

## W CLASS TRAM STATUS REPORT

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Mr. Les Jean presented a report on matters concerning W class trams. The main points in this report are summarised hereunder:

### 1. STATE GOVERNMENT POLICY

State Government policy is to

- retain all W class trams in Victoria;
- support cavalcades and displays of trams (tourist value);
- restore an example of every type of tramcar used on the Melbourne system;
- support the establishment of a tramway museum at Hawthorn.

It is not clear whether the policy is to retain all present W class trams in service. This is generally a very emotive issue, with most discussions, such as newspaper articles, presenting only one point of view.

Trams have been exchanged with Bendigo and Bylands under Ministerial authority.

### 2. FEDERAL GOVERNMENT ACT

Protection is given in terms of an export embargo.

### 3. STATE OPPOSITION POLICY

The Liberal Party policy is also to retain all W class trams in Victoria.

### 4. HISTORICAL TRAM FLEET

Vintage cars should only run if fully restored and declared safe.

### 5. NOW

Ninety articulated cars are now in service. There is a space problem for storage of displaced cars, currently 40, ultimately 90 to 120. Twenty-eight cars are stored on the test track at Preston workshops, others are in the workshop area. All depots and Preston are full, and there are 30 more articulated cars to come. There is no answer in sight to the storage problem.

The COTMA/PTC agreement, which supports COTMA being the coordinating body for parts, etc, is still valid.

### 6. INFLUENCES

Influences on policy development include the National Trust, Friends of the Ws, the Public Transport Users Association, the Unions, the media.

A fleet size study [WWR] indicated that it would cost about \$400 000 to restore a W class tram, \$100 000 for a Z class tram. [The restoration would include motors, compressors, etc.] Friends of W Class Trams believe these figures should be reversed.

Unions favour retaining Ws.

Probably about 120 Ws will be kept, upgraded to some degree. Zs will remain.

### 7. FLEET STRUCTURE AND DEPLOYMENT

A report [not yet released] has been carried out into cross-city linking, which is favoured by WWR. If this comes into effect, there would be a need for about 140 Ws to be retained in the fleet — restored to a suitable standard.

W7s are likely to be the first to go, since they have not yet had a full overhaul.

### 8. MAINTENANCE COSTS

It is held by some that Ws are cheaper to maintain than Zs, but in fact the costs are about the same: \$12 000 per year in a large shed, \$15 000 in a small one. Every motor needs overhauling every two years. Compressors are prone to failure. Braking is a problem with Ws — there are many rear-end collisions.

Upgrades on Zs are falling behind as problems with Ws mount.

Asbestos is a problem in W cars, especially in those with Clyde controllers — about 50. It would cost about \$10 000 per tram to remove. Negotiations are under way to remove the asbestos over a 12 month period.

In general, tram availability is not high enough.

### 9. SPARE PARTS

Supplies are down.

### 10. TRAM UPGRADE

There is a minimal budget for this. Management wants engineering upgrades to improve reliability; passenger comfort is also a consideration.

### *Questions, Comments and Discussion:*

1. *What can Museums do to help the problems?*
  - Nothing!
2. *What is the state of the system in general?*
  - Not good, but recoverable.
  - Overhead replacement is due — about \$500 000;
  - Track is poor.
3. *What about the pantograph conversion programme?*
  - Nothing is being done at the moment.
  - Production of trolley poles is now a problem!





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TRAMNO	TYPE	MAKE	YEAR BUILT	COMMENTS
8	M	HTT	1916	BEING REBUILT PRESTON WORKSHOPS AVAILABLE ?
104	L	MMTB	1921	HERITAGE SERVICE SUNDAYS SOUTH MELBOURNE
106	L	MMTB	1921	ZOO SERVICE SUNDAYS ESSENDON
138	P	HTT	1918	STORED THORBURY NOT AVAILABLE
164	S	MBCTT	1916	STORED HAWTHORN AVAILABLE FOR RESTRICTED USE
180	T	MBCTT	1917	STORED HAWTHORN AVAILABLE FOR RESTRICTED USE
214	V	NMETL	1906	STORED HAWTHORN AVAILABLE FOR RESTRICTED USE
217	X	MMTB	1924	STORED HAWTHORN NOT AVAILABLE BROKEN WINDOWS
380	W	MMTB	1925	STORED HAWTHORN (?HERITAGE SERVICE SUNDAYS SOUTH MELBOURNE)
431	W1	MMTB	1927	STORED HAWTHORN (?HERITAGE SERVICE SUNDAYS SOUTH MELBOURNE)
469	Y	MMTB	1927	STORED HAWTHORN AVAILABLE FOR RESTRICTED USE
510	W2	MMTB	1928	STORED HAWTHORN (?HERITAGE SERVICE SUNDAYS SOUTH MELBOURNE)
610	Y1	MMTB	1930	STORED HAWTHORN DEFECTIVE DOORS PWS REPAIR
611	Y1	MMTB	1930	STORED HAWTHORN
612	Y1	MMTB	1930	STORED HAWTHORN DEFECTIVE DOORS PWS REPAIR
613	Y1	MMTB	1930	HERITAGE SERVICE SUNDAYS SOUTH MELBOURNE
644	W2	MMTB	1930	ON LOAN TO TMSV BYLANDS
646	W2	MMTB	1930	RUNNING IN NORMAL SERVICE IF DRIVER AVAILABLE SOUTH MELB HERITAGE SERVICE SUNDAYS SOUTH MELBOURNE
676	X2	MMTB	1930	STORED HAWTHORN AVAILABLE FOR RESTRICTED USE
774	W5	MMTB	1936	BEING REBUILT PRESTON WORKSHOPS AVAILABLE JUNE 92
782	W5	MMTB	1936	ON LOAN TO TMSV BYLANDS
902	SW6	MMTB	1945	ON LOAN TO TMSV BYLANDS
1001	W7	MMTB	1955	ON LOAN TO TMSV BYLANDS
1040	W7	MMTB	1956	REBUILT PRESTON WORKSHOPS NORMAL SERVICE GLENHUNTLY FEB 92
1041	PCC	MMTB	1973	STORED HAWTHORN NOT AVAILABLE