

# Trolley Flash

September 2010

Membership Newsletter of  
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Photo by Henrico Corda

## General News

### General Manager and Rail Safety Officer

At the Executive Committee Meeting on 28 July 2010 Kym Smith was appointed to the vacant General Manager position. Kym was also appointed to the position of Rail Safety Officer, freeing up Ian Seymour to concentrate on Presidential duties.

### Trial Runs of Bib & Bub set 14 & 15

Our 'Bib & Bub' set, 14 and 15 had its first trial run on the short access track between the Bodyshop and Mechanical Workshop on Sunday 25 July 2010.

This was followed one week later with a journey onto the main line on Sunday 1 August 2010.

These historic events are captured in the following photos.



*Bib & Bub 15 and 14 rest on the short access track between the Bodyshop and Mechanical Shop after their initial run as a set on Sunday 25 July 2010.*

*William Adams*



*A Type Nos. 15 and 14 emerge from the Bodyshop at 1.50pm on Sunday 25 July 2010 for the first time as a Bib & Bub set.*

*Ian Seymour*



*Most 'new' trams in Adelaide run to Hindmarsh, but it is unlikely that new Bib & Bub set 15 and 14 pictured on 25 July 2010 will travel there any time soon.*

*Kym Smith*



*The simple but effective coupling arrangement between trams 14 and 15 as seen on 25 July  
Ian Seymour*



*The Westinghouse DH10 compressor mounted under the drop end of A Type No. 15.  
Ian Seymour*



*Charlie Rodgers and Jack Pennack pilot Bib & Bub set 14 and 15 during a test run on the main line on Sunday 1 August 2010.  
Steve McNicol*

**Victoria Square Inspectors' Cabin**

At the 49<sup>th</sup> AGM in May 2006 members were advised that the Victoria Square Inspectors' cabin (used as a Despatcher's Cabin) was badly in need of repair. Principal damage was termite. Repairs would be costly and it may have to be dismantled, and salvageable bits stored for possible reconstruction.

There was a possibility that the Currie Street Inspectors' Cabin in private ownership may be able to be acquired as a replacement, which would also be costly.

Additional donations totalling \$4,000 were indicated for this work and members were advised that further donations would be required.

In the meantime the Museum sought the advice of our contract cabinet maker who advised that the cabin was damaged beyond repair and that a replica cabin should be constructed.

Detailed drawings and many photos have been taken to assist with this process. It should be pointed out that the Signal Cabin on display is virtually a replica cabin with only a small amount of the original cabin salvaged and retained.

In recent years the Executive has been waiting for sufficient member financial support to construct the replica cabin.

Unfortunately, the old cabin deteriorated to such an extent that it posed a considerable public safety hazard and the cabin was dismantled. There were no worthwhile salvageable parts for the replica cabin.

With sufficient member interest we will one day see a new cabin arise.

**Missing Chairs**

In recent years the Museum purchased 40 white plastic chairs for use at special functions and for the AGM. A number of these appear to have gone missing. They may have been borrowed. Can anyone shed light on where our chairs have gone?

## Operations Report *from Mark Jordan*

### Normal Operations

It was pleasing to see so many members on this day. I hope that everyone feels more confident with the cash register and eftpos machine. Should anyone have missed this day please ask John Morphett any questions that you may have. Fortunately, John was able to collect the new register when the old one died.

Visitor Centre staff are reminded to bring the A-frame tram departure times to the notice of the public until such time that we can replace the loud speaker.

Drivers are also asked to make sure that they are driving at low speed when entering the depot fan. A trolley pole coming off the overhead could possibly damage the overhead.



*John Morphett demonstrates the new cash register to operations staff at the Training Day on Saturday 17 July 2010.*

*John Radcliffe*

### Charter Operations

Fortunately, Andy Hall has been busy organizing charters. As previously mentioned, we do encourage these to be scheduled on a Friday or Sunday but this is not always possible. We recently had 2 charters that gave a net income of over \$1,000 **each**, so the value of these charters cannot be under estimated. One group in August had 3 coach loads totalling 150 visitors!

As stated before, it is generally the same personnel running these. I would like to offer gratitude to Roger Wheaton, Ron White, John Morphett, Barry Fox, Mike Bosworth and Mike Crabb for their help in staffing these. Ron is winding back his involvement in operations but fortunately John Morphett has kindly filled the void.

A glance at the 'Forthcoming' Charters' form shows the number booked for the next 3 months but not all

have crews allocated. Charters are generally rewarding for all concerned as it gives a chance to showcase the Museum and answer the visitors' questions

The Museum receives lots of thankyou letters from charter visitors. Here are some recent comments:

*Our students and staff were enthralled by all the trams. Your friendly staff were welcoming, knowledgeable and organised. These are necessary assets when dealing with children.*

*Antonio Catholic School, Morphett Vale.*

*After the tram ride full of memories we were privileged to have William Adams as our tour guide. What a dedicated, knowledgeable young man he is. He informed us about the exhibits with passion and pride.*

*Entertainment Travel Club.*

*The scouts' level of excitement, interest and co-operation spoke for itself. Special thanks go to Andrew and Mark for their genteel and patient comments.*

*1<sup>st</sup> Flinders Park Scout Group.*

## From the Secretary *from Andrew Hall*

### Museum Publications

Member Steve McNicol of Railmac fame has been working with John Radcliffe and Christopher Steele in producing a new informative book on Adelaide trolley buses. The text is by Christopher Steele and John Radcliffe. The corrections/amendments to the text have been completed.

Unfortunately we have one delaying matter. Steve has advised me that there is a lack of good quality colour photographs of Adelaide's trolley buses in their heyday. Anyone who has or knows of where we could obtain some quality colour pictures is requested to contact either Steve McNicol or John Radcliffe. The book should be available later in the year.

### Grants Facilitator

Our grants facilitator Heather Millar advised us recently she had gained full time employment and would no longer be in a position to assist the Museum in sourcing grants. Therefore, shortly we shall be canvassing again for suitable applicants outside of the Museum membership for this vital role.

Heather had applied for one grant with the Commonwealth Government for \$2,000 for skills enhancement/training within our workshop and operations staff. This money will be spent on providing 10 members with a qualification in First Aid (level 2).

Goals for our new grants facilitator will be to achieve funding for the replacement of the original tram depot and the continued upgrading of how we present ourselves to the public in line with History SA standards, including a disabled toilet facility and refreshing the street furniture.

Finally, in relation to how we present ourselves to the public, a grant application has been lodged with History SA seeking funding for the Trolley Bus Pavilion. Many thanks to Dave Williams and Mike Bosworth for their assistance in the production of this grant application.

### **Congratulations**

Track and Overhead Manager, Andrew Gilbertson recently advised me of his engagement to Ash on his return from service overseas. On behalf of everyone at the Museum, may we extend congratulations to Andrew and Ash.

### **Dave Williams**

Sadly, I have to report that my predecessor and mentor, David Williams has resigned as a trustee and as member of the Museum to care for his very ill wife. Beth, as most members know is suffering from a most debilitating illness over a very long period of time.

Dave put in much work over the years to ensure we meet History SA Accreditation standards, an essential requirement for submitting all our grant applications.

This change will have a huge impact on the Museum's administration, as I myself have now been recently advised of some serious health issues.

To Dave Williams, thank you for all your assistance and the work you put in advancing the Museum.

### **Track and Overhead** *from Andrew Gilbertson*

On Friday 6th and Saturday 7th of August William Adams, Mike Crabbe, Andrew Gilbertson, Bruce Locke, Jack Pennack and Kym Smith conducted trackwork on the section of line between the main yard throat and the switch stands to the North and South sheds.

We put in six new hardwood sleepers and cross-bored and re-spiked a further ten existing sleepers, as well as carrying out weed-spraying and some other odd-jobs around the site.

Since that time there has been some excavation around the first section of track at the yard throat in preparation for future concreting.

### **Your Club, Your Support** **Comment** *from Kym Smith*

As is usually the case at the AETM, there are a number of projects either on the go or in planning where we need the support of members. These projects can be divided up into three categories:

- **essential or core projects** such as the replacement of the original depot and repairs to the bus shed;
- **objective projects** such as the completion of the Bib & Bub set or the acquisition of D156 should it become available; and
- **supplementary projects** such as the potential acquisition of H351, constructing a replica inspectors cabin, or further works in the bus shed.

Quite often though, the essential projects at the Museum are not the 'exciting' projects. Most would agree we need a shed to replace the old depot, but the cost and size of the project seems daunting. However, the Museum needs to remain focused on this objective, as without the old depot being replaced within the next few years, we will be putting at risk a large proportion of our collection. Even now, every time there is a storm we wonder if the old shed will survive it, and to date it has - just! Every cent that the Museum can put towards this project should be put towards it to ensure it happens before it becomes too late.

To do that, the objective projects and the supplementary projects either need to be put on hold, or need to be supported directly by those members who want the projects to occur. Not only that, but the real cost of some of these projects needs to be considered when determining whether to proceed with them.

Take for example the potential acquisition of H351. The tram itself may be donated to us or made available at a small cost, plus of course the transport costs to move it to St Kilda. But that is not it. We also need to consider the cost of housing it as part of the project, as currently we have no undercover space for it, and we would need to factor in the cost of its housing in a replacement for the old depot. Add to this the uncertainty of whether the Museum's power supply will be sufficient to operate the chopper controller on 351 and you finish up with a tram that probably has a net cost of somewhere between \$20K and \$30K to acquire, transport and house - and we don't even know if it will work if it gets to St Kilda.

To move forward the Museum needs to make some tough decisions. To ensure that we meet our obligations to complete the essential projects, we need to ensure that our core focus remains on the critical infrastructure, and that the objective and supplementary projects do not detract from that. That is not to say that we shouldn't undertake the objective or supplementary projects, just that these should be primarily supported by the interested members rather than being supported from the Museum's resources.

Over the next couple of months the Committee will be directly asking members to support the various projects that are planned or underway. When asked, you will need to consider what you believe is important to the Museum as well as what you consider important to you. In real terms we all need to be supporting the replacement shed as this is critical to the long term survival of the Museum. Support for supplemental projects such as acquiring 351 need to be backed up financially – as the old adage says, 'you'll need to put your money where your mouth is' if you want to see 351 at St Kilda.

All of these projects are do-able, depending on how much you value your club and how much you are prepared to support it.

### 118 on Youtube *from William Adams*

As many of you will know, the Museum has an account on the video sharing website *Youtube*. There are several videos on the site made by and for the Museum.

After much work, I recently uploaded a new video with the basic type history of the E and E1 types. This video is designed to inform the general public on the basic history of the trams without 'going overboard'. Click the link to watch the video.

<http://www.youtube.com/watch?v=uAvPI-k1CJY>

### St. Kilda Progressive Dinner

**Saturday Oct. 30<sup>th</sup> 2010** *from Kevin Collins*

- Starting 4.00pm at the Mangrove Trail for self guided tour / drinks.
- 5.15pm - Leave Trail, walk to tram stop entrance to the park.
- 5.30pm - Catch a tram to the Tram Museum / soup.
- 6.15pm - Return trip back to St. Kilda Community Hall / entree.
- 7.00pm - Main meal at the St. Kilda Beach Hotel (upstairs).
- 8.30pm - St. Kilda Boat Club / dessert.

***Please be punctual so that organisers can make sure that everyone gets a good meal deal.***

**Four course meal for \$30.00.**

### 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)



*Bib & Bub set 14 and 15 during a test run on the main line on Sunday 1 August 2010.*

*Steve McNicol*

### Vale – Mirko Husnjak O.A.M.

Sadly, our contract cabinet maker, Mirko Husnjak O.A.M. passed away on 2 September 2010, aged 70.

Mirko last visited the Museum in May 2010 as one of our guests for the launch of car 118. Mirko magnificently crafted the bulkheads, crossbench seats and upright pillars for car 118 (as well as bulkheads on our 'Bib and Bub' set).

Mirko was well known in the rail and tram preservation circles in South Australia for his coachbuilding work on a number of projects including:

- Construction of the Victor Harbor Horse Trams.
- Construction of the sail training ship One and All.
- Works for Pichi Richi railway, the biggest being the complete reconstruction of three Commonwealth Railway NARP carriages,
- Works for the Tramway Museum, including construction of components for trams 14, 15, 118, 186, and 360,
- Construction of replacement components for the last five refurbished H Type trams,
- Other works for the Maritime Museum, National Railway Museum, etc.

Mirko received a Queen's Birthday Order of Australia Medal (General Division) in 2009 for service as a craftsman through carpentry projects of historical significance. The Museum provided a letter of support for Mirko's nomination.

Mirko's skills were second to none and he is regarded as a true gentleman and a tradesman for who we had the highest respect.

As President, Ian Seymour said in our notice in the Advertiser, Mirko may have gone, but his craftsmanship will be on display in our trams forever.

### From the Past September, October, November 2010

#### **130 years ago**

23 October 1880 - Adelaide & Hindmarsh Tramway Co. Ltd. opened a horse tram line to Hindmarsh.

#### **60 years ago**

30 November 1950 - Bib & Bub coupled sets withdrawn from traffic, 30 returned as single units.  
30 November 1950 - Sir William Goodman retired as General Manager of MTT.

#### **50 years ago**

September 1960 - Museum Constitution finally accepted by General Meeting.  
15 October 1960 - Two wrought iron poles were obtained from MTT Maylands Depot and one from Welland Depot. (These are the two poles at the loop and the pole adjacent to the entrance building.)

#### **30 years ago**

October 1980 - A contractor commenced erection of the new 2 track tram depot (Roads 7 & 8).  
November 1980 - M&MTB tower wagon 15 (ex Sydney) was acquired by the Museum.

#### **20 years ago**

September 1990 - 28 ton Craven Wheel Lathe and a vertical borer obtained from Preston Workshops. Reconstruction of Roads 2/3 crossing in concrete completed. A Community Arts & Cultural Heritage Grant of \$9,000 received for concrete flooring & fitting out of Bodyshop. Body of C 173 scrapped.

#### **10 years ago**

2 October 2000 – The refurbished Trolleybus Pavilion was officially re-opened by the Mayor of Campbelltown where the 'Green Goddess' experimental trolleybus ran in 1932-34. The refurbishment of Sunbeam trolleybus 526 was also carried out for this project.  
December 2000 – A contract was signed for the construction of the Northern Tram Depot.