
ST KILDA (Museum Notes and News – February 2009)

Australian Electric Transport Museum (SA) Inc.

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No. 1's 100th birthday

A very busy and overall successful Special Day was held on Sunday 30 November 2008 to celebrate No. 1's 100th birthday. No. 1 ran its first trial run along North Terrace on 30 November 1908.

Our four 'A' cars – 1, 15, 14 & 10 (now Ballarat 21) were on display on Road 10 out the front of the Northern Depot.

Operations started with the first tram leaving at 10.00am with a 15 minute service using cars 42, 192, 282 and 360 running until the speeches started at 1.30pm. Restaurant tram 378 ran its first public trip. Car 360 ran a shuttle service from the beach end of the yard while the speeches and re-creation photos took place.

The sausage sizzle was again a huge hit. In fact extra supplies of meat and soft drinks had to be obtained. The second-hand book stall was very successful.

The aim of the day was to re-create the trial run with a few concessions to allow for more vintage vehicles.

The Critic newspaper published a special 40 page souvenir booklet to commemorate the trial run and the official opening on 9 March 1909.

The booklet describes the trial run:

—The Official "First Car."—

Monday, November 30, was a red-letter day in Adelaide, for it witnessed the trial trip of the first electric car which Adelaide has seen. Everything turned out splendidly. The car looked symmetrical and handsome, and the electrical motor and brake attachment sustained successfully a severe working test. The first trial was made in the morning, and a second one was made in the afternoon, when the car ran from the Car Barn, at Hackney-road, as far as the Botanic Gardens' gate, and back again. In the evening—at the mystic hour of 10.15, in order to accommodate Sir George La Hunte—the official trial took place in the presence of a large number of people. His Excellency, the Premier, and a lot of other people were on board, and the run was made successfully.

It is interesting to note that we sent Rob Elliot of the Veteran Motorcycle Club a copy of the 'At Last' photo and he identified the motor cycle as a 1903 Kelecom which he owns and brought to the Museum for the re-enactment, with himself dressed to suit.

At 2.30 pm after the photos were taken, Salisbury Mayor, Gillian Aldridge rode in the front cabin of Tram No. 1 for its re-enactment journey. Member, John Morphett, grandson of Sir William Goodman, General Manager of the tramways from 1908 until 1950, also rode up the front. Dr Duncan McFetridge, State Shadow Minister for Transport rode in the front cabin of Tram No. 1 for its return journey.

Tram rides continued until 7.00pm with No. 1 running several trips. Some members enjoying refreshments until late in the evening.

E Type Tram No 118

Now that the Bib and Bub cars, although incomplete, have completed their trial runs on the 21E trucks, work is now concentrating on Adelaide's E type 118.

Jack Pennack has installed a replica panel, manufactured by Husnjack Joinery, in the upper portion of the bulkhead separating the driver's compartment from the crossbench section.

Following some thorough checking of the 22E truck dimensions, by Bruce Lock, it was found there are small but significant differences between the 22E trucks used on Adelaide's type D & E trams and the 22E trucks destined to be used under 118. As a result much of the truck's turntable guide rails mounted under the body have had to be modified, rebuilt or relocated.

A GE 201 motor purchased from Bendigo Tramways has arrived at St Kilda and is being prepared for use under 118.




Cast bronze motor suspension bearings are receiving their final machining by Ian Seymour. Andrew Hall's father, Maurie, visited the museum on the 7th November and gave valuable advice on determining the condition of the motor bearings in each of the traction motors to be used under 118.




In The Workshop




Car 118's journal bearings for the motored axles have been repoured ready for re machining. The pony axle's bearings had been completed some time back. Two brackets for nose mounting the GE 201 motors have been made from commercial angle steel, drilled and oxy cut out for clearance where required. Step brackets for 118 on the open end have been forged by an outside contractor ready for drilling and fitting.

Motor suspension bearings were machined for Ballarat Tramway Museum's car 38 at the same time as 118's were under way. Wheels have arrived from Ballarat 38 for turning, along with a spare pair of Birney wheels for Bendigo.

Motor suspension bearings have been received from Bendigo for W7 1013. They will be machined to suit each axle and motor on the car.

	 A vintage tram, painted in a dark brown and cream color scheme, is shown from a side-front perspective. It is positioned on a set of tracks outdoors under a clear blue sky. The tram has large windows and a classic design.	<p><i>Tram No. 1 awaiting its turn for glory.</i> <i>Kevin Collins.</i></p> <p>01 AETM Feb</p>
	 A long line of vintage tram cars is parked on a dirt road. The cars are painted in a dark brown and cream color scheme. The background shows a clear blue sky and some trees.	<p><i>A type cars 1, 15, 14 & 21 (ex 10) on Road 10.</i> <i>Paul Shillabeer</i></p> <p>02 AETM Feb</p>
	 A large group of people is gathered in a large, well-lit hall. The people are dressed in casual attire, and some are looking towards the camera. The hall has a high ceiling and large windows.	<p><i>The crowd listens to the speeches.</i> <i>John Radcliffe.</i></p> <p>03 AETM Feb</p>

	<p><i>No. 1 gets ready for its re-enactment journey with vintage cycles and cars to its left.</i></p> <p><i>Paul Shillabeer</i> 04 AETM Feb</p>
	<p><i>Mayor, Gillian Aldridge, Driver Mike Bosworth (in period costume), John Morphett (grandson of Sir William Goodman) and John Pennack with the engineer's dustcoat and hat.</i></p> <p><i>John Radcliffe</i> 05 AETM Feb</p>
	<p><i>The crowd builds around cars 42, 192 and 282.</i></p> <p><i>Kevin Collins.</i> 06 AETM Feb</p>

		<p><i>The two types of trams which opened the system in March 1909 – open crossbench 42 and combination car 1.</i></p> <p><i>Paul Shillabeer 07 AETM Feb</i></p>
		<p><i>Restaurant tram 378 made its first public runs on the day.</i></p> <p><i>Paul Shillabeer 08 AETM Feb</i></p>
		<p><i>Gillian Aldridge, Mayor of Salisbury, AETM President, Colin Seymour and Shadow Transport spokesman, Dr Duncan McFetridge in front of the large scale 'At Last' photo of No. 1's trial run on 30 November 1908.</i></p> <p><i>Trevor Triplow 09 AETM Feb</i></p>



Dr Duncan McFetridge, Museum member, John Morphett, grandson of MTT General Manager, Sir William Goodman and driver Michael Bosworth ready for car 1's return trip to the Museum. John and Michael are in period costume.

*Trevor Triplow
10 AETM Nov*