

BRISBANE TRAMWAYS

- 10/8/1885 Horse tram system opened by Metropolitan Tramway & Investment Co.
30/9/1895 Brisbane Tramway Co. formed.
6/2/1896 B.T.Co. take over horse trams.

1897

- 21 Jun Victoria Bridge - Logan Rd horse line electrified. Operated from Logan Rd Depot.
3 Jly Queen St electrified.
9 Dec Paddington line open.
" Red Hill (Enoggera Tce & Waterworks Rd) line open.
- New Farm Wharf line electrified.
- Petrie Tce line open.
- Countess St Depot & Workshops open.
- Single truck "Combination" cars 1-11 built. (No. 1 actually built in 1896 as a prototype.)
- Single truck "Coffin" cars 93-98 converted from horse trams. (94-98 renumbered 194-198 prior to 1912).

1897 - 1898

- Single-truck "9-bench" cars 81-84 built.

1897 - 1902

- Single-truck 10-bench "Summer" cars 73, 75-80 converted from horse cars.

1897 - 1904

- "Combination" trams 12-63 built.

1898

- 31 Jan Breakfast Creek line electrified.
" West End (Vulture St) line electrified.
- Bulimba Ferry (via Wickham St) line electrified.
- West End line extended to Dornoch Tce.
- Light St Depot open.
- Overhead Car 201 & Sprinkler car 202 built.

1899

- 4 Feb Exhibition line electrified.
- 29 Apr Exhibition line extended to Bowen Bridge.
- 7 Sep Paddington line extended.
- 8 Sep Ipswich Rd line open to Juliette St.
- 11 Dec Breakfast Creek line extended to Ascot (Racecourse Rd).
- "Centre-aisle" car No. 101 built.

1900

- Maximum Traction "Brill" cars 102-105 built.

1901

- 2 May Bowen Bridge line extended.
- 26 Aug Kelvin Grove line open. (Services operate via Countess St; Red Hill trams operate via Petrie Tce).
- 21 Sep North Quay loop line open.
- 2 Nov Gladstone Rd line (first stage) open.
- 3 Nov " " " (second stage) open.
- 11 Dec " " " (final stage) open.
- Clayfield line open.
- Maximum traction "12-bench" cars 151-154 built as trailers, later motorised; Track Cleaner 203 built.

1902

- 19 Jun Gardens line open (from Queen St, via Edward St).
- Wharf St line open.
- "12-bench" cars 155, 156 built (as trailers, later motorised); Sprinkler 204 built.

1903

- 3 Feb Gregory Tce line open.
- 28 Jly Kelvin Grove line extended to Newmarket.
- Norman Bridge (East Brisbane) line open.
- General Manager's "Palace" car No. 100 built. (Later converted for passenger use);
"Brill" cars 106, 107 built;
"12-bench" cars 157, 158 built (as trailers, later motorised);
"Coffin" car 93 scrapped.

1904

- 23 Jly Toowong line open to Cemetery gates.
- 11 Oct Rosalie line open.

1904 - 1905

- Paddington line extended to MacGregor Tce.
- Albion Park siding (Amy St) open.
- St Pauls Tce line open.
- Ann St line (Valley - Light St Depot) open.

1905

- Red Hill line extended to Kennedy Tce.
- "Brill" cars 108, 109 built.

1906

- No. 110 built (altered while under construction from "Brill" to "Centre-aisle" design).

1907 - 1912

- Single-truck "10-bench" cars 85-93 built.

1908

- Gladstone Rd line extended to Dutton Park (Cornwall St).

1909

- "Dreadnought" trams 111-120 built.
- Mail carried on trams: Clayfield (19 Apr); Albion (20 Jly); Logan Rd (10 Aug).

1910

- 25 Feb Gladstone Rd line duplicated to top of hill.
- Sprinkler car 205 built.

1911

- - "Dreadnought" trams 121-124 built.

1912

12 Sep Lang St Depot open (at Dutton Park terminus). 26 trams allocated: All Ipswich Rd cars (10); All Juliette St short trips (4); Clayfield (5); Gladstone Rd section cars(3); Spare cars (4).

1913

- "Brill" cars 159-170 built.

1913 - 1916

- "Dreadnought" trams 125-150 built.

1914

25 Apr Logan Rd line extended to Greenslopes (via Chatsworth Rd).

3 Sep Kedron Bridge extension: stage 1 open to Windsor (Albion Rd).

5 Nov " " " : stage 2 open Albion Rd to Wooloowin State School.

19 Nov New Farm line open in Brunswick St from Barker St to Merthyr Rd; New Farm Wharf line extended. (Ipswich Rd trams through-routed to New Farm Wharf via Brunswick St, Logan Rd trams through-routed to New Farm via Barker & Moray Sts to Bowen Tce corner).

27 Dec Kedron Bridge extension, final stage: Wooloowin State School to Kedron Bridge open.

- "Stepless" car 301 built;
Dump Car 206 built; apparently saw little use.

1915

27 Feb Line from Stones Corner to Coorparoo open.

15 Apr Paddington Depot open (10 roads, capacity 70 trams). Trams transferred from Countess St Depot, which no longer operated as a traffic depot (Workshops continue to function). Connecting line from Red Hill terminus to Paddington Depot open, although Red Hill service cars continue to terminate at Kennedy Tce.

22 Apr Ipswich Rd line extended from Juliette St to Cracknell Rd.

1915 - 1921

- "10-bench" cars built: Nos. 64-74, 77, 79, 81, 82 (final numbers: some cars originally carried different numbers).

1916

- 7 May Paddington line extended from MacGregor Tce to Jubilee Tce (Northam Gates).
- Ascot line extended to Doomben (Magdala St).
- Exhibition via St Pauls Tce line open.

1917

- 15 Feb Adelaide St & Ann St (Petrie Bight - Valley) lines open.
- 16 Jly Grey St South Brisbane single track line open, replacing inbound track in Stanley St.

1918

- "Dreadnought" trams 171, 172 built.

1920

- "Dreadnought" trams 173, 174 built.

1923

- 1 Jan Brisbane Tramway Trust take over B.T.Co. During the period 1918 - 1922 no new lines or extensions were built, and very little rolling stock constructed (in spite of growing traffic and serious overcrowding), due to the Company nearing the end of its franchise.
- 6 Feb Ipswich Rd line extended from Cracknell Rd to Aubigny St.
- 4 Aug Exhibition loop open.

1923 - 1925

"10-bench" cars 75, 76, 78, 80 built.

1924

- 2 Aug Ashgrove line open from Enoggera Tce to Oleander Dve (single track). Full time service operated to Oleander Dve, Red Hill service reduced to operate mainly during peak periods.
- 27 Oct Norman Bridge line extended to Hawthorne Rd.

1924 - 1925

- "Dreadnought" trams 175 - 195 built, to provide immediate relief pending design of a suitable modern tram.

1925

- 10 Jan Coorparoo line extended to Camp Hill.
- 6 Feb Crossover in Logan Rd at Woolloongabba Jun in use.
- 7 Feb Crossover in East Brisbane in use.
- 2 Mar Hawthorne Rd line extended to Balmoral Cemetery (first stage).
- 3 Apr Cavendish Rd line open (first stage) to Emlyn St.
- 24 Apr Cavendish Rd line open (second stage) to Lade St.
- " " Balmoral Cemetery line extended short distance to Goulbourn St (second stage).
- 2 May Kedron Bridge line extended to Lutwyche.
- 18 May Balmoral line extended to Barton Rd (final stage).
- 20 Jly Red Hill cars re-routed.
- 25 Jly Connecting curve installed from Wharf St to Adelaide St (S/E cnr).
- 1 Aug Warner St loop open (Valley terminus).
- 28 Sep West End line extended to St Lucia Ferry.
- 1 Dec Brisbane City Council take over B.T.T.
- 14 Dec Line open from Ascot to Oriel Park.
- 21 Dec Logan Rd duplicated from Vine St to Chatsworth Rd cnr.
 - "Dropcentre" trams 231, 236-265 built;
 - "Coffin" car 194 converted to Freight Car, 195 scrapped.
 - Elevated signal cabins installed at Petrie Bight.

1926

- 15 Feb New Farm line extended from Merthyr Rd to New Farm Park.
- Apr First automatic points installed.
- 1 Aug Logan Rd line from Chatsworth Rd to Holland Park (Arnold St) open.
- 6 Sep Kelvin Grove line extended to Newmarket (Banks St).
- 10 Sep Crossover installed in Ann St at Light St Depot.
 - "Dropcentre" trams 266-280 built;
 - "Combination" tram 53 converted to one-man operation for use on the Gardens shuttle service;
 - "Coffin" cars 196, 197 scrapped.

1927

- 9 Feb Connecting curves installed at Woolloongabba Jun.
- 5 May Ipswich Rd Depot open. Lang St & Logan Rd Depots closed, trams transferred to new depot.
- 7 Jun Connecting curve installed at Valley Jun (N/W cnr).
- 16 Jun Minimum fare cars introduced.
- 18 Jun Additional siding installed at Albion Park in Agnes St.
- 4 Aug Barry Pde line open.
- 15 Sep Red Hill services diverted from Petrie Tce to Countess St.
- 30 Sep Agnes & Amy St sidings connected to form loop line at Albion Park.
- 24 Dec Davies Park loop open (West End line). First used 31 Dec.
 - "Dropcentre" trams built: Nos. 200-211, 232, 233, 281-284. No. 200 first dropcentre tram fitted with enclosed drivers cabins.
 - Overhead car 201, Sprinkler cars 202, 204, 205 and Dump car 206 scrapped.

1928

- 19 Jan Milton Workshops open, replacing Countess St. (Some buildings from Countess St re-erected at Milton).
- 10 May Bennetts Rd loop in use, Camp Hill line.
- 30 Jun Grange line open.
- 13 Aug Clayfield terminus moved to City side of Wagner Rd.
- 16 Aug Countess St Depot & Workshop closed.
- 5 Nov 3 roads added to Paddington Depot (11-13), increasing capacity to 91 trams. Offices, mess room, etc, increased using material from closed Lang St Depot.
- 12 Nov Kalinga line open to Lodge Rd.
 - "Dropcentre" trams 212-218, 234, 235 built.

1929

- 2 Feb Kalinga line extended from Lodge Rd to Shaw Rd.
- 18 Aug Lutwyche & Kalinga trams diverted via Barry Pde.
- 25 Dec "Dreadnought" tram 177 fitted with upholstered seats and allocated to Paddington Depot, intended for one-man operation.

1930

- 19 Mar Kelvin Grove - Spring Hill cars extended to Gotha St.
- 26 Mar Stewarts Rd loop in use, Ashgrove line.
- 20 Jly Rosalie line duplicated from Baroona Rd to Elizabeth St.
- 20 Aug Barton Rd terminus extended by one tram length.
- 11 Oct Rosalie line extended to Rainworth.
- 14 Nov Connecting curves installed at George & Adelaide Sts (N/E cnr).
 - "Dropcentre" trams 196-199, 219-226 built;
 - "Combination" car 1, "Centre-aisle" car 101, Freight car 194 and "Coffin" car 198 scrapped.

1931

- 2 Mar Light St Depot rebuilt - old shed replaced by new shed.
- 25 Mar Balloon loop installed at Gregory Tce terminus.
- 19 Apr St Pauls Tce duplicated; Spring Hill terminus relocated to new crossover at Gloucester St.
- 18 Jun Connecting curves installed at Adelaide & Wharf Sts (S/W cnr).
 - "Dropcentre" trams 285 - 294 built.

1932

- 2 Sep Connecting curves installed at George & Queen Sts (S/W cnr). [Together with curves installed at George & Adelaide Sts in 1930, this was in preparation for a major track relay in Queen St, when all trams would be diverted to Adelaide St, commencing 11/9/33].
- 9 Sep North Quay track relaid; pointwork altered slightly.
- 21 Nov Woolloongabba loop siding (Nile St & Wellington Rd) in use.
 - " Milton Tennis Courts crossover installed.
 - "Combination" cars 14 & 15 converted to Scrubber cars;
 - "Combination" car 47 converted to one-man operation for Gardens shuttle service;
 - "Summer" cars 73, 75-77, 80 scrapped; 79 converted to Advertising car 400;
 - "9-bench" car 81 scrapped.

1933

- 30 Mar Light St Depot entrance from Ann St altered.
- 3 Apr Kalinga & Lutwyche trams resume running via Valley in lieu of Barry Pde.
 - "Dreadnought" trams 129 & 177 fitted with bow collectors for trial period. Overhead altered between Rainworth, Wharf St & Paddington Depot.
 - "9-bench" car 82 scrapped.

1934

- 23 Jly Pashen St loop in use, Balmoral line.
- 31 Jly Mail carried by trams ceased.
- 27 Oct Crossover on City side of Kedron Bridge removed; Crossover at Stafford Rd relocated closer to bridge - Kedron Bridge trams now cross bridge to shunt.
- 30 Nov Customs House siding closed.
- 17 Dec St Pauls Tce trams terminate at Warry St & Barry Pde cnr.
 - "Dropcentre" trams 227-230 built;
 - One-man car 53 re-converted to standard "Combination" car between 1934 & 1937.

1935

- 12 Feb Camp Hill line duplicated from Coorparoo Jun to Bennetts Rd.
- 17 Apr Ashgrove line duplicated from Boon St to Stewarts Rd. Trams previously terminating at Boon St now extended to Stewarts Rd.
- 25 May Ashgrove line extended from Oleander Dve to Ashgrove State School.
- 15 Jly Exhibition siding in Gregory Tce in use.
- 16 Nov Balmoral line extended from Barton Rd to Oxford St.
 - "Stepless" car 301 scrapped.

1935 - 1938

- "Dropcentre" trams 295-386 built.

1936

- 29 Jan Paddington line duplicated from Bernhardt St to MacGregor Tce.
- 7 Apr 3 roads added to Light St Depot.
- 27 Aug Clayfield terminus extended 140 ft to centre of road.
- 31 Oct Paddington line duplicated from MacGregor Tce to Jubilee Tce terminus.
 - "Baby Dreadnought" cars converted from "10-bench" cars - Nos. 94, 93, 89, 86, re-numbered in 1943 to 94-97. Allocated to Paddington Depot for Edward St - Gregory Tce route which, due to vertical curvature, could not accommodate bogie cars.
 - "Summer" car 78 converted to Advertising Display car 401.

1937

- 4 Jan Paddington line extended to Bardon.
- 6 Mar Track Cleaner 203 scrapped.
- 30 Apr Bowen Bridge crossover relocated to Royal Brisbane Hospital.
- 8 May Ipswich Rd line extended from Aubigny St to Moorooka (Mayfield Rd).
- 29 Jly Toowong Cemetery crossover in use.
- 6 Sep Swain St loop installed, Holland Park.
- 16 Sep Paddington Depot fan connected to inbound track (Bardon end).
- 19 Sep Doomben line extended from Magdala St to Nudgee Rd.
- 22 Sep Chatsworth Rd loop installed, Cavendish Rd line.
- 29 Sep Loop installed at Camp Hill, between Bennetts Rd and terminus.
- 8 Oct Clayfield line duplicated from Adelaide St to terminus.
- 22 Dec Oliver St loop installed, Lutwyche line.
 - "Dropcentre" tram 370 first passenger tram fitted with air brakes. All cars from 319-386 subsequently fitted.

1938

- 6 Jan "FM" tram 400 in service.
 - Silver and Royal Blue band livery introduced with "FM" cars.
 - Paddington Depot roads 1-10 lengthened 145 ft, increasing capacity to 121 cars. "FM" trams housed in City side of depot.
 - Advertising cars 400, 401 re-numbered 450, 451.
 - "Combination" car 2 scrapped; all others scrapped between 1938 - 1952.

1938 - 1949

- "FM" trams 401-497 built.

1939

- 20 Jun Dutton Park terminus extended 8 chains from Cornwall St.
- 8 Aug Countess St & College Rd Jun altered: North to East curve replaced by South to East curve, allowing trams to run from Paddington Depot to College Rd direct. (Previously, trams had to shunt at Countess St, then run to Prospect Tce to shunt again, before returning to College Rd).
 - Advertising car 451 scrapped; Remaining "9-bench" cars, Nos. 83 & 84 officially scrapped, but may not have been disposed of for several years.

1940

- 27 Jan Stafford line open.
- 4 Oct Track realigned on Bowen Bridge.
- 11 Nov Regular service withdrawn on Red Hill line.

1941

- 9 Jun Greenslopes line out of use; All Greenslopes trams run to Holland Park. (Bus service commences along Chatsworth Rd).
- 22 Sep Moorooka line extended to Salisbury.

1943

- "Baby Dreadnought" trams 98, 99 built, using some parts from scrapped cars. Other "Baby Dreadnought" and "10-bench" cars re-numbered.

1945

- "Brill" 104 rebuilt as Saloon car following a bad accident; Advertising car 450 re-numbered 13.

1946

- 22 Jun Trafalgar St loop track added to Woolloongabba sidings.
- 16 Jly Ann St single track emergency line from Wharf St to Wickham St open.

1947

- Feb Upholstered seats fitted experimentally to "FM" cars. Subsequently fitted to trams 474, 479, 481-554.
- 29 Mar Lutwyche line extended to Chermside.
- May 473 first "FM" tram with sliding doors.
- 14 Jun Gregory Tce & Gardens routes closed. Leichardt St eastbound track retained for special workings.
- 7 Aug Connecting curves installed at Brunswick St & St Pauls Tce (S/E cnr).

1948

- 2 Apr Connecting curve installed from Wharf St to Queen St (N/W cnr).
- 31 Jly Camp Hill line extended to Belmont, using portion of former railway line.
- 2 Sep Newmarket line duplicated from Kelvin Grove to Banks St terminus.

1949

- 20 Jun "FM" 497 in service, first Australian tram with resilient wheels.
- 13 Jly New entrance to Light St Depot from Ann St in use.
- 15 Aug Newmarket line extended to Enoggera.

1949 - 1952

- "12-bench" cars 151-158 scrapped.

1950

- 11 Nov Holland Park line extended from Arnold St to Nursery Rd.
- One-man car 47 converted to Advertising car.

1951

- Jan "FM" 515 in service.
- 14 Mar Holland Park line extended to Mt Gravatt. New "FM" 516 first car.
- Jly "FM" 519 in service.
- 12 Aug Gregory Tce / Gardens trolleybus open.
- Nov "FM" 523 in service.
- Proposed extensions to Stafford & Cavendish Rd lines never commenced.

1952

- 25 Apr Connecting curves installed at Roma & Countess Sts, and Leichardt & Wharf Sts, to enable Paddington Depot cars to avoid city congestion whilst running to Wharf St.
- Aug Last "Combination" car, No. 61 scrapped.
- Nov Last "Brill" cars scrapped.
- "Centre-aisle" car 110 scrapped.

1952 - 1955

- All "10-bench" cars scrapped.

1953

- Mar "FM" 534 in service.
- Sep "FM" 536 in service.

1954

- Feb "FM" 537 in service. [Approx. 20 crossbench cars still in peak service].
- Jly "10-bench" car 71 converted to Advertising car.
- Nov Advertising car 13 scrapped.

1955

- Apr "FM" 540 in service; Last "10-bench" car scrapped, except 65 retained as historic vehicle, and 89 used as freight car inside Light St Depot.
- 14 Nov Cavendish Rd line closed (419 last tram). All Cavendish Rd runs diverted to Camp Hill.
- Dec "FM" 543 in service. (544-546 commenced, but not completed till 1959).

1956

- Altered routing: Bardon - Stafford; Enoggera - Chermside; St Pauls Tce - Milton.

1958

- 31 Mar St Pauls Tce trams run via Queen St to South Brisbane Stn or Moorooka.
- 21 Aug Belmont cars through-route to St Pauls Tce after 7.20 P.M.
- "Saloon" car 104 & "Centre-aisle" car 100 scrapped.

1958 - 1959

- "Dreadnought" trams scrapped: Nos. 111-120, 142, 145, 149, 171-174, 181-195; "Baby Dreadnought" cars 94-98 scrapped, 99 retained as historic car.

1959

- 5 Mar "FM" 544 in service.
- Mar "South Bris. Hospital" sign replaces "Cavendish Rd" on destination rolls.
- 20 Apr One-way traffic in Ann St; single track available only for north-bound trams.
- Aug "FM" 545 in service.
- Oct Retro-fit of air brakes to "dropcentre" trams commences from 318 in reverse numerical order. Last car treated 276 May 1964.
- Dec "FM" 546 in service.
- Route numbers introduced.
- Light grey livery replaces silver.
- "Dreadnought" car 128 converted to Advertising car.

1960

- Nov "Dreadnought" 140 converted to Advertising car.
- Advertising car 47 withdrawn, retained as historic tram.
- Light St 'Freight Car' "10-bench" No. 89 scrapped.

1961

- 13 Mar O'Keefe St connecting line open.
- Jun Salisbury line 'extended' by bringing into regular use the short terminus sidings provided for peak workings to factories.
- Jly Sydney scrubber car 137s [ex Sydney D class 119] purchased, numbered 16; Reciprocating Grinder purchased from Sydney, numbered 17.
- 'Foreign legion' crew caps replaced by conventional style caps.

1962

- 28 Jly Paddington Depot destroyed by fire. 65 trams lost: 12 "FM" (Nos. 449, 455, 467, 473, 478, 491, 506, 524, 527, 536, 539, 542), 47 "Dropcentre" (Nos. 202-205, 214-218, 220, 221, 237, 240, 244, 250, 253-255, 257, 258, 261, 265, 268, 269, 274, 275, 278, 279, 286, 291, 303, 305, 306, 330, 338, 339, 343, 344, 346, 348-352, 354, 369, 373), 6 "Dreadnought" (137, 141, 147, 175, 177, 178).
22 remaining "Dreadnought" trams returned to service, other service gaps being filled by buses, including 15 hired from Sydney.
- 16 Aug "Dreadnought" 180 to SPER, Sydney.
- 25 Dec Tram service replaced by buses 'temporarily' on Rainworth, Bulimba Ferry, Toowong and Kalinga routes. Ashgrove trams through-routed to Grange.

1963

- 14 Apr "FM" 546 (running Special) last tram on Bulimba Ferry, Rainworth, Kalinga and Toowong routes;
Red Hill line closed - "Dropcentre" 292 last tram.
- May Paddington Depot 'third road' and special work removed; crossover retained.
- 2 Jly Closure of Toowong, Bulimba Ferry, Rainworth and Kalinga routes confirmed as permanent. Toowong line available for use as far as Milton Tennis Courts as required for tennis specials.
- Aug Last use of "Dreadnought" trams in service.
- 24 Sep "Phoenix" tram 547 in service, introducing pale blue & grey livery.
- 25 Oct " " 548 " "
- 14 Nov " " 549 " "
- 13 Dec " " 550 " "
- 23 Dec " " 551 " "

1964

- 23 Jan "Phoenix" tram 552 in service.
- 21 Feb " " 553 " "
- 20 Mar " " 554 " "
- 18 Jun "Dreadnought" trams 124, 125, 127, 131, 134, 150, 176 scrapped. Others followed.
- 29 Jly Milton Tennis Courts crossover removed. Line closed beyond Workshops.
- Aug Crossover at Enoggera Tce on Ashgrove line removed.
- Sep Southbound connecting curve from Wickham St to Ann St single track removed.
- Oct Red Hill junction points removed, Ashgrove line.

1966

- Mar "Dreadnought" 179 scrapped.
- 11 Jly Express buses introduced on tram routes in peak hours.
- Aug Belmont terminus cut back 275 ft.

1967

- 5 Jly Scrapping of "Dropcentre" trams commences.
- Nov "Dropcentre" trams scrapped since 5/7/67: 198-201, 206, 208-210, 212, 213, 219, 222, 223, 226-228, 230, 232, 233, 235, 238, 239, 242, 243, 245-249, 251, 256, 256, 259, 262-264, 270, 272, 273.

1968

- 2 Feb "Dropcentre" trams scrapped between 8/12/67 & 2/2/68: 196, 197, 207, 211, 224, 225, 229, 234, 241, 252, 260, 266, 267, 271.
- 13 Feb Ipswich Rd Depot roads 1-3 removed.
- 13 Jun "Dreadnought" 133 & "Dropcentre" 236 to Wellington, New Zealand.
- 21 Jun Tramway closure officially announced by Lord Mayor.
- 24 Jun Advertising car 71 to SPER Sydney.
- 5 Aug Ashgrove line closed (last tram 469);
" Grange " " (" " 441).
- 30 Aug Scrubber 16 scrapped.
- 15 Sep Leichardt St connecting line closed.
- 20 Sep Trams scrapped: "Dropcentre" 280-285, 290, 294, 298, 307, 310, 312, 318, 320, 321, 323, 325, 326, 331, 333, 342, 353, 355, 359, 360, 362, 367, 375, 377, 379, 381-384, "FM" 525, 530.

1968 CONT'D

- Oct Light St Depot roads 10-14 removed, length of roads 1-9 reduced;
Connecting curve from Wharf St to Adelaide St disconnected;
Trams scrapped: "Dropcentre" 276, 287, 299, 315, 327, 340, 363, 366;
295 to SPER Sydney; "FM" 422, 424, 437, 466, 468, 477, 483.
- 1 Dec All remaining Adelaide St routes closed; Last trams: Bardon 370, Stafford 374,
Enoggera 313, Chermside 378;
Light St Depot closed;
Exhibition & Barry Pde closed;
Last use of "Dropcentre" trams in service.
- Dec Trams run to Valley via Ann St, return via Wickham St;
Trams scrapped: "Dropcentre" 283, 288, 289, 292, 293, 296, 297, 301, 304, 308,
309, 311, 313, 314, 316, 317, 319, 322, 324, 328, 329, 334-337, 345, 347,
356-358, 361, 364, 365, 368, 370-372, 374, 376, 378, 380, 385; "FM" 416, 418,
421, 456, 475. 118 "FM" available for traffic.

1969

- 27 Jan 517 last tram Treasury Building siding.
- 3 Mar Trolleybus system closed.
- 8 Apr South Brisbane Station loop closed. (503 last tram).
- 13 Apr FINAL TRAM CLOSURE. 534 last tram to Ipswich Rd Depot, 554 official last tram
to Milton Workshops.

Trams to BTMS: Scrubber 14, 15; Combination 47; 10-bench 65; Baby Dreadnought 99;
Dreadnought 136; Advertising cars 128, 140; Dropcentre 231, 277, 300, 341, 386;
FM 400, 429, 480, 494, 519; Phoenix 554.

(Also: Combination 46, Baby Dreadnought 94, Dreadnought 174 [bodies]).

Other preserved trams:

- 10-bench: 71 (SPER)
- Dreadnought: 180 (SPER), 133 (NZ)
- Dropcentre: 295 (SPER), 236 (NZ)
- Phoenix: 548 (SPER), 550 Body (Newcastle)
- FM: 499 Body (Canberra).