
ST KILDA (Museum Notes and News – May 2010)

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

www.trammuseumadelaide.com.au

E Type Tram No 118

John Pennack has applied the second coat of external paint to the tram, and, with assistance from Peter Letheby installed the long kick-board panels boxing in the longitudinal seats in the saloon. John has turned his attention to restoring the cross-bench ceiling to its' original length by attaching new 'birds-eye' plywood to the original ceiling panels that had been truncated when the car was converted by the MTT from a Type E to an E1 in the 1930s. Laminated safety glass has been cut to shape and is now fitted in the bulkhead. Side and end destination boxes with destination rolls, refurbished by John Radcliffe, have been refitted to the car. John also procured replica leather window and standee straps. Michael Bosworth has installed these as well as the brass light fittings and window grips, after they received a much needed polishing.

Bib & Bub

Both cars, No. 14 & 15, to become the 'Bib & Bub' coupled set have had their air compressors installed. This has been no mean feat as these cars were never equipped with air brakes throughout their working life. The task required much planning by Bruce Lock and Michael Crabb as far as location of components and linkages. Preliminary testing of the air brakes was conducted recently using a temporary air receiver being recharged after each test by the workshop air supply. These tests showed the air brakes worked very effectively, so work can now progress towards permanently installing the air receiver and connecting it to the compressor.

Trackwork

The last 200 metres of track at St Kilda has not been used for many years due to the poor condition of the sleeper track in this public recreation area. It had initially been hoped that the Salisbury Council would relay this track in mass concrete as they did with the rest of the track in the playground area. The track in this area is at the same level as the surrounding St Kilda reserve, resulting in poor drainage for the sleeper track. Experience has since shown that most visitors prefer to alight at the truncated terminus located at the Playground tram stop which is at the centre of the playground.

Following discussions with the council, track work began in earnest for 2010 when a temporary pull off was installed at the end of the concreted track on Saturday 23 January in preparation for the council to remove the surplus overhead. This duly happened on Friday 18 February. A more permanent fixture was then assembled over the following week by William Adams, Mike Bosworth and Andrew Gilbertson, and was installed on Friday 26 February.

More track work was carried out on Saturday 20 March when Mike Bosworth, Andrew Gilbertson, Graham Jordan (from Melbourne), Mark Jordan, Jack Pennack, Ian Seymour and Kym Smith were able to insert a further five new hardwood sleepers east of the Samphire Road level crossing. This was a quick job due to the many people who turned up to help, so a quick run down the line revealed a section that was over gauge. We took the opportunity to bring the track back in and re-spike it. An inspection was then conducted which has shown where the focus for track work will lie for the year ahead.

Displays Refurbishment

The new horse tram displays have now been set up in the Southern Depot shed near our two horse trams.

Work has been proceeding steadily on the refurbishment of the Visitor Entrance Gallery. The primary focus of attention is on the completion of the new displays. A large amount of time has focused on the selection of the photos for the new displays. This work has primarily been undertaken by David Williams, John Radcliffe and Ron White. The EFTPOS terminal is now up and running with little trouble in its operation being incurred by our gallery staff.




History SA Accreditation

The Museum has recently been advised that we have been successful in our application for full re-accreditation with History SA. This accreditation is vital when applying for grants. The Museum is grateful for the work undertaken by the Museum archivists, Marie Treloar, John Morphett, Mike Bosworth and Chris Summers in starting to get the AETM archives computer catalogued to the required standard, and especially to David Williams who co-ordinated the re-accreditation process.

Grants Facilitator

The Museum has obtained the assistance of an external grants facilitator to procure funding from government and philanthropic organizations to assist in further developing the Museum's aims. Heather Millar who does similar work for the Cancer Council of S.A. is currently working on a number of avenues for funding.

	<p><i>Completed new colourful horse tram displays in the Southern Depot shed.</i> Chris Summers.</p>
	<p><i>A scout group visited the Museum on 28 February 2010.</i> John Radcliffe</p>

	<p><i>Andrew Gilbertson, Mike Crabb and Ian Seymour have just rolled the last wheel to be turned for Ballarat's tram 38 from the lathe shed to the workshop on 26 February 2010. The channel behind Ian is used as a rail track for the trolley to run in between both sheds.</i></p> <p><i>Chris Summers</i></p>
	<p><i>Mark Jordan, Mike Bosworth and Ian Seymour with works tram W2 354 under our newly constructed pull off at the St Kilda playground terminus on Saturday 23 January 2010.</i></p> <p><i>Andrew Gilbertson</i></p>
	<p><i>Graham Jordan, Mark Jordan and Ian Seymour packing in new sleepers near Samphire Road at St Kilda on Saturday 20 March 2010.</i></p> <p><i>Andrew Gilbertson</i></p>

Note: Entertainment Centre / Hindmarsh Tram Line Opening News on following pages.

Adelaide's Entertainment Centre Tram Line Opens

Official Opening

The 2.8 km extension of the Glenelg tram line from City West to the Entertainment Centre at Hindmarsh was officially opened on Sunday 7 March 2010. However, regular passenger service did not commence until Monday 22 March 2010.

The first test run on the new track took place in the early hours of 22 February 2010. Further tests runs were carried out over the following weeks with Flexity and Citidas trams. A load test of six trams was conducted in the early hours of 27 February 2010. H 367 even made one test run, although it is unlikely that H cars will ever journey through the city to the Entertainment Centre at Hindmarsh again.

The South Australian state election on 20 March 2010 dictated that an official opening needed to occur on the preceding weekend – two weeks before the commencement of passenger services. The tramline extension was officially opened by Premier Mike Rann at the Entertainment Centre / Hindmarsh terminus at 9.30 am on Sunday 7 March 2010.

In the afternoon a small scale community event was held from midday to 4pm to allow members of the public and local community to ride on the new service. Three Citidas trams (203, 204 & 205) and two Flexity trams without external advertising (101 & 110) were used for the occasion and ran between Entertainment Centre / Hindmarsh and City West.

The time between the two openings allowed for crew training and further testing.

Service Commencement

Regular passenger service commenced on Monday 22 March 2010. To entice the public to catch trams into the city from Hindmarsh the government has introduced free trams to the city upon payment of a \$2.00 parking fee at the Entertainment Centre car park at Hindmarsh for an initial period of six months. This appears to be working well and trams are carrying good loads.

There are four new tram stops: West Terrace, Thebarton, Bonython Park and Entertainment Centre / Hindmarsh. City Shuttle trams now terminate at a terminal stub between the up and down tracks at West Terrace instead of City West and display 'West Terrace via City'. Entertainment Centre, Hindmarsh trams terminate in the wide centre road reservation of the Port Road at Hindmarsh where a scissors crossover has been provided. They display 'Entertainment Centre, Hindmarsh'. South Terrace shuttle trams now display 'South Terrace via City'.

15 of the 17 normal service trams (there are 11 Flexity and 6 Citidas trams) are required for the week day AM and PM peaks, while 13 are used during the off peak.

Finally, it can be said that Adelaide has two tram routes.

South Road Overpass Tram Stop Opened

The South Road Tram Stop (Stop 6) was re-opened on Monday 15 March 2010. It was celebrated with a free sausage sizzle and community event under the overpass on the east side of South Road from 4.00 – 6.00pm. The tram stop is on the actual overpass. Trams stop at a centre platform accessed from ground level by lift, stairs and ramp.

Glengowrie Depot Refurbishment

Glengowrie Tram Depot is being completely refurbished. Work includes re-construction of the north and south yards, modifications to the tram barn and a completely new administration block on the western side of the depot access track near the Sturt Creek.

Closure of the north yard for track reconstruction has created space problems with the result that up to 4 Flexity trams have had to be stabled outside at the end of daily service. On occasions two trams have been stabled at Stop 12 (up and down) near the depot and two trams have been stabled at the South terrace shuttle siding. The yard has been constructed in mass concrete with six tracks. A fifth access track is being constructed on the external eastern side of the 4 road tram barn.

Heritage Service

H 367 has conducted all summer weekend heritage runs which have been cut back to an hourly service based on demand. H 370, the reserve car has not been required.

	<p><i>Flexity 105 tests out the scissors crossover at the Entertainment Centre, Hindmarsh terminus on 2 March 2010.</i></p> <p><i>Steve McNicol</i></p>
	<p><i>Flexity 110 and Citidas 203 at the Entertainment Centre, Hindmarsh platform for the official opening on 7 March 2010.</i></p> <p><i>Steve McNicol</i></p>



S.A. Premier, Mike Rann officially opens the Entertainment Centre / Hindmarsh extension on 7 March 2010.

Steve McNicol



Citidas 203, the first official tram leaving Entertainment Centre / Hindmarsh on 7 March 2010.

Steve McNicol



Flexity 101 returns to Entertainment Centre / Hindmarsh along Port Road on Official Opening Day, 7 March 2010. A short distance from the terminus, the S.A. Brewery chimney is a local icon. The red, white and blue at the top represents the 2009 SA AFL premiers, Central Districts, while the double blue colour immediately below represents the runners up, Sturt.

Steve McNicol



The Citidas on the left has just left the West Terrace stop for Entertainment Centre / Hindmarsh on the first regular service day, 22 March 2010. Another Citidas on the right is on the return journey. The tracks are widely spaced at this point to allow for the West Terrace shuttle terminal track in between them behind the photographer.
 Steve McNicol



Citidas 204 at the Entertainment Centre / Hindmarsh terminus on 22 March 2010. The imposing new structure behind the tram is the new 2500 person small venue addition to the Entertainment Centre.
 Steve McNicol



Flexity 108 arrives at the new elevated South Road Overpass tram stop on its opening day, 15 March 2010. The elevator can just be seen on the left.
 Steve McNicol

