

## WELCOME TO THE P.T.C.'s PRESTON TRAM WORKSHOP

### HISTORY

The Melbourne and Metropolitan Tramways Board bought farm land here in 1923, and had the first major buildings (Paint and Body Shops) erected by June 1925.

A Machine Shop, Blacksmiths Shop, Store and Office were all completed by 1927. The offices housed Rolling Stock, Draughting, Testing and some Accounting branches.

Tram building/maintenance work carried out at Scotchmer Street Fitzroy, Pilkington Street North Fitzroy, Essendon, Footscray, Hawthorn and Malvern - depots inherited from earlier municipal tramway systems was transferred to Preston Workshops.

When built, the Workshop was a showpiece enterprise. Contemporary engineers flocked to admire the spacious design allowing maximum overhead crane travel and space for expansion.

By 1928 the combined expenditures of construction and equipping the Workshops was approximately £300,000. Almost 500 men were employed on tram construction and overhaul.

### TRAMCAR BUILDING

Also inherited by M.M.T.B. from the various municipal tramway 'Trusts' were a mixed bag of rolling stock, mostly of various single bogie design.

The Board's 'standard design' W Class (later modified to W1 and W2), began arriving from contractors in 1924; and then in 1926 this Workshop began turning out W Class trams starting with No. 353.

Built at Preston were:- W2 Class 353-653, X1 Class 459-468, Y Class 469, Y1 Class 610-613, W3 Class 654-669, W4 Class 670-674, X2 Class 675-680, CW5 Class 681-685, W5 Class 720-839, SW5 Class 840-849, SW6 Class 850-969, W6 970-1000, PCC Class 980, W7 Class 1001-1040 (by 1956), then 1041 in 1973. Frames for some W7 Class trams were supplied by contractors. A total of 584 trams have been built at Preston Workshops.

### VARIETY

Over 214 'Munitions' and 'Austerity' bus bodies were built during and soon after World War II, along with navy life rafts, searchlight field-core windings, and Bailey bridge components. The Workshops have had continual involvement with developing and modifying 'Service Stock' and non-passenger trams such as rail grinders, scrubbers trams etc..

### CURRENT WORKLOAD

More recently work has centred on fitting out new Z, A and B Class (articulated) trams which are delivered as body shells by the vehicle manufacturer A.B.B. (formerly Comeng Victoria).

There is also considerable support work provided for other engineering projects.

In recent years, output included two L.R.V. traversers for Preston Workshops, and one traverser for export (to Hong Kong).

Other notable work or developments include fibre glass component production for new trams, pop art and decoration expertise, building of an extensive Light Rail Vehicle lifting/servicing/commissioning facility, and construction of a lengthy test track facility.

### CURRENT STAFF

Present employees are:- tradespeople, trades support workers, and supervisor/clerical, technical/testing and stores/supply. Total 405.

