



WELLINGTON
NEW ZEALAND

16 / 21 September 2010

ON TRACK LATE 2001

www.portlandcabletrams.com.au

Travel on the Portland Cable Tram through Portland's historic township and discover many unique attractions. Ride the tram along the scenic forshore overlooking Portland Bay. Your ride will take you to Portland's Maritime Discovery Centre, Botanical Gardens, Powerhouse Car Museum, World War 2 Memorial Lookout and many other historic attractions.



Portland Melbourne

Discover Portland - Victoria's Birthplace



Portland Cable Trams?

- A volunteer, Not for Profit, Charitable Organization;
- Community Owned;
- One paid employee –General Manager;
- 60 members, 40 active;
- Established in 1996;
- Commenced Operations, March 2002;
- Estimated to have contributed \$15 million to the local economy.



Financing the Project

- January 1999 – \$200,000 donation.
- April 1999 – \$175,000 forthcoming from Glenelg Shire Council.
- July 1999 – \$775,000 grant from Victorian State Government - Premier Jeff Kennett.
- 1999 / 2000 – Numerous small donations bump cash total to \$1.1 million.
- September 2000 – falls \$457,000 short of \$1.5 million to complete project.
- February 2001 – \$500,000 injected into project by Liberal Federal Government.

Portland Tram Depot



Depot Improvements

- Men's Toilets installed at the front on the Depot;
- Original Men's Toilet Block in Depot now Female Toilets, additional Cubicles installed.
- Interior Heating and Split Level Air-Conditioning installed in the Depot Building;
- Security Signage on Depot Gates;
- Depot Turntable motorized.

Glenelg Shire Council

- Owns Rolling Stock, Infrastructure;
- Pays the Public Liability Insurance;
- Trams, Building and Infrastructure insured under the Shire assets umbrella;
- Maintains Static Railway signage and Line Marking;
- Building maintenance performed by Glenelg Shire;
- Tramway operations are controlled by the Board of Management and the General Manager.

First Tram Set **001 & 95**

Entered Service - March 13th 2002

- Grip Car built to the original design and specifications of the Melbourne Cable Trams era by the Volunteers;
- Powered by a 2 litre Nissan Diesel Engine;
- Saloon Car 95 ran on the Melbourne Cable Tram system;
- 95 was rescued from a farm in Swan Hill – where it was used as a chicken shed;
- Restored to mint condition by the volunteers.

Saloon Car 95 in Swan Hill



Under Refurbishment



Finished Product



New Tram Set – 002 and 171

- Grip Car cost over \$150,000 to build;
- Grip Car body built to original specifications by Don Errey and Lou McKay;
- Many man hours exhausted in building tram;
- Chassis - Sobeys Engineering Portland;
- Diesel Engine - Cummins of South Australia;
- Hydraulics designed & fitted by Portland Hydraulics;

Tram Set – 002 / 171

- Grip Car and Saloon Car combined value - \$330,000.
- Saloon Car 171 donated by the Hawkesworth Family;
- Fully restored to original state by Volunteers;
- Built in 1887, Ran on Clifton Hill route until 1928;
- New Wheels - \$11500 (Winton Foundry – Ballarat);

002/171 and 001/95 – Ploughed Field



Achievements

- 100,000 recorded volunteer hours;
- 10,000 passengers for financial year 2009 / 2010 despite Global Economic Climate hurting and isolated location;
- Over 100,000 passengers carried since its inception in March 2002
- Appeared on Numerous Holiday and Tourism shows.
- Won numerous tourism awards since its inception.

001 & 95 at Portland Bay



Achievements Since Launceston

- Re-Accreditation June 30, 2009.
- Construction of Grip Car 002 completed and Accredited.
- Saloon Car 171 Accredited.
- Wade Street Shunt Relocated - Accredited.
- Plans for Traffic Signaling drawn up and Approved by VIC Roads. (Trafficworks)
- Depot Turntable Motorised.
- Fawthrop Lagoon Relocated to the Caravan Park.

Wade Street Shunt Relocation Works – September 2009



Why the Move ?

- **Cliff Slippage – 14 metres in 18 months.**
- **5 metre exclusion zone – February 2008**
- **10 metre exclusion zone – 23rd September 2008.**
- **Normal Tram Shunt cut in half by enforcement of 10 metre zone.**
- **Tram Crews required to detach Saloon Car from Grip Car to turn around.**
- **Ensure the Longevity of Cable Tram.**

Track Movements



Wade Street Track

Relocation Pre-Planning

- 15 months of Paperwork and Meetings involving the Department of Sustainability and Environment, Glenelg Shire Council, Regional Development Victoria & Puffing Billy;
- Coastal Planning Permit;
- Planning Permit and Work Within a Roads Reserve Permit - Glenelg Shire Council;

Cutting the track for lifting

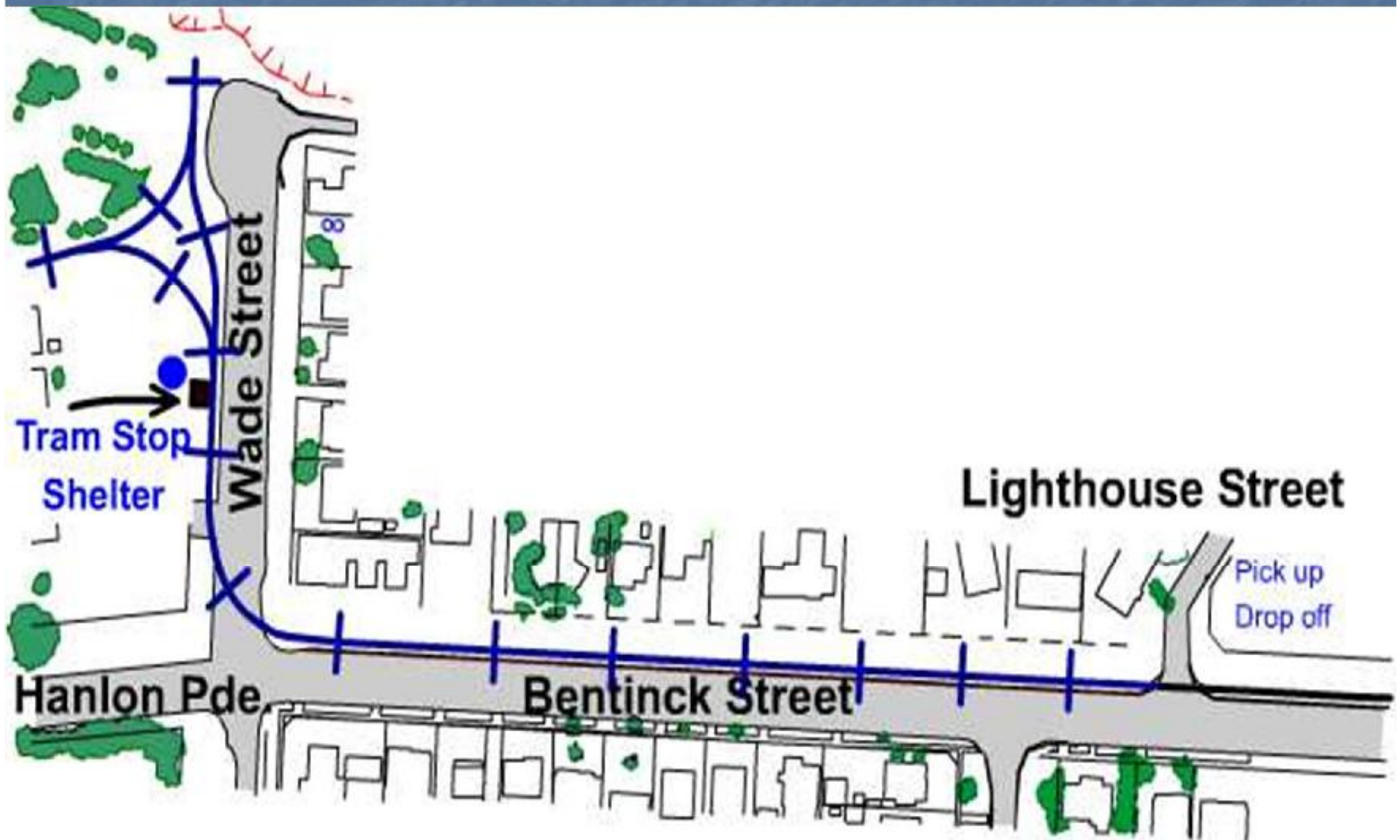


Wade Street Track Relocation

Pre-Planning

- Risk Register (DOT);
- Material Change Document (DOT);
- Letter drop to affected Householders;
- Public Notice placed in Local Paper re works;
- Passenger Notices in each tram shelter;
- Notice to Volunteers;
- New Procedure for shunting relocated at shunt.

Wade Street Original Shunt "Y"



Completion of Works

- **Testing of Track;**
- **Commissioning of Track;**
- **Submitting Commissioning results to D.O.T.;**
- **Application for Variation of Rail Accreditation (DOT);**
- **Revised Shunting Procedure;**
- **Training Drivers and Conductors;**
- **Continual Follow-ups of New Shunt.**

COST OF RELOCATION

- DSE: \$50,000.
- Regional Development Victoria (RDV): \$32,000.
- Portland Cable Trams: \$6,000.
- Glenelg Shire Council: \$5,000.
- Total: \$93,000

Sponsors of Portland Cable Trams

- **Geoff Handbury (Local identity) – Donated over \$280,000 to the Cable Tram Project.**
- **Portland Aluminum Smelter (Alcoa);**
- **18 other Sponsors;**
- **Contributing between \$100 to \$500 per year;**
- **Hard to source new sponsors in the current climate;**
- **Sponsorship needed to perform major works.**

Sponsorship – Alcoa Smelter



Volunteerism

- 60 Members – 40 Active;
- Portland – Volunteer orientated area;
- Not enough Volunteers to go round though;
- Free Rides;
- Sausage Sizzles;
- Morning Teas;
- Advertising in Local Newspapers.

Threats to our Longevity

- Lack of a combined Tourism Strategy for Portland;
- South West Victoria – Isolated Region, considerable traveling distances from major population centres;
- Emerging Tourism Destination;
- Over shadowed by Port Fairy and Warrnambool;
- Increases in Public Liability Insurance;
- Rail Accreditation Standards for Tourist & Heritage Tramways and Railways;
- Dwindling Volunteer Numbers.

Current Crossing System



Traffic Signals

- Alleviate Conductors entering intersection with Red Flag;
- Plans drawn up by Traffic Works Pty. Ltd.;
- Approved by VIC Roads;
- Will cost \$250,000 plus to have installed;
- Solar Power Signals investigated - Hi-Lux Pty. Ltd. Melbourne drawing up Plans;
- Query whether VIC Roads will allow them;
- Solar Power Alternative: \$25K Bentinck Street.
\$50K Cliff Street.

Questions

