

## RELATIONSHIPS WITH GOVERNMENT AUTHORITIES

### THE ADELAIDE EXPERIENCE

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Australian Electric Transport Museum

The AETM has had on-going relationships with a number of Government Authorities over the period of its existence.

The following is an outline of some of these experiences:-

#### A. SALISBURY COUNCIL

Salisbury was the only local government authority that was prepared to permit a tramway museum to be established in its area.

1. The construction of the two kilometre track was a Council initiative under the auspices and efforts of an unorthodox and dynamic City Engineer. The project was financed by funding under the State Unemployment Relief Scheme (SURS).

1.1 There has been no legal agreement drawn up regarding:-

- (i) ownership of the line
- (ii) operating times
- (iii) major renewals ie: capital replacement

There is an unwritten understanding that the Council has legal possession of the track (outside of the Museum site boundary) and periodic negotiations occur in regard to the maintenance of the line.

The AETM is essentially self regulating in the absence of any attempts by authorities to institute regulatory control, eg: the State Transport Authority or the Department of Labour.

1.2 Salisbury Council finance has been forthcoming only for work on the track although it has hinted at support for particular schemes such as improvement of the line in St Kilda township or the foreshore area.

1.3 Council works employees were employed on track construction when AETM member, Chris Steele, was recruited as the project co-ordinator.

1.4 During construction of the line, AETM members acted as virtual subcontractors in supplying specialist hardware. This left very little in the way of labour resources for other museum projects and activities.

A similar situation arose when AETM cars operated on the Glenelg line in 1978-9 and members were rostered on vehicles.

1.5 The Council-administered RED Scheme project in 1973 gave the AETM a great boost and set a precedent

for this type of museum in relation to capital-infrastructure input by government agencies. A significant spin-off was that this boost in activity evinced greater effort from museum members.

2. In more recent times there have been negotiations with the Council when it was necessary to close roads for track renewal. This has sometimes involved restricting access to the properties of local residents.

A grant from Council has also been provided to improve the playground stop.

3. Salisbury Council has incorporated the tramline into landscaping activities for the foreshore area. When the Mangrove street crossing was renewed Council provided staff, equipment and material eg: the rock fill and the tar dressing.

Council makes an annual visit to the Museum to acquaint Council members and staff with the current operating situation. There is also minor publicity support (possibly a blessing in view of potential vandalism dangers).

Council also expressed some concern when approaches were made by the Port Adelaide heritage authorities regarding a possible move there. Perhaps more advantage could be taken of these concerns to encourage additional Council support.

4. The AETM determines its own long-term policies and day-to-day activities with no demands being made by Council.

#### B. TOURISM IN SOUTH AUSTRALIA

Tourism SA (The South Australian Tourist Bureau) has printed several runs of the St Kilda Tramway brochure as well as a poster in past years.

Occasionally the information they provide is not accurate and requires correction.

#### C. HISTORY TRUST OF SOUTH AUSTRALIA

This is the pre-eminent statutory body in South Australia acting as an umbrella organisation for the disbursement of government funding assistance to museums using a system based on standards for accreditation. An office bearer and trustee of the AETM has also been Chairperson of the History Trust. In turn experience has been imparted to the History Trust with a number of recommendations now embodied in administrative and liaison practices.



#### D. SOUTH AUSTRALIAN DEPARTMENT FOR THE ARTS AND CULTURAL HERITAGE.

Funds were recently allocated by this Department towards the fitting out of the new body shop.

#### E. COMMONWEALTH DEPARTMENT FOR THE ARTS.

An attempt has been made to access a new source of Commonwealth funding for several projects up to a value of \$50 000.

It is hoped to make the Bib and Bub project a recipient of "Century 21" funding.

#### F. STATE TRANSPORT AUTHORITY (STA)

In 1978 and 1979, the STA under the impetus of a dynamic public relations officer took the initiative of celebrating the centenary of Adelaide street public transport and the golden jubilee of the Glenelg tramway. This entailed the operation and display of vehicles selected from the museum collection and included trolley buses as well as tramcars. The STA bore all the costs.

More recently in 1990 a mutual commercial venture was suggested for AETM tram operation on the Glenelg line. This proposal was, however, rejected by the AETM as it was seen to be too time-consuming with little publicity or financial advantage.

The STA has recently produced a poster, promoting the Museum, which is displayed in the Glenelg tramcars. The STA transport map also includes the St Kilda tramway.

The STA was a joint sponsor for the restoration of car 264, a state sponsored "Jubilee 150" project. The original agreed conditions for the joint annual use of this car, however, have lapsed with the STA no longer pursuing heritage matters.

Another example of co-operation between the STA and the Museum was the housing of two surplus H cars at St Kilda. The STA paid for and also constructed track alterations to facilitate the loading and unloading of these cars. Immediate and full ownership of these two trams is currently an "issue" as under the present arrangements the AETM may be legally and financially liable should anything untoward occur if they are operated.

#### G. FUTURE DIRECTIONS.

There are other Local, State and Commonwealth government and semi-government agencies that may be potential sources of financial and material assistance.

More recently, and aided by a member who is a

lecturer with a local TAFE college, the Museum has been assisted by TAFE on vehicle restoration and building construction work. As part of their on-the-job training activities, staff and students from this college have carried out such tasks as spray painting buildings on the site, formwork for concreting, carpet laying, shopfitting and various elements of timber machining and construction. This work has been of considerable assistance to the Museum.

In addition, offenders under the Community Service Order Scheme of the Department of Correctional Services have been engaged in overhead pole painting and track maintenance.

State and Commonwealth labour market programs have in the past been of considerable benefit to non-profit organisations such as the AETM. However policy changes over the past 3-5 years have seen a major shift in emphasis away from the capital intensity of job-creation programs such as the former Community Employment Program (CEP). The major emphasis is now on training and short term "KickStart" type activities.

Notwithstanding this, if museum organisations are willing to make available their facilities, which are often of a constructional and engineering nature, there is scope for integration of these training activities into museum operations. The use by the AETM of TAFE assistance is but one example.

#### H. SUMMARY

As can be seen, the Museum has generally benefited from its dealings with external government agencies, although there are potential drawbacks which need careful consideration before becoming involved. A great deal will depend on the personnel willing to participate and the general economic and financial conditions pertaining at the time. Opportunities will nonetheless be available and should be positively considered.

#### *Discussion and Comments:*

Community Service Order workers:

1. AETM reported mixed experiences with CSO workers. Some of them are satisfactory, especially the more mature ones; others do not do any useful work. Some museum members will not work with them.
2. Different workers come each week, which can be a problem.
3. Supervision is also an issue. The best solution is to work with them in a work team.