

## TRAMWAY, TROLLEY-BUS, OMNIBUS, AND FERRY SERVICES

## Systems in operation

*Tramway and trolley-bus.* At 30 June 1971 tramway services were in operation in Melbourne, Bendigo and Ballarat in Victoria, and in Adelaide, South Australia. The last of the trolley-bus services ceased to operate in Australia with their replacement by omnibuses in Perth, Western Australia on 29 August 1969.

In many parts of Australia private lines used for special purposes in connection with the timber, mining, sugar, or other industries are often called tramways but they are more properly railways, and the traffic on them has nothing in common with that of the street tramways used for the conveyance of passengers, which are dealt with in this section. For further details, see page 356.

*Motor omnibus.* Services are operated by government or municipal authorities and private operators. Statistics are collected for government and municipal omnibus services located in all State capital cities; Canberra, Australian Capital Territory; Newcastle, New South Wales; Rockhampton Queensland; Fremantle and the Eastern Goldfields area, Western Australia; Launceston and Burnie, Tasmania; Darwin, Northern Territory; and for country road services operated by the Western Australian Government Railways. Particulars of motor omnibus services under the control of private operators for the States of Victoria, Queensland, South Australia, and Western Australia are given in the annual bulletin *Transport and Communication*.

*Ferry.* Ferry passenger services are operated in the following States: New South Wales, at Sydney and Newcastle; Western Australia, on the Swan River at Perth; Tasmania, on the Mersey River at Devonport. Control is exercised by both government authorities and private operators. Particulars of the operations of these services are given in previous issues of this Year Book and in the annual bulletin *Transport and Communication*. In Victoria and Queensland the services operated are not extensive. There are no ferry passenger services in South Australia.

## Government and municipal tramway, trolley-bus and omnibus services

Because of the development in recent years of the various forms of public road transport under the control of single authorities, and the gradual replacement of tramway and trolley-bus services by motor omnibus services, it is not possible to obtain separate statistics for all phases of the activities of each form of transport, particularly financial operations. The two following tables present combined statistics of public tramway and motor omnibus services with separate details shown for each form of transport where possible. The second table also shows some statistics for trolley-bus services up to 1969-70.

TRAMWAY, AND OMNIBUS SERVICES: GOVERNMENT AND MUNICIPAL STATES AND TERRITORIES, 1970-71

	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
Route-miles at 30 June—									
Tram(a) . . . . . miles		156		7					163
Omnibus . . . . . „	615	140	382	163	4,877	238	36	141	6,952
Vehicle-miles—									
Tram . . . . . „		15,619		416					16,035
Omnibus . . . . . „	44,434	7,018	14,224	10,384	24,391	5,447	755	3,360	110,013
Rolling stock at 30 June—									
Tram . . . . . number		758		26					784
Omnibus . . . . . „	1,890	273	666	376	795	283	34	152	4,469
Passenger-journeys—									
Tram . . . . . '000		111,386		1,588					112,974
Omnibus . . . . . „	229,892	22,753	67,168	39,671	58,054	20,797	1,533	7,778	447,646
Gross revenue(b)—									
Tram and omnibus . . . \$'000	31,685	20,521	10,017	6,881	9,624	2,321	301	1,159	82,510
Working expenses(c)—									
Tram and omnibus . . . \$'000	41,261	22,305	9,207	6,986	11,004	3,614	413	1,716	96,507
Net revenue—									
Tram and omnibus . . . \$'000	-9,576	-1,784	810	-104	-1,380	-1,293	-112	-557	-13,997
Employees at 30 June—									
Tram and omnibus . . . number	7,414	4,484	1,803	1,233	1,964	619	38	221	17,776
Accidents—									
Tram and omnibus(d)—									
Persons killed . . . . . number	5	10	2	1		3			21
Persons injured . . . . . „	1,326	574	64	129	260	56	1	49	2,459

(a) Gauge 4 ft 8½ in throughout. (b) Excludes government grants. (c) Includes provision of reserves for depreciation, etc., where possible. (d) Excludes accidents to employees.  
Minus sign (-) denotes deficit.



TRAMWAY, TROLLEY-BUS AND OMNIBUS SERVICES: GOVERNMENT AND MUNICIPAL  
AUSTRALIA, 1966-67 TO 1970-71

	1966-67	1967-68	1968-69	1969-70	1970-71
<b>Route-miles at 30 June—</b>					
Tram . . . . . miles	222	222	163	163	163
Trolley-bus . . . . . "	65	64	9	..	..
Omnibus . . . . . "	6,329	6,794	6,362	7,198	6,592
<b>Vehicle miles—</b>					
Tram . . . . . '000	23,310	22,813	20,038	16,492	16,035
Trolley-bus . . . . . "	2,594	2,038	1,018	66	..
Omnibus . . . . . "	98,531	99,357	102,049	108,940	110,013
<b>Rolling stock at 30 June—</b>					
Tram . . . . . number	1,004	1,004	771	780	784
Trolley-bus . . . . . "	149	138	50	..	..
Omnibus . . . . . "	3,469	3,571	4,210	4,345	4,469
<b>Passenger-journeys—</b>					
Tram . . . . . '000	186,346	179,280	149,055	115,297	112,974
Trolley-bus and omnibus . . . . . "	435,054	429,819	441,036	459,859	447,646
<b>Gross revenue(a)—</b>					
Tram, trolley-bus and omnibus \$'000	72,362	72,847	79,288	80,542	82,510
<b>Working expenses(b)—</b>					
Tram, trolley-bus and omnibus \$'000	77,078	79,199	84,649	85,929	96,507
<b>Net revenue—</b>					
Tram, trolley-bus and omnibus \$'000	-4,716	-6,350	-5,361	-5,387	-13,997
<b>Employees at 30 June—</b>					
Tram, trolley-bus and omnibus number	18,843	18,735	17,840	17,781	17,776
<b>Accidents—</b>					
Tram, trolley-bus and omnibus(c)—					
Persons killed . . . . . number	37	39	27	33	21
Persons injured . . . . . "	2,303	2,246	2,328	2,416	2,459

(a) Excludes government grants. (b) Includes provision of reserves for depreciation, etc., where possible.  
(c) Excludes accidents to employees.

Minus sign (-) denotes deficit.

### MOTOR VEHICLES

The arrangements for the registration of motor vehicles and the licensing of drivers and riders are not uniform throughout Australia, since they are the function of a separate authority, or authorities, in each State and Territory. Particulars of registration, licences, fees payable, etc., in each State and Territory at 30 June 1971 are shown in *Transport and Communication*, Bulletin No. 62, 1970-71.

Tables in this section include vehicles owned by private individuals, local government authorities, State Governments, and the Commonwealth Government (excluding those belonging to the defence services).

#### Motor vehicles on register

Details of motor vehicles on the register are compiled by up-dating motor vehicle census data from information made available by the various motor vehicle registration authorities in the States and Territories. Censuses of motor vehicles are taken periodically, and at these census dates considerably greater information concerning the particulars shown in the tables following is available. Particulars of the 1962 Census are shown in Year Book No. 53, 1967, *Transport and Communication*, Bulletin No. 54 1962-63 and in special census publications. A further census of motor vehicles on the register was taken at 30 September 1971 and the results are currently being processed.



### Private railways

There are many private railways operating in Australia. Most of them have been built in conjunction with mining operations and some operate on a very large scale. At 30 June 1970 only three private railways offered services to the public. These are the Emu Bay Railway Company which operates 84 miles of 3ft 6in gauge line from Burnie to Rosebery (Tasmania), the South Maitland Railway Company which operates 14 miles of 4ft 8½in gauge line between Maitland and Cessnock (New South Wales), and the Aramac Shire Council which operates 42 miles of 3ft 6in gauge line from Barcardine to Aramac (Queensland). Three other private railways which previously offered services to the public have ceased operations in recent years. The Mount Lyell Mining and Railway Company Limited closed its 21 mile line from Strahan to Queenstown (Tasmania) in August 1963. The 277 mile line from Midland Junction to Walkaway (Western Australia) which was owned by the Midland Railway of Western Australia was incorporated in the Western Australian Government Railways system in August 1964. The 35 mile line of the Silverton Tramway Company which linked Broken Hill (New South Wales) with the South Australian Railways at Cockburn (on the South Australia/New South Wales border), closed when the direct standard gauge line between Broken Hill and Cockburn began operating as part of the Sydney to Perth line in January 1970. Each of these three lines was of 3ft 6in gauge.

Several private colliery railways in the Newcastle-Maitland and Wollongong areas (New South Wales) have also closed in recent years. The remaining colliery railways in the Newcastle-Maitland area (including the South Maitland Railways) now operate as subsidiaries of Coal and Allied Industries Limited.

By the year 1965 private railways (excluding sugar cane railways) were operating less than 300 route miles of line. However in recent years this situation has changed radically and private railways are becoming increasingly important for the transport of mineral ores. Four heavy duty 4ft 8½in gauge private railways have opened recently. In 1966 Goldsworthy Mining Limited opened a 70 mile railway from Port Hedland to Mount Goldsworthy, and Hamersley Iron Proprietary Limited opened a 182 mile railway from Dampier to Mount Tom Price. Both of these lines serve recently discovered high grade iron ore deposits in the Pilbara district of Western Australia. A third railway was opened in this area during 1969 by Mount Newman Mining Company Proprietary Limited. It links Port Hedland with Mount Newman, a distance of 265 miles. An extension of Hamersley Iron's line from Mount Tom Price to Paraburdoo (approximately 65 miles) is under construction, and other privately owned railways are planned. In 1967 Broken Hill Proprietary Company Limited began operating a 25 mile railway between Port Lincoln and the lime sands deposits at Coffin Bay (South Australia). This company also operates 60 miles of 3ft 6in gauge railway between Whyalla and the iron ore deposits at Iron Knob and Iron Baron (South Australia), and 4ft 8½in gauge colliery railways in the Wollongong area (New South Wales). There are many smaller private railways serving mines and industrial complexes which, together with the railways mentioned above, now total approximately 900 route miles.

There are also approximately 2,000 route miles of permanent privately operated sugar cane railways or 'tramways' along the north-east coast of Australia, predominantly of 2 ft 0 in gauge. Additional temporary lines are laid during the cane harvesting season. Sugar railways are used for carrying cane and raw sugar in the vicinities of Cudgen (New South Wales), Nambour, Bundaberg, Mackay, Proserpine, Ayr, Giru, Ingham, Tully, Innisfail, Babinda, Gordonvale, Cairns and Mossman (Queensland). They service a total of 30 mills, including seven near Mackay and six near Bundaberg, and connect all mills, except Mossman, with Government Railway systems.

At one time there were a number of short mineral lines operating in Tasmania, and some thousands of miles of various gauges were used for hauling timber from the forests of Victoria, Western Australia and other States, but the last of these was closed in recent years.

### TRAMWAY, TROLLEY-BUS, OMNIBUS, AND FERRY SERVICES

#### Systems in operation

*Tramway and trolley-bus.* At 30 June 1969 tramway services were in operation in Melbourne, Bendigo and Ballarat, Victoria and in Adelaide, South Australia. Trolley-buses were in operation in Perth, Western Australia only and these are gradually being replaced by diesel omnibuses. In Brisbane, Queensland, tramway and trolley-bus services were replaced by omnibuses during 1968-69. In Hobart and Launceston, Tasmania, trolley-buses were replaced by omnibuses on 22 November 1968 and 26 July 1968 respectively.



In many parts of Australia private lines used for special purposes in connection with the timber, mining, sugar, or other industries are often called tramways, but they are more properly railways, and the traffic on them has nothing in common with that of the street tramways used for the conveyance of passengers, which are dealt with in this section. For further details, see page 364.

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**Ferry.** Ferry passenger services are operated in the following States: New South Wales, at Sydney and Newcastle; Western Australia, on the Swan River at Perth; Tasmania, on the Mersey River and Devonport. Control is exercised by both governmental authorities and private operators. Particulars of the operations of these services are given in previous issues of this Year Book and in the annual bulletin *Transport and Communication*. In Victoria and Queensland the services operated are not extensive. There are no ferry passenger services in South Australia.

#### Government and municipal tramway, trolley-bus and omnibus services

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#### TRAMWAY, TROLLEY-BUS AND OMNIBUS SERVICES: GOVERNMENT AND MUNICIPAL, STATES AND TERRITORIES, 1968-69

	N.S.W.	Vic.	Qld	S.A.	W.A.	Tas.	N.T.	A.C.T.	Aust.
Route-miles at 30 June—									
Tram(a) . . . . . miles	..	156	..	7	..	..	..	..	163
Trolley-bus . . . . . "	..	..	..	..	9	..	..	..	9
Omnibus . . . . . "	612	139	352	151	4,748	(b)221	55	84	6,362
Vehicle-miles—									
Tram . . . . . '000	..	16,896	2,726	416	..	..	..	..	20,038
Trolley-bus . . . . . "	..	..	381	..	486	151	..	..	1,018
Omnibus . . . . . "	45,095	7,099	9,271	10,262	21,482	5,242	749	2,848	102,049
Rolling stock at 30 June—									
Tram . . . . . number	..	745	..	26	..	..	..	..	771
Trolley-bus . . . . . "	..	..	..	..	50	..	..	..	50
Omnibus . . . . . "	1,777	283	663	333	726	274	25	129	4,210
Passenger-journeys—									
Tram . . . . . '000	..	122,246	25,039	1,770	..	..	..	..	149,055
Trolley-bus . . . . . "	..	..	1,962	..	2,038	(c)	..	..	..
Omnibus . . . . . "	243,787	24,271	42,504	43,623	53,700	21,246	1,317	6,589	441,036
Passenger revenue(d)—									
Tram, trolley-bus and omnibus . . . . . \$'000	30,629	19,711	10,815	6,472	8,230	2,432	267	723	79,288
Operating expenses(e)—									
Tram, trolley-bus and omnibus . . . . . \$'000	34,485	19,652	10,908	6,104	8,779	306	234	1,181	84,649
Operating revenue—									
Tram, trolley-bus and omnibus . . . . . \$'000	-3,856	60	-93	368	-540	-875	33	-458	-5,361
Employees at 30 June—									
Tram, trolley-bus and omnibus . . . . . number	7,392	4,494	1,878	1,308	1,901	640	34	193	17,840
Accidents—									
Tram, trolley-bus and omnibus(f)—									
Persons killed . . . . . number	6	16	4	..	333	1	..	..	27
Persons injured . . . . . "	1,069	595	128	125	333	51	..	27	2,328

(a) Gauge 4ft 8½in throughout. (b) Omnibus services operated by the Tasmanian Transport Commission ceased on 7 December 1968. (c) Included with omnibus services. (d) Excludes government grants. (e) Includes provision for depreciation, etc., where possible. (f) Excludes accidents to employees. Minus sign (-) denotes deficit.

TRAMWAY, TROLLEY-BUS AND OMNIBUS SERVICES: GOVERNMENT AND MUNICIPAL  
AUSTRALIA, 1964-65 TO 1968-69

	1964-65	1965-66	1966-67	1967-68	1968-69
Route-miles at 30 June—					
Tram . . . . . miles	222	222	222	222	163
Trolley-bus . . . . . „	65	65	65	64	9
Omnibus . . . . . „	6,460	6,533	6,329	6,794	6,362
Vehicle miles—					
Tram . . . . . '000	24,552	23,878	23,310	22,813	20,038
Trolley-bus . . . . . „	98,201	2,891	2,594	2,038	1,018
Omnibus . . . . . „		96,430	98,531	99,357	102,049
Rolling stock at 30 June—					
Tram . . . . . number	1,099	1,071	1,004	1,004	771
Trolley-bus . . . . . „	152	152	149	138	50
Omnibus . . . . . „	3,680	3,776	3,469	3,571	4,210
Passenger-journeys—					
Tram . . . . . '000	218,086	203,179	186,346	179,280	149,055
Trolley-bus and omnibus . . . . . „	466,524	450,015	435,054	429,819	441,036
Gross revenue(a)—					
Tram, trolley-bus and omnibus \$'000	65,110	66,700	72,362	72,847	79,288
Working expenses(b)—					
Tram, trolley-bus and omnibus \$'000	70,519	73,444	77,078	79,199	84,649
Net revenue—					
Tram, trolley-bus and omnibus \$'000	-5,409	-6,744	-4,716	-6,350	-5,361
Employees at 30 June—					
Tram, trolley-bus and omnibus number	18,841	19,007	18,843	18,735	17,840
Accidents—					
Tram, trolley-bus and omnibus(c)—					
Persons killed . . . . . number	44	28	37	39	27
Persons injured . . . . . „	2,606	2,474	2,303	2,246	2,328

(a) Excludes government grants.  
(c) Excludes accidents to employees.

(b) Includes provision of reserves for depreciation, etc., where possible.

Minus sign (-) denotes deficit.

## MOTOR VEHICLES

The arrangements for the registration of motor vehicles and the licensing of drivers and riders are not uniform throughout Australia, since they are the function of a separate authority, or authorities, in each State and Territory. Particulars of registration, licences, fees payable, etc., in each State and Territory at 30 June 1970 are shown in *Transport and Communication*, Bulletin No. 60, 1968-69.

Tables in this section include vehicles owned by private individuals, local government authorities, State Governments, and the Commonwealth Government (excluding those belonging to the defence services).

### Motor vehicles on register

Details of motor vehicles on the register are compiled by up-dating motor vehicle census data from information made available by the various motor vehicle registration authorities in the States and Territories. Censuses of motor vehicles are taken periodically, and at these census dates considerably greater information concerning the particulars shown in the tables following is available. Particulars of the 1962 Census are shown in Year Book No. 53, 1967, *Transport and Communication*, Bulletin No. 54, 1962-63, and in special census publications.