



## Who are we

The Tasmanian Transport Museum had its beginnings in 1960 when four Hobart men persuaded the Metropolitan Transport Trust (MTT) to donate a Hobart tram car for preservation. From this small beginning, the Tasmanian Transport Museum Society was formed and in 1965 purchased its first railway locomotive. Since that time, the Society has continued to collect a variety of exhibits to preserve the history of Tasmanian Transport.

# What can we offer

The Tasmanian Transport Museum has an extensive collection, we have a range of buses from the period 1942 to the 1990's . Many of our buses are operational and are available for limited use.



## Leyland National 601

Bus number 601 was built by Leyland National in England, and operated in Hobart from 1975 until it was acquired by the museum in the early 1990s. It is the only vehicle in the collection to carry the orange colour scheme used by the MTT from the 1970s until more recent times and it is fully restored and operational.



## Bedford 249

Bus number 249 was built by City Bodyworks using a Bedford 'SB3' type chassis. It entered service in Hobart in 1971 and operated throughout the city before being replaced by more modern buses. It was donated to the museum in the 1980s after withdrawal from service. It is fully restored and operational.



## ACE Reliance

Our AEC Reliance was built in 1956 for the airline TAA and used for City to Airport services. This vehicle was modified with an offside door for use in Launceston's one way streets. In 2005 the museum completed restoration of the bus back to its original paint scheme. It is fully restored and operational.

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## Hino Freighter No.18

Ace Bus Service No 18 was the first production bus to be built with a Hino chassis in Australia. It was used by ACE Coaches until the late 1990s when it was stored. The bus was donated to the society by the Creswell family in 2006. In 2015, to celebrate 50 years in Australia, Hino produced a short promotional video about the bus. The bus is in its original condition as donated and is operational.



## Chevrolet Side Loader

The side loader bus was assembled locally on a 1942 Chevrolet chassis. It was operated by Wise's Coaches from Hobart to Bothwell until it was acquired by the museum in the late 1970s. The bus is currently undergoing restoration. Contact us for updates on the operational status.



## Leyland Tiger No.361

Bus number 361, was one of a batch of Leyland 'OPS1' type buses (half cab) built in 1947. It was owned by the Metropolitan Transport Trust (MTT) in Launceston. It was later sold to the HCC and operated in Hobart. The bus is operational but is awaiting funds for internal and external restoration. The second image shows 361 in Hobart in 1968.



# What can we offer

The Tasmanian Transport Museum has an extensive collection, we have a range of railway rolling stock that were used from the period 1885 to the 1980's. We have many items that are available to be used as a static exhibit or for use on our 400m demonstration line.



## Locomotive C22

Built in 1902 for the Tasmanian Government Railways, C22 spent many years working on all kinds of trains throughout Tasmania. C22 is typical of locomotives used from 1850 to 1950 in rural areas. C22 is fully operational and available for static or use on our demonstration line.



## Locomotive M5

Built in 1952 by Robert Stephenson and Hawthorn of Darlington, England, M5 entered service on 26 May 1952. During October 2013, the museum was used as a venue for filming a number of scenes for a film adaptation of Shakespeare's All's well that ends well. M5 and a carriage were decorated to represent a 1930s France. M5 is typical of locomotives used from 1950 to the early 1970's. M5 fully operational and available for static or use on our demonstration line.



## Locomotive X1

On 13 September 1950, locomotives X1 entered service in Tasmania, becoming Australia's first mainline, diesel-electric locomotive. The X class were regularly used to haul the Tasman Limited passenger train from Hobart to Wynyard and also worked freight trains until the mid 1980's. X1 is semi operational and available for static or use on our demonstration line.

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## Locomotive Y4

When Y4 entered service in 1964, it was named Rowallan after Lord Rowallan, Governor of Tasmania. The Y class were regularly used to haul the Tasman Limited passenger train from Hobart to Wynyard until it ceased operation and also operated freight trains until the early 1990's. Y4 is fully operational and available for static or use on our demonstration line.



## Railcar DP15

Railcar DP15 was built in 1939 by Waddingtons, NSW. Operating throughout the state, the Railcars are best known for their use on the Hobart suburban line. The Railcars were still in operation up until the late 1970s. DP15 is fully operational and available for static or use on our demonstration line.



## Carriage B+21

Built in 1885, this carriage was initially used between Hobart and Launceston, but many of this type later found use on the isolated Strahan - Zeehan and Bellerive - Sorell lines, and in the Hobart suburban area. B+21 is fully operational and available for static or use on our demonstration line.



## Carriage A+17

Built in 1875, this carriage was initially used between Hobart and Launceston, but many of this type later found use on the isolated Strahan - Zeehan and Bellerive - Sorell lines, and in the Hobart suburban area. A+17 is fully operational and available for static or use on our demonstration line.

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## Carriage AB1

AB1 was built in 1869 by the Metropolitan Railway Carriage and Wagon Co., of Birmingham, England, for the broad gauge (5'3" or 1600 mm) Launceston and Western Railway. In 1889, AB1 was converted to the standard Tasmanian gauge of 3'6" (1067 mm). AB1 spent much of its time in service on the Strahan-Zeehan line and on Hobart suburban trains. AB1 is fully operational and available for static or use on our demonstration line.



## Carriage DB3

DB3 was built in 1885 by the Bristol Carriage and Wagon Works in England as part of an order for rolling stock for the newly opened Deloraine to Devonport extension. DB3 is fully operational and available for static or use on our demonstration line.



## Carriage SP4

SP4 was originally built in 1934 as a steam railmotor. The steam-powered SP cars were converted to passenger carriages in 1950. SP4 is fully operational and available for static or use on our demonstration line.



## Carriage AAL10

AAL10 was built in 1930 for use on express and boat trains between Hobart and Launceston. AAL10 remained in service until withdrawn in 1977, following the cessation of all passenger services in Tasmania. ALL10 is fully operational and available for static or use on our demonstration line

# What can we offer

The Tasmanian Transport Museum have a number of other restored exhibits and buildings available for onsite and offsite hire. Contact us to discuss what we may be able to offer you or to arrange a site visit.

Email: [ttms@railtasmania.com](mailto:ttms@railtasmania.com) or Phone: 0428 386 843

