
ST KILDA (Museum Notes and News – February 2010)

Australian Electric Transport Museum (SA) Inc.
PO Box 213, Salisbury, South Australia 5108

www.trammuseumadelaide.com.au

E Type Tram No 118

Headlights have been fitted. The first set of headlight glasses cracked from the heat of the globe. Advice was sought from the glass supplier, who said the glass selected was too thick. A second set of "thinner" glasses have endured the heat from the lamp, so far without cracking. Jack Pennack relocated the resistance grids to their final under floor location and continued with the painting of the tram. William Adams and Peter Letheby assisted with the preparative sanding down of the outside. Bruce Lock sourced replica gutters and with assistance from the Friday team installed them onto the tram.

Bib & Bub

Bruce Lock has turned his attention to organizing the fitment of brakes to the Bib & Bub set. A compressor has been sourced and Bruce is examining how it can be fitted to car 15.

General Car Maintenance

Car 42 has re-entered traffic for the summer months. Peter Letheby is attending to loose seat backs and missing screws.

Andrew Gilbertson and Michael Bosworth serviced car 111 controllers following a spate of notching-up difficulties with the No. 1 end controller.

Michael Crabb has taken over most of the general servicing of the operational car fleet. Trolley wheels on many of the cars have been measured for wear and replaced or lubricated as necessary. Motor bearings and compressors have also been serviced. Michael is using his fitting and turning skills to good use in fabricating new bushes to be used in restoring controllers for the Melbourne Tramcar Preservation Association at Haddon.

Big Wheel Turning

Ian Seymour was making good progress with re-profiling Ballarat Tramway Museum's wheels on AETM's wheel lathe. When it has been operating on a Sundays, it has been quite an attraction for some privileged visitors. Then the gremlins struck. The lathe's motor controller malfunctioned. So far, Jack and Ian have identified two problems, which of course are difficult to get at for repair. They are working on it.

Collection Significance Assessment

The Museum now has a grant of \$4,400 from the Commonwealth Collections Council to undertake a collection significance assessment. The assessment follows a formal framework and must be done by a person with suitable qualifications in museum management. Marie Treloar, the Museum's Honorary Archivist is such a person and has been engaged to do this work.

Archives

South Australian History Trust accreditation requirements to get our archives management up to scratch has been concentrating our minds of late and Marie Treloar, our Honorary Archivist has been working hard leading the charge, ably assisted by others. Her understanding of the

way the MOSAIC accessioning software works and the broader rigour of good archives management that she is setting up for us to follow makes us confident that we will satisfy the requirements the History Trust has for good museums.

Displays

The new horse-tram display in the Southern Depot has been erected. The Trolley Bus display is nearly ready for sign off.

Track and Overhead

Andrew Gilbertson, Andy Hall, Mark Jordan, Jack Pennack and Ian Seymour inserted 10 replacement sleepers from pole 25 down to the start of the curve into the loop (approximately pole 28) on Saturday 10 October 2009. They were able to get all the old ones out and enlarge the trenches before breaking for lunch, and then had them all in, packed and backfilled by about mid afternoon.

Andrew Gilbertson, Andy Hall, Jack Pennack, Ian Seymour, and Graham Jordan from Melbourne, attended a further track work day on Saturday 7 November 2009. They were able to put four new hardwood sleepers in down near Samphire Road.

Positive Visitor Income Results

2009 has produced a much improved operations result for the AETM. Visitors and therefore general admissions are up for the first time in several years and we are averaging two charter bookings per week. This has put a huge demand on our volunteer workforce, but is very rewarding!

The pleasing thing is that book sales and kiosk sales have picked up at a faster rate than admissions income. Compared with the same period last year, visitor income is up 49%, book sales up 104% and kiosk up 126%. Sales increasing more than visitor income is put down to more and better books, better set out in the book shop and better selection of ice creams. It is expected that the more attractive new drinks display fridge will also have a positive effect on drinks sales.

Web Site Changes



The Museum web site has two new sections accessed from the tabs displayed below on the Home Page.



Australasian enthusiasts can now purchase selected books and DVDs through the 'Online Shop' page.

The 'Tram History' tab brings together information based on our interpretive displays which was already on the site, but previously only accessed from 'click ons' from other pages. A new section has been added to 'Tram History' which is titled 'Today's Adelaide Tram System'. It covers the current Adelaide tram system and includes a brief history from 1958 when the Glenelg line became our only remaining tram line.

Visit the web site to check the changes at www.trammuseumadelaide.com.au

 A photograph of Marie Treloar, the Museum's Honorary Archivist, sitting at a desk in an office. She is wearing a dark patterned top and black pants. On the desk are a laptop, a printer, and various papers. A framed picture hangs on the wall behind her.	<p><i>Marie Treloar, the Museum's Honorary Archivist, at work on cataloguing the Museum archives.</i></p> <p><i>John Radcliffe Archives JR</i></p>
 A close-up photograph of Mike Bosworth examining the controller contacts in a car. He is wearing a light-colored shirt and glasses. The image shows the intricate mechanical and electrical components of the car's control system.	<p><i>Mike Bosworth examining the controller contacts in car No. 111 following adjustments by Andrew Gilbertson.</i></p> <p><i>John Radcliffe Controller JR</i></p>

Note: Glenelg Tramway News on following pages.

Glenelg Tramway News

80th Anniversary and Heritage Shuttle Service

The 80th anniversary of the Glenelg tram line and the H cars was celebrated on Monday 14 December 2009. Compared to recent decades, this milestone event was somewhat low key, the current focus being on new trams and a new tram line.

H cars had not run on the line since July 2009 due to restrictions during construction of the South Road overpass. H car running resumed with car 367 on the weekend of 12th & 13th December 2009 as a free summer weekend and public holiday service (until Easter 2010) from Glenelg to Glengowrie (Stop 12) where there is a depot crossover. The service is being sponsored by the City of Holdfast Bay who have provided volunteer 'on tram' guides. The car does not run to a specific timetable and departs Moseley Square, Glenelg immediately after the departure of a service car.

A passenger on Saturday 12th December was Walter Bull, 95, who was among the crowd in Moseley Square on the opening day in 1929. His father was an MTT motorman at the time.

The resumption of limited H car running enabled the AETA SA (Australian Electric Traction Association, S.A.) and their guests to travel on H 367 from Glengowrie Depot to Glenelg on the evening of Monday 14 December 2009 for their Glenelg Tramway 80th anniversary dinner at the Glenelg Jetty Hotel.

To allow for depot construction works to make room for the six Citidas trams, three of the remaining 5 H cars are being transferred to temporary storage, car 374 being the first to go, cars 351 and 380 to follow. Cars 367 and 370 have been retained at Glengowrie for the heritage shuttle service.

Citidas Trams Arrive

As at mid December 2009, three of the six Citidas cars had arrived at Glengowrie. They are being numbered in the 200 series (Flexity trams are numbered in the 100 series, and by coincidence the H cars are in the 300 series!). The first car to arrive was 204, followed by 203 and 201. Testing and driver training was in full swing at this time.

South Road Overpass Completed

No trams ran on the weekend of 5th and 6th of December to allow the track to be laid over the new South Road overpass. The work took longer than expected and no trams ran on Monday 7th December. After successful tests late in the afternoon of the Monday, normal service with trams using the overpass commenced on Tuesday 8th December 2009.

The opportunity was taken during the weekend closure to relay the curve across South Terrace into King William Street from the South Terrace tram stop and to install a crossover at Beckmann Street (Stop 8).

A number of weekend closures during October have allowed work to progress on the replacement of the overhead stobie poles on each side of the track in the tram line reservation with new centre poles and brackets.

Hindmarsh (Entertainment Centre) Construction

Work on the 2.8 km extension from City West to the Entertainment Centre at Hindmarsh is progressing at a rapid pace. As at mid December 2009 the track bed had been excavated for the entire length excepting a few road crossings. Track had been laid in concrete across two major intersections – Port Road & Park Terrace / Adam Street near the terminus, and Port Road & North Terrace & West Terrace at City West. A scissors crossover had been laid in concrete at the Hindmarsh (Entertainment Centre) terminus in the centre road reservation of the Port Road at Hindmarsh.

Track was in position for the new City West 'Terrace to Terrace' shuttle tram terminus in North Terrace near the intersection with West Terrace and Port Road. The waiting shelter was also under construction. Shuttle trams will terminate at a terminal stub between the up and down tracks. This alignment has resulted in the up and down tracks across the Port Road & North Terrace & West Terrace intersection being some distance apart.



An H, a Flexity and a Citidas at Glengowrie Depot on the day of the 80th anniversary of the Glenelg line on 14 December 2009 – cars 367, 104 & 203.

*William Adams
367 80th 104 203 WA*



Guests on the 80th anniversary trip on H 367 stand on the platform at Moseley Square after disembarking the car.

*William Adams
367 80th a WA*



H 367 casts a late afternoon shadow as it sits on the terminal standing track at Glenelg on 14th December 2009.

*William Adams
367 80th b WA*



Guest attending the AETA (SA) Glenelg Tramway 80th anniversary dinner stand alongside H 367 on 14 December 2009. The tram is advertising the new weekend heritage tram service.

William Adams
367 80th group WA



H 367 on a free Heritage Tram shuttle passes Flexity 105 in Jetty Road, Glenelg on Sunday 13 December 2009.

Steve McNicol
Heritage 367 SMcN



The first of the new Alstrom Citidas trams to arrive in Adelaide – No. 204 passes the first of the Flexity trams – No. 101 at Glandore on a test run on 2 December 2009.

Steve McNicol
Citidas 204 & Flexity 101
SMcN



Citidas tram No. 204 on a test run on the temporary track deviation for the South Road Overpass at Glandore on 2 December 2009.

*Steve McNicol
204 Trial SMcN*






Flexity 107 was the first to cross the South Road overpass at close to 5.30pm on Monday 7 December 2009.

*Steve McNicol
South Rd – 107 a SMcN*



Flexity 107 crossing South Road on the return trip on 7 December 2009.

*Steve McNicol
South Rd – 107 b SMcN*

	<p>The scissors crossover under construction at the Hindmarsh (Entertainment Centre) terminus in the centre road reservation of the Port Road at Hindmarsh. <i>Steve McNicol</i> Hindmarsh cross over SMCN</p>
	<p>With three of the remaining 5 H cars being transferred to temporary storage, Colin Seymour was fortunate to capture all five cars in the yard at Glengowrie on 2 September 2009.</p> <p>This photo shows the two cars retained for the heritage shuttle service – cars 367 and 370.</p> <p><i>Colin Seymour</i> 367 370 CS</p>
	<p>H car fleet leader, car 351. <i>Colin Seymour</i> 351 CS</p>



H 374 has not operated since receiving undercarriage damage at the time of the 75th anniversary in 2004.

Colin Seymour
374 CS



In recent years H 380 (originally 359) has been used for shunting Flexity cars being serviced around the depot. It was fitted with a special transition coupler for this purpose (hidden at the rear of this view).

Colin Seymour
380 CS