

TASMANIAN



Transport Museum

Who we are

The Tasmanian Transport Museum had its beginnings in 1960 when four Hobart locals 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 our first railway locomotive was purchased. In 1983 the museum was opened to the public, located in Anfield St, Glenorchy where we operate heritage train and bus rides to the public.

What we can offer

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

Our 1971 Bedford bus is fully road registered and accredited for passenger use.



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



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 and licensed to carry 38 people.



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.



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. It has limited moveability, static only .



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 operational and is in final stages of restoration, but not road worthy.

What we can offer

We also have an extensive railway collection, with rolling stock that were used from the period 1885 to the 2005. Many are available to be used as a static exhibit or for use on our operational railway line.

Our locomotives and rollingstock have featured in movies, tv commercials and photoshoots, in particular:

RACT 50th anniversary tv commercial, Scene filming for Shakespeare's All's Well That Ends Well, Guide Dogs Tasmania campaigns, TasRail Safety Week launch, Fashion shoots and Weddings



Locomotive M5

Built in 1952 by Robert Stephenson and Hawthorn of Darlington, England, M5 entered service on 26 May 1952. M5 is typical of locomotives used from 1950 to the early 1970's. M5 fully operational.



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.



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.



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 available for static use.



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.



Railcar DP26

Built in 1950 by Commonwealth Engineering, it was used to run a daily railcar service between Hobart, Launceston and Wynyard, which was later to be known as the Tasman Limited. DP26 is currently out of service for overhaul.



What we can offer

We also have a collection of Trams and Trolley Buses in static condition as well as our Station and Signal box buildings that can be utilised as backdrops.



Contact Information

We look forward to hearing from you.

information@tasmaniantransportmuseum.com.au

www.tasmaniantransportmuseum.com.au

0428 386 843