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## ST KILDA (Museum Notes and News - May 2008)

**Australian Electric Transport Museum (SA) Inc.**  
PO Box 213, Salisbury, South Australia 5108

### **Bib and Bub Project**

Andy Hall lent Jack Pennack a hand with the installation of a refurbished K35JJ controller on the motorman's end of A 14. The air brake and hand brake with its associated mechanism has also been installed. Mike Bosworth has continued rebuilding the side frames at the drop-ends. Most of the new timber side frames have been bolted on and step supports are in place. Before the final side frame can be re-attached, a replacement angle iron side support will be required as the original one shows distortion due to accident damage, and is severely corroded.

### **E Type Tram 118**

Bruce Lock and Mike Crabb have continued to work on the air brakes for E 118. The motorman's brake valves have been refitted to the cabs. The whole system has been pressure tested from the workshop air supply including a 'brake test' of the cylinder. An emergency valve for the conductor will be installed 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.

The welding of the east end journal boxes is complete. The cast iron wear plates just need a final machine to align the wheels to the frame.

The first consignment of replica wooden seat squabs and backs for the cross-bench seats in the open compartments of E 118, A 14 and A 15 have been delivered from Husnjak's joinery. Jack Pennack has already applied coats of varnish, bringing out the light and dark colours of the alternate slats of American Oak and Blackwood, and is refitting the seats to the cross-bench end of 118.

### **H Type Tram No 378 (Restaurant Tram)**

In order to clean out the dust that had accumulated between the window panes of the double glazed saloon windows of the restaurant tram, it was found to be necessary to remove the inner frames. As the inner panes were removed many of the frames literally fell apart. Over the years the glue holding the frames together had failed. Quick action prevented the glass falling out. Fortunately Peter Letherby has some experience in repairing railway carriage windows and is carrying out the repairs.

Jack Pennack and Mike Bosworth have installed 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. High efficiency, low wattage compact fluorescent lights for the saloon are being used to reduce the current drain on both the battery and the inverter.

### **Museum Displays Project**

In SA, one of the benefits of being a museum accredited under the History Trust of SA's increasingly stringent accreditation program is that it gives accredited museums access to grant funding not otherwise available. Visitors to the Museum for the 50<sup>th</sup> anniversary would have noted improved outdoor presentation and a start on internal presentation as evidenced

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in door back panels at the entry doors of the display sheds. This was funded under a History Trust grant as stage 1 of a larger plan for new and refreshed interpretive displays in the vehicle exhibition sheds.

The Museum has now been awarded a further 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. This should enable the entire project to be completed in time for the Museum to celebrate the centenary of the commencement of the Adelaide electric system in 2009.

### **New Web Site**

The Museum has a new web site:

[www.trammuseumadelaide.com.au](http://www.trammuseumadelaide.com.au)

The new web site has been built by the contractor 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.

The *Members Area* includes the latest *Trolley Flash* member newsletter plus recent issues.

### **Other News**

Pole 26 on the lakeside track was replaced by the Friday gang during March 2008. Five members participated.

An order has been placed with Bendigo Tramways to organise the casting of motor suspension bearings for W 7 1013. The AETM will then finish machine to fit the variations on 1013's axles.



Ian Seymour, Michael Crabb and Bruce Lock installing the points leading from the main line to Roads 4, 5 & 6 in concrete on Friday. 22 February 2008.

Chris Summers  
01 AETM May



Bruce Lock and Michael Crabb working on the points. The task involved re-connecting the old rodding, bolting the stand to mild steel channel spacers, then welding the spacers to the new cross rails.

Chris Summers  
02 AETM May



As well as the 'Friday Gang', some other members do get involved. Andy Hall, on a recent visit stacked and colour coded tram line sleepers according to their condition.

Chris Summers  
03 AETM May



*This photo was taken on 25 January 2008. It shows car 14 a few days before installation of its K35JJ controller.*

*Chris Summers  
04 AETM*



*This photo shows car 118 with the GE B23 controller obtained from Victoria and installed 3 years ago, along with a brake valve installed in February 2008.*

*Chris Summers  
05 AETM*