

Kew Depot

Over the weekend 7th-8th January the major task of replacing the entire depot fan was undertaken at Kew depot. Essentially the arrangement of the shed roads remains the same—ie. 4 groups of three tracks with interlaced points. The major changes have been to place the new entry roads from Barkers Road about 2 metres west of their original location with slightly larger curve radii. The shed roads also seem to have slightly larger radii. The biggest change has been to incorporate an extra set of points from the outbound track in Barkers Road to the track serving shed roads 1,2 and 3. This has removed the former need for complicated shunting moves to run trams into Roads 1-3. Now trams entering the depot can access any of the 12 shed roads directly and the connection to the access track to High St. behind the shed remains.

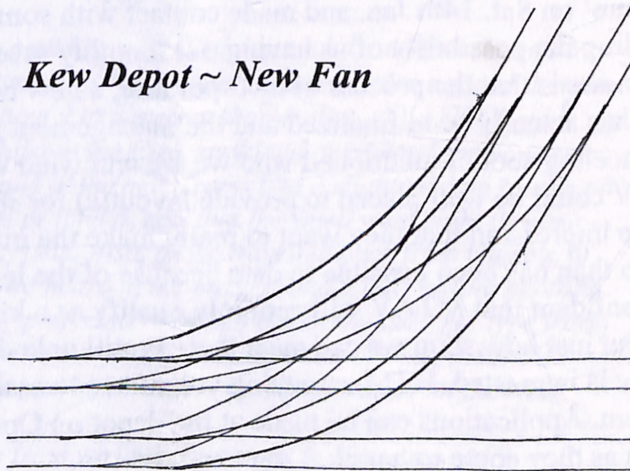
At two places in Barkers Road there are new LED signal lights to indicate whether points are aligned for Barkers Rd. or for the depot and either the Left (Roads 4-12) or Right (Roads 1-3) entry tracks.

A left hand turnout from the Left entry road leads to a completely new arrangement of the remaining part of the fan where each of the roads from 7 to 12 has gained enough additional length to hold an extra Citadis car on each track. Complete replacement and relocation of some of the overhead poles in Barkers Road and within the depot has allowed this sensible use of the available space.

I saw the works late on Saturday 14th January and there was still a lot of overhead wiring to be installed and adjusted, plus some finishing of asphaltting within the depot area. Interestingly, the trackwork beyond the complex entry area (all

in mass concrete) has been filled with crushed rock with an asphalt topping - reminiscent of street trackwork of many years ago. Obviously there will be little road traffic over any of this work so it seems a reasonable thing to do to lower construction costs.

Kew Depot ~ New Fan



MAXIMUM TRACTION

The Newsletter of the Model Traction Association Victoria
P.O. Box 305 Camberwell 3124

Issue No: 2005. 11

December

2005

Meeting Rooms: Cottage Lounge, 1 Bedford Ave., Surrey Hills (Melway 46 H 11)

Meetings: 2nd Wednesday of each month.

President: (Acting Sec/ Editor): Graeme Inglis 9887 9367 or 0417 316 767

Website: www.mtav.org

Email: gin78205@bigpond.net.au

Minutes of AGM: Wednesday 14th December 2005

Meeting opened: 8 pm.

Present: Graeme Inglis, Kevin Taig, Andrew Middleton, Jim Potts

Apologies: Glen Mills, Dick Nicolson, Steve Altham

Minutes of previous AGM: Read. Moved received: Graeme Inglis
Seconded: Andrew Middleton

President's Report: Read. Moved received: Andrew Middleton
Seconded: Kevin Taig

Treasurer's Report: Read on Glen's behalf.
Moved received: Graeme Inglis. Seconded: Kevin Taig

Election of Office-bearers: Nominations received to date are:

President: Graeme Inglis Nominated: R.Nicolson Seconded:
A.Middleton

Vice-Pres: A.Middleton

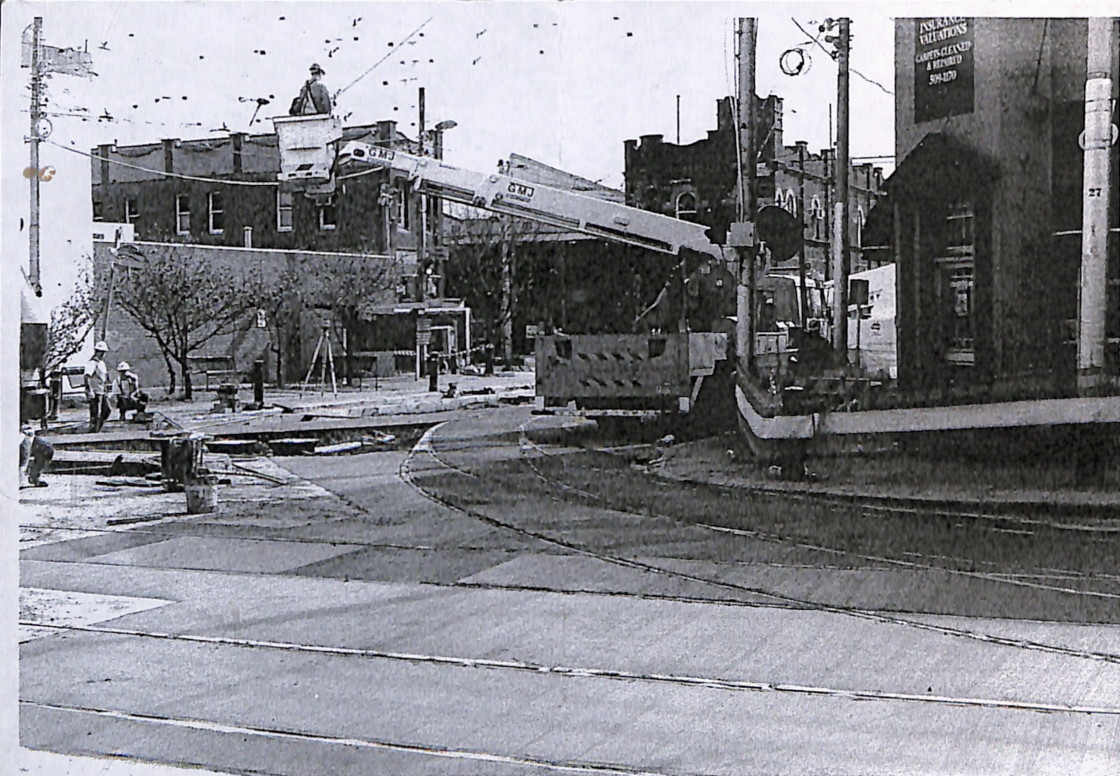
“ G.Inglis

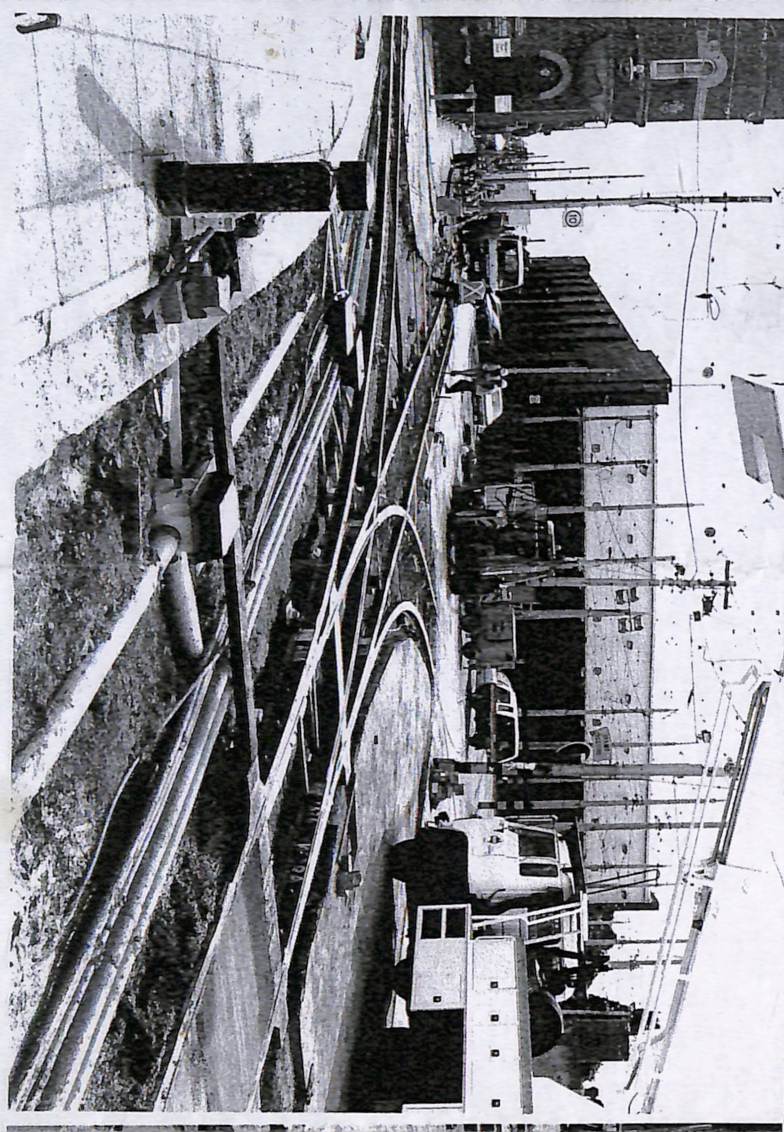
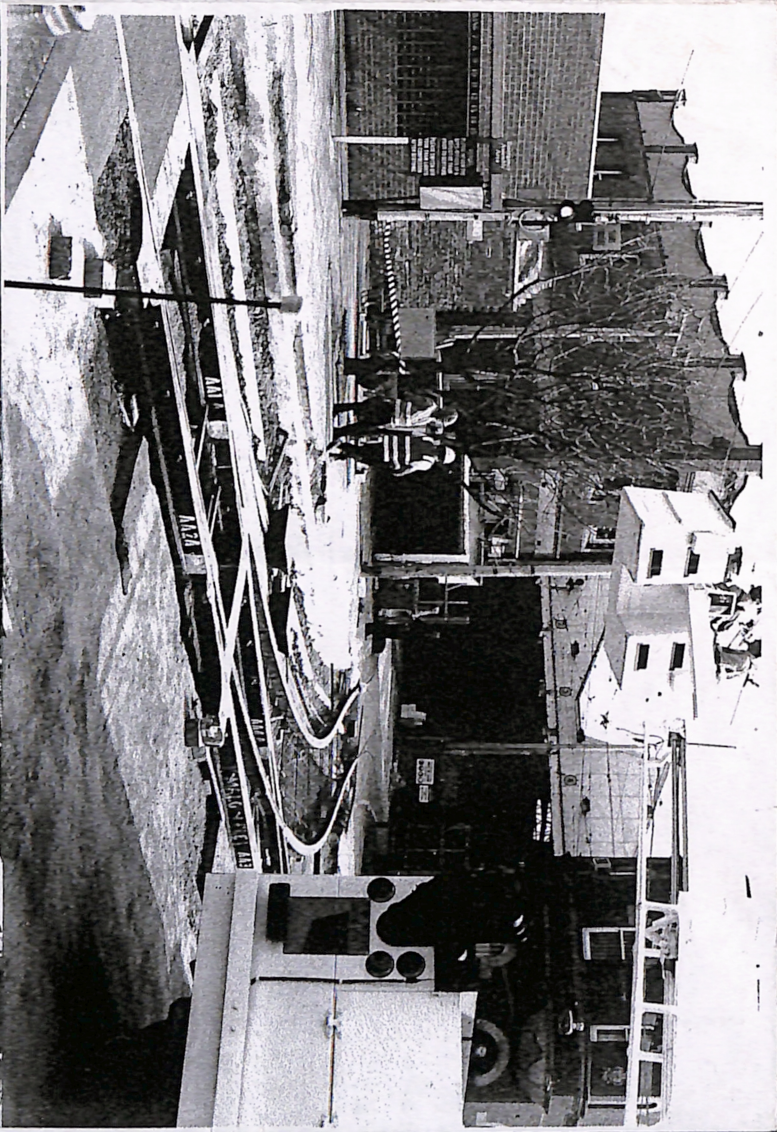
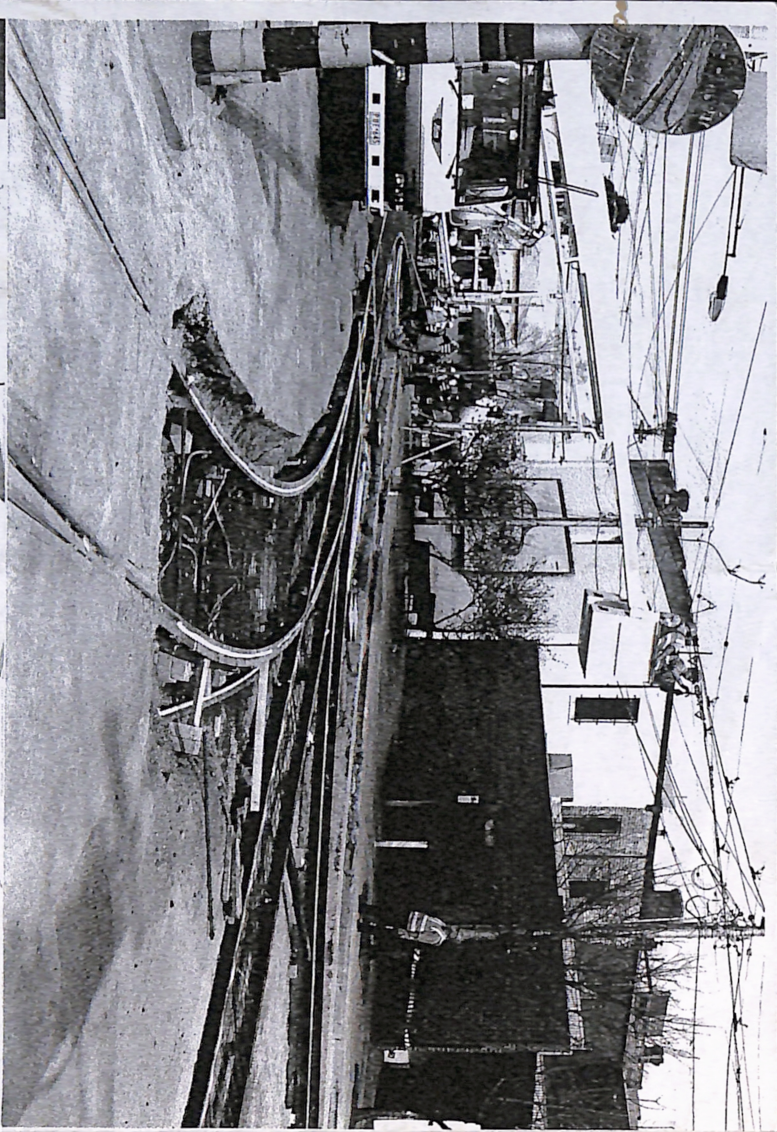
“ G.Mills





Work in progress—Sunday 8th January Note the new poles in various locations, the shifting of the whole entry about 2 metres west and what now must be the most complicated piece of trackwork in Melbourne. (Photo: courtesy M. Miles & Trams Down Under)





Flexities in Service

The new Flexity trams began their service lives on Monday, 9th January with the first trip running from Glenelg at 6.05 am.

One fan also observed the progress of the 8.06 am Flexity from Glenelg and reported his impressions on Trams Down Under.

This morning a number of enthusiasts did the round trip from Glenelg to the city at first light. The trip was uneventful, but at least two 'normal' passengers laughingly commented on how full the tram was for that time of morning as we probably outnumbered them 5 to 1.

I was interested to see how the Flexity handled the 8:06 from Glenelg. There has been much media coverage regarding the lack of seats and unfortunately by stop 17 (of 21) the seating was full. From stop 12 we were getting very squeezey and didn't stop to pick up passengers although a couple got on as others got off.

The two end bays of the tram have ceiling mounted grab-rails and most of the women in this area couldn't reach the rail. I was told by an official that when the trams' six month warranty period is over more straps will be fitted: Easily fixed.

The ride was pretty smooth, with great acceleration and braking. The one big disappointment for me was a male reporter for local TV Channel 10. His questioning was typically of the form... "So you'd probably say that the trams have failed in their first outing?" Typical, I know but he was setting the tone from the start. Another TDU correspondent commented as follows:

A friend of mine and myself got a ride on one of the New Flexity Trams here in South Australia this morning. We boarded the Tram at South Road (Stop10) "UP" Platform and rode it into Adelaide. It was 98 percent packed out (standing room only).

The air-conditioning system could be improved quite a lot, and there seems to be 50 percent seating area and 50 percent standing area. I also noticed that the length of the New Tram is about 2 to 3 metres shorter than 2 Old "H" Type trams joined together. Whilst in the City, my friend overheard someone say that a young child onboard one of the new Trams had a slight mishap (putting it mildly - a backstairs passage problem), and that the smell went right through the tram's air-conditioning system. Also, as we travelled back from Glenelg to Victoria Square (Adelaide), we heard in the background a lady telling another passenger that her daughter "preferred riding on one of the old "H" type trams compared to riding one of the new trams." Over a period of time, the BUGS will be ironed out on the new trams. Now for the Good Points on the New Trams -

The pick-up speed departing from various tram stops is very, very quick as it

seemed to take less time to travel from Glenelg into Adelaide (by nobody alighting or boarding at 3 various tram stops on the "UP" movement.)

Day 2

I revisited the 8:06am from Glenelg this morning to see how day two stacked up. It was a different experience entirely as there was much less congestion on board. Once again the seating was all full by stop 16 but there weren't anywhere near as many people standing. (I couldn't count the passengers standing yesterday but there must have been more than twice as many).

Flexity 102 stopped at each stop as required and we had 32 passengers standing as we reached South Terrace. I returned on the same tram (9:15 ex city) and the seats were about half full.

The question would have to be... Where did the other passengers go? Earlier tram? Other form of transport?

There were a few media people on board yesterday, a few TransAdelaide staff, and half a dozen or so enthusiasts but these numbers wouldn't have accounted for the oppressive squeeze of the first day's 8:06 run.

It has been interesting to watch people's reaction to the button-operated doors. I observed a problem at most stops whereby they press the outside button just as the tram stops moving but the button isn't active for a second or so (at which time it lights up green). When the door doesn't operate most people would just stand and look at it until someone inside prompted them to push it again. The door button is just off the centre of the two doors and is labelled something like "Press to open". If you press the buttons inside the tram while it is moving the button lights up in red.

A trivial teething problem but interesting human behaviour.

I didn't hear any complaints amongst the people standing around me today.

Hawthorn Depot I finally managed to get down to the 'Hawthorn Tram Museum' on Sat. 14th Jan. and made contact with some of the volunteers regarding the possibility of us having our monthly meetings there. The good news is that the process of incorporating a new body to run the museum has actually been finalized and the management group will hold its first meeting soon. I mentioned who we are and what we do and how MTAV could be well placed to provide layout(s) for special occasions. I got the impression that they want to really make the museum far better known than has been possible to date because of the legal situation. I also feel confident that MTAV will certainly qualify as a kindred organization, but just how soon we can meet there is still unknown at present. If anyone is interested, HTM is seeking volunteers to assist in manning the museum. Applications can be made at the depot on Open Days. More details as they come to hand!