

Trolley Flash

June - September 2011

Membership Newsletter of
Australian Electric Transport Museum (SA) Inc
Operators of Tramway Museum, St Kilda, SA
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Photo by Kevin Collins

General Manager Report from Kym Smith

Winter/Spring Flash

Due to other commitments around the Museum and in the work lives of contributors, the June issue of *Trolley Flash* had to be put on the back burner for a time. Planned events, holidays and other commitments in September would also have resulted in that issue being substantially late, so both have been combined into this August-delivered *Winter/Spring Flash*. The next issue should be back on schedule for December, and any contributions should be sent to either Colin Seymour or Kym Smith by the end of November.

AGM and New Committee

The Annual General Meeting was held at the Museum on Saturday 28 May with the following members elected to the Executive Committee:

President – Ian Seymour
Vice President – Chris Andrews
Secretary – William Adams
Treasurer – Vacant
General Manager – Kym Smith
Operations Manager – Andrew Hall
Rolling Stock Manager – Vacant
Site and Safety Manager – Jack Pennack
Track and Overhead Manager – Andrew Gilbertson

Trustee Vacancy 1 – Kym Smith
Trustee Vacancy 2 – John Morphet

Barry Fox stood down as Treasurer after twelve years in the role, and Colin Seymour stepped down as Trustee after four years. Colin's retirement as Trustee concludes 25 years of service on the Executive Committee. Thanks Colin for your efforts over that period.

It is pleasing to see one of our younger members, William Adams, stepping up and becoming actively involved in the Committee. There are still two vacancies to fill on the Committee, and in the interim Kym Smith has taken on the role of Acting Treasurer until a permanent appointment can be found.

After the AGM, members enjoyed the traditional annual evening tram rides, barbeque and film shows.

AGM Notice and Membership Renewal Notice

It has come to the attention of the Executive Committee that a small number of members may not have received their AGM Notice or Membership Renewal Notice when they were posted out in April this year. There does not appear to be any pattern or trend as to those members who did not receive their mail outs; the three members who have notified so far about non-receipt being in vastly different locations, with other members in similar locations having received theirs.

If you did not receive your AGM Notice or Membership Renewal Form, please contact William Adams, Secretary either by mail to the Museum's post office box or by e-mail to williamadams90@gmail.com so that replacements can be sent to you, or alternatively include your \$60.00 membership fee with the notification.

New Policies

At the AGM, the new Child Safety/Child Protection Policy was ratified as was a revision of the AETM's Safety Policy. Copies of both policies are attached to this issue of *Trolley Flash* for your information.



Car 381 captured out in the depot yard prior to operations on Sunday 22 May 2011.

Peter Vawser

The New Shed

Donors and contributors to the replacement shed project will by now have received the newsletter detailing the progress on the project. A number of grant applications and sponsorship requests have been submitted seeking funding to assist the project, but to date no word as to the success or otherwise of these submissions has been received. Further updates to donors and contributors will be sent as the project progresses.

If you have pledged a donation towards this project, your donation is needed as soon as possible. Members and friends are again asked to dig deep and contribute what they can to support the project, so that work to complete the shed can be rapidly progressed to allow the workshops to be re-established and for tram operations to return to the main depot fan.



*Bruce Lock working on the exterior of H1 381.
Chris Summers.*



Machinery from the old workshop has been temporarily stored in the Bodyshop.

Kym Smith



*Charlie Rodgers at work on the interior of H1 381.
Chris Summers*

H1 381

Refurbishment of 381 commenced in late April. Despite having the Bib & Bub set and 1013 as ongoing projects, 381 was brought in as much of the initial work to be done on the tram was of a relatively low cost, allowing the tram refurbishment team to continue while funds were targeted to the new shed project. To date all of the seats and interior grabrails have been removed, the perished linoleum removed, rust treatment of the exterior has been undertaken as required, and the majority of windows have been re-sealed. Bruce Lock and Charlie Rodgers have completed most of the work so far, and are now preparing the interior for repainting. Donations towards this project would be most welcome from members and friends, especially those who want to see a silver and carnation red tram back in service sooner rather than later.



Charlie Rodgers and Bruce Lock working on 381 on 27 May 2011.

Chris Summers

W7 1013

Repainting of 1013 commenced during April, however as it is one of the trams that is stabled outside during the shed replacement it was decided to hold back on completing the final coats of paint until it again is housed inside. The work completed by Charlie Rodgers and Jack Pennack on the initial coats of paint on the tram has resulted in an impressive finish on the resurfaced panels.



Charlie Rodgers poses with his handiwork on W7 1013 on 11 June 2011. Completion of the painting will be undertaken once the old shed, seen behind 1013, is replaced.

Andrew Gilbertson

The Big Clean Up

During July the contractors who were engaged by the Museum for the demolition of the old shed were also engaged to assist in the removal of some of the surplus scrap that had accumulated at the rear of the Museum. Using their equipment, a speedy and safe clean-up of the back yard was achieved in a relatively short space of time, not only reducing the mess but also adding some much needed funding to the replacement shed project.



The old Workshop once most of the machinery and equipment had been removed.

Kym Smith

Bookshop

Some new items will soon be on the bookshop shelves at St Kilda including two new books; one on Sydney trams – *Bondi to the Opera House*, and the other on the *Prahran & Malvern Tramways Trust*. A set of six posters detailing Adelaide’s tram, rail and bus history are also available, as is a wide and regularly updated selection of second hand books.

Trolley Bus Pavilion

The Executive Committee is still seeking interest from a member or members to take charge of the work on the Trolley Bus Pavilion. Funding is available for some of the repairs and to have the access door installed so that the Pavilion can be re-opened to the public. If you would like to assist or be involved in this work, please speak to an Executive Committee member to advise of your interest.

Waiting Shelter

Inclement weather and a white-ant-weakened tree saw the end of the waiting shelter on 22 May 2011. Like the inspector’s cabin, the shelter had suffered from lack of on-going maintenance over the years and proved no match for the large branch that split from a nearby tree. The collapsed pieces of the shelter have been removed to the back yard pending determination as to whether enough remains to allow it to be restored or whether it will only be suitable as a pattern for any replacement shelter.



Unfortunately wild weather on Sunday 22 May 2011 caused a tree to fall on the old Children’s Hospital waiting shelter at the Museum. Ironically, tram operations on the day were unaffected.

Peter Vawser.

Model Tramway

Work has been quietly progressing on the construction of the model tram layout on road 10. William Adams is keen to hear from anyone who would like to assist with the construction of the model tramway, and also from members and friends who would like to assist in manning a Museum Display stall (hopefully including the completed model tramway) at the 2012 Adelaide Model Railway Exhibition on the long weekend in June 2012. Please contact William if you are interested in assisting with either or both.

Track and Overhead *from Andrew Gilbertson*

Well it rained (again) on 30 April 2011 and we did track work anyway. Thanks to Jack Pennack, Ian Seymour, Kym Smith and Tony Smith (visiting us from Haddon), as well as William Adams for his cameo appearance in the afternoon, for coming out to the Museum and bogging in to help. The weather was fairly vile in the morning, so we only removed four sleepers at the Museum end of the loop (one on the main, three on the 'D') before breaking for lunch out of the rain, and we returned to place four second hand pine sleepers into the vacant slots in the afternoon.

Jack Pennack, Charlie Rodgers and Ian Seymour joined me on 14 May 2011. The weather was really rather good for some trackwork; cool, fining up through the day, and the recent rain had left the ground wonderful and soft. We replaced four life expired sleepers on road 8 between the 'cheese-block' and the shed with second-hand broad gauge pine ones, as well as two narrow gauge sleepers on the curve down the hill beyond the mainline switch stands with new hardwood ones. Two lengths of surplus 40lb rail were also inserted in fresh trenches

on the road 7/8 points for future welding. We may have done more, or completed some work elsewhere along the line, had the power not been out for the whole morning - we had to carry the tools down because the works tram wasn't going anywhere.

I'd also like to take this opportunity to thank Kevin Collins and John Morphett for their effort on Saturday 7 May to head down to the Museum and do a couple of hours work on the Trolleybus shed. They concentrated on cleaning up what was left of the mess that came off 526 and scrubbing the floor to try and diminish the staining from the bird droppings. I commend them for their efforts, and would ask that anyone who has an interest in the Trolleybus collection come along to the next workday.

Also, in recent weeks, Kym Smith and Chris Summers have put in a big effort to mow all the grass around the site. It's now looking really neat. This is in addition to the big effort being put in by the Friday and Sunday work gangs to empty the old shed (a huge task) and generally clean up the site a bit.



In the Old Shed for one last time on 9 July 2011, A Type No. 1 sits where it arrived and sat for a number of years on what is now road 5, with B Type 42 behind and E1 Type 111 alongside. Out of picture are D Type 192 and F1 type 282. H Type 364 sitting in the yard is reflected in No. 1's window.

Kym Smith

From the Past
June – August 2011

100 years ago

15 June 1911 – Hill Street, North Adelaide line opened.

20 June 1911 – the first of the “D” type trams (Nos. 121 – 170) was issued to traffic.

2 July 1911 – Unley line extended to Mitcham (Angas Rd). Victoria Square Loop opened. Prospect line opened to Farrant St. Enfield line opened. Victoria Park Racecourse siding opened.

23 July 1911 – Glen Osmond line opened.

Kensington line extended to Kensington Gardens. St Peters line opened (via Fourth Avenue).

90 years ago

10 August 1921 – the first car to be fitted with air brakes, “E” 105 re-entered traffic.

80 years ago

circa 30 June 1931 – The number of trams was 312 – the maximum number achieved for the MTT.

60 years ago

circa June 1951 – 20 Ford-Ansair 31 seater one-man petrol buses were purchased for light traffic tram feeder routes.

50 years ago

1 July 1961 – Digging of holes for shed poles began at St Kilda. Removing dirt from holes became more difficult as they became deeper, finally needing the use of a tin on the end of a long stick.

12 August 1961 – 21 of the poles at Deviation Road cut for new shed were stolen.

20 years ago

June 1991 - Concreting of Bodyshop floor completed after 12 separate pours. Hackney Depot wheel press delivered. A set of Brill 22E maximum traction trucks (without motors) received from TMSV for car 118.

Angas St feeder pillar and reliance clock added to depot yard interpretative displays.

10 years ago

15 July 2001 – The Museum was featured in *Postcards* on Channel 9.

From the Past
September – November 2011

100 years ago

3 September 1911 – Burnside line opened.

4 October 1911 – West Terrace line opened.

4 November 1911 – Payneham line extended to Paradise.

70 years ago

23 November 1941 – Broadview feeder bus service (to Walkerville North tram) extended to Hampstead.

60 years ago

30 September 1951 – Hampstead feeder service extended to Folland Avenue, Northfield.

During 1961 – MTT disposed of A1 tram 44 which had been used as a first aid tram. Unfortunately, finances dictated that the AETM could not afford to take delivery of the tram.

40 years ago

24 September 1971 – Ballarat cars 21 & 34 arrived at St.Kilda.

16 November 1971 – H cars 361 & 363 exchanged numbers to enabled the refurbished 363 (ex 361) to be coupled with refurbished 364.

20 years ago

September 1991- Road 2 extended 50 metres from rear of Bodyshop to create a better unloading point for tram bodies.

14 November 1991 - Body of A 14 arrived from Middle Beach.

10 years ago

26 October 2001 – Horse tram 18 returned to the Museum after being displayed and stored elsewhere by the National Trust since 1988.

2 November 2001 – Road 10 was brought into use for the storage of trams.



The ‘First Fleet’ in front of the Old Shed for the last time on 9 July 2011.

Kym Smith



Australian Electric Transport Museum (S.A.) Inc.

Safety Policy – 2011/12

The Australian Electric Transport Museum (SA) Inc. (AETM) is committed to operating its Museum and activities in a way that results in minimum risk of injury to its members, volunteers, passengers, and the general public.

The Executive Committee of the AETM accept the ultimate responsibility for the safety of the operations and activities of the Museum. The AETM will promote a climate in which all persons involved in operations and activities of the Museum are attentive to risks, and will ensure controls are in place to reduce risks, so far as is reasonable practicable.

The AETM is committed to compliance with all Acts, Regulations, Codes of Practice, and Guidelines which are relevant to the Museum's operations and activities, in particular those relevant to rail safety.

The AETM will strive to continually improve safety performance levels by:

- identifying and assessing safety risks;
- putting in place the controls and resources *to* reduce risks, so far as is reasonably practicable;
- identifying the personnel responsible for implementing and managing the relevant sections of the Safety Management System, and for developing standards and procedures for members and volunteers to work to;
- ensuring that members and volunteers are trained in these standards and procedures, and are committed to the Safety Policy and the safety of others;
- monitoring and auditing this Safety Policy, and the compliance of all aspects of the Safety Management System to ensure continuous improvement;
- encouraging suggestions from members and volunteers on how safety can be improved with the Museum's operations and activities.

The AETM has identified key safety performance targets to monitor the Museum's performance. The key safety performance targets for 2011/12 are:

1. Aiming for no injuries that require medical attention to members, volunteers, passengers, or public.
2. Aiming for no accidents or incidents that requires reporting to any regulator.
3. Ensuring that any corrective actions resulting from audits or annual reviews to be implemented within agreed timeframes.
4. Ensuring that any directives from any regulator to be implemented within the required or agreed timeframe.
5. Ensuring the on-time completion of all scheduled rolling stock and infrastructure inspections as specified in the SMS.
6. Ensuring that all documentation relating to operations and access is completed as detailed in the SMS and procedures.

7. Ensuring that the Risk Register is maintained, reported on and discussed at each Executive Committee meeting.
8. The closing-out of all Defect Forms for rolling stock or infrastructure to be confirmed at time of inspection and/or prior to completing the inspection. If a defect has not been able to be rectified, other controls are to be implemented prior to the rolling stock or infrastructure being declared fit for service, with the controls actioned within agreed timeframes.
9. Ensuring the completion within agreed timeframes of the close-out of risk action plans.



Ian Seymour
President



Kym Smith
Rail Safety Officer

28 May 2011



Australian Electric Transport Museum (S.A.) Inc.

Child Safe / Child Protection Policy

The Executive Committee of the AETM has been made aware of changes and amendments to the *Children's Protection Act 1993*. Children as defined by the Act are persons under 18 years of age.

This Child Safety / Child Protection Policy was approved by the Executive Committee at its meeting on 18 January 2011 and will be distributed to members for endorsement at the AETM's 2011 Annual General Meeting. Following its endorsement, this Policy shall be reviewed at a minimum every three years, as recommended by the Department for Families and Communities.

This Policy was written to demonstrate the strong commitment of the Executive Committee, members and volunteers to child safety, and to establishing and maintaining child safe and child friendly environments.

The AETM does not strictly speaking provide a 'service for children' i.e. youth groups, scouts, guides etc, however we are obliged to read the Act and support documentation as our members and volunteers will have a level of contact with children.

The Executive Committee undertook a risk assessment at its meeting on 18 January 2011, and has recorded accepting the risk assessment and this Policy in the minutes of the meeting. This Policy forms part of the AETM's Safety Management System, in particular linked to the security obligations required under the *Rail Safety Act 2007* and Regulations.

The risk assessment findings determined that children visiting the Museum can do so as:

- visitors on our regular operating days - Sundays and Public Holidays, Wednesdays and some days in the Christmas / New Year holiday period; and
- visitors in school groups on days we classify as "Charter Days".


Under the AETM's current Constitution, children can also join the Museum as a member at the age of 15 or over.

Children visiting the Museum are usually in the company of their parents or relatives as there is no public transport to the St Kilda site. The nearest bus service is at the suburb of Burton about 6 km away, therefore children are not usually visiting the Museum alone.

On Charter Days children are under the direct supervision and care of their teachers and accompanying support personnel and do not leave their presence. Our Motormen and Conductors are guides only and do not directly supervise the children.

Recent experience has shown we are not getting young members to join the Museum. This may be due to the lack of public transport to the Museum, weekend work requirements, study or general lack of interest. Should we have a person in the 15-18 years of age group join as a member the Museum, the Executive Committee will revisit this Policy.

The AETM has nominated Ian Seymour as the 'Notifier' who will undertake the necessary training, and should there be an occurrence, will notify the Department should members or volunteers become aware of any suspicious incidents involving members, volunteers, or the public and any children on the Museum site, on our trams or along the tram line.


Ian Seymour, President
Date of next review: 18 January 2014