

Trolley Flash

December 2010

Membership Newsletter of
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Photo by Henrico Corda

General Manager Report *from Kym Smith*

The New, New Shed

It is nearly ten years since a new shed was on the agenda at St Kilda. At that time the Northern Depot was the new shed project, and it was planned at that time that it would house the majority of the trams in the old shed, leaving only a handful of trams to be stored in replacement shed and workshop that was to be the stage 2 of the project. Since 2000 though, trams 364 and 1013 have been acquired by the AETM, trams 18, 378 and 1971 have been loaned to the AETM, and trams 104, 361 and 365 have been stored on behalf of their respective owners. All of these aspects have made the original stage 2 plan redundant.

At its November 2010 meeting, the Committee resolved to make the replacement of the original shed its priority project for 2010/2011. Currently basic designs are being developed and quotes are being sought, and once we have a firm design and price we will be approaching the membership for donations and possibly loans.

At this stage the shed is proposed to be a three road shed that would be longer in length than the existing shed, and would use the existing roads 4, 5 and 6 in their current locations. Workshop facilities are proposed to be at the rear of the shed, with the existing pit remaining as an external pit if required as well as having a deeper pit located on road 6.

The Committee asks you to consider your support of this project financially, as the condition of the old shed is such that we can no longer wait in the vain hope of a suitable grant to come along. With existing resources and the support of the membership and friends of the Museum, we can achieve this.

Trolleybus Pavilion

Also at the November meeting, the Committee reluctantly voted to close the Trolleybus Pavilion until repairs can be effected on the shed and

exhibits. The loose iron on the front of the shed, the pigeon droppings and the health risks from it, the precariously-leaning 417 supported by a spare wheel that is jammed under one wheel arch, and the lack of emergency exit in the shed all compounded to leave the Committee no real option than to close the shed.

A grant application has been made to secure funding to allow repair works to the shed, but the support of the membership, particularly those that have an interest in the buses, is needed to ensure that buses are cleaned regularly, tyres checked, lighting is kept maintained and displays are upgraded and improved.

Members would remember that the last concerted effort on tidying up this shed was organised over ten years ago by the late Neville Smith, and about ten years before that a similar clean out and rearrangement was organised by me. Since then though, apart from the completion of chroming work on 526 by Chris Steele and ongoing cleaning by Ron White and Graham Fraser, little has been done in the shed to maintain or improve it.

From a strictly business perspective, the buses do little to generate income for the Museum, in fact in real terms they are a financial liability. Most visitors come to the Museum to ride the trams, and see the buses only as part of the supplementary displays. Very few people would come to the Museum specifically to look at the buses.

Should the grant be successful or not, members with an interest in the buses will still need to step up to the plate to ensure that the work gets completed, either by them doing it or by them funding it. It is not a case of sitting back and waiting for someone else to do it, as those that are regular attendees already have enough work on their plates maintaining the trams, track, overhead and site.

Workshops Report *from Kym Smith*

W7 1013

Members would be aware that 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. Like the AETM and 1013, the MTPA is a party to the W Class Tram Protocols between VicTrack and COTMA Museums and as such parts from trams that have been made available to museums by VicTrack are to be made available to other museums if no longer required by the museum that first acquired them. In this instance though, the MTPA had originally planned to provide the AETM with a set of trucks ex W7 1008, but instead reallocated the trucks from 843 to enable the trucks to be used straight away under 1013.

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.



1013 in the Road 2 Workshop on 4 December 2010 being prepared for re-entry into service after its truck change.

Kym Smith

Members who assisted with the work include William Adams, Mike Crabb, Andrew Gilbertson, Mark Jordan, Bruce Lock, Jack Pennack, Charlie Rodgers, Ian Seymour, Anthony Smith (at the Haddon end) and Kym Smith. Our thanks to the Melbourne Tramcar Preservation Association and to VicTrack for making the trucks available.



The new trucks as seen through the floor hatches on 1013.

Kym Smith

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 electrical work has been undertaken by Jack Pennack, with the pneumatic and mechanical work being undertaken by Mike Crabb, Bruce Lock, Charlie Rodgers and Ian Seymour. The set now operates both electrically and pneumatically from both leading cabins, with both

trolley poles now connected allowing the correct pole operation.



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.

Kym Smith



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.

Kym Smith

Track and Overhead *from Andrew Gilbertson*

Since the last edition of *Flash*, there has been a significant amount of track work completed at the Museum. Eight hardwood sleepers (including all of the point timbers, which had been stored in the open) have been installed under the western points of the Mangrove Loop. This was done over two work days in September and October by Andrew Gilbertson, Mark Jordan, Jack Pennack, Charlie Rodgers and Kym Smith, 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.



*Bruce Lock welding a rail joint on the section being prepped for concreting on Friday, 10 Sep 10.
Andrew Gilbertson*



*Mark Jordan, Jack Pennack, Kym Smith and Charlie Rodgers hard at work replacing point timbers at Mangrove Loop on Saturday, 11 Sep 10.
Andrew Gilbertson*

Once excavated the rail joints in that section were welded by Bruce Lock and Wil Adams, 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. Thanks to Mike Crabbe, Jack Pennack and Charlie Rodgers for providing the bulk of the labour

for this project, which has solved a developing track work headache in one fell swoop.

Finally, pole 8 has been felled on the section between the Museum and Samphire Road by Mark Jordan, Jack Pennack, Charlie Rodgers, Ian Seymour and Kym Smith. Kym had previously prepped three poles from our stocks for future insertion. A replacement pole will be grafted onto the stub over the next few weeks.

Please stay tuned for future track and overhead workdays in the coming months.



A pole that has been wire-wheeled to remove the old paint awaits priming. This pole is intended to be the replacement pole for Pole 8. Part of the original Pole 8 is in the foreground, and will be cut to provide the insert to weld inside the replacement pole to allow it to be welded to the stump of the old pole.

Kym Smith



Here's three we prepared earlier! Three full length poles that have been prepared for future use, most likely as replacements for Poles 31N and 34N at the Mangrove Street Loop, and Pole 49 at the Playground Terminus.

Kym Smith

Operations Report *from Mark Jordan*

Charters

Firstly, a special thanks to everyone that helped out on the recent Morris Car club charter. It was a Saturday evening charter so we were able to offer the patrons the experience of night running over the lake, and also a barbeque tea and old movies supplied by Tim Bell. This was a profitable event for the Museum, but difficult to organise for the large number of volunteers required to successfully deliver all this. Tim has offered to approach other car clubs to offer this package as it is quite a unique experience for the public.

Health Assessments

Drivers and conductors due for medicals in December/January should receive the appropriate forms in early December.

Stabling Trams

When stabling the trams at the end of the day could crews please ensure that the windows have been closed in the cars.

From the Secretary *from Andrew Hall*

Sick List

Members Bill Kingsley and Mike Bosworth are recovering well from their recent operations. Mike Bosworth will return to Museum operations later in January while Bill Kingsley will be visiting Adelaide in early in March 2011. We wish both Mike and Bill speedy recoveries.

I am still recovering from my recent unexpected hospitalization, though the recovery process is taking much longer than I expected.

Commercial

Roger and I have stocked the Visitor Gallery with the latest new releases. This range includes *Tracks by the Swan* and *Proceed to Wilmington*. Members are encouraged when considering purchasing a book or DVD to purchase it through the Museum bookshop and where your hard earned coin supports the Museum in its aims.

Roster

By now all members have received their copy of the roster for the busy Christmas /New Year period. I thank all those who have assisted during the year giving their time in staffing the Museum and assisting as well with the charters. I look forward to your continued assistance in 2011.

Season's Greetings to all!

From the Past December 2010, January, February 2011

100 years ago

19 December 1910 - First "E" type bogie half saloon, half open crossbench tram entered service.

14 January 1911 - Electric tram line to Walkerville (Gawler Tce.) opened.

50 years ago

4 December 1960 - Corrugated iron toilet constructed at Reynella and transferred to St Kilda the following day - during the journey it blew off the utility onto Port Wakefield Road.

18 December 1960 - Temporary trolleybus replacement fuel buses to Semaphore resumed running over Birkenhead Bridge in place of Jervis Bridge.

December 1960 - The trams were jacked up, track laid under them, the cars were moved to allow straightening of the tracks and correct positioning of cars for planned shed.

40 years ago

3 January 1971 - One man buses introduced at all times on Oldfield/Morialta/Magill/Richmond/Kirkcaldy and Queenstown routes.

30 years ago

December 1980 - The curves into City Depot Roads 12 to 19 were removed from the centre of Angas Street (13 to 19 had been disconnected for many years).

20 years ago

1 November 1990 – Adelaide Restaurant Tram H 378 was officially launched by Premier John Bannon.
December 1990 – D 192 re-entered service after a minor refurbishment.

December 1990 – Work commenced on the internal fitting out of the Restoration Bodyshop following receipt of an Arts Grant.

10 years ago

February – Restoration of the saloon interior of E 118 was nearing completion.