

## **FERNY GROVE TRAMWAY & CONSTRUCTION SITE SAFETY BRIEFING**

Presenter: John Lambert

(The Ferny Grove Museum was undertaking a major building construction and track alteration project. Consequently the site was closed to the public and a safety briefing was necessary before delegates could enter. This was combined with an overview of the current and future development proposals.)

John briefly outlined the background and history of the Ferny Grove Tramway up to the present. This included references to the work undertaken by BTMS for the Briztram and Brisbane Light Rail proposals. Both of these had included heritage works to be undertaken in conjunction with BTMS. Following a change of government, both schemes had been abandoned leaving the museum with a dismantled workshop building and much loss of momentum. The State Government provided a grant of \$250,000 to build a new Workshop and other related constructions. These works are in progress and should be completed by December 2002.

Over the years there had been several proposals to extend the museum tramway through areas around the Museum, but changes in local authority planning and construction had thwarted these. The latest proposal is to construct a tramway across Tramway Street through parklands to a site adjacent to the Ferny Grove Railway Station. This requires the crossing of one street, one creek and one small tributary to the creek.

John outlined the legislative requirements pertaining to the construction. All trackwork is to be constructed in mass concrete to rail level to provide a seamless surface to the surrounding grassland.

The Museum land is currently classified as a construction site and delegates were warned to take extreme care. Extensive excavations exist and construction material is stacked in several locations.

### **Questions**

It was asked what type of protection was envisaged for the road crossing.

Owing to the light tram traffic (approx ½ hourly on Sundays and sporadically on other days) flagman control was planned, however the final decision would rest with the regulating authority.

Another question concerned the nature of the creek crossing where low box culverts would suffice with heavier water flows running over the top of the culvert. Ordinary Tee rail would be laid in mass concrete over the top of the culvert.

### **In conclusion**

Delegates were advised of the presence of 'Cyril' – a very large carpet snake – that lives in building on site!