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## ST KILDA (Museum Notes and News – February 2011)

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### W7 1013

W7 1013 has been out of service for a couple of years awaiting replacement motor suspension bearings after five of its original bearings were found to have fractured. New bearing shells were cast, but other works have delayed the machining of the new bearings.

Subsequently, an offer was received from the Melbourne Tramcar Preservation Association that they would make available a complete set of No. 15 trucks to enable 1013 to be returned to service. The set of trucks selected were ex SW5 843, and had been tested and operated under the tram at Haddon prior to the decision to preserve sister tram 849 that was in better body condition.

Over a number of weekends 1013 was prepared for lifting, including disconnecting motor leads, removing brake rods and removing the surplus autopoint transponder antennas to provide a clear area for the beam jacks. The replacement trucks arrived at St Kilda on Wednesday 10 November and were given a quick clean down and check over. On the following Sunday a shunt was carried out to put 1013 in the Bodyshop for lifting – 192 sharing the Bodyshop for a couple of weeks with 1013, with 14/15 being stabled over the pit in Road 2. By the end of Sunday afternoon 1013 was on the jacks and raised to almost full height.

Friday 18 November saw 1013 lifted the final few inches to enable its old trucks to be removed. The replacement set was then wheeled in and the tram lowered... only to find that the body was now leaning to one side due to unequal spring compression. 1013 was lifted again twice to try different spring combinations, and now sits reasonably level on its trucks. The following two weekends saw the motors reconnected, replacement brake long rods installed. A check of the wool led to a decision to replace all wool in the trucks to ensure longevity. 1013 was put through its paces doing five test trips on Friday 3 December, and now just needs final cleaning and tidying up before it can return to service. 1013's original trucks will now be assessed to determine their suitability for overhaul as spare trucks for 1013. Our thanks to the Melbourne Tramcar Preservation Association and to VicTrack for making the trucks available.

### Bib & Bub

Work has continued on the Bib & Bub set, primarily being focused on completing the permanent connections of 14 and 15. A spring-compensating towbar has been located and installed, reducing the stress between the two trams when under severe braking. Now that testing has confirmed the values of resistances, the grids are now being installed in their permanent locations under both trams. Four new air reservoirs have been installed and the compressors on both trams made operational. Emergency valves have been installed that activate the brakes should the air connection between both trams fail. Flooring is now almost complete in both trams, and work is progressing on installing and connecting in a line breaker. The set now operates both electrically and pneumatically from both leading cabins, with both trolley poles now connected allowing the correct pole operation.





## Track and Overhead

Eight hardwood sleepers (including all of the point timbers) have been installed under the western points of the Mangrove Loop. This was done over two work days in September and October 2010, and has improved the support of the track in this location significantly.

The other major track work that has been completed involved the excavation of the track from the yard throat west of the depot fan towards the two mainline switch stands for the northern and southern sheds. Once excavated, the rail joints in that section were welded and concrete was poured over successive weekday working bees, culminating with the area being backfilled with new gravel rubble to leave the area looking spick and span.

Pole 8 on the section between the Museum and Samphire Road was felled and a replacement pole grafted onto the stub on Friday 17 December 2011.

	<p><i>1013 in the Road 2 Workshop on 4 December 2010 being prepared for re-entry into service after its truck change.</i></p> <p style="text-align: right;"><i>Kym Smith</i></p>
	<p><i>The new trucks for 1013 as seen through the floor hatches on 1013.</i></p> <p style="text-align: right;"><i>Kym Smith</i></p>

	<p><i>The air inlet filter and the air reservoir are the only easily visible parts of the air system now that the flooring has been installed in the drop ends of tram 15.</i>  <i>Kym Smith</i></p>
	<p><i>The spring-compensating towbar installed between 14 and 15. Keen-eyed observers will also note that most of the temporary resistor banks that were on the cab floor of tram 15 are no longer there, as they are now permanently installed under the trams.</i>  <i>Kym Smith</i></p>
	<p><i>Mark Jordan, Jack Pennack, Kym Smith and Charlie Rodgers hard at work replacing point timbers at Mangrove Loop on Saturday, 11 September 2010.</i>  <i>Andrew Gilbertson</i></p>
	<p><i>Father Christmas visited St Kilda on 12 December 2010 during a visit by the St Kilda Hotel Social Club.</i>  <i>John Radcliffe</i></p>