

# Trolley Flash

September 2009

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 News *from Colin Seymour*

### Volunteer required for Internal Rail Safety Auditor

David Williams has stepped down as the Museum's Internal Rail Safety Auditor, having carried out the role since its inception in 1999.

Rail Safety regulations require that the Museum has an Internal Rail Safety Auditor. The Museum is seeking a volunteer who is required to take on this role. The job entails working through a Checklist on an annual basis to ensure that the Museum is carrying out safety related procedures in accordance with our SMS (Safety Management System).

If you are interested in taking on this role, please contact President (and Rail Safety Officer), Ian Seymour on 8258 1223 (home) or [ian.seymour@dsto.defence.gov.au](mailto:ian.seymour@dsto.defence.gov.au)

### Annual General Meeting Correction

Members and friends receiving the email version of the June *Trolley Flash* should note that the new Track & Overhead Manager is Andrew Gilbertson, not Andrew Hall (who is now Secretary). Apologies to Andrew Gilbertson.

### Final Members' Subs Reminder

If you have not renewed your annual member subscription yet (\$50.00) for 2009-10, please send your payment to Treasurer, Barry Fox A.S.A.P.

### 2007-8 Annual Reports

Ron White has some surplus copies available of the 2007-8 (i.e previous year) annual reports plus minutes of the 2008 AGM. Please contact Ron on 8297 4447 if you would like a copy.

### Trolley Flash by Email

Are you receiving your Trolley Flash by email? Many members are – and they receive it much sooner. If you would like to receive Trolley Flash by email, just email your details to Colin Seymour: [cgseymour@bigpond.com](mailto:cgseymour@bigpond.com)

## Operations Report *from Mark Jordan*

### Christmas – New Year Operations

As members may have noticed in the December - February 2010 Roster Request Form, the Museum will be opening each day between 26<sup>th</sup> December 2009 to Sunday 3<sup>rd</sup> January inclusive. As this is a difficult time to roster, it is important that we have sufficient staff to man these days as it will be advertised on the Museum web-site.

As mentioned **ALL MEMBERS** are asked to assist by nominating an extra day in this period. As Christmas eve was not successful last year, we will not be repeating this for this year.

### Charters

The charters are fortunately increasing, but it is often the same faces making themselves available for these. The list of up-coming charters is on the notice board. Could any members available for these mid-week operations please contact myself or Andrew Hall for future charters.

We have decided to increase the cost of the charters and set a minimum rate. These will be reflected soon on the web-site.

Thanks to all those who have nominated for the September-November roster, but please remember that charters also require a minimum of 2 crew and these can be run with short notice, and are important to our income stream. Some charters can generate the same income as a regular Sunday!

## Display Gallery/Bookshop Upgrade *from Chris Summers*

The Gallery has been stripped of displays. The walls have been painted (by Maureen Parker / Kevin Collins / Chris Summers.), a new air conditioning has been installed and new carpet installed (on 31 July 2009). John Pennack secured the floor down, eliminating squeaks, in readiness for the new carpet. He also arranged to the carpet layers.

Following the carpet laying, the old drinks fridge expired. Andy Hall sourced a more suitable second hand drinks fridge and paid half its cost. The Gallery is now ready for the new displays. At the same time, the opportunity was taken to lay carpet in the Members Lounge and Museum Office.



*Carpet being layed in the Display Gallery/Bookshop on 31 July 2009.*

*Chris Summers*



*Carpet being laid in the Members Lounge and Museum Office on Friday 31 July 2009.*

*Chris Summers*

### **Rolling Stock** *from Mike Bosworth*

#### **E Type Tram No 118**

Tram 118 is now fitted with life-guards, thanks to Bruce Lock and Michael Crabb. Other fittings such as headlights with its associated wiring, are slowly being installed.

New member William Adams assisted Bruce with the fabrication of "dog-guard" brackets. These brackets are installed below the side frames with strips of wood running lengthwise to act as a fence to prevent animals etc. going under the centre of the tram. Jack Pennack has adjusted the resistance banks to make the notching-up characteristics to be more like tram 111.

On nearly every workday, tram 118 is taken for several runs to ensure everything is operating correctly. The deafening moan from the tight gears seems to be lessening. Generally, the car appears to

be running more freely now, which is pleasing.

Some adjustments have been made to the pony axle springs to overcome a tendency for the car to derail as it entered road 10. The car has recently successfully negotiated roads 7 and 8.

#### **Bib & Bub**

With activities being concentrated elsewhere there has been very little further progress on these cars, for the time being.

#### **F1 Type Trams 264 & 282**

Peter Letheby has replaced broken and cracked windows as needed in these cars. He has also managed to free-up some of the windows so they move in their guides without jamming.

### **From the Secretary** *from Andrew Hall*

#### **Major capital works**

When the proposed capital works budget was presented at the May 09 AGM, it was indicated that the Museum was formulating an approach to the Salisbury Council to act as partner to the museum for capital works under the Commonwealth Government's Jobs Scheme that was then getting underway. It was seen as an opportunity to secure a new running shed and mechanical workshop (replacing the 1960s shed), fixing the inspectors cabin and attending to the other outdoor objects, erecting a caretakers cottage to improve site security, and erect a new toilet block to contemporary standards complete with disabled facilities.

After showing preliminary interest, the Council declined to include the Museum proposal in its own participation in the scheme. The Museum then started negotiations with the government and another potential provider/partner, but in the event decided not to participate in the scheme. A more modest proposal to just replace the shed, financed from the Museum resources/membership is now being explored.

#### **Strategic Plan**

The 2008-9 to 2010-11 strategic plan, variations and milestones at end year 1 was tabled at the AGM and referred to the Executive for further detailing. That work has now been completed. A copy is on the notice board along with the minutes of the 29<sup>th</sup> July 2009 meeting and copies can be made available upon request. Feedback from members would be welcome.

#### **Web report**

The new web site has been up and running for about 18 months. We get favourable feedback, but it was thought important to get a detailed analysis of the

traffic into the site and how it is being used to keep it up to date, and consider modifications to make it work best for us by increasing traffic to the web site and the museum itself with minimum costs.

Amongst other things the report says the site is now getting about 600 visitors a month, which is quite a good result. A copy of the report is on the notice board and copies can be made available upon request. Feed back on the site from members would be welcome.

### Museum Budget

The Executive at the 29 July 2009 meeting also considered the usual annual analysis of the budget result and the projections over the next three years.

The business model says ordinary recurrent expenditure should be met by visitor income, profits from the kiosk/book sales should accumulate to fund big ticket items and, for the present, major restoration is funded by members' special donations and sponsorship.

The report says the good news is that for the first time in a long time visitor income exceeded \$20,000. The bad news is visitor income has needed to be \$25,000 a year for the past five years to adequately cover routine recurrent costs, so the first part of the model is not working well.

The further good news is profits from the kiosk/book sales are increasing, but the bad news is they are covering for the short fall in admission revenue, thus reducing the scope for capital accumulation. So the second part of the model is compromised.

The members' sponsorship part of the model continues to hold up and has provided over \$70,000 for E 118 and As 14/15 over the past 3 years.

The report says the annual budget for 08/09 held up OK overall, but there is trouble on the horizon over the longer term because admissions income is not as high as it needs to be, and it is reasonable to assume the Salisbury Council 3 year sponsorship of \$5,000 per year and the \$4,500 pa from Holdfast Bay council for storage of their H 361 will run out sooner or later.

The Executive recently contracted out a marketing campaign targeting schools to increase admissions through charters.

The full report is on the notice board.

### Track and Overhead *from Andrew Gilbertson*

A track work day was held on Saturday 1 August attended by Jack Pennack, Ian Seymour, and I. We were joined by Steve Gordon and Greg Mayman from the National Railway Museum, Port Adelaide,

who lent their considerable trackwork experience to our efforts. Together we managed to repair the loop, which is now back in service, and also to replace six sleepers on Road 7 to the southern shed.



*Greg Mayman, Ian Seymour, Jack Pennack and Steve Gordon repairing the loop track on 1 August 2009. W2 354 is in the right of the frame.*

*Andrew Gilbertson*

### Bookshop News *from Andrew Hall and Roger Wheaton*

The museum is now taking an aggressive position in stocking the Gallery/retail area with memorabilia priced carefully for the general visitor, or stocking the latest DVD's or books available for the keen enthusiast.

Some new items just on sale are:

- National Rail Museum Volume 1 DVD
- The 2010 Trams calendar.

We would encourage all members to purchase this calendar from the Museum as 40% of the sale price goes to the Museum coffers. Perhaps you might like to purchase one for a friend as well.

We are also lucky to be able to restock Destination City Volume 5 and Mind the Curve. It is also anticipated that a number of new release books will be in stock shortly.

In further developing our sales, we have decided to sell second hand tram and rail books at much reduced prices. To keep this scheme going, we are asking all members to look at their libraries at home and see if they have any reasonable quality books they may be able to donate to the museum for this cause.

In addition Mike Bosworth and Steve McNicol have produced a brand new striking dust jacket for the museum's DVD Tramcar Tapestry. We have been very fortunate to have Steve assisting our commercial area so much. The Museum's DVD is

getting that well known that we are getting a number of wholesale orders for it.

Work is also progressing in setting up a commercial sales area for the Museum on our website. This will primarily consist of what we call our core books, i.e. Southern Lines and the museum DVD. The new book, Adelaide Trams Today will also be included as will the gift vouchers designed by Kevin Collins.

### Motor Homes Visit *from Kevin Collins*



*Kevin & Marilyn Collins*

This is what we had to endure when the "CMCA Adelaide Wanderers" spent a weekend at the Museum on from 16<sup>th</sup> to 19<sup>th</sup> July 2009.

Oh what we had to endure! We had 17 motor-homes in attendance and open access to the Museum.

On the Friday, the tram ride down and back to the Mangrove Board-walk was very welcome and the wander through the mangrove forest quite interesting.

The ride in the Restaurant car on the Saturday was a highlight when we were transported from the Museum to the St. Kilda Beach Hotel for lunch..

As a matter of interest, we raised \$350 for the Museum which is great, but when you learn that the restoration costs of tram 118 is about \$70,000, it puts it all into perspective.

Our next motor-home group appointment at the Museum is for the "Mount Lofty Bushies" on the weekend of 9th to the 11th of October.



*Kevin & Marilyn Collins*

### From the Past September 2009 to November 2009

#### **100 years ago**

31 October 1909 - Unley, Parkside and Marrayatville electric tram routes opened.

#### **90 years ago**

September 1919 – last of the 20 C type cars entered service.

#### **80 years ago**

16 October 1929 – H cars 351 and 352 made a trial run to Forestville on the unopened Glenelg line.

4 November 1929 – Instruction classes to train motormen to operate the new H cars for the Glenelg line began.

#### **50 years ago**

September 1959 - The AETM approached Miss Neate at Walkerville to express interest in acquiring horsecar 18, but she was not interested in disposal. Late 1959 - The Museum tendered £10 for scrubber car S1. A scrap merchant outbid the Museum and the vehicle was cut up.

#### **40 years ago**

August 1969 - Track 5 (now Track 2) in the new workshop was completed and C173 and the tower wagon took up residence.

#### **30 years ago**

August 1979 - A small oil store was erected beyond the eastern end of the workshop.

26 November 1979 - W2 294 was taken to Morphettville sidings and unloaded for use on Glenelg line for Golden Jubilee of Glenelg trams. Cars 282 and 381 were moved the following day.

#### **20 years ago**

September 1989 – H 357 returned to Glengowrie Depot following refurbishment at Regency Park Workshops. This was the third car to be completed in the 1980s style refurbishment, the others being 361 & 358.

#### **10 years ago**

17 September 1999 – BHP electric locomotive E1 was transferred from St Kilda to the National Railway Museum at Port Dock. The narrow gauge locomotive arrived at St Kilda from Iron Knob in 1968.

17 October – The Northern Lines publication was launched in conjunction with a Northern Lines Special Event Day at St Kilda.

25 November 1999 – The body of H 360 was transferred from St Kilda to Glengowrie for the 70<sup>th</sup> anniversary of the Glenelg line. It was placed on TransAdelaide trucks and tested on 26 November.