

Trolley Flash

December 2007

Membership Newsletter of
Australian Electric Transport Museum (SA) Inc
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Celebrating 50 Years

President's Report *from Colin Seymour*

Reminder - New Museum Postal Address

The Museum has a new postal address:

PO Box 213
SALISBURY SA 5108

50th Anniversary Dinner

Our 50th Anniversary Dinner was held in the Balcony Room, Strathmore Hotel, North Terrace, Adelaide on Tuesday 23rd October 2007. The location and date had been selected to coincide with the opening of the tramline to City West in North Terrace.

It was pleasing to see friends from Museums in Brisbane, Sydney and Victoria as well as many of our local rail museum friends attend.

Our new portable display which had been developed as part of our Displays project had its first public airing. The portable display appropriately describes the 50 year history of the AETM. Special thanks to David Williams for arranging the display.

The highlight of the evening was a speech from our special guest, James Hall, Manager Trams for TransAdelaide who gave a very interesting insight into the building of the City West line and its operational requirements.

Special thanks to John Pennack and Maureen Parker for the work in organising the dinner.

Glenelg Tramline Extension Grand Opening

Committee members and a number of long time members were fortunate to take part in the official opening of the new City West tram extension on Sunday 14 October 2007.

Two video screens in the official marquee in Victoria Square next to the new tram stop showed footage of the construction as well as archival footage, including

parts of the AETM's Tramway Tapestry DVD which included footage taken by Keith Kings in the 1950s.

A key statement during Premier Rann's speech is that extensions are being considered. Mike Rann also praised the efforts of the AETM in preserving Adelaide's tramway heritage.

There were two commemorative cakes – one representing a H car and the other a Flexity car.

Car 101 led the procession followed by 351-367 and car 102. Museum members were fortunate to ride on car 351.

The Mercury Cinema near the City West terminus had free screenings of the video package screened as part of the opening ceremony.

AETM President, Colin Seymour was interviewed by local ABC radio prior to launch.

Operations Report *from Mark Jordan*

Health Assessments

Drivers should have received their Health Assessment Reminders by the end of November. The assessments need to be completed by the end of December as noted on the form. Note there are three health clinic addresses available for this assessment.

Gallery Staff

Staff rostered in the Gallery need to be aware of a few changes of late:

- There may be some confusion as all PLU keys are now deleted. Instructions for entering Book and Kiosk items are on the counter.
- Please run the DVD as per the instructions.

- David Williams and Chris Summers are fixing the flags out the front and separate instructions will be written for these.

Disabled Ramp

I am sure that most of you have seen the new disabled access ramp. All operational staff will need to be familiar with its use. A protocol is currently being drafted for this and will be added to the Operations Manual. Note that the ramp is designed for use on W class & F class dropcentre tramcars only. Wheelchair access has always been restricted to these cars as they have wide doorways.



Newly arrived ramp to enable disabled access to selected trams.

Chris Summers

Roster Commitments

Staff are reminded that it is their job to find a replacement if unable to fulfil a roster commitment. If you are unable to find a replacement to fulfil your role on the roster, please advise me at the earliest convenience (8251 3665) as it can be difficult to find a replacement at short notice.

Remember, that all operations staff should be on site by 12.30pm at the latest (earlier if possible) to ensure we are fully set up to serve the first customers from 1.00pm. Shunting of trams to be used for the day should be completed before 1.00pm.

Thankyous

Finally, I wish to thank Ron White, Chris Summers and David Williams for their assistance, and also, all the members that have been able to help out on the large number of charters in the last 2 months.

Want to receive *Flash* by email instead of post?

Send your email address to Colin Seymour:
cgseymour@bigpond.com

Rolling Stock Report *from Mike Bosworth*

Bib and Bub Project

Replacement timber side frames for each of the drop ends are being prepared for refitting. Jack is stripping the saloon floor of its years of paint and grit. Peter Letheby has refurbished a large number of the original bolts for reuse. The plan is to finish the driver's cab so the tram can be made operable.

E Type Tram 118

E 118 continues to be a hive of activity. Bruce Lock and Mike Crabb have installed the air brake cylinder and are now fabricating steel straps to locate the underfloor air reservoir. It is planned to have replica cross-bench seats made by Husnjak Joinery.

H Type Tram No 378 (Restaurant Tram)

Maureen and Stephen Parker responded to the request for assistance in preparing the restaurant tram for operation. They have done a great job cleaning the inside and outside of the windows.

They really need some help to gain access to the interior of the double glazing. It is not a difficult task. There must be some members who can help them. Contact Mike Bosworth on 04 2902 8984 for further information. Meanwhile, the "restaurant tables" with damaged inlays have been sent to Husnjak Joinery for repair.



Bruce Lock and Michael Crabb making steel bands to support the air compressor tank for car 118 on Friday 16 Nov 07.

Chris Summers

Publications *from Roger Wheaton*

2008 Calenders

The 2008 Tram Calenders are now at the Museum bookshop. They sell for \$9.90, not the \$9.95 price on the calendar, as the Museum does not stock 5 cent pieces – a discount!

Trackwork *from John Pennack*

The Roads 5/6 switch has been re-laid in concrete. 150 sleepers have been donated to the Museum by TransAdelaide. They have been sorted into usable and un-usable quality by Victorian member Andy Hall.



*On hand for the concrete pour on Friday 9 Nov. 07 were Michael Bosworth, Bruce Lock, Mark Jordan, Michael Crabb, Ian Seymour and John Pennack.
Chris Summers*



*The laying of the concrete is progressing.
Chris Summers*

Safety Management from Colin Seymour

Members should be aware that our tramway operations these days must comply with Rail Safety legislation and standards. In particular, we must comply with Australian Standard AS4292.1, 2006.

We are required to have a well documented Safety Management System (SMS). Our SMS manual (our Safety Management Rule Book if you like) is over 40

pages. Fortunately, general operations staff do not need to be familiar with this manual!

The SMS manual is to be used by all members carrying out administration activities which involve Safety Management.

The SMS follows *Australian Standard AS 4292.1 – 2006 Railway Safety Management*, ie. the same numbering system and headings are used where possible. It also follows additional guidelines as recommended or required by the Rail Safety Section of the South Australian Department of Transport.

The SMS is one of two key Safety Management manuals used by the Museum. The other manual is the Operations Manual which must be used by all members involved in Museum tramway operations.

Key areas of our SMS are:

- Safety Management System – our Safety Management practices, forms, reports and internal audit procedures.
- Risk Management - Hazards are identified, risks determined, , inherent risk score calculated (Likelihood, Consequence, Risk), control measures determined, residual risk calculated and overall risk evaluation determined (High, Moderate, Low). Each Hazard being recorded on a separate Risk Assessment form. All identified risks are summarised in a Safety Risk Register. Most of our risks are covered off in our Operations Manual. New risks will result in new rules!
- Personnel Management – How we maintain worker competence (training) and our Health & Fitness requirements.
- Engineering & Operational Systems Safety - criteria for Process Control, Engineering Design, Construction and Installation, Implementation and Commissioning, Monitoring and Maintenance and System Operation for the following key areas:
 - Track Infrastructure
 - Rolling Stock
 - Operations and tram control systems
 - Electrical Traction Systems
- Occurrence Management – How we prepare staff to deal with emergency procedures.

By the time you read this we would have had our 2007 Rail Safety Compliance Audit. The Auditors would have assessed how we are going in accordance with our SMS manual and AS4292.1,2006.

From the Past

December 2007 – February 2008

90 years ago

December 1917 – B type cars 41 – 43 converted to A2 type and 44 – 60 converted to A1 type during year mainly for use at Port Adelaide.

December 1917 – Coloured destination symbols on trams discontinued during year.

80 years ago

December 1927 – SA Railways Glenelg and Edwardstown bus services (using Garford double deck buses) taken over by MTT during year.

70 years ago

December 1937 – Hale Kilburn fixed rattan seats in C type cars swapped for Brill-Winner reversible seats from 20 A type cars during year.

60 years ago

December 1947 – Rattan saloon seating in F1 type cars 251 – 261 commenced being replaced by leather during year.

50 years ago

7 December 1957 – Enfield, Colonel Light Gardens and Wayville West lines closed. Wayville West service incorporated in Colonel Light Gardens bus service from 8 December.

28 December 1957 – H 352 involved in accident and later scrapped.

December 1957 – H1 prototype tram 381 withdrawn from traffic and initially stored at Hackney.

3 January 1958 - Due to the necessity to demolish B, C and D bays at Hackney to provide bus parking, cars 1, 111 and 192 were driven to the sidings at Morphettville and parked thereon, to be removed by 31 March 1958.

January 1958 - John Radcliffe and Christopher Steele waited on the Premier of SA (Sir Thomas Playford) seeking the Shepherd's Hill Road site. This was ultimately refused.

27 January 1958 - The Morphettville cars were substantially vandalised, suffering 16 broken windows.

40 years ago

21 January 1968 – 76 adults visited the Museum, which with book sales gave an income of \$22.00 for the day.

16 February 1968 – Car 282 paintwork spoiled from previous week due to wax from new paper cups mixing with paint!

30 years ago

December 1977 – Wiring of Road 2 (now 5) of the depot was completed. The road had previously been left unwired to house non operating vehicles, but became necessary following the acquisition of W2 354 – the works car.

January 1978 – Depot roads 1 – 6 were re-numbered in reverse order to allow for future expansion to the south of the depot.

7 February 1978 – Horsecar 18 was taken to Marlestone College for refurbishment.

16 February 1978 – W2 354 – the works car was delivered to St Kilda.

20 years ago

4 December 1987 – H 355 delivered to Museum.
13 December 1987 – City of Enfield band played Christmas carols while Ballarat 21 was used as a Santa tram.

December 1987 – Loading ramp at rear of Workshop dismantled to make way for the new Bodyshop building.

February 1988 – Horsecar 18 was moved to a planned Horse Drawn Vehicles museum site at Seppeltsfield (the museum plan failed and the tram was subsequently returned to St Kilda).

10 years ago

January 1998 – W2 294 re-entered service after refurbishment and a repaint in the 1940s M&MTB scheme.

February 1998 – Faulty motor from car 1 was removed and sent away for re-wiring.

Tramway Humour

Two men hopped on a Port trolleybus and asked for "two to the Land of Promise," a hotel at Hindmarsh. The new connie, unfamiliar with the names of hostellers, issued 6 pence instead of four pence tickets. "But it's only 4 pence to the Hindmarsh pub," protested the men. "Oh, I thought you wanted the Cheltenham Cemetery," said the connie.
Among Ourselves, No. 4, October/November 1946
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On the morning of a sudden rail stoppage, a disgruntled man in a Port trolleybus queue in Hindley Street complained to the Assistant Traffic Superintendent, "Rotten MTT bus service. I'll go by train." He walked out of his place six persons from the front of the queue to the Railway Station. Ten minutes later he walked back, without a word, and attached himself to the end of the queue - now about 100 feet long!
Among Ourselves, No. 4, October/November 1946
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