

# FIFTIES STREET



- 14 • TYPICAL SUBURBAN TRAM STOP SIGN
- 16 • POINTS OPERATING LEVEL
- 15 • FIRE HYDRANT
- 6 • CITY ELECTRIC LIGHT SWITCHING BOX
- 5 • 1950 RED PHONE BOX & COIN PHONE
- 13 • CITY RUBBISH BIN
- 4 • WAITING SHELTER (FROM STAFFORD LINE)
- 3 • TRAM STOP INFORMATION BOARD
- 11 • COUNTRY LETTER POSTING BOX
- 2 • 1950 PARKING METER (CLOCKWORK)
- 10 • PMG (POSTMASTER GENERAL) CABLE JOINTING TOWER
- 9 • 1950 PARKING METER
- 8 • TYPICAL SUBURBAN TRAM STOP SIGN
- 7 • CITY ELECTRIC LIGHT HV SWITCHING BOX
- 1 • SAFETY ZONE

Welcome TO THE  
**1950's**  
STREET SCAPE

"Fifties Street" gives museum visitors a sense of what Brisbane's city and suburban streets were like in the 1950s, when trams were at their peak and formed the backbone of the city's public transport system.  
*The street-scape is a work in progress with items be added as time and funds permit.*



# Welcome TO BRISBANE TRAMWAY MUSEUM

Since 1980, the Brisbane Tramway Museum has been enabling museum visitors and tram passengers to experience travel on trams that were the backbone of Brisbane's Public Transport System for more than 80 years. From 1898 through to 1969, trams carried millions of passengers to work, sport, shopping or simply entertainment.

- **Out fleet includes at least one of each major model, from the 1901 'Matchbox' to the 1964 'Phoenix'** – all lovingly restored, maintained and operated by our team of dedicated volunteers (there are no paid staff at the museum).
  - **Your admission ticket (a replica of actual tickets) entitles you to unlimited rides on any tram operating.** When you wish to ride, please board the tram and present your ticket to the conductor.
- The trams will be operated at regular intervals throughout the afternoon and will depart from the terminus near the shop/display building.
- Please use the Site Plan overleaf to guide yourself around the museum.
  - **Toilets are located near the shop/display building – (follow the ropel).**
- We trust that you will enjoy your visit to the Museum.

## GENERAL INFORMATION

The Brisbane Tramway Museum is always in a state of improvement, with all work being done by members of The Brisbane Tramway Museum Society – a 'Not-for-Profit' organisation. The Museum would simply not exist without the dedication of it's members. Your support will enable the Museum to grow and the facilities to be improved. Apart from the usual grants sometimes available from the Brisbane City Council and the State Government, the Museum is financed by your entry fees, fundraising and donations and is debt free. Please bear this in mind when you tour the Museum and remember that this is not run for profit, but is a venture by volunteer enthusiasts to preserve and operate a mode of transport which served Brisbane well for 84 years.

We gratefully acknowledge the support and assistance of the Brisbane City Council and it's officers over the years in providing us with equipment and expertise in the restoration and preservation of our transport heritage.

The Museum also receives support from the Queensland Government.



## EXPERIENCE BRISBANE'S OPERATING TRAM MUSEUM

50 TRAMWAY STREET, FERNY GROVE  
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## SAFETY FIRST – PLEASE HEED THE SIGNS!

Due to safety requirements, certain areas are excluded from public access (see the shaded areas on the Site Plan). The restoration and maintenance of trams and other works are proceeding all the time; therefore, it is not possible to guarantee that a particular tram will be available, but every effort will be made to operate as many as possible. This depends on availability and to a certain extent, on the weather. Trams are rotated during the afternoon to enable you to ride on or photograph as many different types as possible.

**DONATIONS** Donations of \$2 or more are tax-deductible under section 78(1)(a) of the Income tax Assessment Act and

may be offered to the Shop Attendant who will issue a receipt. Alternately, a donation box is located in the Display room.

**FURTHER INFORMATION** The Brisbane Tramway Museum also operates the Ferny Grove Men's Shed which is open on Tuesdays from 7am to 2pm and on Friday mornings. A wide range of maintenance, construction and restoration work is carried out. Potential members are welcome to visit.

Further information on the Museum or the Men's Shed may be obtained by phoning (07) 3351 1776 or from our website at [www.brisbanetramwaymuseum.org](http://www.brisbanetramwaymuseum.org) or on Facebook at [www.facebook.com/brisbanetramwaymuseum](http://www.facebook.com/brisbanetramwaymuseum)

### 1 - TERMINUS AREA

This area is being developed as a 1950's Streetscape (Please see back page). Most of Brisbane's tram tracks were set in concrete as shown here. Note the 'TRAMS STOP HERE' and 'HAIL TRAMS HERE' signs. Overhead is the original tram stop lighting used above Safety Zones, using fittings salvaged from the Brisbane network.

### 2 - DISPLAY ROOM & SHOP

Located near the terminus area, it holds a large display of photographs and other material and also a sales area where publications and other items and tram merchandise can be purchased. The trackwork at the bottom of the stairs was part of the Fortitude Valley junction. Soft drinks and light refreshments are available for sale.

### 3 - RESTORATION & MAINTENANCE BUILDING

This building and the Carpentry Workshop are our newest buildings. In here you will find trams undergoing restoration or major maintenance. A small display area is open to the public where you can view more relics and vehicles from our tram heritage. This building may not always be open due to safety issues.

### 4 - SIGNAL CABIN & THREE-WAY POINTS

The small structure on the low stumps in front of the Restoration Workshop is the signal cabin formerly located on the corner of Brunswick and Wickham Streets, Fortitude Valley. It's interlocking levers are still inside and these were used to control the points and signals of the junction using hydraulic mechanisms. Set into the ground beside the Signal Cabin, this unusual piece of special trackwork was formerly used at Light Street Tram Depot and almost all tram movements into or out of the depot passed over these points. Note the wear from the tram wheels. Brisbane tram tracks were 4'8½" (1435 mm) – Standard Gauge).

### 5 - THE "Y" JUNCTION

The "Y" Junction is used by the Museum to turn trams around. The downhill curve from the Restoration Workshop to the main line was recovered from the corner of Gregory Terrace and Alexandria Street and was used by Exhibition trams.

### 6 - TROLLEY BUS BUILDING

This building existed on site when the Museum arrived and was the Museum's original Restoration Workshop. Half of this building is a display for our Trolley Bus, while the other half is our Mechanical Workshop. In front of this building is a Massey Hammer, a rail bender and a furnace, all originally used by the Brisbane City Council.

### 7 - SUBSTATIONS

The equipment and switchgear inside these buildings converts 11,000 volts AC supply into 600 volts DC to power the trams. The power is fed out to the overhead wires, is used by the trams' motors and returns to the substation via the running rails. Original mercury vapour rectifiers, (in the substation nearer the tank) from tramway substations at Coorparoo and Kedron were used until July 2018. While long term restoration of these units is undertaken, modern diode rectifiers (in the new substation) together with the padmount transformer donated by Energex are supplying power to the trams. A mercury vapour rectifier is on view in the Display room. The transformers near the new substation are original BCC tramway transformers.

### 8 - DEPOT BUILDINGS AND TRACKS

The framework of the two depot buildings comprised part of the former Ipswich Road Depot (which was opposite the Princess Alexandra Hospital). They were erected by contract but were roofed, walled and fitted with doors by Society members. An inspection pit is located inside NO 1 depot (Track 3) and is used for routine servicing of the museum's trams. The special trackwork or 'fan' at the entrance came from the Ipswich Road Depot but had to be modified to suit its new location. It is set in mass concrete to minimise maintenance. We regret that visitors are not permitted to enter the depot for safety reasons.

Almost everything at the Museum was originally used by the Tramway Department. Much of it has been restored by Society members over many years.

If you have any questions please do not hesitate to ask one of our members. If you have or know of any relics of the tramway days, be it photographs, tickets, documents, old uniforms etc that could be donated or made available for copying, the Officer in charge would like to hear from you.

