

# Service Scheduling for Tramcars

**Presenter:** Warren Doubleday  
**Session Secretary:** Bob Merchant

*Session illustrated with overhead projection slides.*

## Purpose

- review what is done and when
- record keeping
- is it satisfactory?
- are we doing too much, or not enough?
- safety and reliability
- relationship to conservation practices.

Looking at what, when and why.

Is it working for your tramway,

breakdowns on the road—serious ones.

The introduction of Rail Safety Accreditation will require the formalising of often informal processes that were done anyway but often without any paperwork. Paperwork will certainly increase with the need for meeting accreditation standards.

Our procedure refers to our Fleet Conservation Policy, as servicing is done with the museum practices in mind. We are not running a major public transport network where cost and reliability is a major factor.

## What we do

- Fleet Conservation Policy
- Pre run out
- Minor (A) every 200 trips or 12 months
- Major (B) every 600 trips or 3 years
- Periodic (C) – Inspection, every 1200 trips or 3 years
- Pre commissioning, after lifts etc.

*\* For Ballarat Tramway Museum a trip is 2.6km*

Pre run outs by crews.

Minor and Major by trained personnel.

Periodic, which can coincide with a major, done by experienced and qualified personnel.

Periodic – also forward plans any work necessary on the tram.

Pre-commissioning—as for periodic.

Trips and problems at Ballarat are recorded in the sign-off book, as is all maintenance.

This sign-off book gives a history of the tram and is part of its heritage.

Forms give a safety consideration.

### What others do

- The PTC (Melbourne), do scheduled maintenance on W trams every 100 hours
  - Body
  - Electrical
  - Mechanical
  - Pit
  - Wheel Condition

\* *City circle about 8km/hr, suburban about 20km/hr.*

Note travel difference between City Circle and street running, 800 to 2000 kilometres—but hours are easy to record.

A lot more complex equipment is now fitted, such as the electronics on W cars today, than when built.

Trams receive a lot harder running today often by people for which the job is just a job and could not care less.

#### Questions/Discussion

Scott Parker: reported that cars at Whiteman Park run a 4½km round trip and maintenance is carried out at between every 500 to 800km run. Cars complete a trip sheet and few problems have been encountered.

Barry Ollerenshaw: their cars run a 4km round trip with a 3-monthly inspection. Driving staff carry out a pre-service check before taking a car out.

Peter Hyde: trams at Ferny Grove only run about 2½km a week, that is, very low mileage. Therefore an annual inspection is deemed sufficient. Crews fill out a defect sheet if trouble is encountered. Their mercury arc substation, however, requires weekly servicing.

Ron White: trams at St. Kilda run between 2 and 4km a week and regular servicing is carried out every 3 months. Crews fill out a report sheet for defects on trams.

John Shaw: the defect book at PETS covers trams, track and overhead and it is easier to trace continuing problems which can be followed up by maintenance staff.

John Bullen: Bendigo carries out minor services every 250km or 30 trips which cover such items as lights, brakes, poles and controllers. A major service is carried out after every eighth minor service or 2000km. This covers bearings, readjustment of poles, meggering motors, etc. A fault book is filled in by drivers and a card system is maintained for each car, based on the former SEC card system.

John Shaw: asked if Bendigo's operations were scrutinised by outside bodies. John Bullen replied that only the DLA carried out inspections, covering cranes, slings, etc. There is a legal requirement to meet Occupational Health and Safety requirements.

Warren Doubleday: added that for Ballarat and Bendigo a zero alcohol level for crews was the only legislative control at present. Rail safety regulations will require detailed procedures for trams and track maintenance.

Barry Ollerenshaw: New Zealand requires a museum tramway to have a safety plan which is audited each year. Non-compliance to your plan can result in operations being closed down.

Craig Tooke: suggested a committee be set up to formulate uniform procedures for COTMA museums.

Warren Doubleday: the differing operating conditions between member museums preclude this. Rail safety legislation is on a state-by-state basis and no uniform Federal legislation is planned at present.