold on 6/7/1990 to a private buyer in Poowong Vic.
CW5 684.	8/2/1935		In storage at Newport Workshops.
CW5 685.	27/2/1935		In storage at Newport Workshops.
8.9 W5 Class Trams 720 to 839.			
			Preston Workshops built 120 W5 class trams between 1935 and 1939, and converted five CW5 class trams in 1956 to W5 class, simply by swapping over the Brill 22E maximum traction bogies with standard MMTB No.15 bogies. Final numbering was 681 - 685, 720 - 839. The W5 class was the final chapter in the design of Melbourne's three door drop centre tram. Changes made to the design was firstly just directed at the shape of the windscreens, later changes included removing the centre door, relining the ceiling and installing upholstered seating in the drop centre. In 1983, a program was instituted that saw the installation of sliding doors, round cornered windscreens and other improvements designed to prolong the tram's life for another ten years. The conversion program was stopped in 1986 after 83 trams had been converted.
W5 720.	1936		The centre door was filled in in 1973. Currently stored at Newport Workshops.
W5 721.	1936		Transporting Art car painted by Steig Persson for the Herald and Weekly Times. Currently stored at Newport Workshops.
W5 722.	1936		Transporting Art car painted by David Larwill for Associated Communications Enterprises. Currently stored at Newport Workshops.
W5 723.	1936		Theme car. Currently stored at Newport Workshops.
W5 724.	1936		Theme car. Currently stored at Newport Workshops.
W5 725.	1935		Currently stored at Newport Workshops.
W5 726.	1936		Transporting Art car painted by the rock group Mental as Anything for Melbourne FM radio. Currently stored at Newport Workshops.
W5 727.	1936		Theme car painted to promote public transport. the first car to have its centre door removed in 1969. Currently stored at Newport Workshops.

Designation	Construction and operation details	Last allocated depot	Out of service and subsequent history.
W5 728.	1936		converted to SW5, operates from Southbank Depot as part of the City Circle free tourist tram service.
W5 729.	1936		Theme car painted by tram crews. Currently stored at Newport Workshops.
W5 730.	1936		Currently stored at Newport Workshops.
W5 731.	1936		Transporting Art car painted by Lesley Dumbrell for Carlton and United Breweries. Currently stored at Newport Workshops.
W5 732.	1936		Stored at Newport Workshops - converted to SW5 class.
W5 733.	1936		Stored at Newport Workshops - converted to SW5 class.
W5 734.	1936		Stored at Newport Workshops - converted to SW5 class.
W5 735.	1936		Sold to the Gomaco Trolley Co., Ida Grove, Iowa, USA.
W5 736.	1935		Stored at Newport Workshops - converted to SW5 class.
W5 737.	1935		Stored at Newport Workshops - converted to SW5 class.
W5 738.	1935		Transporting Art car painted by Jeffrey Makin for Dulux Australia. Currently stored at Newport Workshops.
W5 739.	1935		On loan to Tramway Museum Society of Victoria, Bylands Vic.
W5 740.	1935		Stored at Newport Workshops - converted to SW5 class.
W5 741.	1935		Stored at Newport Workshops - converted to SW5 class.
W5 742.	1935		Stored at Newport Workshops - converted to SW5 class.
W5 743.	1935		Stored at Newport Workshops - converted to SW5 class.
W5 744.	1935		Stored at Newport Workshops - converted to SW5 class.
W5 745.	1935		Stored at Newport Workshops - converted to SW5 class.
W5 746.	1936		Stored at Newport Workshops - converted to SW5 class.
W5 747.	1936		Stored at Newport Workshops - converted to SW5 class.
W5 748.	1936		Stored at Newport Workshops - converted to SW5 class.
W5 749.	1936		Theme car painted by tram crews complete with a Chinaman on the front. Currently stored at Newport Workshops.
W5 750.	1936		Currently stored at Newport Workshops - converted to SW5 class.
W5 751.	1936		Sold to the Gomaco Trolley Co., Ida Grove, Iowa, USA.
W5 752.	1936		Stored at Newport Workshops - converted to SW5 class.
W5 753.	1936		Stored at Newport Workshops - converted to SW5 class.
W5 754.	1935		Stored at Newport Workshops - converted to SW5.
W5 755.	1936		Stored at Newport Workshops.
W5 756.	1936		Sold to the Gomaco Trolley Co., Ida Grove, USA. Currently located in working order at the Savannah Roundhouse Museum, Savannah Georgia.
W5 757.	1936		Stored at Newport Workshops - converted to SW5 class.
W5 758.	1936		Transporting Art car painted by Michael Johnson for the State Insurance Office. Currently stored at Newport Workshops.
W5 759.	1936		Preserved as part of the PTC Heritage tram fleet.
W5 760.	1936		Transporting Art car painted by Robert Jacks for the Focus Group. Currently stored at Newport Workshops.
W5 761.	1936		Sold complete on 27/1/1989 to a private buyer in Bacchus marsh Vic..
W5 762.	1936		Preserved at the Sydney Tramway Museum.
W5 763.	1936		Stored at Newport Workshops.
W5 764.	1936		Stored at Newport Workshops - converted to SW5 class.
W5 765.	1936		Stored at Newport Workshops - converted to SW5 class.
W5 766.	1936		Preserved at the Perth Electric Tramway Society, Whiteman Park W.A.
W5 767.	1936		Stored at Newport Workshops - converted to SW5 class.
W5 768.	1936		Stored at Newport Workshops.
W5 769.	1936		Stored at Newport Workshops - converted to SW5 class.
W5 770.	1936		Stored at Newport Workshops - converted to SW5 class.
W5 771.	1936		The tram remained in original condition and was sold to the Gomaco Trolley Co., Ida Grove, USA.
W5 772.	1936		Stored at Newport Workshops.
W5 773.	1936		Stored at Newport Workshops - converted to SW5 class.
W5 774.	1936		The tram remained in original condition and is now preserved as part of the PTC Heritage tram fleet.
W5 775.	1936		Stored at Newport Workshops - converted to SW5 class>
W5 776.	1936		Stored at Newport Workshops - converted to SW5 class.
W5 777.	1936.	Sth Melbourne Depot	Stored at Newport Workshops - converted to SW5 class.
W5 778.	1936		Sold complete less motors on 16/10/1990 to private enthusiast at Newtown, Geelong.
W5 779.	1936		Sold to Gomaco Trolley Co., Ida Grove, Iowa USA.
W5 780.	1936		Stored at Newport Workshops - converted to SW5 class.
W5 781.	1936		last to be converted to SW5 in 1985 and is Currently stored at Newport Workshops.
W5 782.	1936		On loan to the Tramway Museum Society of Victoria, Bylands. It is intended to restore it to 1935 condition using windshields from W5 752 and parts from W5 820.
W5 783.	1936		Stored at Newport Workshops.
W5 784.	1936		Stored at Newport Workshops - converted to SW5 class.
W5 785.	1936.	Sth Melbourne Depot	Converted to SW5 class in 1955 using parts already made for the 30 cancelled W7 class trams -Ready Reserve fleet tram Currently stored at Glenhuntly. Depot
W5 786	1937		Stored at Newport Workshops - converted to SW5 class.
W5 787.	1936		Stored at Newport Workshops -involved in a serious collision in 1952 and was converted to SW5 class in 1956 using spare W7 parts but it retained square cornered windscreens.

Designation	Construction and operation details	Last allocated depot	Out of service and subsequent history.
W5 788.	1936		Stored at Newport Workshops - converted to SW5 class.
W5 789.	1936		Stored at Newport Workshops - converted to SW5 class.
W5 790.	1937		Stored at Newport Workshops - converted to SW5 class.
W5 791.	1937		Stored at Newport Workshops - converted to SW5 class.
W5 792.	1937		Preserved at the Sydney Tramway Museum.
W5 793.	1937		Stored at Newport Workshops - converted to SW5 class.
W5 794.	1937		The tram remained in original condition and was sold on 20/10/1989 to Withers Holiday Village Lakes Entrance Vic.
W5 795.	1937		This tram was meant to be the 84th SW5 conversion. Work had started on the tram when the program was stopped. The tram was loaned to Tramway Museum Society of Victoria, Bylands Vic. in 1991
W5 796.	1937		Stored at Essendon Depot on 4 road -converted to a drivers instruction car, training tram and mobile schoolroom in 1992.
W5 797	1938		Stored at Newport Workshops - converted to SW5 class.
W5 798	1937		Body sold on 20/2/1990 to private buyer in Lonsdale Vic.
W5 799.	1937		sold to the Gomaco Trolley Co., Ida Grove, Iowa USA after fire damage in 1988.
W5 800.	1937.		
W5 801.	1937		sold in 1988 and was the first W5 class tram sold.
W5 802.	1938		Transporting Art car painted by Kim Donaldson for the Challenge Bank.
W5 803.	1938		scrapped after a bad collision in 1961.
W5 804.	1939		This tram remained in original condition and was sold on 12/10/1989 to a private buyer in Fawkner Vic..
W5 805.	1939.		
W5 806.	1939		Transporting Art car painted by Elizabeth Gower for Canon Australia.
W5 807.	1939.		
W5 808.	1937		The tram is Currently operating on the Bendigo Tramways Talking Tram tour and has been repainted into Bendigo colours retaining its original number.
W5 809.	1937.		
W5 810.	1937		This was the last tram to be built with square cornered windscreens. converted to SW5 class and is Currently stored at Newport Workshops.
W5 811.	1937.		
W5 812.	1937.		
W5 813.	1937		scrapped after a bad collision in 1963.
W5 814.	1937		Transporting Art car painted by Phillip Faulks for the National Heart Foundation (Hearthealth).
W5 815.	1937.		
W5 816.	1937		Transporting Art car painted by Michael Leunig and sponsored by The Age Newspaper. Michael Leunig is a cartoonist with the newspaper.
W5 817.	1937		This tram remained in original condition and was sold on 3/11/1989 to a private buyer in Templestowe Vic.
W5 818.	1937.		
W5 819.	1937.		
W5 820.	1937		This tram remained in original condition and was wrecked in a collision in 1988. What was left of sold to the Tramway Museum Society of Victoria, Bylands as spare parts for W5 class trams 782 and 795.
W5 821.	1938		This tram only had its centre door closed off .the only W5 class tram to be painted in The Met's colour scheme and was the last W5 in regular service. It has been preserved as part of the Dept. of Infrastructure's heritage tram fleet.
W5 822.	1938		This tram was sold on 6/7/1990 to a private buyer in Lancefield Vic.
W5 823.	1938.		
W5 824.	1938		Transporting Art car
W5 825.	1938		This tram remained in original condition. sold stripped on 6/7/1990 to a private buyer in Queanbeyan, NSW.
W5 826.	1938.		
W5 827.	1938		Body sold on 6/7/1990 to a private buyer in Reservoir Vic.
W5 828.	1938.		Brunswick Depot.
W5 829.	1938		Transporting Art car painted by Lin Onus for the National Heart Foundation (Hearthealth). It is Currently in storage at Newport Workshops and was previously painted as a Transporting Art car painted by Eve Glenn and Megan Evans for the International Year of Peace.
W5 830.	1938.		
W5 831.	1938		It remained in original form and was sold in 1990.
W5 832.	1938		It remained in original form and was sold in 1990.
W5 833.	1938		Became drivers instruction car in 1989.
W5 834.	1938.		
W5 835.	1938		Remained in original form and sold on 20/2/1990 to a private buyer in Lonsdale Vic.
W5 836.	1938.		
W5 837.	1938		Transporting Art car painted by Terry Matassoni for the National Heart Foundation (Hearthealth).
W5 838.	1938.		
W5 839.	1939		This tram remained in original condition and was sold in 1990 to the Gomaco Trolley Co. in Ida Grove, Iowa USA.
8.10 SW5 Class 840 to 849.			This was the first class of tram to be fitted with sliding doors. They were originally intended to be W5 class but were used as test trams for features such as sliding doors and Peters door motors which were to be fitted to SW6 850 onwards.

Designation	Construction and operation details	Last allocated depot	Out of service and subsequent history.
SW5 840.	1939.		
SW5 841.	1939		This tram is part of the Ready Reserve tram fleet and is Currently stored inside the old Plate Shop at Preston Workshops.
SW5 842.	1939	Currently Southbank Depot	part of Yarra Trams City Circle tourist tram fleet.
SW5 843.	1939		Ready Reserve tram stored at Preston Workshops.
SW5 844.	1939.		
SW5 845.	1939	Currently Southbank Depot	Yarra Trams.
SW5 846.	1939	Currently Malvern Depot	Swanston Trams.
SW5 847.	1939.		
SW5 848.	1939.		
SW5 849.	1940.		
8.11 SW6 Class 850 to 969.			
SW6 850.	1939		fitted with full drop windows as were the SW5 class. All subsequent trams were fitted with half drop windows.
SW6 851.	1940.		
SW6 852.	1940.		
SW6 853.	1940.		
SW6 854.	1940.		
SW6 855.	1940	Currently Southbank Depot	Yarra Trams.
SW6 856.	1940.		
SW6 857.	1940	Currently Southbank Depot	part of Yarra Trams' City Circle tourist tram fleet.
SW6 858.	1940.		
SW6 859.	1940.		
SW6 860.	1940.		
SW6 861.	1940.		
SW6 862.	1940.		
SW6 863.	1940.		
SW6 864.	1940.		
SW6 865.	1940.		
SW6 866.	1941.		
SW6 867.	1941		Currently stored at Newport Workshops.
SW6 868.	1941		Currently stored at Newport Workshops.
SW6 869	1941	Currently Malvern Depot	Swanston Trams.
SW6 870.	1941	Currently Southbank Depot	This tram featured at the 70th Anniversary of Sth Melbourne Depot. It ran free trips between the depot and Dudley St sidings via William St showing STH MELB DEPOT - 70. Yarra Trams.
SW6 871.	1941		Currently stored at Newport Workshops.
SW6 872.	1941		Currently stored at Newport Workshops.
SW6 873.	1941		Currently stored at Newport Workshops.
SW6 874.	1941		Currently stored at Newport Workshops.
SW6 875.	1941.		
SW6 876.	1941		This tram was placed in storage at Newport Workshops after its final duties as the Botanica '95 Tramgarden, which involved it being partially covered with imitation grass, with real grass in window boxes and seats removed to fit large potted plants inside. Four strange looking model dogs were also attached to the tram, one on each corner. A trip in it on the City Circle was akin to travelling in a jungle!
SW6 877.	1942		Currently in storage at Newport Workshops.
SW6 878.	1942		Currently in storage at Newport Workshops.
SW6 879.	1942		Currently in storage at Newport Workshops.
SW6 880.	1942		Part of the Ready Reserve fleet stored at Preston Workshops in the Plate Shop.
SW6 881.	1943	Currently Malvern depot	Swanston trams.
SW6 882.	1943		Currently in storage at Newport Workshops.
SW6 883.	1943.		
SW6 884.	1943.		
SW6 885.	1943		Currently in storage at Newport Workshops.
SW6 886.	1943		Currently in storage at Newport Workshops.

Designation	Construction and operation details	Last allocated depot	Out of service and subsequent history.
SW6 887.	1943		On loan to the Tramway Museum Society of Victoria, Bylands.
SW6 888.	1943	Currently Southbank Depot	part of Yarra Trams City Circle tourist tram.
SW6 889.	1943		Currently in storage at Newport Workshops.
SW6 890.	1944		Currently in storage at Preston Workshops After service as the RC2 controller training tram.
SW6 891.	1944		Ready Reserve fleet tram Currently stored at Preston Workshops.
SW6 892.	1944	Currently Malvern Depot	Swanston Trams.
SW6 893.	1944.		
SW6 894.	1944	Currently stored at Newport Workshops.	
SW6 895.	1944.		
SW6 896.	1945	Currently Southbank Depot	Yarra Trams.
SW6 897.	1945		Reserve fleet tram Currently stored at Preston Workshops.
SW6 898.	1945		Currently stored at Newport Workshops.
SW6 899.	1945		Reserve fleet tram Currently stored at Preston Workshops.
SW6 900.	1945		preserved as part of the PTC Heritage Tram fleet.
SW6 901.	1945		Currently in storage at Newport Workshops.
SW6 902.	1945		Currently on loan to the Tramway Museum Society of Victoria, Bylands and retains its original bus type seating.
SW6 903.	1945		Currently stored at Newport Workshops.
SW6 904.	1945		Currently stored at Newport Workshops.
SW6 905.	1945		Currently stored at Newport Workshops.
SW6 906.	1945		Ready Reserve fleet tram Currently stored at Preston Workshops.
SW6 907.	1945		Currently stored at Newport Workshops.
SW6 908.	1945		Currently stored at Newport Workshops.
SW6 909.	1945	Southbank Depot	part of Yarra Trams' City Circle tourist tram fleet.
SW6 910.	1946		Currently stored at Newport Workshops.
SW6 911.	1946		Currently stored at Newport Workshops.
SW6 912.	1946		Currently stored at Newport Workshops.
SW6 913.	1946		Currently stored at Newport Workshops.
SW6 914.	1946		Currently stored at Newport Workshops.
SW6 915.	1946		Currently stored at Newport Workshops.
SW6 916.	1946		Currently stored at Newport Workshops.
SW6 917.	1946		Currently stored at Newport Workshops.
SW6 918.	1946		Currently stored at Newport Workshops.
SW6 919.	1946		Currently stored at Newport Workshops.
SW6 920.	1946		illuminated all-over advertising car promoting Quick Eze before withdrawal. It is Currently stored at Newport Workshops.
SW6 921.	1946		Currently stored at Newport Workshops.
SW6 922.	1946		Currently stored at Newport Workshops.
SW6 923.	1946		Currently stored at Newport Workshops.
SW6 924.	1946		Currently stored at Newport Workshops.
SW6 925.	1946	Currently Southbank Depot	part of Yarra Trams' City Circle Tourist Tram fleet.
SW6 926.	1947		Currently stored at Newport Workshops.
SW6 927.	1947		first to travel along the new City Circle tracks in Spring St. It is Currently stored at Newport Workshops.
SW6 928.	1947		tram used as a test tram for installation of Metcard equipment. It is Currently operating from Malvern Depot for Swanston Trams.
SW6 929.	1947	Currently Malvern Depot	Swanston Trams.
SW6 930.	1947.	Sth Melbourne Depot	Ready Reserve tram Currently stored at Preston Workshops.
SW6 931.	1947.	Sth Melbourne Depot	Currently stored at Newport Workshops.
SW6 932.	1947	Currently Southbank Depot	Yarra Trams.
SW6 933.	1947		Currently stored at Newport Workshops.
SW6 934.	1947		Currently stored at Newport Workshops.
SW6 935.	1947	Currently Malvern Depot	Swanston Trams.
SW6 936.	1947		Ready Reserve tram Currently stored at Preston Workshops.
SW6 937.	1948	Currently Southbank Depot	Restaurant 02 for the Colonial Tramcar Restaurant.
SW6 938.	1948	Currently Malvern Depot	Swanston Trams.

Designation	Construction and operation details	Last allocated depot	Out of service and subsequent history.
SW6 939.	1948	Currently Southbank Depot	Restaurant 03 for the Colonial Tramcar Restaurant.
SW6 940.	1949		Currently stored at Newport Workshops.
SW6 941.	1949.	Malvern Depot	Ready Reserve tram Currently stored at Preston Workshops.
SW6 942.	1949		Currently stored at Newport Workshops.
SW6 943.	1949		Currently stored at Newport Workshops.
SW6 944.	1949		Currently stored at Newport Workshops.
SW6 945.	1949		Currently stored at Newport Workshops.
SW6 946.	1949		Currently operating from Southbank depot for Yarra Trams.
SW6 947.	1949.	Sth Melbourne Depot	After use as a theme car promoting MetMan, a children's safety campaign, placed in the Ready Reserve fleet and stored at Preston Workshops.
SW6 948.	1949		Currently stored at Newport Workshops.
SW6 949.	1949.		
SW6 950.	1950		Currently stored at Newport Workshops.
SW6 951.	1950.		
SW6 952.	1950		Currently stored at Newport Workshops.
SW6 953.	1950		Currently stored at Newport Workshops.
SW6 954.	1950.		
SW6 955.	1950		Currently in storage at Newport Workshops.
SW6 956.	1950		Ready Reserve tram Currently stored at Preston Workshops.
SW6 957.	1950		Currently in service from Southbank Depot as part of Yarra Trams' City Circle tourist tram fleet.
SW6 958.	1950		Currently stored at Newport Workshops.
SW6 959.	1950		Currently stored at Newport Workshops.
SW6 960.	1950		Currently stored at Newport Workshops.
SW6 961.	1950	Currently Malvern Depot	Swanston Trams.
SW6 962.	1950		Ready Reserve tram Currently stored at Preston Workshops.
SW6 963.	1950.		
SW6 964.	1950.		
SW6 965.	1950.	Malvern Depot	After service as an illuminated all-over advertising car promoting Australian Air Express, converted back to a standard SW6 and placed in the Ready Reserve fleet. It is Currently stored at Preston Workshops.
SW6 966.	1950		Currently stored at Newport Workshops.
SW6 967.	1951		Currently stored at Newport Workshops.
SW6 968.	1951		Currently at the Essendon Children's Driving School, cnr. Lawson and Albion Sts Essendon, replacing W2 457 which has been moved to the Tramway Museum Society of Victoria, Bylands Vic.
SW6 969.	1951.		
8.12 W6 class trams 970 to 979, 981 to 1000 - 30 trams.			
W6 970.	1951		Currently stored at Newport Workshops.
W6 971.	1951	Currently Malvern Depot	Swanston Trams.
W6 972.	1951.	Brunswick Depot	Currently stored at Newport Workshops.
W6 973.	1951		Currently stored at Newport Workshops.
W6 974.	1952		Currently stored at Newport Workshops.
W6 975.	1952		Currently stored at Newport Workshops.
W6 976.	1952		After service as an illuminated all over advertising car promoting Express Post, withdrawn from regular service in May 1996 and donated to the Bendigo Trust in July 1996 by the then Transport Minister Alan Brown. The Trust has since converted the tram to a cafe car.
W6 977.	1952		Currently stored at Newport Workshops.
W6 978.	1955		Currently stored at Newport Workshops.
W6 979.	1955		Currently stored at Newport Workshops.
PCC 980	1950		PCC 980 was a hybrid car with a locally produced body mounted on St Louis B3 trucks powered by General Electric controls. from 1950 to 1971 and was donated on unpowered trucks to the Tramway Museum Society of Victoria at Bylands near Kilmore in 1982.
W6 981.	1955	Currently Malvern depot	Swanston Trams.
W6 982.	1955	Currently Southbank Depot	Yarra Trams.
W6 983.	1955		This tram is Currently operating from Southbank Depot for Yarra Trams and was the first W class tram to be repainted for its new private owners. It is still painted in 1930's green and cream as per the contracts, but has its number in the middle of the tram and no ownership is displayed.
W6 984.	1955.	Brunswick depot	Currently stored at Newport Workshops.
W6 985.	1955		Currently stored at Newport Workshops.

Designation	Construction and operation details	Last allocated depot	Out of service and subsequent history.
W6 986.	1955.	Glenhuntly Depot	Currently stored at Newport Workshops.
W6 987.	1955		Currently stored at Newport Workshops.
W6 988.	1955		Currently stored at Newport Workshops.
W6 989.	1955		Currently stored at Newport Workshops.
W6 990.	1955		After service as an illuminated all-over advertising tram promoting NRMA Insurance the tram is Currently stored at Newport Workshops.
W6 991.	1955		Currently stored at Newport Workshops.
W6 992.	1955.		
W6 993.	1955		Currently stored at Newport Workshops.
W6 994.	1955		Currently stored at Newport Workshops.
W6 995.	1955.	Sth Melbourne Depot	After service as an illuminated all-over advertising tram promoting Southern Cross press the tram is Currently stored at Newport Workshops.
W6 996.	1955		Currently stored at Newport Workshops.
W6 997.	1955		Currently stored at Newport Workshops.
W6 998.	1955		Currently stored at Newport Workshops.
W6 999.	1955		Currently stored at Newport Workshops.
W6 1000.	1955	Currently Southbank Depot	part of Yarra Trams' City Circle tourist tram fleet and has been named The City Of Vienna.
8.13 W7 Class 1001 to 1040			
W7 1001.	1955		Currently on loan to the Tramway Museum Society of Victoria, Bylands Vic.
W7 1002.	1955.	Malvern Depot	After service as an illuminated all-over advertising tram promoting the Blood Bank, it is Currently stored at Newport Workshops.
W7 1003.	1955.	Preston Depot	Currently stored at Newport Workshops.
W7 1004.	1955.	Preston Depot	Currently stored at Newport Workshops.
W7 1005.	1955	Currently Southbank Depot	Yarra Trams.
W7 1006.	1955.	Preston Depot	Currently stored at Newport Workshops.
W7 1007.	1955.	Preston Depot	Currently stored at Newport Workshops.
W7 1008.	1955.	Sth Melbourne Depot	Ready Reserve tram Currently stored at Preston Workshops.
W7 1009.	1955		Currently stored at Newport Workshops.
W7 1010.	1955	Currently Malvern Depot	Swanston Trams.
W7 1011.	1955.		After service as an illuminated all-over advertising tram promoting St George Bank, withdrawn from regular service, having its illuminations removed and being kept aside for special advertising promotions on the City Circle. It has had its ends painted in the City Circle livery and is part of that fleet but has not been converted to One Person Operation necessitating a host being on the tram. It is still available for special promotions.
W7 1012.	1955.	Sth Melbourne Depot	Currently stored at Newport Workshops.
W7 1013.	1955		Ready Reserve tram Currently stored at Preston Workshops.
W7 1014.	1955		After service as an illuminated all-over advertising tram promoting AGC Insurance, it is Currently stored at Newport Workshops.
W7 1015.	1955	Currently Malvern Depot	Swanston Trams.
W7 1016.	1955.	Preston depot	Currently stored at Newport Workshops.
W7 1017.	1955.	Preston Depot	Currently stored at Newport Workshops.
W7 1018.	1956.	Sth Melbourne Depot	After service as an illuminated all-over advertising tram promoting Workcover Insurance, it is Currently stored at Newport Workshops.
W7 1019.	1956		Currently stored at Newport Workshops.
W7 1020.	1956		Currently operating from Southbank Depot as part of Yarra Trams' City Circle tourist tram fleet.
W7 1021.	1956	Currently operating from Malvern Depot for Swanston Trams.	
W7 1022.	1956.		
W7 1023.	1956.	Preston Depot	Ready Reserve tram Currently stored at Preston Workshops.
W7 1024.	1956.	Sth Melbourne Depot	After service as an illuminated all-over advertising car promoting Australian Pensioner's Insurance Agency< it is Currently stored at Newport Workshops.
W7 1025.	1956		Currently stored at Newport Workshops.
W7 1026.	1956.	Preston Depot	Currently stored at Newport Workshops.
W7 1027.	1956	Currently Malvern Depot	Swanston Trams.
W7 1028.	1956.	Preston Depot	stored at Newport Workshops after it ran into the side of A2 286 at the corner of Victoria Pde and Nicholson St in 1996. 1028 took the City Circle points accidentally at a great rate of knots and nearly wiped 286 out of the fleet.
W7 1029.	1956.	Preston Depot	Currently stored at Newport Workshops.
W7 1030.	1956.	Preston Depot	Currently stored at Newport Workshops.
W7 1031.	1956	Currently Malvern Depot	Swanston Trams.

Designation	Construction and operation details	Last allocated depot	Out of service and subsequent history.
W7 1032.	1956.		
W7 1033.	1956.		
W7 1034.	1956.		
W7 1035.	1956.		
W7 1036.	1956	Malvern Depot	After its last duties from Malvern Depot promoting Calcutta Tramways, placed in the Ready Reserve fleet and is Currently stored at Preston Workshops.
W7 1037.	1956.		
W7 1038.	1956.	Preston Depot	Currently stored at Newport Workshops.
W7 1039.	1956	Currently Southbank Depot	Yarra Trams.
W7 1040.	1956.	Sth Melbourne Depot	withdrawn from service in 1996 and placed in the Heritage Fleet.

Note this website http://www.reocities.com/z_class/wclass8.html reports that Last updated 10th December 2000.