

Discussion Points

Session 3 – New Rollingstock for Adelaide

Chris Steele, AETM – why the problem of Tram Trains on the Outer Harbor line – use of dual gauge track?

Response - Tram Trains – big potential both ways, good concept but currently not equipped for it, leaning towards separate electric train and tram networks only. The key driver for standardisation for the Outer Harbor line was tram trains, but risk of others which will want access to the SG line – protects the BG network. Will tram trains happen? Possibly will.

Dave Hinman, THS – width of 2.4m – advantages and disadvantages?

Response - Started with a run-down tram network, when the funds arrived, started with a new group of people to implement the new trams project. One of the influences was the impact on the road traffic of wider vehicles and the road space needed. The corridor along North Terrace was tight to fit two lanes of cars on either side of the segregated tram track. Decision to go for 2.4m, but it allows less people on board. At the time not a lot of tramcars on offer from Europe, small order initially placed and thus took up a follow on order from Frankfurt.

Mal Rowe, TMSV – were fitting the cars with steps considered to enable wider trams in the future? Any problems with the non-powered centre bogie in the Bombardier trams?

Response - The narrower trams allows for wider island platforms to cater for wheel chair access requirements under the DDA.. Non-powered bogies experience increased flange wear in comparison to the powered bogies which are self-steering. However, we are re-profiling the wheels based on tread hollowing rather than flange wear.

Bob Pearce, PETS – the single line section in North Terrace by the Morphett St Bridge – will this be duplicated?

Response - A plan will be placed before cabinet to do this. Experiencing problems - the traffic signals are not coping, problems with breakdowns. It will be removed sometime.