

Melbourne Update 2012 - 2014

COTMA CONFERENCE – OCTOBER 2014

MAL ROWE



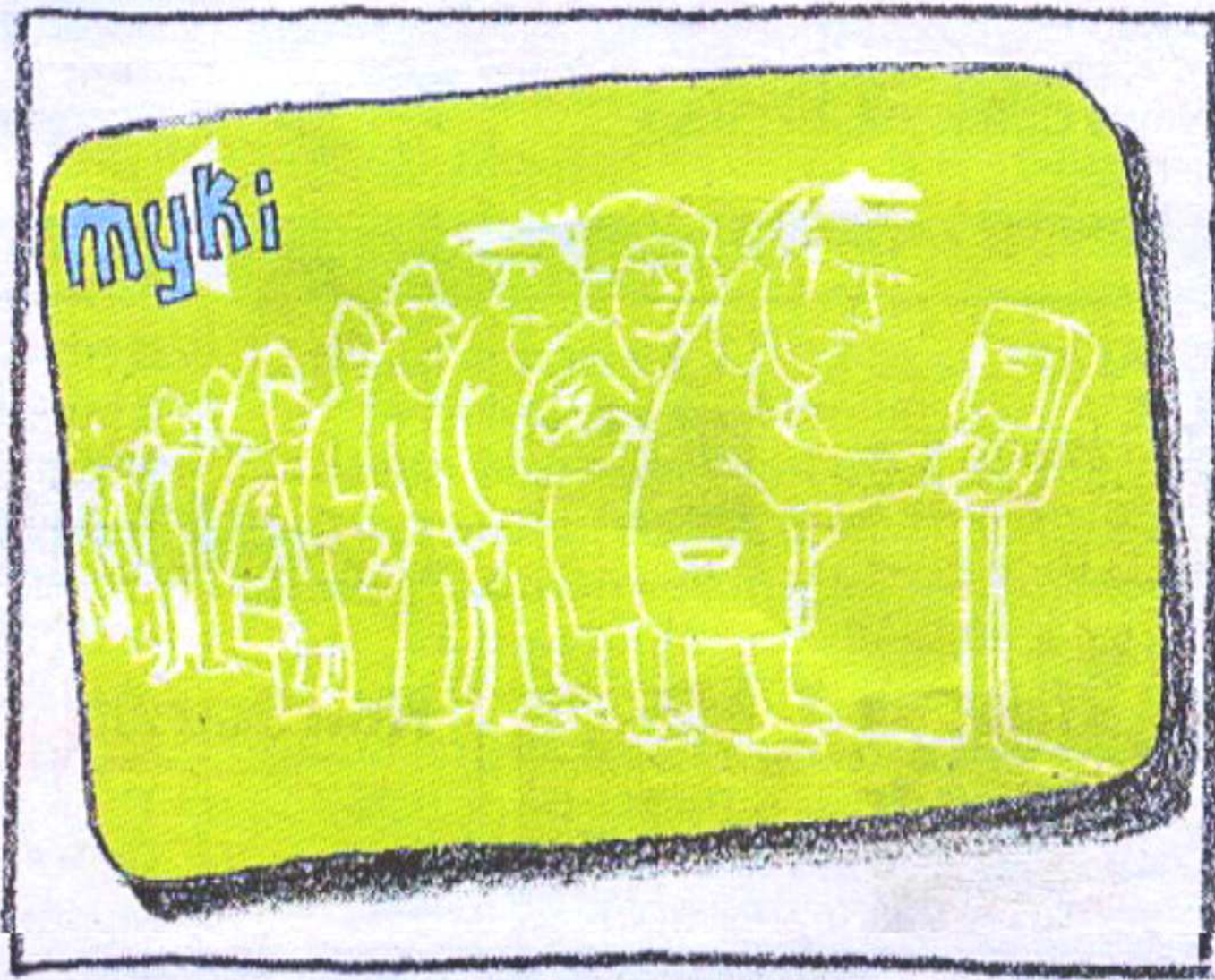
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Myki replaces Metcard

- At the end of 2012 the MetCard machines were turned off and myki became the only fare option in Melbourne.
- Items of Metcard hardware were offered to museums, in a non operational state.



OSLO



Domain Interchange

Yarra Trams image



Domain Interchange

Excavation uncovered long buried cable car 'slot beam'.



Temporary points are now commonly used in Melbourne

Changing track building standards

Points without
pivots at the heel



More platform stops

Earlier platform stops rebuilt to new standard height

“Vienna” style stops will be the new standard in many suburban roads



New livery



Melbourne's new W class!!

A significant re-working of the classic wide body sliding door W to the "W8" design with sliding doors to produce a tram that it is more compliant with modern safety requirements and should last into the foreseeable future.



Thanks to Tim Blytheman for the pic below showing inside a W8 controller.

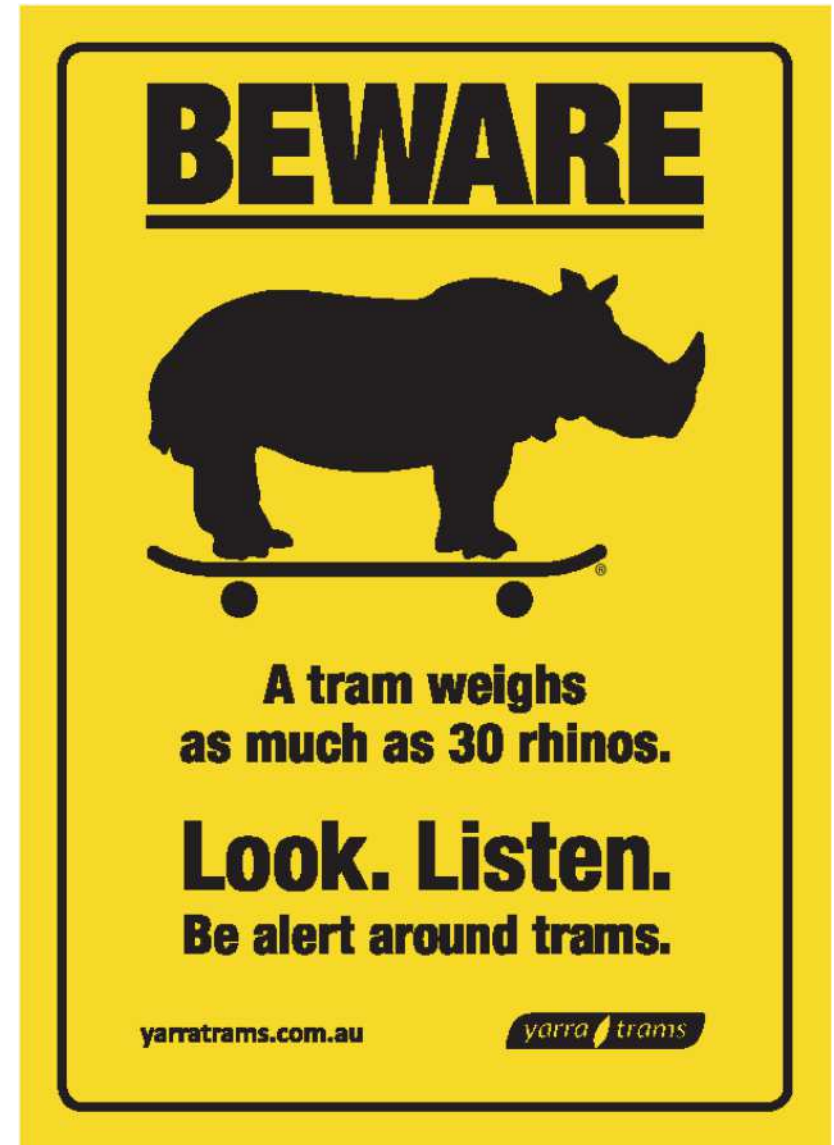


Art & trams



The Rhino wins safety award

Tram safety has improved on Collins Street with a 47 per cent reduction in vehicle to tram accidents between Spring and Spencer Streets due to several factors including the second phase of the "Rhino" campaign – focussing on car-tram accidents.



Poster: Yarra Trams

B class upgrade

- Removal of seats and replacement with 'bum-rests' removes the bottleneck in this design when strollers or shopping 'jeeps' are aboard.
- Better lighting of steps

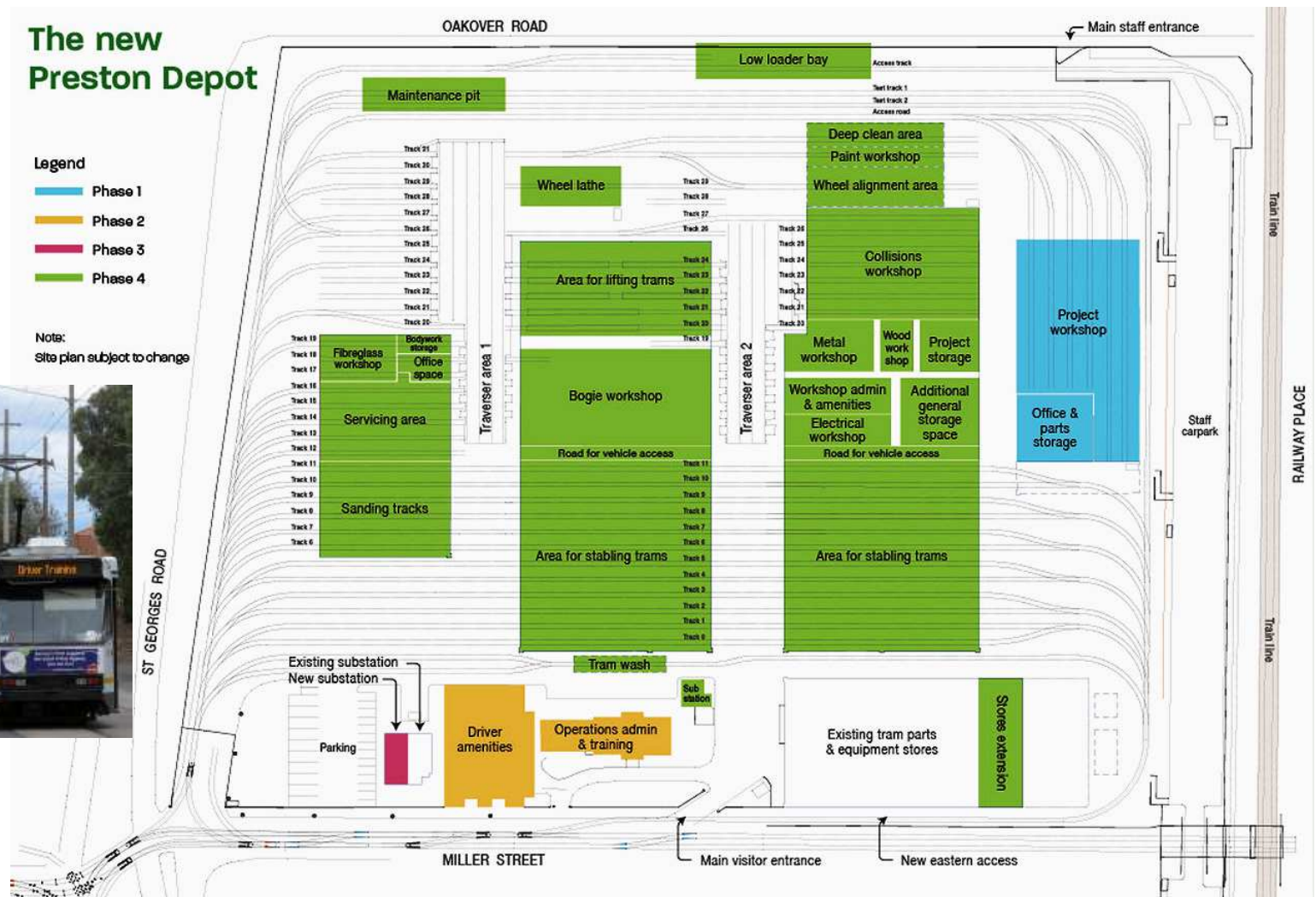
Step images: Yarra Trams



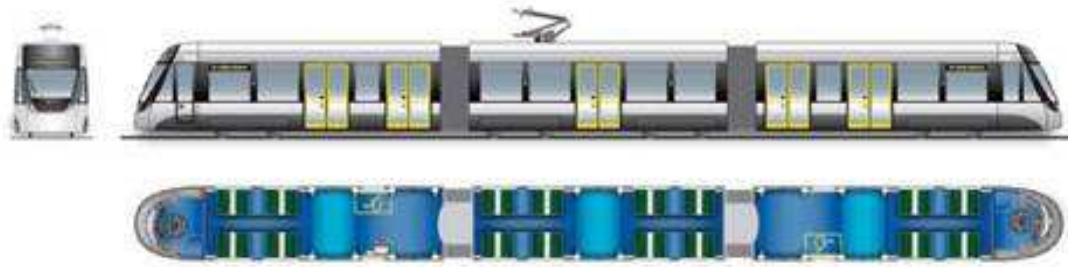
Preston Workshops > Preston Depot

Creative re-use of the existing buildings with minimal change to appearance and an efficient in – out flow.

The “New eastern access” will run between “The Hump” and the brick wall of the stores building seen below at left.



Melbourne's new E class



A significant re-working of the 'Flexity Swift' design on the basis of consultation between management and drivers to produce a tram that seems to be very good.





Coupled operation testing in June

Images by kind permission of
Yuri Sos

On another occasion 3 sets were
coupled.

No intention of coupled operation in
service.



Victoria St and Nicholson St



New intersection with new equipment

Top left and right: Yarra Trams

Cascading trams

With the introduction of the E class trams:

- D2's are going to Brunswick to run the heavily loaded North Coburg service – they seem to be performing well on a line with few curves and light grades ... just like the bogie cable trailers did in an earlier age.
- B's to other depots – notably on the West Coburg route.



Simulator training



Route changes

–the end of W's in the suburbs

Adjustments to routes and the introduction of E class trams made it possible to retire the W class trams from Chapel St and Church St.

The replacements (Zs) won't go any faster given traffic conditions, but have slightly better steps.

The most significant other change was splitting the West Preston – St Kilda service into two separate services:

- West Preston to Harbour Boulevard (11)
- St Kilda to Victoria Gardens (12) – where a new stub terminus has been installed
- A plan to eliminate the LaTrobe St shuttle (and thus the only non-City Circle W's) by sending 12 via LaTrobe St was not implemented.



Questions?

