

Trolley Flash

March 2011

Membership Newsletter of
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Photo by Kevin Collins

General Manager Report *from Kym Smith*

AGM

The Executive Committee has confirmed that the Annual General Meeting will be held at 4pm on 28 May 2011 (a return to the regular 'last Saturday in May' scheduling for the AGM) at the Museum site. The Notice of AGM accompanies this edition of *Trolley Flash*.

New Tram Shed

By now you would have received the information brochure about the New Shed project that provides details about the proposed shed and how you can assist with the project. At the time of writing, fifteen members have done just that, donating outright and/or pledging \$41,700.00! The St Kilda Progress Association has also made a donation of \$500.00 to the project that is greatly appreciated. If you haven't pledged or made your donation as yet, please complete the form on the brochure and return it ASAP so that we can start the work on the New Shed this year and get it fully completed and operational before the COTMA Conference that is being hosted by the AETM next year in August.

The Committee cannot reiterate any harder the importance of the Museum taking action to replace the original shed. To those members who have already stepped forward to assist – thank you! – and to the remaining members we hope that you see the importance of this project to the Museum and will support it accordingly.

To date twenty four members have now donated or pledged over \$50,000.00! This has allowed the Executive Committee to unanimously approve the preferred tenderer and to allow final negotiations before the contract is let for the manufacture of the shed kit (the components that make up the shed). The Museum still needs your support though to progress and complete this project, as current funding will not allow the shed to be completed as an operational depot, only as a storage shed. The time to make your donation and commitment to the project is now!

Trolleybus Pavilion

It was pleasing to see a group of members attending to work in the Trolleybus Pavilion on Saturday 19 March. This support, and the strong support shown for the New Shed project augurs well for both the construction of the New Shed and the repair work to the roof, walls, guttering and doors be undertaken on the Trolley Bus pavilion to be undertaken concurrently during the middle of this year. The ability to do both projects depends though on the support received from the membership.

The Museum was successful in receiving grant funding from the History Trust of \$16,757.00 towards repair works on the Trolleybus Pavilion. Some members donations are on hand already for this project, but around \$10,000.00 further is needed to allow all of the planned repair works to be undertaken. The repair works include replacing rusted iron in the roof and walls, repairing the front doors so that they can be opened as required, and installing an emergency exit at the rear of the Pavilion.



Andrew Gilbertson, Mark Jordan, Roger Wheaton and John Morphett tackle Sunbeam 526.

John Radcliffe

Yard Exhibits

The Executive Committee has given consideration to a number of the exhibits that are currently located in the yard, and has approved a program to look at what exhibits remain on display outside. Most of the outside exhibits have suffered from lack of ongoing maintenance, more often than not having had nothing done to them since they were initially placed on display. The Committee has agreed to:

- offering the electric loco bogie to a suitable kindred group, and replacing it with a tram bogie to be placed on display in the Northern Depot;
- repairing and relocating the tram stop advertising beacon inside the Northern Depot, where it can be lit and form part of the displays;
- removing the poorly displayed overhead pole components from near Road 6, as they are located within the footprint of the new shed. Consideration will be given to creating a technical display inside one of the depots to display these sorts of items; and
- determining a longer term strategy and plan for other external exhibits such as the signal cabin, waiting shelter and bundy clock, to determine if they are able to be maintained satisfactorily as outside exhibits, or whether they also need to be relocated indoors.

While obviously it would be nice to see some exhibits remain in the yard, the reality is that the Museum needs to ensure the long term preservation of these assets, and if it can't maintain them outdoors against the elements due to lack of interest or participation in maintaining them, it will need to look at alternatives where the exhibits are protected from the harsh St Kilda climate.

Child Protection Policy

As a result of changes and amendments to the *Children's Protection Act 1993*, a Child Safety / Child Protection Policy was approved by the Executive Committee at its meeting on 18 January 2011. Children as defined by the Act are persons under 18 years of age. The 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 within the Museum. 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.

To demonstrate the commitment of the Museum as a whole, the Policy will be put 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.

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. It is imperative that should members see anything suspicious that they act to firstly ensure that children are protected from harm, and to secondly advise Ian Seymour so that he can notify the Department.

In concert with the Policy, two operational changes will be included in the operations rules and processes that are currently under review with the SMS, but shall be effective immediately. An Operations Memorandum will be circulated to all operations staff to advise these two changes, that are:

- Children unaccompanied by their parents/guardians are not permitted to travel on Museum tram services. (This includes the 'half trips' that have occurred in the past where parent/guardians pay for the children to travel from the Playground to the Museum, with the parent/guardian driving their car to the Museum to collect the children.)
- Children must not accompany Motorman in the cabins of trams unless the child's parent/guardian is in a position where they can observe the child at all times.

While in some ways these changes seem onerous, they protect not only the child but also protect members from erroneous or false claims against them. A copy of the Policy accompanies this edition of *Trolley Flash*.

Annual Rail Safety Audit

The Office of the Rail Safety Regulator conducted their annual audit of the Museum's Safety Management Systems on Sunday 6 February 2011. To date the audit report has not been received, however it is known (and was expected) that there will be a number of non-conformances issued this year. We were able to demonstrate though how we are progressing with the development of a new SMS that meets the requirements of the Rail Safety Act, and show the auditors a number of the elements of the SMS that have already been completed.

It is hoped to issue the new SMS during the middle of this year, once consultation has occurred with the operations members. The new SMS is planned to be available to access on the web using the Google Docs system, which will save the Museum considerable costs in not having to print off as many hard copies for members, and will streamline the process for issuing updates.

Tram Drivers Accreditation Cards

With the development of the new SMS and the incorporation of changes to meet the requirements of the Rail Safety Act, it has been decided to hold off on the issuing of new Tram Driver Accreditation Cards until the SMS is implemented and any changes to the cards are carried out. As a result, all existing cards will remain current until 30 June 2011 unless replaced earlier.

Workshops Report *from Kym Smith*

1013

After some further test runs on its new bogies, 1013 has now had some work undertaken by Mike Crabb on the pneumatic doors to get them operating correctly. It has now been moved out into the Bodyshop where Jack Pennack and Charlie Rodgers are sanding down the exterior in preparation for it receiving a repaint.



W7 1013 in the Bodyshop, with the saloon side panels on the northern side already sanded back for repainting.

Kym Smith

14 & 15

Bruce Lock and Charlie Rodgers have been busy constructing new lifeguard assemblies for 14 and 15. The workmanship on them has to be seen to be believed. Bruce and Charlie, together with Mike Crabb, Jack Pennack and Ian Seymour, have also been developing and testing an 'emergency stop' system that drops out the line breaker and applies the emergency brakes should the inner lifeguard gates be tripped. The concept of the system is to provide an additional control in case someone steps between the two trams as the tram set is moving off, using the gates to trigger the emergency stop. Once the system is proven, it will be constructed in its final configuration.

Jack Pennack has also been preparing some ceiling panels for No. 14. These panels are being completed as painted panels to represent the replacement panels that were installed in some A Types when their original varnished panels suffered damage. The white paint will tend to brighten the interior as it reflects the lights, so the finished product will be interesting to see.



The eastern end of No. 14 showing the newly installed lifeguard and gate.

Kym Smith



Charlie Rodgers preparing the lifeguard gate for the inner end of No. 15.

Kym Smith

Bearings for Ballarat No. 38

Ian Seymour has continued the machining and preparation of the motor suspension bearings for Ballarat Tramway Museum's No. 38, the work now being almost completed.



Ian Seymour machining one of the motor suspension bearings for Ballarat Tramway Museum's No. 38.
Kym Smith

From the Treasurer from Barry Fox

I have decided not to accept nomination at the next Annual General Meeting for another term as Treasurer. I have been Treasurer since May 1998, and the time has come for someone else to have a go. I'm asking for members to volunteer for the position of Treasurer.

If our Museum is to continue to progress in the years ahead, there must be succession, with fresh faces to take over Committee and other positions as those who currently hold them grow older or just move on.

The position of Treasurer gives one seat on the Committee and with it the opportunity to have a say in the running of the Museum.

I am prepared to offer whatever help is necessary to assist the new incumbent come to grips with the job.

Those interested are welcome to phone me on 0439 410 522 for any information regarding the position.

Track and Overhead from Andrew Gilbertson

Over summer things have been happening too; pole 8 has been felled, replaced and a new bracket arm hung. Pole 43 at the gate into the playground now has a bracket arm. But there's always more to do.



Ian Seymour, Jack Pennack and William Adams installing a bracket arm on the replacement Pole 43 in Shell Street.

Kym Smith

We have a sizable stock of new hardwood and second hand pine sleepers, and a whole bunch of sleepers along the whole length of the line that need replacing. Two poles at the loop and one in the playground need to be done too. Three poles have been prepared already as replacements. So please mark your diaries and come out to help if and when you can.

Here are the planned dates for the ongoing maintenance of our Museum's infrastructure.

- 9 April
- 30 April
- 14 May
- 11 June
- 25 June

Please be there for a 9:30 start to the day. Bring lunch, water and a good work attitude.



A mix of old and new; one of the new lifeguard components fabricated by Bruce Lock alongside original cast components.

Kym Smith



Bruce Lock resurfacing the end of W7 1013 after knocking out the worst of a bad dent that existed in the apron from its days in Melbourne.

Kym Smith



Jack Pennack installing retaining brackets under No. 14 to support and hold the electrical cabling.

Kym Smith



The ceiling panels being prepared for the saloon of No. 14. 192 currently stored in the Bodyshop to allow the Bib & Bub set to be located over the pit in Road 2.

Kym Smith



Bruce Lock and Charlie Rodgers installing the completed inner end lifeguard gate on No. 15.

Kym Smith



Jack Pennack sanding down the saloon sides of W7 1013.

Kym Smith



The equipment set up to test and validate the emergency stop system on the inner end of No. 14.

Kym Smith

Trolleybus Pavilion *from Andrew Gilbertson*

A big thank you to Mark Jordan, John Morphett, Jack Pennack, John Porter, John Radcliffe, Charlie Rodgers and Roger Wheaton who came out and joined me at the Museum for the workday on the trolleybus shed on Saturday 19 March 2011.

The first order of business, as you'd guess, was to plug the hole in the end of the building; Jack managed the ladder work with some help from Mark Jordan and I. In the meantime, the rest of the team made an effort to clean the Southern depot. The new displays were given a going over, and a general

tidy-up was made of the shed. After Jack fitted a new piece of timber inside the trolleybus shed above the doors, we moved outside and the original sheet of iron was reattached with cladding nails to the timbers. This allowed us to focus on some serious cleaning inside the shed.

As anyone who'd been inside the shed in recent times can attest, it was in a pretty horrible state. Cobwebs and dust were rife, and the pigeons had made themselves very much at home - so we got stuck into it, and by the end of the day the place was generally presentable again.

The first job after a general sweep of the floor and a brush down of the walls and displays was to clean off Sunbeam 526. Closest to the hole in the shed, it had borne the brunt of the aerial attack from the winged vermin. We gave this bus a good scrub down, including yours truly climbing onto the roof to scrape the worst of the mess off and remove the build-up of dust.

Next came AEC Regal 623, then finally Leyland Canton 488. Green Goddess 216 only required the removal of cobwebs and a bit of a clean around the former engine compartment and bonnet, and John Radcliffe also cleaned the front windows of AEC double decker 417. All the buses except 417 also had an internal clean, with windows and seats wiped down and the floors swept out. It was amazing to see just what a difference a dust, wash and wipe-down made to these historic vehicles.

It was particularly good to see a wide range of Museum members contribute to today's success; some of us already contribute to track work and other projects on site, and others contribute to other facets of the Museum's operations. Some have a passionate interest in the bus collection; others were there to lend others a hand. We were all tired by the end of the day, but it would hardly be described as back-breaking labour - dirty perhaps, but not overly difficult. And something can be found for everyone to do, irrespective of age, ability and knowledge.

So I'd like to issue a challenge to the Museum's membership:

If you have an interest in the trolley buses and their ongoing conservation and preservation, I'd ask that you make an active contribution to that end. I don't mean that it will be all up to you alone to take care of them, but it would be fair to say that they're probably the most unloved items in the Museum's collection. Significant? Yes. Worthy of a place in the collection? Undoubtedly. Adequately cared for...? Maybe a bit better now than for a long while.

So I'd ask that those of you who are interested in the bus collection to talk amongst yourselves and form a plan of action. My suggestion would be to nominate

one weekend a month for a small group to spend an hour or two in the upkeep of the Trolleybus pavilion.



Mark Jordan, Roger Wheaton and John Morphett clean AEC Regal IV bus 623 on Saturday 19 March 2011.

John Radcliffe



Andrew Gilbertson cleans the roof of AEC Regal IV bus 623.

John Radcliffe



John Radcliffe, John Porter and Mark Jordan clean AEC Regal IV bus 623.

John Radcliffe

Operations Report *from Mark Jordan*

We are at last receiving requests for charters with two booked for March and one in April. Many thanks to all those offering to help out on these.

One later in the year (September) could be for 100 plus visitors so two crews will be needed.

On a more sombre note, there are difficulties in filling some spots on the roster. It may well happen that the Museum may only be able to offer tram rides on 3 days per month – not a good scenario. Our inability to attract new active members will eventually force this upon us.



Adelaide Bogie Open Combination tram (Type 'E') 118 travelling to the St Kilda Playground along the lakeside track on a sunny autumn afternoon on 3 April 2011.

Steve McNicol

From the Secretary *from Andrew Hall*

Sydney Tram closure 50th Anniversary

A small group of members and friends joined the exodus of many enthusiasts to Sydney to assist in celebrating the 50th anniversary of the running of the last tram to La Perouse on the weekend of 26/27 February this year. The event was thoroughly enjoyed by those who attended and the Sydney Tramway Museum should be congratulated for this well planned and organized event.

Museum Publications:

Work is continuing by Steve McNicol, John Radcliffe and Christopher Steele in producing a new informative book on Adelaide Trolley buses. The text is now complete and the section of photographs is almost finished. The draft I have seen produced is of very high standard and members will be impressed. The book will be available later in the year.

Model Tramway for Northern Depot *from* *William Adams*



William Adams positioning the PC5 controller that will be used to 'power' the model tramway. The layout itself can be seen taking shape in the background.

Kym Smith

After months of design, work is now well underway on the new model tramway display in the northern display shed. The purpose of this layout is to show and explain to the public how the various elements of the former Adelaide tram system used to work as well as providing a 'hands on' exhibit.

In addition, the layout is designed to be transportable and will also be used as a promotional tool for the Museum at some of the rail based events around Adelaide.

The layout is made up of 6 self supported boards which were fabricated in the body shop between September and December, the long build time being because of a number of other jobs around the Museum needed to be taken care of.

On Christmas Eve, Jack Pennack and myself shifted all 6 modules to the northern display shed. All the modules are now bolted together and track laying has started. All the control equipment needed to operate the layout has also been either purchased or donated to the Museum by the South Australian Model Railways Association (SARMA). A PC5 cab controller is also being prepared for use on the layout so the public can operate the trams.

From the Past March – May 2011

90 years ago

1 May 1921 - Flinders Street loop from Pulteney St to Wakefield St/Victoria Square opened.

50 years ago

13 February 1961 - Trolleybuses resumed running on Semaphore service over Birkenhead Bridge.

March 1961 - Cutting of 44 wooden span poles for the construction of the future shed began at Deviation Road, Mile End.

40 years ago

April 1971 - All workshop activities were transferred from the old workshop (the current members' lounge) to the newly completed workshop (a two road extension to the depot).

30 years ago

April 1981 - The first concrete track into the new display hall (Roads 7 & 8) was laid.

23 May 1981 - The body of dropcentre 264 arrived from Clare and was placed in the new display hall shed.

20 years ago

May 1991 - 700 feet of the lakeside track was relaid over the previous 6 months on new sleepers using 80lb rail reclaimed from the DSTO near Salisbury.

10 years ago

March/April 2001 – A contractor installed footings and erected the frame for the Northern Depot & Administration Building in late March and early April.

30 April 2001 – H 380, the first of the five H trams to be refurbished in the 'final' format was delivered from All Transport Industries to Glengowrie Depot.

26 May 2001 – BHP electric locomotive E1 was officially handed over by the AETM to the NRM at Port Dock.