

SWANSTON TRAMS

MALVERN DEPOT

Welcome to, or Welcome back to Malvern Depot. Today we will take a journey over all our tram routes.

Firstly Malvern Depot began **88 years** ago under the **Prahran & Malvern Tramways Trust (PMTT)**. This makes Malvern the second oldest depot. Essendon depot began back in 1906 under the **North Melbourne Electric Tramway & Lighting Co.**

Malvern Depot is split into 2 sheds - Roads 1 to 6, the original shed, & Roads 7 to 15 the new shed with a track down Coldblo Rd which takes 4 W class & 3 Z class trams, called **Bang Road**. The main problem now with the depot is its trams, about 100 full, are caught up with only one track in & out of the depot. At the moment its the conductors duty of the tram **running out** to stop any tram from running in as the tram in the street has the right of way.

ROUTE 5 MALVERN BURKE ROAD

The terminus at Burke Rd is the original terminus under the PMTT set in a normal suburban shopping area. There is a public toilet set in Central Park. The terminus can take 3 W & 3 Z trams. As we proceed along Wattletree Rd we cross Tooronga Rd, then pass the Cabrini Hospital on the right. Then the crossover for depot changeovers which can cause a traffic jam at certain times. Close by is Glenferrie Rd. The points to the depot are manual. This junction is the take point for crews on route 5. Here we cross the 69 route St Kilda Bch - Kew Cotham Rd.

Just over Glenferrie Rd, on the left is the large shopping complex of Malvern Central. We then cross the Dandenong - Frankston - City train line followed by Kooyong Rd. Next we swing into Dandenong Rd & share this portion with route 64 East Brighton to the City. Next is the Orrong Rd crossover used to shunt the 5 at night for the Yo Yo shuttle service. There is a speed limit at this time of 30kph. along Dandenong Rd. The next section is Williams Rd - Hotham St followed by the Chapel St crossover at Windsor. We continue on to St Kilda Junction and connect onto the main line to the University.

GLEN IRIS ROUTE 6

The Glen Iris terminus is set back from the small shopping area & Railway Station. A toilet can be found behind the shops in the car park for PTC crews only (PE2 key). We cross Burke Rd then Tooronga Rd where we find a shunt used for late running, from there we come to Malvern Town Hall - Glenferrie Rd & faced with manual points for a left turn to the depot. At this junction is the take point for crews. Route 6 crosses the 69 route, the old shunt rarely used now, we pass the Antique shops many people travel the line to see. We cross the train line at Armadale Station our next area comes in at Chapel St where we cross the route 78 North Richmong - Prahran tram line. Our next shunt is found at St Kilda Rd where we swing into St Kilda Rd for our journey to the City.

TOORAK ROUTE 8

The Toorak service is a run out & in service usually connected in with route 16. Remember the tram in the street has the right of way as they cant run back into the traffic to let a tram out. Firstly we cross High St at the Malvern Town Hall. You are faced with **two** sets of manual points - one to run into the city on route 6 the other to run to Glen Iris. Both have to be viewed carefully. We continue onto Malvern Rd & are faced once again with manual points for the route 72 to City - Camberwell. We pass the Deakin Uni Teaches College on the right till we come to Toorak Rd for a left turn with manual points. Much care has to be taken here as you are faced with a scissor crossing. We leave Toorak & head up & down hill to our first crossover at Orrong Rd, then we come into the Toorak Village where TV & Radio people gather to be seen. From here to Punt Rd is very heavy & slow. At Chapel St we pass Channel 10 & Como shopping & meeting place. After crossing Chapel St we pass the Sth Yarra Railway Station a swapping point for both transport passengers. Our next set of points are at St Kilda & Domain Rds where we connect into the system at the interchange station & head through the City for the University. Special care has to be taken here for times & clearance & the correct shunts **have to be used**.

ROUTE 16 ST KILDA BEACH

Special care is needed along St Kilda Rd as you have facing points all the way. All turn off points now have push button if you miss the lights. St Kilda Junction is difficult as you are faced with two sets of lights & usually loose time here. Centre poles can be a problem plus taxis & cars turning full circle in front of you. Much care is needed at St Kilda Station where the lightrail tram connects onto our line plus the roundabout where the cars forget to give way to trams. Hot nights & special events bring the people into the area plus is a place to be seen & see. At Luna Park a conjested area for cars trams & people special care has to be taken to get the right time from the 96 tram as there is no room in Acland St for errors. On your return back at St Kilda Station the same care is again needed with people cars & roundabouts. Remember pole trams route 16 are **NOT allowed** on the lightrail line

ROUTE 69 KEW COTHAM RD

From the Beach we share this portion with GH route 79 till Chapel St after the peak & at weekends. So the first tram to arrive **MUST** go to the Luna Park Shunt and come back & wait their time. Special care on leaving is not to block the roadway at the lights as they change very quickly. Be carefull crossing Brighton Rd as you can get caught in the middle blocking the route 67. Facing points at Chapel St for the 79 route are automatic. Next concern is Balaclava Station & crossover, watch for shunting 69 trams. Much care is needed at Balaclava Junction for correct points - clearance - passing trams - right of way of trams. Again special care at Dandenong Rd with point work. From Dandenong Rd to Malvern Town Hall is conjested & a time looser. On turning into Glenferrie Rd the first stop is for the Malvern Station where special care is needed for transferring passengers and late comers. The next stop is at Wattletree Rd. The next blackspot is in front of the depot, special care is needed for clearance marks to be observed, trams running out into Glenferrie Rd cutting across your path, poles flying off if you are too fast trying to make up time. At the depot entrance is the take

point for the 69 crews. At High St the two different points have to be watched & correctly done. At Malvern Rd you are faced with manual points At Toorak Rd you are faced with manual points. Next to take care is the railway crossing at Kooyong - catchpoints are operated by the railway and are of the old style. This section is a conductors **nightmare** for school kids & especially around 4pm **PACK** the trams usually to Glenferrie Station. Here we climb Scotch College Hill to Riversdale Rd where you are faced with manual points. Here you cross the route 70 & 75 tram lines & proceed downhill to our next crossover at the Glenferrie Station. **A very bad area to shunt.**

Care is needed under the railway bridge for people crossing in front - between trams from the station. Still a congested area we continue on to Barkers Rd & the MLC. Yet another hill to climb before the terminus is reached at Cotham Rd. The curves are not used for in service trams. A PTC toilet is available for crews between the Chemist & milk bar (PE2 key). The connection of the route 109 tram service takes place as you leave for your return trip to the beach.

ROUTE 72 CAMBERWELL - UNIVERSITY

Until they extended the route 75 to Burwood & the route 86 to Bundoora this was the longest route in the system. This 'new' terminus is now set back from the junction & is a dry area for trammies (no coffee shops) It was a dry area for toilets as well but we now have permission to use the Motel toilets **as long as we leave them as we found them.** Watch for intending passengers from the 109 route. Burke Rd is very congested not only in peak times, from the terminus down to the Junction. Our first points are at Camberwell Station for late runners then another set is found on both sides of Camberwell Junction. If Fleet tells the driver to shunt at the junction they must always cross the junction to shunt (to pick up waiting passengers) Here we cross the route 70 & 75 tram junction & special care is needed with double wires & double tracks. After crossing the junction we climb up to our next points at Leura Grove - hardly used. Downhill now, this is where drivers pick up time, although we usually have to stop at every stop - you pick them up - you also have to let them off, from here to Toorak Rd.. From there to the South Eastern Freeway, on the overpass watch for the T lights. On arrival at the Railway, 'marry' in all the T lights & catch point lights to get across safely. As in all Railway crossings a bell must be given **before** attempting to move, although at Gardner its hard for the signal box to hear bells as they are set a distance from the tram tracks now. On clearing the railway we cross another set of points at Gardner. We turn into Malvern Rd & see the old points & head off to Glenferrie Rd where we cross the 69 tram route to Kew. This point is the take point for the 72 crews. The depot shunt is crossed & we head off for Kooyong - Williams Rds & Chapel St.. Here we cross the 79 Nth Richmond tram route. This area is congested & a time looser till Punt Rd. On crossing Chapel St we pass the Prahran Market & points never used. After Punt Rd is the Alfred Hospital. Watch out for passengers who could be ex patients going home or crossing the tram tracks. The Commercial Rd crossover is next before joining the main line to the University.

MAIN PROBLEMS FOR MALVERN

Route 5 - Facing Points @ Glenferrie Rd - 30 kph in Dandenong Rd - **Leaves** along Dandenong Rd - Car ahead with 64 trams - **Leaves** on track

Route 6 Facing Points @ Glenferrie Rd - Narrow street running - cars pulling out.

Route 8 Car out & in @ depot entrance - Facing 2 set of points @ High St & 1 @ Malvern Rd - Facing points @ Toorak Rd & scissor crossing @ terminus.

Route 16 (shared route with 8) University shunt as with all lines - facing points @ all turnoffs - St Kilda Junc - Centre poles & turning cars - the lightrail turn in & out & roundabout - correct times before entering Acland St with 96 route

Route 69 Correct sharing with 79 @ St Kilda terminus - clearances with 16 & 96 trams - not blocking the roadway as you leave when lights change - Facing points @ Chapel St - Watchout @ Balaclava Station & shunt - Balaclava Junction right of way -clearance - points - Dandenong & Hawthorn Rd points - Malvern Depot - High St Points - Kooyong Railway Station - Glenferrie shunt & station

Route 72 Camberwell station - junction shunting procedures - Gardner railway & freeway - as all lines the University shunting procedure