

Courtesy Copy 9/26

To Ian Hammond, "TRANSIT AUSTRALIA" Editor, fax 08 2638187
(Items for May 1996 T.A.)

MELBOURNE TRAMS:

Fibreglass Roof Program;

Thanks to Eric Keys at Transport House, and Preston Workshop Manager Russell Brookes, plus Tram Movement Officer Geoff Ashby, we have a considerable amount of data about tram rolling stock developments; The following cars were reroofed with fibreglass overlay and the W'shop bodymakers regarded that task as completed on the dates given. Some trams stayed on at Preston for other work.

W6 981 22/9/95; SW5 862 27/9, SW6 954 3/10, SW5 855 6/10,
SW6 892 13/10, SW6 854 18/10, SW6 964 25/10, W7 1019 31/10,
SW6 905 3/11, SW5 846 10/11, W6 992 14/11, W7 1021 17/11,
W7 1039 22/11, SW6 932 27/11, SW6 953 30/11, SW6 870 5/12,
SW6 981 7/12, SW6 960 13/12, W7 1005 16/12, SW6 907 18/1/96
SW6 929 23/1, SW5 848 5/2, W7 1027 8/2, SW5 845 13/2,
SW6 946 16/2, SW6 869 21/2, SW6 938 27/2, W6 977 1/3,
SW6 884 14/3, while those in progress at mid March were, W6 983,
W7 1015, and W7 1012. & W6 982

All the above trams operate from South Melbourne depot except
854, 869, 929, 938, 953 and 1019 which reside at Malvern.

Driver - Only Project Completions;

The following is a full listing since SW6 881 was converted and went to Sth Melbourne depot on 8/9/95-courtesy of GoninansCo and P.W.S. Records. The listing is in the order that contractor Goninans Co completed them with actual dates of return to depot;

W7 1022 28/8/95, W7 1005 5/9, SW6 862 10/10, SW6 928 (September, but has remained at P.W.S. as guinea pig for A.V.M. equipment installation trials.) W6 992 3/10, W7 1019 4/10, W7 1027 11/10,
SW5 846 30/11, SW5 870 24/10, SW6 960 31/10, W6 977 1/11,
W7 1021 22/11, W6 983 22/11, W6 971 27/11, SW6 964 30/11.
SW6 954 9/1/96, W7 1015 6/1, W7 1039 30/1, SW6 884 14/3,
W6 981 5/3 and SW6 932 18/3.

All of the above went to South Melbourne depot, however W6 982 which is in hand for conversion is likely to return to Malvern.

Other Tram Notes;

Heritage trams W5 840 and W2 380 which had been stored for quite a time at Preston Workshops have both been driven to Hawthorn for storage; 840 on 5/9/95 and 380 on 7/2/96

12.
22-3-96
JRO

(items for " T. A." May 1996 cont'd)

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MELBOURNE TRAMS Cont'd;

Pole To Pantograph Conversions;

A class tram 235 was fitted with a pantograph on 11/7/95 and sent to Camberwell, and was followed by # 232 on 30/8, and 234 on 15/9

Z (1, 2 & 3) class trams receiving pantographs and proceeding to Preston were - 126 on 2/9/95, 155 13/9, 121 16/10, 154 19/10, 175 19/10, 151 24/10, 220 25/10, 131 26/10, 124 27/10, 133 8/11, 170 9/11, 184 13/11, 192 16/11, Others, and those most recently have all gone to Essendon as follows -- 193 9/11, 140 13/11, 130 17/11, 136 & 208 20/11, 211 29/11, 194 21/11, 168, 178 & 203 28/11, 159 1/12, 222 4/12, 125 & 201 5/12, 229 6/12, 128 & 226 7/12, 171 8/12, 198 12/12, 138 13/12, 174 14/12, 139 21/12, 228 8/1/96, 219 9/1, 141 11/1, 123, 143 & 148 23/1, 145 30/1, 186 31/1 and 145 20/2 (insert 225 16/1 Essendon also.)

Decorated Trams;

Z3 175 went to Preston on 7/2 decorated for Visy Recyclers in a brown and green striped wallpaper - like format.

B2 2069 went to Sth. Melbourne on 21/2 decorated for G.M.H. in red and white tones.

B2 2068 went to Sth Melb. on 21/2 also proclaiming 'CARE ABOUT THE BAY-DON'T THROW IT AWAY' in mostly blue tones. The ornamentation is unusual as many items of litter such as bottles and cups have been sliced in half lengthwise and fastened to the tram exterior.

In mid March Z3 197 was receiving a dark grey base coat prior to being lettered in a promotion for Telstra.

Other Rolling Stock Notes;

Ballarat Tramway Museum car W4 671 in blue and white livery arrived at P.W.S. on or about 24/2. It features gold lettering naming that museum on the car sides, and 'City Of Ballarat' in white on each blue lower dash. It received a safety inspection and new trolley poles before going to South Melbourne on 28/2 for City Circle work.

Its destination curtain titles were -- ST AIDANS DRIVE, GARDENS LOOP, DEPOT, CARLTON ST. BEGONIAS, CAR PARK, blank, RAILWAY STATION, CITY, SOVEREIGN HILL, blank, SPECIAL, CITY CIRCLE, ROYAL PARK ZOO.

671 returned to P.W.S. for attention to a rubbing gear case on 12/3, and rolled out again to Sth Melb on 15/3.

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GRAND PRIX TRAM SERVICE BACKGROUNDS:

Public Transport arrangements for Melbourne Grand Prix patrons seemed to have worked very well in general. One hotelier or caterer from the South Melbourne area was heard to lament that 'the transport was too efficient, because the crowds got away very smartly and there was not as much business for locally established eateries as forecast'

Some otherwise unremarked preparations by Tram Power Supply and Overhead crews probably contributed:

Prior to March, new supply feeder cable was installed along Swanston Street from Lonsdale to Sturt Street; along Clarendon Street, Albert Road, Mills and Dank Street; and new parafil supported trolley wire was installed in Fitzroy Street St Kilda.

From 7 until 10 March, five substations were manned continuously between 05.30 and 21.00 hours, those being Carlton, Kingsway, St Kilda, St Kilda Beach and Westgate Freeway subs.

Tram crews were all requested to use their on-board Power Limit Switch to moderate the amount of current drawn.

In the period, there were four times the normal number of 'feeder openings', but since these usually reset automatically in 20 seconds it did not trouble the service.

GONINANS CO. CAPITAL WORK AT PRESTON:

To cater for the contracts of Z tram overhaul, and assembly plus testing new trams for Hong Kong; Goninans has arranged some minor extensions of rails within the former Truck and Electrical shop building at Preston Workshop.

Roads 17, 18, 20 & 21, which were short pit tracks holding only two bogie trucks each are having rails extended sufficient to hold a Z tram, but the pit remains as it was.

Roads 22 and 23 in the 1980's-constructed-northern extension of the Truck Shop were simply rails in the ^{then} new concrete floor stretching eastward enough for one articulated tram. Now they have been continued further almost to the east wall and could accomodate one artic and one Z tram. The rail extensions are rather basic format being fashioned with 50mm Sq steel welded to short 'L' brackets bolted into new recess slots cut along the concrete.

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Page 4 was

New list of B2 Class DEST. Titles

Page 5 was Front page of TURNING POINTS re

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GRAND
PRIX
Traffic