

# Trolley Flash

December 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 David Williams*

### Budget

The half yearly budget report said that the budget was proceeding according to plan and there were no surprises. Visitors and therefore general admissions were up slightly and charters were down at the half way mark, but charters have since picked up and are expected to come in about on target.

The pleasing thing is that book sales and kiosk sales have picked up and at a faster rate than admissions income and are ahead most months compared with last year. Compared with the same (6 months) period last year, visitor income is up 49%, book sales up 104% and kiosk up 126%. Some of these percentages are off a low base and the effect of the March 09 special day is in them, but there is no denying these figures are encouraging. 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 drinks display case will have a positive effect on drinks sales from September onwards period.

### Collection Significance Assessment

We all know that the museum's collection and restoration of trams, its associated street furniture and its archives material (see under) is pretty good, but when we say that to funding agencies they have to take our word for it. But that hardly gives us any comparative advantage over other museums competing for the same scarce funds who say the same nice things about their own collections and doesn't help funding agencies assess who deserves to get what.

Over the past 10 years the Commonwealth Heritage Collections Council has developed a rigorous methodology for determining a collection's significance that takes out enlightened self-interest and relies on evidence, which is set out in a publication. Such assessments are now increasingly looked for by funding agencies to distinguish important collections from the merely deserving. History Trust accreditation certifies that a museum is

well run. A Significance Assessment is a measure of the collection's standing. Both of these are important on their own merits and on purely pragmatic grounds both are important aids to government assistance.

The Museum now has a grant 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.



Marie Treloar, the Museum's Honorary Archivist, at work on cataloguing the Museum archives.

John Radcliffe

### Archives

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 is going up as we speak. The Trolley Bus display is nearly ready for sign off and the gallery display is being worked up to concept layout stage.

### 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*

With the recent hot weather, customer numbers have been disappointing on recent Sundays (only 2 visitors on November 8<sup>th</sup>). Fortunately, our charter bookings have helped to offset this shortfall in earnings.

I will be posting out forms for Health Assessment in December to members due for category 1 or 2 medicals. These are generally due by January 31 which should allow ample opportunity to make the necessary appointments.

Fortunately, our ranks of Drivers and Conductors is continuing to grow with Michael Crabb, Andrew Gilbertson and Andrew Hall qualifying as Drivers and William Adams as a Conductor. This should increase or flexibility when compiling rosters.

Once again, I wish to thank all the members nominating for the roster this year and I wish you all the best for the Festive Season.

### Rolling Stock *from Mike Bosworth*

#### 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 has continued with the painting of the tram. William Adams and Peter Letheby assisted with the preparative sanding down of the outside. Jack has also relocated the resistance grids to their final under floor location.

#### Bib & Bub

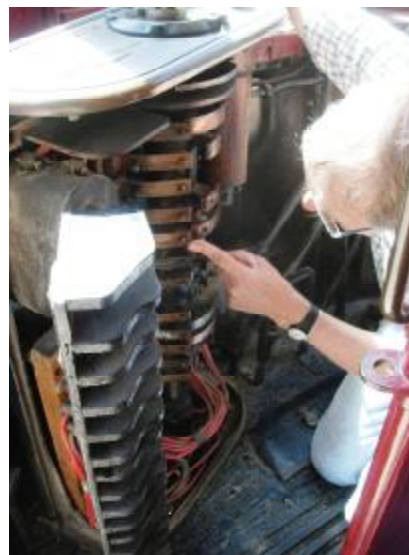
Bruce Lock has turned his attention to organizing the fitment of brakes to the Bib & Bub set. A compressor has been sourced and Bruce is examining how it can be fitted to car 15.

### General Car Maintenance

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

Andrew Gilbertson and Michael Bosworth serviced car 111's 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 Tony Smith at Haddon.



*Mike Bosworth examining the controller contacts in car No. 111 following adjustments by Andrew Gilbertson.*

*John Radcliffe*

### Big Wheel Turning

Up until a few weeks ago 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 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.

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

## Pageant Guide



**TRAM RIDES AT ST. KILDA**

During School Holidays Noon to 5pm every Wednesday and Sunday.

Also, Noon to 5pm everyday between 26th Dec & 3rd Jan.

Ride the old trams to and from the St. Kilda playground.

Refreshments, Displays, Souvenirs.

**PRESENT THIS COUPON FOR ONE FREE ADULT ADMISSION!**

Offer expires Tuesday 26th Jan, 2010

**Enquiry 8280 8188 or 8297 4447**

[www.trammuseumadelaide.com.au](http://www.trammuseumadelaide.com.au)



The above coupon appeared in the Christmas Pageant Guide in the Advertiser on Saturday 14 November 2009 (Pageant Day). Gallery staff should be alert to visitors presenting the voucher over the summer months.

This *Flash*, I thought I would just concentrate on the people issues of the Museum.

Well known member and Sydney Tramway Museum chairman Howard Clark has been ill and is now in the stages of recovery, and I believe a large amount of rest has been ordered by his medico's.

Another well know tramway identity, Keith Kings has also not been his usual self either, and is slowly recuperating at home. Keith has just recently celebrated his 81<sup>st</sup> birthday.

To both Howard and Keith, all at the Museum wish you speedy recoveries.

While on the subject of birthdays, Museum members Barry Fox and Mike Crabb have celebrated their 70<sup>th</sup> birthdays in recent times.

### Museum Bookshop

Just a reminder on the Bookshop. Roger and I have some new stock in the way of books and DVD's and ask all members to consider a Christmas treat for themselves. Please pop out to the museum bookshop and make a purchase.

### EFTPOS is coming

The Museum's paper credit card facility will be converted to a Dial-Up EFTPOS terminal at the end of January 2010. This will improve our customer service and allow debit cards as well as credit cards to be accepted. Operations staff will be required to receive training in the EFTPOS facility.

### Heritage SA Newsletter

Gallery staff will notice supplies of the Heritage SA newsletter on the counter. These are to be handed FREE to interested customers. Point out that there is an interesting article on Pages 8 & 9 about the centenary of Adelaide's electric trams.

### Track and Overhead

*from Andrew Gilbertson*

A big shout out to Andy Hall, Mark Jordan, Jack Pennack and Ian Seymour who came along on Saturday 10 October 2009 and helped me to insert 10 replacement sleepers from pole 25 down to the start of the curve into the loop (approximately pole 28). We were able to get all the old ones out and enlarge the trenches before breaking for lunch, and then we had them all in, packed and backfilled by about 1530. This was a great team effort.

Thanks to Andy Hall, Jack Pennack and Ian Seymour, and a particular, thankyou to Graham Jordan from Melbourne, who came along on Saturday 7 November 2009 for the last full trackwork day for the year. We were able to put four new hardwood sleepers in down near Samphire Road, but did not pack them in as the weather got too hot too quickly. We did put the afternoon to good use though by removing the old horse tram displays in the southern shed, cleaned the area up and put up the new displays. Well done team!

Well, I've been in the job now for six odd months, and I'd like to thank everyone who's been involved with trackwork in that time. In particular, thanks go to Andy Hall, Jack Pennack and Ian Seymour, who've been at most if not all the working bees, and have been only too willing to answer any questions (no matter how inane) I might have had about my new 'portfolio'.

I'll be in touch in 2010 with the next trackwork program.

## Web Site Changes *from Colin Seymour*

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

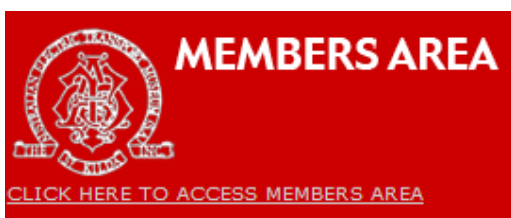


Australasian enthusiasts can now purchase selected books and DVDs through the **Online Shop**. Note that the Online Shop catalogue is limited to items for which we are well stocked.

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.

The **Member's Area** is now accessed by clicking on the AETM logo in the **Tram News** section of the **Enthusiasts & Members** page as shown below.



Visit the web site to check the changes.  
[www.trammuseumadelaide.com.au](http://www.trammuseumadelaide.com.au)

## From the Past December 2009 to February 2010

### 100 years ago

21 December 1909 - MTT Board met at newly completed Hackney Depot Administration Building (Goodman Building) for first time.

23 December 1909 - Electric trams commenced running from Torrensville to Henley Beach (Main St) - City to Torrensville section continued as a horse car service. 4 toastrack trams were transferred to Torrensville horse car depot to commence service.

### 90 years ago

15 December 1919 – MTT bandstand at Semaphore officially opened.

### 80 years ago

14 December 1929 - Official opening of Glenelg tram line - last steam train ran on North Terrace line to Glenelg - regular tram service commenced Sunday 15 December 1929

1 February 1930 - City - Albert Park feeder bus service commenced connecting with trams to Port Adelaide, Semaphore, Largs and Rosewater.

### 50 years ago

Late 1959 - The Museum tendered £10 for scrubber car S1. A scrap merchant outbid the Museum and the vehicle was cut up.

### 30 years ago

16 December 1979 - Golden Jubilee of Glenelg tram line (opened 14 December 1929) - "H" 359 was externally refurbished to original no. 351 for Jubilee and "H" 377 painted gold. Procession on day consisted of AETM cars "F1" 282, "W2" 294 and "H1" 381 followed by cars 351, 377, silver triple set 360-361-362 and red triple set 368-369-370.

February 1980 - Car 1 withdrawn from service and refurbishment to circa 1909 appearance commenced.

### 20 years ago

December 1989 - Oil store relocated from rear of Workshop to safer place some distance behind Trolleybus Shed. Start made on repairing wooden support poles in main depot.

February 1990 - New larger workshop pit was completed with assistance from TAFE. Museum successfully tendered to remove a double track railway siding at Penfield.

### 10 years ago

14 December 1999 – The 70<sup>th</sup> anniversary of the Glenelg tram line (and H cars) was celebrated with speeches in Victoria Square. Guests rode on the AETM's recently refurbished H 360. Bendigo single truck tram 19 also took part in the celebrations. Both cars participated in the Glenelg Christmas Pageant on 28 November 1999 and ran several public trips between normal runs in the weeks preceding and following the event.

15 December 1999 – A special charter was organised for AETM members on the Museum's H 360 on the Glenelg line.

24 December 1999 – H 360 returned to St Kilda from the Glenelg line.

16 January 2000 – H 360 entered regular Museum service.