



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

Operators of the Tramway Museum, St Kilda, SA

Annual Report

2006 - 2007



Australian Electric Transport Museum (S.A.) Incorporated
GPO Box 2012 Adelaide, South Australia 5001, ABN 29 440 648 854

Phone: 08 8280 8188, Fax: 08 8280 8528

<http://www.railpage.org.au/aetmsa>

Registered Business Name:-
Tramway Museum, St Kilda S.A.

Annual Report 2006 - 2007

Executive Committee

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

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 by Chris Summers shows the substantially restored car 15 from our 'Bib and Bub' set (cars 14 – 15), in front of the Bodyshop before taking another test run in April 2007.

PRESIDENT'S REPORT 2006-2007

Introduction

The main achievements and events in 2006-2007 were:

- Delivery of the two Brill 21E pattern trucks for 'Bib and Bub' set 14 - 15
- Significant progress on reconstruction of car 15
- Delivery of Glenelg tram 'H' 364
- Recognition of heritage significance of Glenelg Restaurant tram 378
- Extensive alterations to the Museum's Safety Management System
- Commencement of Displays refurbishment and outdoor appearance
- Reaccreditation by the History Trust of SA

Administration

Six Executive meetings were held during the year. The main administration activities for 2006-7 were:

- Budget control to cover stable traffic operations income and high public liability costs
- Rail Safety compliance requirements
- Displays Refurbishment Project
- 50th Anniversary Plans

50th Anniversary of Museum

The first general meeting of the Museum was declared open by F.M.A (Mac) Alexander, President of the SA branch of the Australian Electric Traction Assoc. (AETA) on Friday 27 February 1957.

In April 1957 the society assembled a stand for the Royal Adelaide Exhibition at Wayville Showgrounds. Thirty expressions of interest were received for membership of the Museum. Fifty years later there are still 5 active members that were involved with the stand (Chris Steele, John Radcliffe, Mike Church, Paul Shillabeer and John Pennack).

It is interesting to note that Adelaide's original electric street tram system commenced on 9 March 1909 and lasted for almost 50 years. The Tram Museum has now been going for just as long.

The site at St.Kilda was obtained in 1958 with the help of Salisbury Council through Councillor Dan McLusky and the first trams arrived on site in August 1958.

In 2007 we celebrate this significant achievement with a special members and friends day on Saturday 26 May 2007 in conjunction with our AGM and a special public day on Sunday 27 May 2007. A feature of the celebration is a DVD display spanning the 50 years and film of most Adelaide tram routes in 1956. Many thanks to Keith Kings from the Tramway Museum Society of Victoria for making his film footage taken in 1956 available to our Museum.

21E trucks

In 2001 the Museum reached an agreement with the Bendigo Tramways to give them the body of Glenelg tram 355 (on motorless trucks) in exchange for the fabrication of two Brill 21E pattern trucks for our 'Bib and Bub' set. Car 42's original motorless truck was sent to Bendigo to assist with the fabrication of two complete trucks.

The 21E truck for car 15 arrived at St Kilda from Bendigo in December 2006. The truck used car 42's original truck frame. The 21E truck for car 14 arrived in February 2007. Both trucks were fitted with Melbourne W3 wheel sets and motors. Many thanks to Bendigo Tramways for arranging completion of the project and to Sydney Tramway Museum for arranging the supply of the W3 motors and wheel sets for the trucks.

Bib and Bub Trams

Significant progress was made on our 'Bib and Bub' set, cars 'A' 14 and 'A' 15. Much of the body work on car 15 was completed. The fitting of its 21E truck enabled the tram to be brought back to life in January 2007 for the first time in almost 55 years. The car has completed several test trips, but awaits full completion and permanent coupling to car 14.

The arrival of the second 21E truck resulted in car 14 being retrieved from the Tram Storage Shed in April 2007 and replacing car 15 in the Bodyshop for restoration of the body work.

Glenelg Trams

Glenelg tram 'H' 364 arrived at the Museum from Glengowrie Depot in October 2006. Car 364 gives the Museum a comprehensive representation of the life of the 'H' cars:

- 360 - restored to circa 1929 original
- 362 - silver 1950s/1960s appearance
- 364 - 1980s style refurbishment

Car 364 was one of the first cars to be refurbished in the 1970s refurbishment program which commenced in 1971. It was initially painted in an experimental grey livery with a red roof before being returned to the original tuscan red livery.

It is interesting to note that sister Museum cars 360 and 362 arrived at St Kilda in late 1982, so car 364 remained in service on the Glenelg line for almost another quarter of a century (also a reflection of how long the Museum has been around!).

Car 364 was re-connected mechanically and electrically, plus the trolley poles, bases and hooks were installed the following day. The car ran its first trial trip on the Museum line in October 2006.

The Museum was unsuccessful in its tender in 2005 for 'H' car 378 (the Restaurant Tram), and it was initially assigned to Glossop High School near Berri in the Riverland, along with the body of car 376. Following representations by the History Trust of South Australia to TransAdelaide and the government over the heritage significance of the tram, TransAdelaide agreed in consultation with Glossop High School to assign ownership of the tram to the History Trust. As a consequence, car 378 will shortly be housed at the Museum on lease from the History Trust, and thus give Adelaide an unusually complete collection of a single tram type, being all four major variants of the 'H' type.

Members at the 49th AGM in May 2006 had the opportunity to ride 'H' 365 at the Museum. It was an unusual situation for a museum as the car will be stripped for spare parts and the body moved to its owners property to become a 'bed & breakfast' in the Adelaide Hills.

The Museum has agreed to store 'H' 361 on behalf of the City of Holdfast Bay. The council plans to eventually display the tram at Glenelg. The tram arrived at the Museum in May 2007.

History Trust Accreditation

The Museum has long enjoyed status as a fully accredited museum pursuant to the History Trust Act. Following the searching 2006 reaccreditation evaluation, the History Trust renewed the Museum's full accreditation, but reduced the usual five year currency for accreditation to three years because our archives work is behind and our interpretive displays, which have given us good service are, generally, not up to the accreditation standards now sought by them for a fully accredited museum. The History Trust is assisting us to reach their required standard through an initial grant to prepare a concept plan on which to base a 'displays and external appearance' upgrade and a further grant to help proceed according to the plan. The concept plan is completed and the upgrading is underway.

Public Liability Insurance

This year saw an improvement in pli (public liability insurance) costs, down from \$9,350 in 2005-6 to \$7,500 for 2006-7 as we participated in a group purchase scheme with SA's other historic rail museums, arranged through CHRTSA (Council of Historic Railways and Tramways of SA). This year was the third and final year of the SA Tourism Commission's 3-year pli subsidy scheme, and the

second of the three year pli subsidy scheme from the Salisbury Council. Taken together, this means that, as for last year, the budget was relieved of pli costs for the year, which is helping the Museum get back on its financial feet.

Rail Safety Management

A revised Australian Standard AS 4292.1 – 2006 came into effect in 2006. The Museum was required to undertake an analysis of its existing safety management systems and to address gaps identified as a result of the new standard and to implement the required changes. Extensive alterations have been made to the Museum's Safety Management System (manual). In addition, the Museum was required to re-evaluate all identified risks and categorise these risks in accordance with the current 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

The east curve at the Mangrove Street crossing was rebuilt in concrete.

An improved drainage system and an automatic overflow pump for our public toilets was installed by a contractor.

E1 Type Tram No.104

The body of E1 104 was transported to St Kilda in late December 2006. The Museum already has E1 111 in service and E 118 under restoration and has no need for the tram, however, SPER (Sydney Tram Museum) offered to obtain it for possible future projects. The tram was placed in the Tram Storage shed at the rear of the site in April 2007.

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.

11 cars were used in traffic during the year.

Special Events

Participants on the AETA (Australian Electric Traction Assoc.) convention in Adelaide visited the Museum on Sunday 11 June 2006. Cars used on the day were Adelaide E1 111, F1 264, H 360, Sydney R1 1971 and Melbourne W7 1013. Car 111 was one of the cars used for the 1956 AETA convention in Adelaide during its MTT days. It interesting to note that the idea of saving some of Adelaide's trams was first discussed at the 1956 AETA convention in Adelaide.

A successful Enthusiasts' Day was held at St Kilda on Saturday 14 October 2006 to offer transport enthusiasts photographic opportunities and riding experiences not normally available on an ordinary structured operations day. A total of 14 runs were made during the day and included 2 convoys of 3 cars and 7 crosses at Mangrove Loop.

Restructure of Bookshop and Kiosk Facilities

To better utilise our volunteer resources on operating days, the Entrance Gallery/Bookshop and Kiosk attendant roles were combined. Both functions now operate out of the Entrance Gallery. The Gallery/Bookshop cash register was re-programed to accept Kiosk items. The opportunity was taken to significantly simplify the cash register keying procedure.

Finance

The Museum's finances proceeded according to budget. Visitor numbers declined again, but a slight change in the mix resulted in admission income only slightly down on last year, but admission income still needs to be higher (see passenger statistics in Appendix A).

There was a notable increase in members' donations. General purpose member donations increased from \$5,195 in 2005-6 to \$13,765 in 2006-7. Specific purpose donations for work on 'E' 118 and the coupled set 14 - 15 amounted to \$18,500. There were further donations and pledges for restoration of the Inspectors cabin.

The Museum's ordinary operating finances are not strong, 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 recent years.

The Financial Reports (subject to Audit) are attached.

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 and 1 non renewal resulting in a total membership of 64. I would like to take this opportunity to officially welcome our new members.

AETM Life Member, Jim Burke passed away on 29 October 2006. He was 81 years old. Jim joined the Museum early in 1974 – our first year of tramway operations. Jim will be remembered for enthusiastically relating stories of his days as an MTT tram conductor and driver to our customers. He constructed the new drivers cabins for dropcentre 264 in the mid 1980s. He also did a lot of work on our Desert Gold tram 186. Jim was also General Manager at the museum during this period. He was awarded Life Membership of the Museum in 1994.

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 2006-2007 were similar to those worked the previous year.

Rolling Stock

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

- Saloon windows reglazed and re-installed
- Ten Brill Winner seat bases restored, refurbished seat cushions fitted and reinstalled in the saloon
- Varnished wood work set off with application of gold lining with the maker's name in gold lettering above each saloon doorway.
- Original style brass light fittings installed
- Motorman's gong fitted and hand brake fitted together with its underfloor gear to the driver's cab
- Replica bulkhead completed by Husnjak Joinery and installed in the non-driving end and painted
- Work on the non-driving motorman's cabin
- Rewiring completed following a thorough underfloor clean and repaint
- Body re-attached to truck and motors connected to the single controller using new fire resistant cables
- Restored and reproduction lead-lights have been reinstalled in the end bulkheads
- Installation of reproduction destination blinds in the two destination boxes and tram number applied to the front apron
- Resistance banks temporarily located on the back platform and a trolley pole fitted
- Temporary motor junctions moved to their permanent positions in boxes under seats in the saloon
- Preparation of compressors in readiness for installation of air brakes

Car 118 - Re-commenced machining of the pony axle-boxes of the Brill 22E maximum traction trucks and adjusted the side frames, and shims in readiness for installation. The pony wheel and axle-box work is 90% complete and overhaul of the driving wheel journal boxes commenced.

Car 360 - Due to wear, the camshaft on the PC5 controller was removed and 7 of the 8 cams were built up at the start and finish of their profile with bronze weld.

In the Workshops

In addition to carrying out regular servicing of trams in service, there was a systematic process of refurbishing compressor governors of air braked trams and also installing new contacts. The program is complete except for a few cars.

Conclusion

It has been a pleasure to prepare my annual report at the time of our 50th anniversary celebrations. Those members who worked so hard to establish the Museum in the late 1950s and early 1960s would not have dreamed that so much could be achieved in 50 years.

It has not always been smooth riding, and there are still significant issues to face, such as uncertain public liability costs, lower patronage and aging membership.

The Museum started off with a collection of 5 trams. It now has 23. It opened as a static display in 1967 with one tram storage shed/workshop. There are now 5 buildings housing trams and another one for trolleybuses. One of these buildings includes extensive maintenance facilities and another was built for tram restorations. There are a number of smaller buildings associated with maintenance, including a wheel lathe shed. Tramway operations commenced in 1974 with 5 operational trams. There are now 18 operational passenger trams. In addition there are many interpretive displays, a number of which are about to be updated and refreshed. We also have a modern administration area including a purpose built archives room and library. None of this would have been possible without the dedicated work of numerous volunteers over 50 years.

I would like to express my thanks to the Hon. Jane Lomax-Smith, Minister for Tourism, Tony Zappia, the Mayor of Salisbury and his staff and councillors, John Evans, Project Manager SA Tourism Commission, Margaret Anderson, Director, History Trust of SA, Rod Sawford, Member for Port Adelaide and 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, and a special big thanks to all those who have contributed to the Museum over the last 50 years.



Colin Seymour, President

May 2007

Appendix A

Passenger Statistics 2006-2007

	2006-7	2005-6	2004-5	Since 1974
Tickets				
Adult Cash	464	592	585	106995
Concession Cash	1699	1783	2197	154188
Exchange/Extra Rides	2934	3348	4080	209758
Single Trips Offered	1084	1056	1202	45090
Single Ride Passengers	10194	11146	13724	939910
(incl. Charters)	2010	1178	2710	
Average Passengers Per Car	9.4	10.8	11.4	20.84

Distance Travelled by Cars

Distance Travelled in 2006-2007: (km)			
Car	Pass.	Non Pass.	Total
1	0	0	0
15	0	45	45
21	0	0	0
34	0	0	0
42	133	14	147
111	221	17	238
186	108	12	120
192	92	8	100
264	213	20	233
282	110	14	124
294	171	16	187
303	148	16	164
354	0	31	31
360	102	12	114
362	0	0	0
381	0	0	0
1013	206	24	230
1971	266	20	286
	1770	249	2019

Total Distance Travelled: (km)			
Car	Pass.	Non Pass.	Total
1	4211	1063	5274
15	0	45	45
21	3737	789	4526
34	4955	1640	6595
42	2890	284	3174
111	7922	1143	9065
186	4766	429	5195
192	4273	738	5011
264	8840	750	9590
282	8611	1405	10016
294	10651	1303	11954
303	4995	981	5976
354	0	4122	4122
360	1970	286	2256
362	1489	450	1939
381	12059	1301	13360
1013	206	50	256
1971	397	53	450
	81972	16832	98804

Appendix B

Voluntary Hours Worked

	2006-7		2005-6		2004-5	
Vehicles						
Restoration	1656		1988		1342	
Maintenance	727	2383	686	2674	840	2182
Depot						
Construction	0		165		239	
Maintenance	1086	1086	931	1096	490	729
Track & Overhead						
Construction	0		157		9	
Maintenance	206	206	19	176	3	12
Operations						
Traffic	1772		1449		1737	
Catering*	n/a		240		234	
Displays	0	1772	0	1689	22	1993
Administration						
General	1015		1001		950	1615
Archives	152	1167	615	1616	665	
		6614		7251		6531

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

Then
(1959)



D.A. Colquhoun

And Now
(2005)



John Radcliffe