

Trolley Flash

March 2009

Membership Newsletter of
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Photo by Kevin Collins

President's Report *from Colin Seymour*

Centenary of First Electric Tram Line

The Centenary of Adelaide's first electric tram line down the Parade to Kensington on 9 March 1909 was celebrated at the Museum on Sunday 8 March 2009.

The electric tramway system was officially opened at 2.30pm on 9 March 1909, when Mrs. Thomas Price, wife of the Premier of South Australia, drove car No. 1 to Gurr's Road, Kensington under the guidance of Tramways General Manager, Mr. Goodman. The Premier, Mr Thomas Price was ill and unable to attend. Thirteen other cars followed, and the procession travelled from Hackney Depot via North Terrace, Pulteney Street and Grenfell Street to Kensington, and then returned to King William Street where the cars then reversed direction to return to Hackney Depot for afternoon tea. Six hundred guests rode in the cars.

Gates opened at 10.00am. In a departure from recent Special Event days trams were run in convoys, instead of single units passing at the loop. The morning and early afternoon convoys were 111-192, 186-360 and 264-282. This proved very popular with the public, especially the two droppies. Car 186 was withdrawn from traffic at 12.30pm to keep Road 2 free for the later appearance of cars 1 and 42. The Adelaide Model Rail Operators again set up an excellent model tram layout in the Northern Depot.

Just before 2.00pm, our special guests arrived:

- Hon. Patrick Conlon MP, Minister for Transport, Infrastructure and Energy
- Michael Harbison, The Right Honourable, the Lord Mayor, Adelaide City Council
- Robert Bria, Mayor, Norwood Payneham & St Peters Council
- Hon. Mark Butler MP, Federal Member for Port Adelaide
- Tony Zappia MP, Federal Member for Makin
- Hon. Duncan McFetridge, Shadow Minister for Transport

The 'H' type tram front display and controls proved a perfect platforms for the speeches from the President, Transport Minister, Lord Mayor and Mayor of Norwood Payneham & St Peters.

At 2.30 the crowd moved to the front of Road 2 where the doors had been opened to reveal a decorated car 1.

Hon. Patrick Conlon MP, Minister for Transport, was handed the original handles used to drive No. 1 by Mrs Price.



From left to right, Colin Seymour, Michael Harbison, Tony Zappia, Patrick Conlon (with original handles), Mark Butler, Duncan McFetridge, Robert Bria and Michael Bosworth.

Kevin Collins



Patrick Conlon takes the controls of No. 1.

Paul Shillabeer

Car 1 then drove out of the shed followed by car 42 (representing the toastrack trams which also took part in the original opening. Cars 192 and 282 then joined the official convoy to the Playground.

Upon return guests joined the President for afternoon tea in the Museum kiosk where a commemorative birthday cake was cut.

Cars 1 & 42 continued to run in convoy during the afternoon.

ABC television news filmed the event. Our good friend, Brenton Ragless, Channel 9 weekday weather presenter was also there.

Treasurer, Barry Fox, was once again very pleased with the takings.



From left to right, Robert Bria, Michael Harbison, Colin Seymour and Duncan McFetridge on the speech dais.

Paul Shillabeer

Operations Report from Mark Jordan

Many thanks to all the members for their input in making 8th March a successful day. The large number of trips the Playground proceeded smoothly without incident despite quick turnaround times. The boys on the sausage sizzle also did well, but it would have been better to see more members stay after the conclusion of operations for the members barbeque!

The publicity generated by the media present on Sunday may also have been responsible for the busy day on Monday 9th. Once again thank you to all those rostered for the centenary celebration.

It is pleasing to now have 3 extra conductors available for the roster with Michael Pretty, Andrew Hall and Andrew Gilbertson having successfully completed the training.

As part of accreditation for the Rail Safety Audit, operational staff have to submit to random breath testing which was performed by the Yorke Peninsula Railway Preservation Society on Sunday morning 8 March prior to operations. As expected, all tests were negative.

An outcome of our recent Rail Safety audit was the Museum's policy on mobile phones. It was agreed that whilst a driver should not initiate a phone call whilst the tram is in motion, it is acceptable to (safely) answer the phone as it may be a call from the Museum regarding a safety or operational issue.



Visitors viewing the speeches from inside 'H' 362.

John Radcliffe

Christmas/New Year Ops from David Williams

This Christmas/New-year we had extended ops. Five extra days were worked over the period 7 December to 13 Jan compared with the same period the previous Xmas/New-year.

Assistant Secretary David Williams did an analysis of the results for the Executive to see if it was worth the effort, what with the busy personal time for all our members.

The analysis shows it was well worth the effort and there were substantial gains. The full report - three pages of comment and six charts - is on the notice board as an attachment to the minutes of the March executive meeting.

The main points were that this Christmas/New-year with its five extra ops days compared with the same period last year resulted in:

- Total takings for 08/09 of \$5,777, more than double last years \$2,455. That means half as many more extra days worked this year saw more than twice the takings come in overall so there was certainly a very good return to for effort.
- Not surprisingly, visitor numbers also more than doubled.
- The takings on visitor admissions, publications and kiosk were generally higher on each of the comparative ops days this year compared to last year. Over the trading period, publication sales had the highest increase. Just under three fold, from \$735 to \$2,152.
- There was strong web site visitation over the holiday period, but it is not known how much this translated to actual visits (Gallery attendants can expect a modified visitor usage form shortly to better track visitor origin and triggers.)

- Ops on 24 December 08 was not a good idea. Last year the museum was closed on the 24th. This year it was open and nobody came.
- The five extra ops days standing on their own brought in \$1,128 in admissions, \$958 in publications sales and \$191 in kiosk sales = \$2,277.
- It is reasonable to conclude from the numbers and their patterning over the ops days in the comparative 35 day periods, that more days available this year compared with last gave potential visitors more opportunity to fit a visit in, and having more choice has resulted in greater visitation, with consequent advantage for the Museum's income.



Lord Mayor, Michael Harbison in the cab of car 42 at the Playground.

Paul Shillabeer

Rolling Stock *from Mike Bosworth*

E Type Tram No 118

Over the last few months a considerable effort by Ian Seymour, Bruce Lock and Mike Crabb, has gone into making the E22 trucks for car 118 operational. Motors have been checked, new pinion gears fitted, then the motors were remounted in the trucks.

Following a number of trial dead tows of the refurbished trucks, complete with their motors, up and down the track behind the works car, no faults were found and the trucks were then run under the body of 118 raised high on the body jacks. The body was united with the trucks and the motors soon connected to the controllers by Jack Pennack.

On Friday the 27th February, 118 was towed from the bodyshop on its own trucks out into the open for the first time. Trolley poles were soon fitted and Peter Letheby had the privilege of cutting first notch. There was a clunk and a hum, but the car refused to move. The motors were in opposition. A quick exchange of motor leads fixed that! Peter again cut

first notch and the car moved under its own power for the first time since disposal by the MTT.

Since then a number of runs under its own power have been made to ascertain any potential problems, both with the tram and how it negotiates switches and curves in the tracks. This revealed a tendency for one of the pony wheels to derail. Work is now in hand to adjust spring pressure in an attempt to rectify this problem. Meanwhile, interior fit out and painting is continuing.



Car 118 is finally on the move again as seen on 6 March 2009.

Chris Summers

Workshop Activities *from Ian Seymour*

E Type Tram No 118

A new pinion was obtained from Bendigo Tramways and bored out due to the armature shaft on the second motor we bought having been turned down at some stage, no doubt due to damage in its previous SEC life. Otherwise the only pinion we had was a very loose fit.

To fit the pinions, a large spanner was built for the nut on the shaft plus a spanner was built to lock into the pinion teeth to stop the armature from turning when the nut was tightened. The pinions were boiled in water to expand them so they grip when they cool down.

The bronze motor suspension bearings are complete and have been tailor made to fit each motor and shaft due to wear.

The white metal axle bearings will be monitored and scraped where required to ensure they "bed in" to avoid overheating.

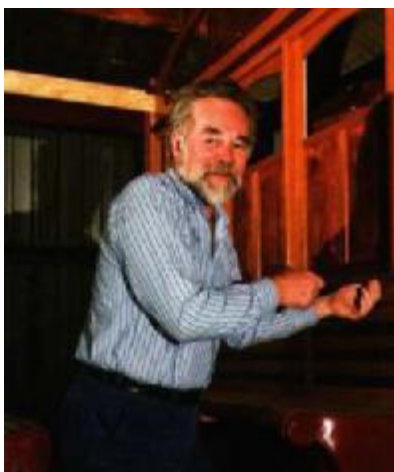
One journal box was seeping oil due to some old cracks opening up from welding repairs, so steel DEVCON was used to seal these along with some extra bronze welding.

Before the trucks were placed under the body Bruce Lock's heavily patched gear cases were installed

Track & Overhead *from Andrew Hall*

Kym Smith with assistance from Jack Pennack has been upgrading the overhead in accordance with the overhead report he prepared during 2008. This will involve the replacement of some overhead poles in the St Kilda township as well.

Track work parties are expected to commence when the weather cools down in late April. Further information will be available on this in the next Trolley Flash and by separate email.



As part of the centenary of Adelaide's first tram line, the Museum featured in the March edition of SA Life magazine. This photo of John Pennack formed part of the article.

SA Life



The birthday cake was almost too good to eat.

Paul Shillabeer

From the Past March 2009 to May 2009

130 years ago

22 May 1879 - The Port Adelaide, Queenstown, Alberton & Portland Estate Tramway Co. Ltd. Opened a steam tram line from Albert Park to Port Adelaide.

100 years ago

9 March 1909 - Adelaide's first electric tram route was officially opened to Kensington. 16 tramcars lead by No 1 carried 650 guests.

7 April 1909 - Walkerville line opened to Smith Street, Walkerville.

5 May 1909 - Maylands and Payneham lines opened.

70 years ago

5 March 1939 - Keswick terminus cut back to Keswick Bridge.

50 years ago

18 March 1959 - AETM wrote to SECV requesting a Birney car.

4 May 1959 - Original numbered H car 380 was stored at Maylands perway depot.

40 years ago

Early 1969 - MTT horsebox arrived at Museum.

30 years ago

Early 1979 - A tram shelter was erected on the northern side of the depot yard.

May 1979 - D 192 entered traffic after extensive refurbishment.

20 years ago

12 March 1989 - Display Gallery/Bookshop officially opened by Premier, John Bannon followed by official launch of C 186. "Bouncing Billy" kiosk opened on same day.

10 years ago

7 March 1999 - AETM celebrated 90th birthday of Adelaide's electric tram system. A reunion of former MTT & STA employees was held at the Museum to coincide with the day. Special guests included Diana Laidlaw, Transport Minister, Julie Olsen, wife of Premier John Olsen, local state member Trish White & Norwood mayor, Vinnie Ciccarello.

March 1999 - H 360 was being refurbished for use on the Glenelg line in late 1999.

15 April 1999 - The body of F type dropcentre 244 arrived at St Kilda.