

# RATTLER 429

July - September 2009



**Heyday of the Sunbeams.** A fine line up of freshly painted Sunbeam F4 trolleybuses waits at the foot of Barrack Street ready for the afternoon peak hour services to Mount Lawley, Bedford Park and Dianella in the early 1960's. *Photograph by Lindsay Bridge.*

*Quarterly Newsletter of the*

**BUS PRESERVATION SOCIETY OF WESTERN  
AUSTRALIA (INC)**

# BPSWA CALENDAR

***Every Tuesday and some Thursdays      Whiteman Park Depot***

Museum work days. Members with spare time are always welcome to assist with restoration work at our depot. Trade skills not essential, just a willingness to come along and have a good boy's day out in a convivial atmosphere. Choose your own times – the workshop is attended between 0800 and 1400 hours.

***Saturday 19<sup>th</sup> September      Trolleybus Commemorative Outing***

Departs our Whiteman Park Depot at 12.30 hours and the south side of Hay Street between the Causeway and Plain Street (outside the former MTT Causeway Depot) at 13.00 hours. Perth's trolleybuses were farewelled at an outing arranged by Rail Heritage on 30th August 1969. We shall retrace the route of the 1969 outing in one of our buses. The bus will stop in Wembley for afternoon tea. Please register your interest with the Secretary, Nicholas Pusenjak at [rattler@perthbus.info](mailto:rattler@perthbus.info) or telephone 0408 959 660.

***Sunday 20<sup>th</sup> September 2009      Friends of Thomas the Tank Engine Day – Whiteman Park.***

We operate bus services through the Park on this day and it is an important fund raising event for us. Members are needed to drive our buses and assist as conductors. Please contact Don McKeig on 9379 0314 if you can help.

***Saturday 10<sup>th</sup> October      Museum Work Day***

Some members who work Monday to Friday have expressed a willingness to come to the Depot on weekends and help with restoration and maintenance of the preserved bus fleet. So here is your chance to do just that, or potter around in the Archives. The workshop will be open from 08.30 hours onwards. Bring some food for a barbecue lunch to finish the day sitting around taking buses. Please contact Glen Boorn or Nicholas Pusenjak if you can come. Our contact details are on Page 19.

***Sunday 11<sup>th</sup> October 2009 Railfest – Rail Transport Museum 136 Railway Parade, Bassendean***

10.00 to 17.00 hours. This is an important event for public transport enthusiasts. BPSWA will display a bus and photographs. Come and help man our stand or just come along. Its a day with lots of transport interest that is too good to miss.

**Wednesday 28<sup>th</sup> October 2009**

**Senior's Week "Have A Go Day"**

Grounds of Burswood Casino/Resort between 09.00 and 14.00 hours. An important fund raiser for our restoration activities is the sausage sizzle that BPSWA runs at this event. We display several buses and bus memorabilia. It's a big activity for a small group like ours and members are needed to help with the stand – cutting onions, cooking sausages, serving the public and answering questions. Do we have a graphic designer to produce posters promoting what are selling and what we do? We need to reach the target market of retirees that attend this event. Many are looking for pleasant ways of filling in their days or doing some voluntary work.

**Sunday 22<sup>nd</sup> November 2009**

**End of Year Function**

Whiteman Park Depot from 10.00 hours onwards. This will be out traditional morning tea with a barbecue afterwards for those who wish to stay on. Ray and Jean Webster are organising a Christmas Hamper Raffle. Donations of food for the hamper – tinned goodies, drinks, biscuits etc would be appreciated and will be needed early November to be made up into the hamper. Please contact Ray at [thewebbies@westnet.com.au](mailto:thewebbies@westnet.com.au) or telephone 9361 3648 if you can make a donation.

**FROM THE SECRETARY**

*Nicholas Pusenjak*

**Office Bearers 2009/2010**

Two positions of Councillor were unfilled at the Annual General Meeting. The Council has appointed Peter Hancey and Pat Hallahan. Our thanks to two other members who offered their services. In the meantime, Bruce Arlow will remain on the Council until he retires from his job and moves to Queensland to join his family there later in the year.

**Another Shed**

Glen and I had a very productive meeting with Steve Lowe, Manager of Whiteman Park and it is likely we will be able to erect a simple farm machinery type shed that will provide under cover storage for buses that we will not commence restoring in the immediate future. As a longer term project, BPSWA will work with the Motor Museum and Whiteman Park to secure a museum facility for commercial vehicles. This would accommodate some of our restored buses and provide us with a shop front to showcase our organisation to the public as well as ease pressure on storage at our depot.

## ***New Members***

A warm welcome is extended to Gary Wilson from Bunbury, Karl Sanger and Malcolm Crosbie.

## ***Cloth Interlocking Material***

Darryl Clark has been a staunch supporter and fund raiser for BPSWA. She makes and donates kiddies clothing and swans which she sells at a stall at Thomas the Tank Engine Days as fund raisers. She also makes decorated cakes that are raffled at our Christmas functions. Darryl needs interlocking material for the children's tops, so would members able to donate this material please contact Jean Webster at [Thewebbies@westnet.com.au](mailto:Thewebbies@westnet.com.au) or telephone 9361 3648.

## ***BPSWA/PETS 40<sup>th</sup> Anniversary Celebration***

64 members, friends and guests of BPSWA and the Perth Electric Tramway Society celebrated our 40<sup>th</sup> birthday to the day on 30<sup>th</sup> August 2009. The event started with conducted tours of the depots and workshops of each organisation, then we rode restored Fremantle tram 29 to Revolutions where we had our evening meal. Afterwards, it was a night ride back to the depot in the tram. It was a successful event and the camaraderie between the members went well for further joint activities. Our thanks to Bob Pearce, Beth and Tony Kelly of PETS who did the lion's share of organising the function.

**Bob Pearce (left)**  
**Secretary of PETS and**  
**Nicholas Pusenjak**  
**(right) Secretary BPSWA**  
were on the Rail Heritage  
Trolleybus tour on 30<sup>th</sup>  
August 1969, so the duty  
of cutting the 40<sup>th</sup>  
birthday cake went to  
them. Photo by David  
Urquart.



## ***New Shed Opening Ceremony***

This will be held during the first quarter of 2010. The format is yet to be decided. It may coincide with the launch of our restored Western Australian Government Railways (WAGR) Dennis Lancet half cab bus D24 and the launch of John Young's book on the road services of the WAGR.

## **AROUND THE WORKSHOP**

Work progresses on the body repairs to Hino 83. The corroded framing beneath the side destination boxes has been renewed and exterior panels replaced. The perished rubber seals that allowed water to enter the bus have been replaced. Colin Davison has done an excellent job repairing damaged fibreglass panels and has filled in the front and rear destination apertures. 83 will be used on Thomas the Tank Engine Day and after that will soon be ready for the paint shop for painting in the MTT Yellow City Clipper livery that was applied in 1974.

Our operational stalwart, Leyland Worldmaster 452 has been treated to a major service, repairs to the exhaust system and replacement of a broken spring shackle. We are looking at ways of repairing unsightly damage to the roof panels that was done when it was owned by a school. Those repairs and a fresh coat of cream paint on the roof will greatly enhance its appearance until a major body restoration can be undertaken.

WAGR Dennis Lancet is progressing nicely. Most of the electrical rewiring is finished. Good progress is being made with the Austin school bus with the brakes and running gear overhauled. Painting of the chassis will happen soon, then the new floor (already cut to size) can go in and the body panels reinstalled.

We have identified a coach builder who is experienced with timber framed bodies and hope to get him started on the body restoration of the International Parlourcar. This bus is owned by the WA Museum which is funding its restoration.

Several kind benefactors have spare parts to BPSWA. Visitors to our depot will see pallet racking stacked high with goodies. An important task is to identify what we have, catalogue it and ensure items can be retrieved quickly when needed. There are parts for buses not in our collection and which we are unlikely to acquire and these may be disposed of. Ray Webster has already done a lot of work with our parts, but there is a lot more to be done, so any help other Members can offer Ray will be appreciated.

*As presented at the 2009 Annual General Meeting*



**Highlight of 2008/09 for BPSWA was the erection of our new shed. Foden F44, Leyland Panther 988 and Leyland Lion 22 were front its row residents on 8<sup>th</sup> September 2009.**

Although difficult, the past year has been one of great progress and activity. There has been due to the wonderful efforts of our volunteer workers. As I sit in my caravan at Exmouth writing this report, I am one of many of our workers who has gone on holidays leaving all of the work to George Barker and a handful of volunteers.

We now have our new shed despite all of the problems we encountered on the way. This is a wonderful asset for us which means we will now be able to keep most of our fleet under cover. The work area is now a lot more worker friendly as far as room to work safely is concerned. The improvements in this area are continuing.

During the year we purchased a sea container to store our flammable stores. This has been installed and a roof built on top of it to reduce heat build up. A large quantity of spare parts suitable for our fleet has been donated to us and we thank the many donors. This has created storage problems which has required

the purchase of additional pallet racking. We must also thank many other organisations that have assisted us with many other items such as storage of our buses during construction of the new shed, freight costs, oils and grease, engine rebuild etc.

We have been able to have the main and big end bearing shells from the Gardner engine of Guy Arab WAGT 101 remetalled in Sydney and the engine is now at Westrac who have undertaken to rebuild it at their apprentice school.

Several additional buses were added to our fleet in 2008/09 thanks to donations from Stuart Kostera (AEC Regal Mark IV Kalamunda 17) and the Public Transport Authority (Mercedes Benz O305G 472 and Mercedes Benz hydrogen fuel cell bus Ecobus 2). We also obtained a second WA Government Tramways Daimler Freeline. Between this and our other Daimler Freeline, we should be able to have an operational Daimler Freeline in our fleet for many years, given that it is nearly 50 years since parts for these buses went out of production.

Over the year the BPSWA Council ran several planning meetings to plan our way forward in an orderly fashion and we have produced an events calendar listing future special events so that we can plan ahead and be organised when the events occur. We participated in several events this year, including two Thomas The Tank Engine days, the 50<sup>th</sup> Anniversary of the formation of the MTT, a display at Railfest at the Rail transport Museum in Bassendean, a sausage sizzle and display at Senior's Have A Go Day at Burswood resort, a display at the Model Car Collector's exhibition in Cannington, the Classic Car Show and the Volunteer Day at Whiteman Park. The latter being part of WA Volunteer Week. In addition we have operated buses within Whiteman Park on special days as well as our regular Monday Whiteman Explorer tours.

We have had several groups such as the WA Modeller's Club, Retired School Teacher's Group, Adams Bus Service Social Club, the Air Force Association from Bull Creek and a group of Albion enthusiasts from Scotland visit our workshop and depot. A steady stream of interested local, interstate and overseas visitors have also called in.

As we have not been able to get an Editor for "Rattler", our thanks to Nick Pusenjak and Ian Paisley for keeping our members informed with Rattlers and newsletters. If any member is interested and able to take on this task, please let us know.

In closing I thank the Councillors for their help and support over the past year and the many volunteer workers for the time they give and the fine work they do in keeping our Society going.

Glen Boorn - PRESIDENT

# ON AND OFF THE ROAD – DRIVING FOR MRS CAISLEY IN THE 1920'S

**Conclusion of the article from “Rattler” 428 - compiled by Graeme Guger**

## *Driving in the early days for Caisleys*

In 1984, a former driver for Caisleys, Fred Clarke, recounted some of his memories – albeit fading he claimed - to journalist Pat Strachan of the Southern Gazette.

Fred started work with Mrs Caisley when he was in his twenties back in the 1920's. He said he was in Perth broke - stone motherless broke - and a friend introduced him to Mrs Caisley who gave him a job. He had only the clothes he stood up in and Mrs Caisley advanced him some money, about ten pounds, along with a dustcoat before he started work. She found accommodation for him with the family next door to the depot in Great Eastern Hwy, He and another boarder slept in a room on the front veranda.

Mr Caisley left the business side to his wife, but he was a genius with anything mechanical. Mrs Caisley was a terrific person, very homely, not frightened to call a spade a spade and was always very fair.

Bus drivers never passed anyone by and if they saw someone running to catch the bus, they would stop or back down the road to pick the passenger up. Mrs Caisley told us the passengers paid our wages and courtesy and kindness were expected of each. If a woman was a bit scared Fred said he'd take the bus to her home, and his passengers were content to wait while the lady was being helped.

Most of the drivers were single and getting a bus driver's licence was straight forward. The Bus Company would recommend you to the Inspector of Buses and after a bit of a run up the road and back you got your licence. Once you got your bus driver's licence you could drive anything.

Buses were a lot smaller in those days than today and there were maybe eight or nine buses at the depot when he first started. They were all sorts and sizes and drivers were expected to be able to drive the lot.

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If a bus broke down, the passenger would catch the next bus, and drivers would wait for Mr Caisley if they couldn't get the bus going again. Punctures were the worst. "We'd have to pull off the road and the jack would bury itself in the sand and then we'd be really in trouble."

At Christmas time the passengers would give the bus drivers gifts and Fred remembers a stack two and three feet high at the end of his shift. Mrs Caisley always put on a Christmas party for all the men after the last shift, with plenty to eat and drink.

He recalls one driver who took his bus and bag of fares to the Races and later took the bus to the Trots. When it came time to pay in the fares, Mrs Caisley said she would give him another chance and took the amount out of his wages each week till the debt was paid.

There was competition on the roads. Wigmore's Bus Service ran in opposition to Mrs Caisley and sometimes their drivers would force Caisleys drivers off the road. They would pull up and have a fight with the passengers urging them on. A young light weight boxer named Joe Pluto used to get on the buses and he could fight. He had two sons named Bill and Cyril and one of the boys was good in and out of the ring, also.

Fred remembers the Friday night pictures at Rivervale well. "The buses used to have a back door entrance and fares were passed up the bus by the passengers. The jockeys and stable hands from the Redcliffe area would hop off the bus at the picture theatre stop without paying their fare and lean against the nearest post as if they had been there for half an hour."

Many of the made roads in the 1920's only went one block back from the Highway and then tracks led to small farms. Sometimes a girlfriend would catch the bus home at night and Fred would drive the bus to her home, hop out and escort her to her front door, give her a kiss, get back into the bus and return to the bus route. Passengers enjoyed the extras !

Fred often drove buses on trips into the country at the weekend for clubs and on one trip he took a bus load down to the Manjimup District for a cricket match. Coming back they got onto the wrong track. It was a big bus, a Brockway charabanc with six doors down the side, seats across and a canvass roof. On that trip the women, children and men were pretty much out all night before they found the right road home.

rails on both side. The bloke driving the bus panicked, swerved off the bridge and took the side out of the bus.

Picnic days were great fun and every outing was special. There were the Hunt Club meetings. The dogs were housed behind the Caisley's Garage and riders looked colourful in their bright jackets and riding gear. The Club would come out of the bush near Redcliffe, ride along the Highway and get into the bus around Guildford. He didn't think they ever chased any foxes, but used to think maybe they were chasing Kangaroos.

The grandmother who lived with the family next door to the garage was a marvellous old lady. She always had wonderful meals. The suppers she prepared for the boarders on night shift were always waiting when they knocked off.

From time to time, I'd leave the Bus Company and get another job but when I came back there was always a job waiting for me with Mrs Caisley, and a bed with the family next door.

#### *Postscript - Fred Clarke*

Fred Clarke was born in Boulder in 1900 and after coming down to Fremantle was a student at Fremantle Boys School. He served an apprenticeship as a blacksmith and then ran away from home to go north. He was in the Naval Reserves in WW I and served in the AIF in WW II. He and his family lived for many years in Darwin before spending his final years in Kewdale, where these reflections were recorded.

#### Sources:

Perth's Bus Services – Early Struggles and Successes By “Kalem” (The West Australian, Thursday July 25<sup>th</sup>, 1935)

Minutes of the Metropolitan Bus Company, 1936-1937

The West Australian, 7 June 1927

On the Buses – With Detours.

(Southern Gazette February 7, 1984)

Compiled by Graeme Gugerl



**Caisleys became Beam Transport and Dennis buses found favour in their fleet both pre and post World War 2. A pre-War Dennis Lancet half cab is depicted in the top photograph and a post-War full front keeps company with a brand new Mark V Jaguar on excursion to Canning Dam. Both images form BPSWA Archives – photographers unknown.**



## PERTH'S TROLLEYBUSES – 40 YEARS GONE



**The main bus stop in the city for trolleybuses to Leederville was on the corner of Wellington Street and Forrest Place. Trolleybus number 2 was quite new when this photograph was taken by the WAGR photographer.**

Perth was the first Australian capital city to operate trolleybuses and the system opened in 1933 with a route from East Perth to Leederville railway station via Wellington Street and Cambridge Street. It used three Leyland TTB three-axle buses. Financial restrictions due to the Depression curtailed further expansion until 1938 when a further nineteen Leyland TTBs were purchased. These enabled expansion of the Leederville route along Cambridge Street to a balloon loop at Keane Street in Wembley and the establishment of a new route to Claremont via Mounts Bay Road and Stirling Highway. These replaced the Claremont and Wembley tram routes. A branch from the Wembley route to the intersection of Grantham Street and Reserve Street via Gregory Street was a new route not previously served by trams.

The opportunity came to acquire eighteen two-axle Leyland TB5 trolleybus chassis that were part of an order for China. The shipment was diverted to Australia when China was invaded by Japan.

After the War, trolleybuses were considered ideal to replace trams and fifty Sunbeam F4 chassis were ordered to replace tram routes to Victoria Park and Welshpool, South Perth and Como with extensions to the new State Housing Commission suburb of Manning Park. As events turned out, trolleybus overhead wires were considered an unsightly blight on the modern new Causeway bridge being constructed to replace the timber trestle and more buses were bought for the south of the river tram replacements.

There were more trolleybuses than were needed, so some of the excess was absorbed by their replacement of trams to Mouth Hawthorn from William Street in the city, Newcastle Street, Oxford Street and Scarborough Beach Road to Kalgoorlie Street.

The Claremont route was extended along Stirling Highway to the Swanbourne Fire Station and Wembley routes to Louth Road and Dumfries Road in the then new garden suburb of Floreat Park.

A major contraction of the system occurred in 1959 with the cessation of the Swanbourne route brought about by road works associated with the interchange at the city end of the Narrows Bridge. However, trolleybuses replaced trams on the routes to Mount Lawley, extending beyond tram territory to Dianella via Grand Promenade and to Bedford Park.



**The Claremont and Swanbourne Route was isolated from the Car Barn at Hay Street, East Perth, so trolleybuses travelled along Hay Street and Barrack Street to join their overhead wiring at The Esplanade. One pole was raised to collect power from the tram overhead and a metal skate that ran in the groove of a tram rail provided the return. A Sunbeam F4 makes the turn from Hay Street into Barrack Street showing the skate.** BPSWA Archives – Photographer unknown.

The Leyland TTB trolleybuses were withdrawn on takeover of the WA Government Tramways by the MTT. The TB5s followed in 1963 and 64, facilitating closure of the Mount Hawthorn route and the Sunbeams soldiered on until the system closed.

The Mount Hawthorn route closed in 1963, the Beaufort Street routes quietly disappeared at the end of 1968 when Barrack Street was made one-way northbound and the remaining routes to Floreat Park closed on 29<sup>th</sup> August 1969, thus ending 36 years of trolleybus operation in Perth.

Trolleybuses may have run to Fremantle had proposals once advanced by the Metro Bus Company come to fruition.





**Brand new Sunbeam F4, 41 looks very smart in this photograph thought to have been taken near the University of WA.** *BPSWA Archives – photographer unknown.*

Perth's trolleybuses were never fitted with registration plates and despite lasting until 1996, the Sunbeams were not fitted with flashing turn signal indicators. The wooden bodied Leylands retained their WA Government Tramway pea green and stone livery to the end and those operated by the MTT were not renumbered into the MTT numbering system. The Sunbeams received the first MTT dark green and cream livery inherited by the MTT from Metro and their numbers were prefixed by "8" as a special batch in the 800 series. They never carried the MTT logo.

Details of the fleet:-

<b>Numbers</b>	<b>Make and Model</b>	<b>In Service</b>	<b>Out of Service</b>
1 to 3	Leyland TTB 3-axle	1933	by 1960.
4	Leyland TTB 3-axle	1938	by 1960
5 -22	Leyland TTB 3-axle	1938	by 1960
23 – 40	Leyland TB5 2-axle	1942 – 45	1962 -64
41 – 90	Sunbeam F4	1950 – 53	1967 - 69



# TRANSPERTH NEWS

## NEW VEHICLES

*from www.Perthbus.info*

All buses Mercedes Benz OC500LE / "Volgren CR228L"

<b>Fleet</b>	<b>Registration</b>	<b>Chassis</b>	<b>Body No</b>	<b>Activated</b>
2015	TP 2015	WEB 63422021000878	VP0801	4.8.2009
2016	TP2016	WEB63422021000876	VP0802	4.8.2009
2017	TP2017	WEB63422021000803	VP0803	13.8.2009
2018	TP2018	WEB63422021000804	VP0804	14.8.2009
2019	TP2019	WEB63422021000805	VP0805	17.8.2009
2020	TP2020	WEB63422021000882	VP0806	18.8.2009

All allocated to PATH Transit Karrinyup Depot.

## WITHDRAWALS

009	Mercedes Benz OG305/JW Bolton	12.8.2009
57	Renault PR100.2/Howard Porter	13.8.2009
564	Renault PR100.2/JW Bolton	13.8.2009
691	Mercedes Benz O405/Howard Porter	31.8.2009
1500	Mercedes Benz O405/NH/Volgren	--.8.2009

## WITHDRAWN AND STORED

61	Renault PR100.2/Howard Porter	21.8.2009
638	Renault PR100.2/Howard Porter	31.8.2009

## RETURNED TO SERVICE

497	Mercedes Benz O305/Howard Porter Beckenham	by 1.9.2009 Swan Transit
499	Mercedes Benz O305/Howard Porter Kalamunda	by 1.9.2009 Swan Transit

## DISPOSALS

CAT1604      DAB Midcity Series 2 0860S-22/DAB  
To HSE Rental - Welshpool



- 402 Mercedes Benz O305/JW Bolton  
To Unknown – possibly Christian Brothers College Fremantle
- 1500 Mercedes Benz O405NH  
To TP1500 Triangle Tours & Charters Kununurra by 1.9.2009



**Mercedes Benz O305 499 was reinstated to service on 1.9.2009. It was photographed working a City bound service on route 30 in Labouchere Road, Como on 4.9.2009. Photograph by Nicholas Pusenjak**

## **MTT / TRANSPERTH SUBSEQUENT DISPOSALS**

- Cat1606 DAB Midcity Series 2 0860S-022/DAB  
To H McLennan (Yurunga) NSW 23.8.2009
- 30 Leyland TB5 / WAGR Trolleybus  
After being stripped of useful parts, the bare chassis frame was used as part of a bridge structure on the Castledare Miniature Railway in Wilson.
- 121 Mercedes Benz O305/Howard Porter  
To Unknown (Poowong Victoria) by --.9.2009 unregistered and advertised for sale on Ebay.
- 271 Mercedes Benz O305/Howard Porter  
To Midland Bus 2009.
- 274 Leyland Tiger OPS4/1 / Comeng / MTT  
Ex Melbourne, ex MTT Tow Wagon – driver's cab now on display at Revolutions Transport Heritage Centre, Whiteman.

## **PUBLIC TRANSPORT AUTHORITY (PTA) BUSES CURRENTLY OPERATED BY REGIONAL CONTRACTORS**

Through the PTA, the State Government has allocated air conditioned low floor buses with access for the disabled to operators in regional centres. Buses (including some older units) allocated as of 10.9.2009 include:-

### **COLLIE BUS SERVICE**

1501 Mercedes Benz O405NH ex Swan Transit by July 2009.

### **GERALDTON BUS SERVICE**

500 to 510 (Eleven buses) Mercedes Benz O305, ex Swan Transit – by September 2008

1160, 1166, 1205, 1206, 1208, 1300, 1301 Mercedes Benz O405NH – by November 2008.

### **LOVES BUS SERVICE ALBANY**

1207, 1209, (June 2009) 1771 (January 2008) All Mercedes Benz O405NH

### **PEARL TOWN BUS SERVICE BROOME**

431, 437, 438 Mercedes Benz O305 by mid 2006

### **REDLION BUS AND COACH ESPERANCE**

1162, 1167, 1168, (by April 2008), 1504 (July 2009) All Mercedes Benz O405NH

### **SOUTH WEST COACH LINES BUNBURY**

439, 441 Mercedes Benz O305 by December 2008

1155 to 1159 (Five buses) by June 2009 – used on Bunbury and Busselton services.

### **TRIANGLE TOURS AND CHARTER KUNUNURRA**

1500 Mercedes Benz O405NH by September 2009.

# AN ICONIC BUS ROUTE – THE 72 TO COTTESLOE

Immortalised through the writings of journalist Atholl Thomas in his column in “The West Australian” newspaper and still portrayed in Dean Alston’s cartoons whenever a bus is depicted in “The West”, the 72 to Cottesloe was a much loved bus route that even those with scant interest in where buses run knew. Here is a selection of pictures of “the 72”.



Being a crack route with heavy loadings and highway running, the MTT tended to use the newer buses in the fleet on the 72, so a surprise allocation was Leyland OPS4 286 to a morning peak run as late as 1975. 286 is coming off the Eric Street Bridge (above). The MTT’s response to the 1970’s fuel crisis was to use the Leyland Tiger Cub fleet on weekends. Cub 719 trundles along Marine Parade Cottesloe on a winter afternoon in 1975 (below).





Claremont Depot's two-door Leyland Worldmasters were the stalwarts of the 72 from their introduction in the 1960's until well into the Mercedes era. 572 climbs the first sand hill in Eric Street with the Indian ocean and Ocean Beach Hotel in the background in 1974. Photo feature by Nicholas Pusenjak

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This month's colour features Mercedes O405NH buses that have now left the Transperth fleet. TOP: 1500 was new when this picture was taken of it on route 98 in Stirling Highway, Nedlands in August 1999. Note the trolleybus poles which have now been removed. BOTTOM: 1232 now carries a colourful livery and registration TC4895 in Trans Goldfields service in Kalgoorlie. This picture shows it leaving Boulder for Kalgoorlie on 2.9.2007. *Photographs by Nicholas Pusenjak.*

