
From: Hugh Waldron <hugh.waldron@bigpond.com>
To: Warren Doubleday <warren@wads.id.au>
Date: Friday, March 9, 2018 10:26:02 PM
Subject: Kew depot 2005 work and tram list
Folder: Inbox/Wtramwad

Hello Warren

Yes that is the correct assumption. The tram numbers refer to the following entries I made for the Kew History. Some of the trams kept at Kew may have been defective. At this stage of my career I was at Southbank Depot so was not hands on.

5th December 2005 Installation of new poles in yard commence.

10th December 2005 Removal of redundant poles commence. Power removed from 0800 to 2000. Two additional "C" class sent to Southbank Depot and two "A" class to Simpson Street Siding for changeovers if required. Removal of poles completed 6th January 2006.

14th December 2005 Installation of Pole 12 in yard results in Road 7 being unavailable for use until new fan is installed.

17th December 2005 Preparatory overhead work continued at Kew Depot with power removed between 0800 and 2000. Between the peaks two "C" class trams stabled at Southbank and two "A" class trams stabled at Simpson Street.

6th January 2006 Work commences on new run in for Kew Depot. Last tram to depart from Kew using the old run out was "C" class 3028 driven by Kew's most senior driver, 50 year veteran Len Bates at 2000. Power is cut as soon as 3028 reaches Church Street Richmond. During the eleven day shutdown the following trams remained at Kew. On one road "A2" class 281, 293 & 282, on two road "A2" 299, 283 & 266, on three road "C" class 3025 & 3009, on four road "C" 3014 & 3011 and on five road "A2" 280 & 296. These trams were not required due to a Saturday timetable being in force for early January.

In addition during the shut down 18 "C" class trams were kept at Collins Street West, 10 "A" class at Simpson Street, 12 "A" class at Camberwell Depot and 3 "C" class at Southbank Depot overnight

7th & 8th January 2006 Work on entrance tracks continue, buses continue to replace tram between East Melbourne and Box Hill.

9th to 14th January Replacement of the Depot fan continues. Trams operate normally on Route 109.

15th January 2006 Overhead work completed with "C" class 3009 driven by Ashok Soeny testing all new tracks from 2 pm. Buses again replace trams between East Melbourne and Box Hill. With buses diverting around the Yearly Luna Festival held along Victoria Street North Richmond.

On both weekends of the shutdown trams on Route 31 terminated at World Congress Centre in Spencer Street. This was due to the trams stored in Collins Street. To allow Routes 11, 31 & 42 to operate normally to Collins Street West during the week 9th to 13th January 2006 five Kew runs were scheduled to run in and out of Southbank Depot during the day between the peaks thus avoiding the need to store trams at Collins Street West during the day. During the time at Southbank these trams were sanded, washed and ticket machines cleared resulting in a different five trams rostered to run in each day.

Trams on Route 48 were able to operate normally on all eleven days although were required to use their power limit switches while passing Kew Depot during the first weekend. Any changeovers required for Route 48 during the eleven day shutdown were supplied by Camberwell Depot.

16th January 2006 Work completed on the Depot fan allowing trams to re-enter the depot from 8 am.

27th January 2006 Work on surfacing the car park and landscaping

completed.

I hope the additional above information is helpful.

Regards Hugh

-----Original Message-----

From: Warren Doubleday

Sent: Friday, March 9, 2018 4:25 PM

To: Hugh Waldron

Subject: Kew depot 2005 work and tram list

Hugh,

Currently working that bag - in it was a co-ordination plan for Nov. 2005, the depot entry trackwork rework - on the rear is a list of trams at various locations.

I assume the first set for Kew depot itself and the others are where the trams at "stacked" at night, for one of the nights while the work was in progress. Is this a correct assumption?

thanks

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thanks

*Best regards,
Warren Doubleday*
