
ST KILDA (Museum Notes and News - November 2008)

Australian Electric Transport Museum (SA) Inc.

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Bib and Bub Project

Bib tram A 14 has returned to the bodyshop after successfully completing its trial runs. There is still a considerable amount of work to complete the restoration of this tram. Jack Pennack has made a start by refitting the double sliding doors and their chain-drive equalising mechanism to the saloon.

E Type Tram 118

While Bruce Lock and Mike Crabb have been busy refitting the Brill 22E trucks with their brake rigging, Jack Pennack revarnished the original ceiling panels ready for reinstallation in the crossbench section of car 118.

Track and Overhead

Poles 10 and 24 have been replaced. These pole replacements were organised by Mike Bosworth and the Friday gang. Preparatory work has commenced on the first of the two poles at Mangrove Loop to extend their life span. This will involve welding collars onto the poles where they are being eaten out by rust caused by the salt air. These centre poles are historical as they are former King William Street Poles.

Kym Smith has done a detailed audit on the overhead with a time line on when works will be required to be done to keep the overhead in tip top condition.

Andy Hall organised two work parties to re-sleeper parts of the 'D' section of the loop. These work parties were held on Saturday August 30 and Saturday September 20. They were attended by Mike Bosworth, Mark Jordan, Jack Pennack, Ian Seymour and Andy Hall.

In the Workshop

A mandrel has been made to turn the outside of the motor suspension bearings for car 118 true to the finished bores. Each bearing will be tailor made to suit each axle condition and each motor bore.

After the bores and outsides are complete, jiggling will be required for accurate machining and clamping of the bearings for the dowel holes which pin the bearings to the motor caps.

During manufacture some roughing out was done on the Museum shaper. The bores are done on the vertical borer, the outside on the large lathe and dowel holes will be done on the milling machine. The bearings are soldered together before boring to ensure accurate boring and outside turning, then the solder is melted off upon completion.




Other News

After all these years we finally have a respectable set of 10 Museum Lounge office chairs. The costs were shared between a small grant and Museum funds.

The City of Holdfast Bay has agreed to car 361 being stored at the Museum for a further 12 months. The monthly storage rental is being paid in the form of a 12 month sponsorship agreement with the Museum.

A number of delegates attending the History Trust's State History Conference visited the Museum on Saturday 2 August 2008. The focus of the visit was on museum management. The feedback we have since received has been very positive.

On the same weekend as the above conference, about 20 (fully self contained) campervans spent the weekend at the museum. The visit/stay was well organised by member Kevin Collins.

	<p>Bib & Bub cars 14 and 15 meet in June 2008. Chris Summers 01 AETM Nov</p>
	<p>Bib & Bub cars 14 and 15 showing the ends which will eventually be coupled. Chris Summers 02 AETM Nov</p>
	<p>Bruce Lock and Michael Crabb making a replacement beam for attaching the brake shoe pull off springs for one of 118's trucks, September 2008. Chris Summers 03 AETM Nov</p>



Andy Hall and Michael Bosworth watching a replacement pole being put in place on the lakeside track.

Chris Summers
04 AETM Nov



Bruce Lock preparing to weld the pole into position watched by Michael Bosworth.

Chris Summers
05 AETM Nov



Bruce Lock welding the pole. Works car W2 354 provides the power.

Chris Summers
06 AETM Nov