



Australian Electric Transport Museum (S.A.) Inc.

Operators of the Tramway Museum, St Kilda, SA

Annual Report 2007 - 2008



Australian Electric Transport Museum (S.A.) Incorporated
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Registered Business Name:-
Tramway Museum, St Kilda S.A.

Annual Report 2007 - 2008

Executive Committee

President	Colin Seymour
Vice President	Chris Andrews
Secretary	David Williams
Treasurer	Barry Fox
General Manager	Ian Seymour
Operations Manager	Mark Jordan
Site & Safety Manager	John Pennack
Rolling Stock Manager	Michael Bosworth
Trustee	Chris Andrews
Trustee	Ian Seymour
Trustee	Colin Seymour

Appointed Officer

Rail Safety Officer	Ian Seymour
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Auditor

Allen & Co.

The Australian Electric Transport Museum (SA) Inc. operates the 2 km tramway between the Tramway Museum at St Kilda and St Kilda Beach, South Australia.

Cover photo (top) by Paul Shillabeer shows the Museum's first 5 trams lined up on our 50th Anniversary Day, 26 May 2007.

Cover photo (bottom) by Chris Summers shows Restaurant tram ('H' 378) on a test run at Mangrove Street Loop.

PRESIDENT'S REPORT 2007-2008

Introduction

The main achievements and events in 2007-2008 were:

- Celebration activities for 50th anniversary of Museum
- Significant progress on reconstruction of car 14
- Preparation of car 118 for placing on refurbished maximum traction trucks
- Fabrication and installation of crossbench seats on car 118
- Delivery of Glenelg Restaurant tram 'H' 378 on lease from the History Trust of SA for eventual display and operation on behalf of the History Trust
- Continuation of Displays refurbishment
- Establishment of a new Museum web site

Administration

Seven Executive meetings were held during the year. The main administration activities for 2007-8 were:

- Budget control to cover stable traffic operations income
- Rail Safety compliance requirements
- Displays Refurbishment Project
- Refining and improving Museum Operations

50th Anniversary Celebrations

A highlight of the year was our 50th anniversary celebrations on the weekend of 26th and 27th May 2007 to coincide with our 50th AGM. It turned out to be a huge and very successful weekend. The fine sunny weather for most of the weekend certainly helped.

Saturday 26 May 2007 was a celebration day for members and friends. The celebration started with our 50th AGM at 1.00pm. After the meeting, the 5 original trams which arrived on site in 1958-9 (cars 1, 42, 111, 192 & 282) were moved a few hundred metres down the track to allow members and friends to photograph the line up. Rides were also provided on 'Bib' car 15 to the loop and recently acquired 1980s style 'H' 364. Our special guests began arriving from 2.30pm. They included:

- Hon. Trish White, Member for Taylor and our local member, representing the Premier
- Tony Zappia, Mayor of Salisbury and other councillors and staff
- Dr Duncan McFetridge, Shadow Minister for Transport
- Various state government department representatives
- Representatives from other South Australian heritage rail societies
- Representatives from other Australasian tramway museums.

At 3.30pm, our three main guests – Trish White, Dr Duncan McFetridge and Tony Zappia spoke in glowing terms about the Museum's achievements. The five founding year members present (John Radcliffe, Roger Wheaton, Chris Steele, Paul Shillabeer and Ron Fluck) were then asked to stand behind the birthday cake for photos with our special guests. Guests then proceeded to the playground in cars 111, 1 and 15.

A feature of both days was the continuous screening of two DVDs compiled by the Museum – one, a compilation of photos spanning the 50 years of the Museum, the other a Tramway Tapestry combining video footage of museum activities over the past few years and film taken by leading Victorian tram historian, Keith Kings in the mid 1950s of the then operating Adelaide tram routes. Many guests and friends stayed on into the evening for the barbeque and night tram rides.

Our 50th Anniversary Dinner was held in the Balcony Room, Strathmore Hotel, North Terrace, Adelaide on Tuesday 23rd October 2007. The location and date had been selected to coincide with the opening of the tramline to City West in North Terrace. The evening saw friends from interstate tram museums as well as many of our local rail museum friends attend. The highlight of the evening was a speech from our special guest, James Hall, Manager Trams, TransAdelaide who gave a very interesting insight into the building of the City West line and its operational requirements.

Glenelg Tramline Extension Grand Opening

Committee members and a number of long time members were fortunate to take part in the official opening of the new City West tram extension on Sunday 14 October 2007. Two video screens in the official marquee in Victoria Square next to the new tram stop showed footage of the construction as well as archival footage, including parts from the Museum's Tramway Tapestry DVD. This presentation was also shown continuously at the Mercury Cinema near the City West terminus.

Flexity tram 101 led the precession followed by 'H' cars 351-367 and Flexity 102. Museum members were fortunate to ride on car 351 which had opened the Glenelg line in 1929.

Bib and Bub Trams (14 and 15)

Upon Bub (No. 15) being made operational in time for the 50th anniversary celebrations, attention turned to reconstructing Bib (No. 14) and the body was transferred to the Bodyshop from the Tram Storage Shed. A cross-bench seat from MTT car A 1 was sent to Husnjak Joinery as a pattern for fabrication of cross-bench seats in the drop-ends of our Bib and Bub set and also for car E 118 which used the same style cross-bench seat.

E Type Bogie Open Combination Tram 118

After receiving minimal restoration work for a few years, the committee decided to make the completion of E 118 a priority. Great strides were made in preparing 118 in readiness for placing on its Brill maximum traction 22E trucks which are being reassembled. The replica wooden seat squabs and backs for the cross-bench seats in the open compartments of 118 (as well as those 14 & 15) have been delivered from Husnjak's joinery and fitted to 118.

Gleneig Restaurant Tram 378

Restaurant tram 378 which is now owned by the History Trust of SA and on lease to the Museum arrived at St Kilda on 14 June 2007 from Glengowrie Depot where it had been stored out of use for a number of years. The tram had its first trial run at the Museum a few days later.

From a distance the tram looks in good condition, but on closer inspection much remedial work is required before the tram can enter revenue service. This work needs to fit in with our commitment to push ahead with the re-construction of 'Bib' car 14 and 'E' car 118.

Museum Displays

Work continued on the program of adding new displays and refreshing existing displays to contemporary standards of presentation to meet the History Trust of SA's new and higher standard for accreditation for museums of significance.

Stage 1 of this project saw the outdoor signage and entrance signage on the display buildings door backs completed in time for the 50th AGM.

Stage 2 is to represent the existing northern depot displays to contemporary standards and develop new displays to fill in the bays long provided for them. Eight panels are in various stages of preparation and cover:

- Transition from horse trams to electric & route development
- Tram routes (Northern & Southern, Eastern & Western and City)
- Tram types (two panels)
- Tram technology (two panels)

A revised Museum history display was mounted on a movable column (with lockable castors) to stand in northern depot corridor. The display is demountable so that it can be used at events and foyer displays at conferences and exhibitions. Other movable columns are planned.

A \$9,900 grant from the History Trust plus a \$4,000 Museum contribution held over from the 2006/07 budget covered the work.

The Museum has now been awarded a further History Trust grant for of \$17,590 from the 2007/08 grants program to complete work in hand for the Northern Depot, a new display in the entrance gallery and to refresh the horse tram and trolley bus interpretive displays. It is planned to have much of this work ready for the 2009 centenary of the commencement of the electric tram system.

New Postal Address

The Museum previously had a post box in the GPO in Adelaide since the early 1960s. However, retirements from full time work resulted in members no longer being in a position to clear the post box on a regular basis. The Museum changed to a new postal address in August 2007:

PO Box 213

SALISBURY SA 5108

New Web Site

A new Museum web site www.trammuseumadelaide.com.au was launched in February 2008. It was built by the contract designer who has also been developing our new museum displays. The new site is not just aimed at enthusiasts. The new web domain name will make it easier for non enthusiasts to find us when they type words like 'tram museum Adelaide' into their search engine.

The main sections of the site are:

- Things to See & Do
- How to Get Here
- Make a Day of it
- Schools & Groups
- Contact the Museum
- Enthusiasts Corner
- About the Museum Group
- Members Area

The *News* section of the *Enthusiast Corner* section comes from our *Trolley Wire* Notes and the *Members Area* includes the latest *Trolley Flash* member newsletter plus recent issues.

Rail Safety Management

To comply with revised Australian Standard AS 4292.1 – 2006, the Museum has continued to re-evaluate all identified risks and categorise these risks in accordance with the standard.

Drivers and conductors continue to have medical assessments by authorised medical practitioners in accordance with the Rail Safety National Health Assessment Standard for Rail Safety Workers. Following the annual evaluation, the Museum was re-accredited as a Rail Operator by the Rail Safety Section of the South Australian Department of Transport.

General Improvements

A portable disabled access ramp was acquired to allow disabled access to certain trams. The ramp can be used for 'W' class and 'F' type dropcentre tramcars only. Wheelchair access has always been restricted to these cars as they have wide doorways.

Repair work was carried out to a number of overhead frogs.

The Roads 5/6 switch was re-laid in concrete.

Pole 26 on the lakeside track was replaced.

150 sleepers were donated to the Museum by TransAdelaide and they have been sorted into usable and un-usable quality.

A new ride on mower was recently purchased following a member donation.

Operations

Statistics

The Passenger Statistics for the year are summarised in the Appendix Section at the back of the President's Report.

The Concession fare remained at \$7.00 and the Adult fare remained at \$10.00. The Family fare is \$28.00.

12 cars were used in traffic during the year. Three cars were added to our Operations statistics which is a very unusual occurrence for one reporting year. Cars 15, 364 and 378 joined our 'Distance Travelled' list, although all three are not yet ready for Museum operations (refer Appendix A).

Special Events

A special event day was held on Sunday 27 May 2007 for our 50th anniversary celebrations. To coincide with ABC Radio 891 broadcasting live from the Museum from 10.00am to 12noon, we opened the gates at 10.00am. Good Community Event publicity on TV and radio and in the Messenger press ensured that the visitors kept coming. The car park was almost full. By the end of the day 23 trips had been run, including 16 crosses and 2 convoys. Cars used on the day were the original 5 cars plus more recent arrivals 'H' 364 and 'R1' 1971 ('H' 360 also snuck in for a trip). The barbeque was popular as were the DVD screenings.

Finance

The Museum's finances proceeded according to budget but admission income still needs to be higher. Passenger numbers were up slightly, mainly due to our 50th celebrations (see passenger statistics in Appendix A).

The notable increase in members' donations continues. General purpose member donations increased from \$5,195 in 2005-6 to \$13,765 in 2006-7 to \$15,169 in 2007-8. Specific purpose donations for work on 'E' 118 and the coupled set 14 - 15 amounted to a further \$19,000. There were further donations and pledges for restoration of the Inspectors cabin.

The Museum's ordinary operating finances are not as strong as we would like them to be, but are improving as a result of the financial assistance from the Salisbury Council and the SA Tourism

Commission, following the ruinous pli premiums in previous years. The Museum continues to participate in a group public liability insurance scheme with other CHRTSA museums and the base premium for 2007-08 was encouragingly low.

The audited Financial Reports are in an accompanying report.

Museum Treasurer, Barry Fox has carried out banking, operations cash preparation, account payments and data entry to a high standard, while Assistant Treasurer, Roger Wheaton continues to reconcile the annual financial records. Secretary, David Williams controls the budgets for all Museum works.

We thank our External Auditor, Richard Allen, of Allen and Co. for his efficient auditing and assistance.

Membership

There were 2 new members, 1 re-admission and 1 non renewal resulting in a total membership of 67. I would like to take this opportunity to officially welcome our new members.

New member, Bruce Lock has been a very welcome addition to Friday's work team. He has contributed to preparing E 118 in readiness for placing on its Brill maximum traction 22E trucks. New member, Kevin Collins has helped out in the Gallery/Bookshop at short notice on a few occasions.

Development Projects

Statistics

The Appendix Section at the back of the President's Report shows the Voluntary Hours Worked for the year. In most areas, the Voluntary Hours Worked for 2007-2008 were similar to those worked the previous year. There was an increase in Vehicle Restoration Hours due to work being carried out on both cars 14 and 118.

Rolling Stock

Cars 14 and 15 – Tasks carried out on car 14 included:

- Stripping off much of the rusted cladding and rotted timbers
- Mounting the body on the replica Brill 21E truck
- Disassembly of the body
- Removal of accumulated dirt and rust on the underframe and coating with rust-resistant paint
- Crown planks (the bit of floor at the front of the motorman's cabs on which the controller is mounted) fabricated by a joinery and installed
- Refurbishment of the large ploughshare bolts for reuse in attaching the footboards
- Installation of a refurbished K35JJ controller on the motorman's end
- Installation of the air brake and hand brake with its associated mechanism
- Rebuilding of the side frames at the drop-ends

Car 118 - Tasks carried out included:

- Installation of an overhauled brake cylinder under the car
- Fabrication of hangers for attaching a new air receiver for the air brakes
- Bending of pipes for the air brakes to fit within the confines of the underframe
- Receipt and installation of fabricated replica wooden seat squabs and backs for the cross-bench seats and subsequent varnishing
- Refitting of motorman's brake valves to the cabs. The whole system was pressure tested from the workshop air supply including a 'brake test' of the cylinder.
- Installation of an emergency valve for the conductor under a cross bench seat (not originally on 'E' cars) to avoid the conductor having to walk the boards to the driver's cab on the open section in the event of an emergency.
- Completion of the welding of the east end journal boxes

Car 378 - Tasks carried out included:

- Fitting of trolley poles. The second trolley pole was customised, by reshaping, to clear the air conditioning unit.
- Cleaning of the double-glazed windows - to obtain access it was necessary to remove the inner panes and repair them where required
- A number of tabletops where the brass inlay had lifted were rebuilt by Husnjak's Joinery and subsequently reinstalled
- Installation of an inverter, operating off the tram's 24 volt control circuit battery, to maintain the interior 240 volt lighting even if the motor-alternator trips off, such as during notching-up the tram and when the trolley wheel passes through a section insulator
- Installation of high efficiency, low wattage compact fluorescent lights for the saloon to reduce the current drain on both the battery and the inverter

W7 1013 - is out of service awaiting replacement of 5 off motor suspension bearing shells.

Conclusion

Last year, I had the pleasure to prepare my annual report at the time of our 50th anniversary celebrations. Those celebrations were very successful occasions. This coming year, we again see some important milestones, some of which will involve celebrations. In August we achieve 50 years on site at St Kilda. In November we remember the 50th anniversary of the closing of Adelaide's last conventional street tram line (to Cheltenham). Also in November we celebrate tram No. 1's 100th birthday (it made a trial run along North Terrace on 30th November 1908). In March 2009 we celebrate 100 years of electric trams in Adelaide.

Our current financial position is somewhat interesting. Through the generosity of several members we are able to fund major tram reconstruction projects such as our 'Bib & Bub' set and Bogie Open Combination Tram 118. We have been fortunate to receive excellent History Trust grant funding for our displays and sponsorship from the Salisbury Council. However, we still need more people through the gate to ensure that we continue to cover all our operating costs. On the membership side, there have been a few excellent new faces, but with an aging membership we still need more new members.

I would like to express my thanks to the Hon. Jane Lomax-Smith, Minister for Tourism, Tony Zappia, the former Mayor of Salisbury and current Mayor, Gillian Aldridge and their staff and councillors, John Evans, Project Manager SA Tourism Commission, Margaret Anderson, Director, History Trust of SA and James Hall, Manager Trams, TransAdelaide for their continued enthusiastic support for our Museum.

My personal thanks to all those who have contributed so much to the Museum over the last 12 months.



Colin Seymour, President
May 2008

Appendix A

Passenger Statistics 2007-2008

	2007-8	2006-7	2005-6	Since 1974
Tickets				
Adult Cash	554	464	592	107549
Concession Cash	1978	1699	1783	156166
Exchange/Extra Rides	3293	2934	3348	213051
Single Trips Offered	1022	1084	1056	46112
Single Ride Passengers	11650	10194	11146	951560
(incl. Charters)	2348	2010	1178	
Average Passengers Per Car	11.4	9.4	10.8	20.63

Distance Travelled by Cars

Distance Travelled in 2007-2008: (km)			
Car	Pass.	Non Pass.	Total
1	22	0	22
15	0	45	45
21	0	0	0
34	0	0	0
42	186	16	202
111	169	13	182
186	32	4	36
192	174	30	204
264	0	0	0
282	421	27	448
294	153	15	168
303	117	7	124
354	0	26	26
360	134	16	150
362	0	0	0
364	3	6	9
378		28	28
381	0	0	0
1013	20	2	22
1971	301	26	327
	1732	261	1993

Total Distance Travelled: (km)			
Car	Pass.	Non Pass.	Total
1	4233	1063	5296
15	0	45	45
21	3737	789	4526
34	4955	1640	6595
42	3076	300	3376
111	8091	1156	9247
186	4798	433	5231
192	4447	768	5215
264	8840	750	9590
282	9032	1432	10464
294	10804	1318	12122
303	5112	988	6100
354	0	4148	4148
360	2104	302	2406
362	1489	450	1939
364	3	6	9
378		28	28
381	12059	1301	13360
1013	226	52	278
1971	698	79	777
	83704	17048	100752

Appendix B

Voluntary Hours Worked

	2007-8		2006-7		2005-6	
Vehicles						
Restoration	1978		1656		1988	
Maintenance	450	2428	727	2383	686	2674
Depot						
Construction	0		0		165	
Maintenance	930	930	1086	1086	931	1096
Track & Overhead						
Construction	84		0		157	
Maintenance	174	258	206	206	19	176
Operations						
Traffic	1607		1772		1449	
Catering*	n/a		n/a		240	
Displays	10	1617	0	1772	0	1689
Administration						
General	1025		1015		1001	
Archives	621	1646	152	1167	615	1616
		6879		6614		7251

- No separate Catering hours are now compiled as the kiosk operations are combined with Entrance Gallery/Bookshop hours which are included in Traffic hours.